

Official Journal of the MG Car Club of Queensland Inc.

The



ctagon

No. 2

April 2007



MGs get together in anticipation of their 60th birthday

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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

This month it's the Gold Coast National Meeting which, deservedly, has the attention of MG enthusiasts from all over the country. This time we only have to make the very familiar journey down the M1, while other clubs from around Australia have to make the long trek northwards, but do spare a thought for our chapter and country participants who still need to cover considerable distance to attend. A great time is promised, with over 450 entrants, and I would like to wish all participants over Easter a very happy, friendly and successful National meeting 2007, while offering our own competitive and social entrants just that little bit more.

On the home front, sadly, some issues have arisen that have caused considerable concern regarding our building alterations, future hillclimb enhancements and Mount Cotton noise issues. Both John Davies and I have spent considerable time and effort over recent weeks endeavouring to allay the concerns of Redlands Council and address building and hillclimb situations. At the same time, issues arose over our use of Southbank for our Concours which involved long discussions with Bill Ferguson. It is times and situations like these that severely test the resolve, enthusiasm and cohesion of all those who place the interests and well-being of the club uppermost. However, plans for the first stage of the enhancement of our premises have been approved by structural engineers, certified, and we are ready to commence work now. It is hoped that any inconvenience during construction will be kept to a minimum and, providing there are numerous volunteers to assist, the period of this will be kept as short as possible. It is also our hope that we have established a much better relationship with our council officers and councillors, so that the future of Mount Cotton Hillclimb is not jeopardised.

Beyond this passing storm there is the promise of a very successful year ahead. Our chapters in Wide Bay and on the Darling

Downs continue to flourish, enjoying their freedom to operate in their own areas while enjoying the umbrella of MG Car Club of Queensland strength, stability and security. Enthusiasts in other areas of the state could add to the experience and enjoyment of MG ownership by following in the path of these pioneers. In addition, the Pre-War and "T" type register is growing in numbers and activity, while no less than 10 "Y" types assembled recently to provide a special photograph to help celebrate the 60th anniversary of this great little car.

Mount Cotton Hillclimb has derived much assistance and enhancement by way of "Friends of Mount Cotton", the hard work of Dino Mattea, our numerous volunteers, and the perseverance of the Wednesday Workers. The improvements achieved are obvious, and we have had numerous, positive comments from spectators, volunteer officials and competitors. There is still much to be done to complete all the tasks presently on hand before the next stage of development can begin. Again, your help has never been so urgently required.

Friday night Noggin 'n' Natter evenings continue to attract more members eager, perhaps, to sample Mal's sausage sizzle, enjoy a drink from the bar, browse our extensive library, or just enjoy the company of other MG owners and enthusiasts.

Looking beyond our own horizons, recent "MG Enthusiast" magazines contain very encouraging reports on the enthusiasm with which the new Chinese owners of the MG name are embarking on their programme to re-commence the production of the MGF, both in Nanjing, China and in Longbridge, UK. It has been reported that NAC (Nanjing Automotive Corporation) has been buying up quality examples of past models to establish a museum at their new factory, and that the factory has enthusiasm for MG regalia and memorabilia. Let's hope it's not too much longer before the marque becomes re-established on the world stage with a product

worthy of the MG heritage. This can only enhance the future of MG car clubs throughout the world.

In order to achieve our collective aims and aspirations for this club, let's all work together in an atmosphere of mutual respect and co-operation, bearing in mind the many facets of

this club, all of which have contributed to its present strength, stability and achievements.



David Miles

(President)

Editorial

Well, it's that time of year again (already). A new year means it's time to pay your annual subscription to your favourite car club and, in my case, desperately prepare for the Easter National Meeting!

For my part, I should start by apologizing for not delivering on the last three editorials as my studies impacted on my ability to do anything other than study/work/sort out family. Hence, the disastrous outing my poor little MGB had last year at Morgan Park is only now, as I write this in March, being attended too.

From my enforced distance last year, it is pleasing to see the club ever-advancing towards our future. As I have tried to highlight previously, it is an uncertain future in which extraordinary clubs, like ours, are threatened on a number of fronts. What gives me confidence is the enthusiasm of our fellow-members, steered by our committee. Initiatives by a number of club members, both outside the committee and within the committee, have moved our club along very nicely over the preceding 12 months and

provided many unique opportunities for us to enjoy the company of fellow members.

Our President does a great job communicating these advances via his Octagon reports, so there is not need to replay them here; after all, the editorial is meant to be about opinions.

It's my opinion that communication is the key to the club's success. This little collection of reports, facts and fallacies (the Octagon) is a principal platform for communicating where the club is at, at a point in time, supported by

our great web-site, open committee meetings and any other competitive or non-competitive events when club members meet. It seems there are plenty of opportunities to communicate! The problem arises with the quality of information members possess. The club is operating in an increasingly complex, litigious world, which challenges our club to respond to issues hitherto unknown. By its nature, the task of communicating the complex, sometimes contradictory issues and possible resolutions to all members is very difficult indeed.

Small wonder on occasions, we get either bewildered or frustrated!

So, where does this deliver us to in the early months of 2007? No current model MG in production, relatively few "modern" (post MGB) members and an aging membership. In surprisingly good shape it seems to me, as membership numbers grow to new highs and new faces are consistently being seen not only attending, but also assisting, at different events. The old faces also consistently re-appear too, which indicates that not only are we satisfying the needs of our evergreen helpers, but at the same time finally managing to attract assistance from newer members.

Members' involvement is really the concept behind any club or association; membership is empty without actual involvement. This involvement means that effective communication between both individual members and the "movers and shakers" trying to keep the club keeping-on powers our progress in this brave new world.

Graeme

Notice Board

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

- **Fri April 13** Naggin 'n' Natter. Guest speaker Ross or Peter Liddle on the topic of cylinder head engineering.
- **Sun April 15** MG and sports car only hillclimb.
- **Wed/Thu Apr 25/26**
Midweek run with overnight stay. Contact David Miles 3892 2699.
- **Fri Apr 27** General meeting (7.30 pm) after BBQ
- **Sun Apr 29** Tighe Cars Series Round 2
- **Fri May 11** Naggin 'n' Natter. Ken Ebeling talking about 'Shades of racing in yesteryear and showing slides of competitions from circuits such as Strathpine and Peter Bonenti with a presentation on his father's (Joe's) racing.
- **Wed May 23** Midweek run. Contact David Miles 3892 2699.
- **Sun May 27** Concours at Sirramet Winery. Contact Bill Ferguson 0429 027 599
- **Sat/Sun June 2/3**
Queensland Hillclimb Championships



Membership

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

Sandra Armstrong
Trevor Jones
Raymond Pearson
Barend Spits
Justin Wade
John Stokeld
Norman Goodall
Helen Goodfellow
Trevor Irvine
David Keagh

Scott MacKenzie
Brian Mahoney
Wayne Middleton
Michael Peoples
Noel Preston
Alan Roberts
John Townsend
Warwick Williams
Edwin Zillman
Travis Bryson

Kenneth Davey
Denis Kelly
Christopher McMahon
Eric McMurtrie
Gregory Bremner
Paul Cox
Andrew Elson
Arthur Johnson
Shez Letten

Welcome back to the
Club to:
Michael Lane
Paul Masterton
Peter Bonenti

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Some words from Elaine...

With 2007 being the year in which the MGY celebrates its 60th birthday, it seemed appropriate to feature them on our cover. Tony Slattery was asked to provide one or two for a special photo and succeeded both in getting ten Y types together and in finding a venue where they could proudly be seen to be displaying their 'Y' name. Not a small undertaking by any means, but a very successful one and one which caused a lot of interest for the passersby. Many thanks also to Ian Fettes for his assistance with this photograph.

To celebrate this significant birthday, Tony has also supplied us with a short history of the car and an image of an early advertising poster.

We have the carried-over first instalment of Ken Ebeling's motoring history. Ken is coming to the Clubrooms for the May Noggin 'n' Natter to show his collection of slides from his competition days with the Club at places like Strathpine. He will be joined by Peter Bonenti who will give a presentation on his father's (Joe) racing in this same era. Check on the Octagon page of our website for the chapter prior to this one and for others that can't be published in the Octagon because of space restrictions.

Please note once again that there are some dates in the calendar which are subject to change; for example, the Ironman weekend date is still to be confirmed.

This Octagon is coming to you earlier than usual so that we could include the supp regs and entry form for the MG and sports car only hillclimb to be held on 15th April. If you wish to participate, please make sure you get your entry into the mail over Easter. Also included are the supp regs and entry form for Concours. Because of the water restrictions, Southbank cannot be used this year so the venue will be the Sirromet winery at Mount Cotton.

Welcome back to our Editorial writer, Graeme Walker, for this issue!

Closing date for material for the June Octagon is 25th May.

Elaine Hamilton

P.S. No prizes, but who can tell what is different about this Octagon?

Letters to The Editor

I wish to comment on the Letter to the Editor in the Octagon Feb.07 written by the owner of an MGNA. The writer seems overly concerned about comparing apples with apples and not pears, yet if I look up production figures in my 1972 purchased book "The Story of the MG Sports Car" by F. Wilson McComb, I see that there were 90 L2 [2 seater] cars and 486 L1 [4 seater] cars built. So, as the Mattea car is a 2 seater, the Ace Reporter got that right while the writer's figure of 745 N Types includes the 6 outright racing cars [NE] specially built for the Ulster TT.

Now that's a mixed bag of fruit.

When drivers decide to run at an event "exhibition only", then they should announce their intention before and not after the event. This would avoid confusing both spectators,

event reporters and embarrassment to the driver when his times are not adequate.

Lastly, it seems rather odd for an owner of such an historic vehicle to comment in one paragraph that he wants young members to experience the sight and sounds of a Pre-War 6 Cyl OHC S/C MG at the Hill, and then suggest that the car may as well stay up on the Coast. That makes every one a loser, most importantly, the driver, then the young motoring enthusiasts and finally, old fellas like myself who have, for 50 years now, admired these interesting examples of automotive engineering.

Owen McNeill

MEMBER PROFILE:

The Walker Family

John Walker originally joined the MGCCQ in 1961, driving a '56 FJ Holden sedan (somewhat modified) and Pat maintains that nobody ever passed them between Brisbane and the Gold Coast on the old single lane highway. In those days, he enjoyed some success competing in gymkhanas at Tingalpa driving a '38 Morris Tourer. John and his Morris Tourer were one of four cars selected in the MG Team for the annual Interclub gymkhana in 1962.

John and Pat were married in 1964 and although remaining a motor racing fanatic, a shortage of funds restricted him to spectating and his other hobby, racing tethered miniature racecars.



John rejoined the club in 1987 after purchasing his first MG, a 1965 MGB Mk.1. A second MG followed a year later (this time an MGA, complete with a 1800 motor, which is still in the family). This car was taken to their first National Meeting at Shepparton in 1989 where John nervously lined-up for his first speed event in almost 25 years at Winton. Once on the track, the nerves disappeared and he realized what he had been missing since his early MG days.

Consequently, John began to compete in the MGA at Mt. Cotton Hillclimb with some

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success (eventually achieving 55.99 on standard road tyres).

The red MGB GT V8, acquired in 1993 has proven a very effective competition car, winning its class at Mt.Cotton and National Meeting Speed events. This powerful combination has won most of our club's perpetual trophies, including the hotly contested Outright Speed Trophy.

The historic Sharp Holden racing car was the next direction taken in 1997. It at least possessed a TC gearbox, and having enjoyed many historic race meetings (regularity trials) and sprints, was sold in 2001. It was not long before a suitable replacement was found. This was the now well-known dark blue left-hand drive MGA racecar.

This car has been successful at National Meeting speed events as well as being the co-winner of the inaugural Tighe Cams Hillclimb Series in 2004. The car has also won every Russell Crew Memorial trophy for the best MG in the series. In John's hands, it has recorded the fastest time by an MG at Mt.Cotton (48.94)

Pat and John have attended 16 National Meetings since 1989 and have virtually toured the country in various MG cars. Our club offers so much more than cars and competition. It is a very friendly club and ever increasing attendances at National Meetings confirms this, as there are as many social activities as competitive events. Everybody has a great time!

The old adage about successful men being supported by a woman is confirmed by Pat's high level of involvement. As day run organizer for many years, including the Warwick weekend away, National Meeting costume co-designer/manufacturer and Mt.Cotton Hillclimb canteen co-ordinator. Pat has been purchasing and ordering for the canteen since mid 1996, after volunteering to fill in after Joan Appleby broke her ankle.

She is also known as the "Pat-brake" when riding with Flash on day-runs...

Of course, this level of involvement tends to run in the family with the kids, Graeme and Sandra running (by sheer coincidence, Sky Blue MK.1's) MGBs. They both have also enjoyed some competitive success in local events and National Meetings. Both help out

in the timing shed when possible - contrary to some opinions, this is not how John records goodtimes!

Graeme has been assisting with the Octagon magazine for many years and was responsible



for the design of the 2004 National Meeting logo, posters, badges etc. He is most happy when using-up his own MGB. He has also driven all of Dad's cars with very similar times, despite limited opportunities to drive these cars.

John is presently the MGCCQ Competition Club Captain and maintains that the more you put into the club, the more you get out of it. He also acknowledges that the "Complaints Department is next door to the Pay Office".

Early Club member, Ken Ebeling, wrote down his memories of his motoring life in November 1989. He wrote them for his family but has agreed to share them with us. His early tales which begin in 1950 are based on his ownership of MGs, a TR2 and other cars and of his experiences both on the road and in competition in them. The total document is almost of book length so not all of it can be included in the Octagon. However, every chapter will eventually be available through the website and the website version will contain more photos than is possible to reproduce in the limited space in the Octagon so watch for these on the website Octagon page. The chapter prior to this one, entitled 'In the beginning' is on the website now and 'My first car Part 2' will be there soon.

My First Car Part 1

by Ken Ebeling

There is obviously no point in having a car unless you have a driver's licence. In fact my first licence was actually a motorcycle rider's licence obtained in Rockhampton in April 1948 after purchasing my one and only motorcycle. It was a 1948 Triumph 500cc Speed Twin. A driver's licence came not quite a year later.

Before taking delivery of the motorcycle I obtained a learner's permit and was given a few riding lessons by the proprietor of Meteor Motors the Triumph agent. This added to the limited experience gained on the two stroke Excelsior owned by a workmate. The test to obtain a licence consisted of a ride from the police-station, which was on a corner, up to the next intersection, the making of a 'U' turn and the return trip to the police officer standing on the footpath. It certainly would have been a foolhardy move to sit behind me. When I come to think about it there hadn't been a pillion seat at the time. Having successfully completed the manoeuvre I was issued with the necessary licence to ride a motorcycle. When the time came to renew the licence a year later I was working in Blackall. During the renewal process the local police officer asked "Don't you drive a car?" I replied that I had obtained a learner's permit and drove my father's car while at home on holidays. The response was "In that case I'd better make it out to drive a car as well!". You will agree, I'm sure, that the system needed a bit of tightening up.

I didn't really set out to buy a motor car one Saturday morning in 1950. After about three months of dithering I was on my way to Markwells to order one of the new Matchless 500cc twin cylinder motorcycles with telescopic front forks and swinging arm rear suspension. By now my 1948 5T Triumph Speed Twin motorcycle had undergone one rebore and was sufficiently worn in other places to make its replacement cheaper in the long run than the major overhaul it needed. The landlady of the boarding house watching me prepare to depart, and being in a

helpful mood and probably tired of wet clothes lying about and grease on the pathway, had a suggestion. "Why not have a look at some second hand MGs? You're always talking about them." My previous decision went out the window and a swap from two to four wheels was again a possibility.

The first MG I looked at had a very rowdy exhaust, worn tyres and a battered hood. The wire cable to the starter switch broke on the demonstration run but to my limited knowledge the car seemed reasonable. A trip around the car yards brought to light a couple of other 'TC' model MGs which looked worse and cost more. The first car looked at was decided on and arrangements made for an RACQ inspection on the understanding I would join up when I brought the car in. At this stage I hadn't paid a deposit which was probably just as well.

By this time the word was out at work. "Casey's buying an MG!" This brought forth lots of advice about saloon cars, four seats and all the other advantages which, to a true sports car lover, are far outweighed by the things that other motorists don't appreciate. One of the advisers did however point out an advertisement in the morning paper for an MG TC. There was also a phone number which was soon ringing and arrangements made for a trial run. During the trial I had with me a friend, a hard headed businessman, who also drove the car. He advised me to stick out for \$40 less than the asking price of \$1100. At the time, of course, the figures were £20 and £550. The price came down \$20 with a statement that he "Really wasn't prepared to knock anything off and wouldn't make it more than that!" The seller drove off, leaving a trail of smoke, as I suggested "You know where to find me if you reconsider."

When I arrived home from work the next day I was surprised to see the car parked outside the boarding house at the corner of Vulture and Leopard Streets, Kangaroo Point. It was available



▲ The newly acquired MG in Vulture S1 in 1950

at my price. Not being able to trade the motorcycle created a problem as it left me somewhat short of the total amount needed. A hurried phone call was made to my parents, who were living at Gunalda, and the following morning brought the hoped-for Telegraph Money Order. In those good old days the Post Offices were open on Saturday mornings but the counter officer at the Waalloon gabbas Post Office gave me a horrified look when I presented the money order for \$500 (£250). He then suggested that I call back just before closing time when he might have enough money to pay me. He made it with the help of many one pound and ten shilling notes. The seller of the car probably thought I'd raided my piggy bank and wasn't far wrong. The Compulsory Third Party Insurance at the time of purchase was one pound five shillings. That's \$2.50 in today's decadent currency. The receipt was signed by Ken Richardson who, in later years, drove a Lago Talbot at a race meeting on the old Leyburn airstrip circuit outside of Toowoomba.

Having taken possession, my hard headed friend gave me some additional driving lessons to supplement the ability implied in the licence obtained in Blackall.

The car looked quite smart in its two tone colour scheme of cream body and red mudguards. Rather flimsy add on bumper bars were fitted back and front and also a fold up luggage rack behind the rear mounted spare wheel. The latter was fitted with a well made cream cover with the letters MG and a surrounding octagon, both of red vinyl, sewn on. To be truthful, the car ran like a hairy goat due mainly to oiled up plugs and worn piston rings and smoked in sympathy. To help drive home this characteristic, and my inexperience as a driver, Brisbane had a tramway strike. — Yes! It was that long ago. Needless to say I stalled the motor, due to lack of power and inept

handling of the clutch, while at the head of a long line of cars at the corner of Queen and Albert Streets. It was, of course, the middle of the rush hour and among the extra traffic generated by the tram strike. I got going again in a cloud of smoke which came either from the exhaust or the fiery glances of the policeman operating the traffic lights manually to try to speed up the traffic flow.

The car had Chassis Number TC 4997 and Engine Number XPAG 5601. As "TC" production ran from November 1945 (Chassis TC 0251) to December 1949 (Chassis TC 10252) it seems about right to call it a 1947 model. It was registered Q467-818 and I still have the receipt dated 11/11/1950 "For TC MG roadster free of all encumbrances and as tried and approved". In this day and age, when such cars are very thin on the ground, to have the car would be much better than having the receipt. I sold it in mid 1954 for \$900 only \$160 less than I had paid for it. On the only occasion I saw it again it had been repainted in black and was racing at the old Strathpine circuit north of Brisbane. It was not listed in the register of one of the MG clubs in the late seventies and was probably scrapped many years ago.

The engine ran considerably better after the RACQ engineers cleaned and regapped the spark plugs during the test which I had booked for the first MG looked at. The report was most comprehensive as they still are. It included two defects which were never attended to during my three and a half years of ownership as I found them to be insignificant. After a few weeks to allow finances to pick up, arrangements were made for an overhaul of the cylinder head and fitting of the recommended set of new piston rings. It certainly improved the performance and almost got rid of the smoke trail. In my respects it was a good buy and the pronounced klunk! when going from drive to overrun, was still there when I sold the car 5300km later. It was due to wear on the splines at the differential end of the axle shafts and was quite visible to the naked eye. The new owner obviously didn't consider it a problem when, as stated earlier, he raced it at Strathpine.

Being interested in both cars and motorcycles, an obvious way to enjoy both sports seemed to be to visit Bathurst at Easter. It was 1951 and for many years the cars and bikes had their own race days. The bikes raced on Saturday and cars on Monday with the previous days set aside for practice. A friend I had met through the Kedron Motor Cycle Club was keen to accompany me and arrangements were made to change the date of my annual leave. Les Makin who went with me was a highly respected rider of motorcycles on the grass tracks popular at that time. He usually rode for Marlwell Brothers the leading Matchless dealer in the Brisbane area. Preparations were not very extensive apart from

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▲ On the way to the Jenolan Caves;
48 TC and 38 TA

the assembly of a small wooden box to protect two one gallon (about 4.55 litres) tins. One was for extra petrol and the second for the oil which had to be carried for topping up the sump. The top up period in the interests of safety was about 250km and needed about a litre. In pre-decimal times the oil consumption was spoken of as about 700 miles per gallon.

The route chosen was from Brisbane to Warwick via Cunningham's Gap and then south along the New England Highway. At Tamworth we headed out through Gunnedah and turned south at Mullaley to Dunedoo where we spent the night at a hotel. Next morning the cook gave us an early breakfast in front of a large wood-burning range and we were soon on our way to Wellington and Orange. We arrived at Bathurst on Good Friday, March 23rd 1961 just as they reopened the circuit for traffic after the finish of the motorcycle practice period. We had arranged accommodation at the National Fitness Camp, near the top of Conrad Straight, and were soon settled in for the weekend.

It had been a dusty trip, particularly in the middle stages from Gunnedah to Mullaley where the stretches of bitumen were few and in poor condition. The trip became rather interesting approaching the summit of the Moonbi Range when I tried to catch up to an early Ford V8. One of the spark plug leads came off, a fairly frequent occurrence until I changed the connectors and I pulled off the road in great haste and put the lead back on without stopping the engine. As there was a lack of forward room I had to reverse hurriedly back onto the road. About 100 metres down the road there was a frightful clatter from beneath the car like a string of cans behind a honeymoon car. Another hurried halt failed to disclose a sheet of galvanised iron beneath the car as a petrol drum dragging behind and we took off again. All was quiet for a few hundred metres

and there it was again. Another check and still no answer. Careful checking while travelling showed a tendency for the noise to recur after a bump in the road so I drove more slowly until we reached a small township below the range. As it was the Thursday before Easter, the garage owner was too busy to help but we ran the MG up onto a wooden ramp but could still not find anything amiss. The garage owner took the time for a quick look but could see nothing unusual.

We continued on our way towards Tamworth, coasting whenever possible with a dead engine. We had found that even over the worst bumps the noise did not appear unless the engine was running. We made slow progress accelerating up to 80 km/h before shifting into neutral and stopping the engine. The Tamworth MG dealer offered to have a look on the Tuesday after Easter and one helpful mechanic suggested that it sounded as though the clutch throw out ball race was breaking up. Some months later I found out that the MG had a carbon thrust ring for clutch release. The mechanic suggested we might as well keep going in the hope of reaching Bathurst without a complete failure of whatever was the cause of the problem.

After leaving Tamworth, the noise became less frequent and less harsh and finally completely. Should you have read this far, you certainly don't have a copy of Playboy lying about but, if you are still interested, read on and you will discover what had been making the dreadful clatter. On dismantling the motor some 3000 km later as the oil consumption had got much worse, I discovered that there were three less than the proper number of cushioning springs in the clutch plate assembly. I also found a spoonful of metal chips and a piece of spring about 7mm long in the bottom of the bell housing. The inside of the housing and the entire clutch assembly, flywheel and ring gear looked as though they had been sand blasted with very coarse sand. Apparently the springs had popped out during my hasty reverse back to the road and had been tossed around inside the housing. After a time they would have settled down into the bottom of the housing only to get tossed up when the car hit a bump and again be put into noisy circulation on striking any part of the rotating assembly. Eventually they must have been chewed up and no longer large enough to be tossed up by a bump. It was truly a most disturbing clatter while it lasted.

While we were driving around the circuit at Bathurst we discovered that beating time on the outside of the doors of the MG made a most appropriate Boom! Boom! Boom! Noise which went with the hit song of the day called "The Thing". It wasn't preoccupation with this pastime which caused a sudden detour off the road and over a log while on the way to the Jenolan Caves.



▲ Mishap, Easter 1951

It was the result of one of those diminishing radii curves, over correction, correction and gutter-washed contents across the surface of the gravel road.

Maybe it was my driving, but three in a TC must be considered a bit cramped. Seeing our problem, a group of motorcyclists pulled over and offered assistance. One of their group was hurriedly despatched to catch up to our friends in another car. He didn't anticipate any trouble as even in 1961 green MG TAs were not exactly hiding around every corner. My MG had finished up tipped over at quite an angle with a twisted log under the left hand rear wheel. I had fallen out of the driver's side door and Les had fallen on top of me while Gordon was hanging onto the passenger door hoping the car would not topple over. We quickly supported the car until Gordon Gillies was able to slide down and over the driver



▲ Alan Carlton refills the radiator surrounded by de-ditching crew



▲ MI Panorama, Easter 1951

side door. We took stock of the humans first. Les had a skinned nose and Gordon was in good shape but had a 100mm by 15mm dent in his plaster jacket. You may well ask why Gordon was wearing a plaster jacket! It's simple, really. It was because he had been in a motor cycle accident and had been in a plaster jacket from neck to waist since Christmas. I don't know if he hung on so hard that he cracked the plaster or whether the sudden toss threw him against the door or if the door came up and hit him. Having satisfied ourselves that he suffered no ill effects, we proceeded to photograph the situation not for posterity but merely for my photograph album. My chief injury, of course, was to my pride.

All hands soon restored the equilibrium and the radiator hose was refitted and the radiator refilled. The application of my weight on the driver's door restored it to some semblance of a fit. It had been about 10cm higher at the front than the door opening due to it hitting the ground as it swung open from the force of the impact of two bodies.

The car started up without any hesitation but the exhaust note was much improved which only goes to show that the back of a muffler is there for some purpose. By this time, our friends in the other MG were back on the scene and my car was soon back on the roadway it had so hurriedly left some time earlier. There was time to take some more photographs and, after thanking our friends in time of need, we three got back into the MG and went to see the Jenolan Caves. They were well worth the trip. On the way back to Bathurst, by a different route, we had to stop and clean the contacts of the SU petrol pump for the first time. It was destined to cause further trouble a few days later.

More to come in future issues and other chapters available on the website.

For Sale

FOR SALE

One pair of 1 7/8" SU carburetors, AUD9 4 bolt square flange. Been in cupboard for ten years or so but working perfectly prior. Offers invited. As an aged motoring enthusiast, I will be happy to talk to other enthusiasts. Mal McCoan Ph0733967776.

FOR SALE

MGA 1600 in very good original condition. Fully road registered and used regularly. Extras include factory hardtop (unfortunately window broken), original luggage rack, another extra set of 5 wire wheels, extra set of 5 steel wheels and hubs, brand new Moss softtop to be installed, tonneau cover and lots more. Has brand new radiator and hoses, new rear wheels and hubs, fully reconditioned brakes, new generator. Has a mild cam and runs extremely well. \$22,000

Call Phil Dudley on 0438230 508 or work 33794311

FOR SALE

1988 MGF muffler and catalytic converter. Done only about 1200 km. \$800. Contact Roger Miller 02 66228330 or 0414 377929.

FOR SALE

Racing slick tyres (4) ex Formula 4000/Holden, Yokohama control tyres, one third worn and still very good condition, less than one year old. Suit 13 inch diameter rims, width about 12" and about 15".

Cost \$400 each, sell \$50 each, buyer must take at least a pair. Phone Bill Norman 0266777 230.

FOR SALE

1976 UK built MGB GT rubber bumper. Reliable, fun, easy to own, drives very nicely with many extras. \$12 500 Neg. Contact Graeme Walker Phone. (07) 3300 4750

MG PARTS FOR SALE

MGA Radiator excellent "concours" condition \$450

MGB Twin 1.75 inch SU carburetors, complete assy. Incl. manifold, air cleaners and linkage. \$500

All items in excellent condition. Contact Dino 3263 2625.



FOR SALE

1957 NOTA CLUBMAN chassis #7

Morris 8 side valve with twin SUs and extractors, 4 speed g'box. Great little car with plenty of history. VERY reluctantly for sale. Own trailer included \$18 000.

Bruce Bloodworth 0427 432 631 email: bsbnota@bigpond.com

FOR SALE

MGF Black - 1988 V6C. 81000 km. 1800 l motor Manual Air con. Phone Roger Paltridge on 0755724735 or 0418450003

Wanted

WANTED

Magnette wanted. Must have exterior body panels and main chrome work complete. Condition of interior and mechanicals irrelevant. Contact Phil on 0408 660 585.

WANTED.

Moulded black plastic shroud for lower seat belt to suit 1975 MGBGT Rubber nose. Contact Pat Collins on 07 32453149 or 04 288 18445

Lost

LOST

A pair of clip-on sunnies at the Hillclimb on Sunday 11th March/ They are black frame with amber lens.

Peter Quayle 0409065852

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Pre-war and T-type - 14th February



The first event for the Pre-war and T Type MGs for 2007 was held on Valentines Day, the 14th Feb. The venue was Lance Todd's Walloon workshop, where we were to view examples of the workmanship of the Master Trimmer.

The event attracted 26 club members in eighteen cars of which fourteen were MGs. The attendance for this group was probably a record.

The starting point was Colleges Crossing where assembly was for Morning Tea at 9.30 am. Morning tea consisted of scones, jam and cream, and freshly baked Muffins, provided by Marie Bennett and Jill Moore respectively. What a nice start to the day.

It was a relatively short run to the next stop at Lance Todd's at Walloon. The group spent the next hour looking over the gathering of classic cars in various stages of the upholstery process. The fine examples included a 1959 Mercedes Benz 220S, a 1909 12HP Fiat Zero tourer, a 1955 MG TF, a 1923 Vauxhall 30/98 OE, and a 1927 Pontiac 3 litre 6 cyl side valve Tourer. To open the

door and sample the scent of Connolly Hide used in the seating was a heady reminder of this nostalgic feature of (mainly Pre-War) English cars.

Lance was very hospitable and obliging to the 26 interlopers disrupting his business, and a sincere thank you was extended to him at the conclusion of the visit.

From Lance's to the lunch stop was another short run. The Walloon Saloon was our oasis. It was a lovely spot, with a clean, comfortable and cool atmosphere, and friendly service to boot. The menu was very extensive, moderately priced, and many extended their patronage to the dessert and the Pokies.

But alas all good things must come to an end, and the gathering returned to the heat and traffic for a safe trip home.

Judging by the mood, all had a nice day, and thanks must go the Cyril and Marie Bennett for the organisation.

Those attending were:

Neil and Rose Preston
Michael Carr
Bruce Mutch
Alan and Joyce Tebbutt
Aubrey Ross
Cyril and Marie Bennett
Bill Spall
Dina Mattea
Ross Letten and Chris Carswell
Dee Anderson
David Miles
Graham and Jill Moore
John and Heather Smart
Alan and Carolyn Robinson
Tony and Debbie Slattery
Paul Reed
Ian Fettes
Ron McLeod

Maroon MG TD
VW Golf
Camino Gold MGB
Red MG TF
Black MG TC
BRG MG TF
T/Tone Black / Green MG Y
Red MG L
Oxford and Cambridge Blue MG TD
BRG Peugeot 307 TDI
White MG BGT
Black MG TD
Red MG TD
Blue MG BGT
Duo Tone Green MG Y
Red MG TC
Silver BMW Z3
White Rodeo Ute.



(Photos from Cyril Bennett)

Pre-war and T-type - 10th March



This afternoon run proved to be popular, and judging from subsequent comments, a successful and enjoyable one. Some 14 cars assembled at Brisbane Forest Park HQ car park for the 3pm start.

Being such a hot day (36deg C) most were worried about the prospect of overheating engines with the steep climb. But the higher altitudes resulted in a lowering of air temperatures, and on arrival the grey clouds threatened but didn't deliver, and the temperature was a pleasant 25 degrees.

Special thanks must go to Cyril and Marie who were the advanced party, securing a nice undercover area with adequate tables, chairs and two Barbeques. By the time the main group arrived the wood fired BBQs were all hot and ready for cooking.

Further thanks also to Georgia Kelly who conducted a walking tour into the forest. Georgia displayed her Botanical knowledge with a very interesting commentary and in a manner which invited participation of the group who took the walk. I have a feeling that Georgia is going to find her expertise in demand when we next tackle a run that takes us so close to nature.

The return back down the mountain was taken in darkness, at a much quicker rate than the outward bound. All did the run without incident and even Andrew Tanner's TC, which received the magic touch of Chris Carswell hand and ear, went like a train.

Refer to the calendar for our next event on the 15th April. Dina Mattea.

Those participating were:
Ross and Georgia Kelly,

Aubrey Ross
Graham and Jill Moore
Ray and Mary McGhie
Chris Carswell and Dee Anderson
Cyril and Marie Bennett
Alan and Joyce Tebbutt
Andrew Tanner and Jay
Garry and Judy Tucker
Scott Ramsey and Clinton
Matthew French
Tony and Debbie Slattery
Margaret and Dina Mattea

Green MGA and Black Toyota
Land Cruiser (the sweep car)
Black TC
Black TD
Red MGB
Black MGC
Green MGT 1250
Blue MGB
Green TC
Red Suzuki Baleno GTX
Red MGT 1250
White MGB
TT Green MGY
Red Ltype



(Photos from
Cyril Bennett
and Scott Ramsey)

Come and Try/Test and Tune 11th February

On this day, we saw some driver/car combinations that were new to the hillclimb. Hopefully, we'll see them again!



▲ Ainsley Fitzgerald, Westfield
(Photo by Wayne Reed at Osella Photographics)



▲ Brad Shearer, Westfield (Photo by Wayne Reed at Osella Photographics including Wayne's new speed technology)



▲ Owen Burton, Commodore
(Photo by Wayne Reed at Osella Photographics)



▲ Samuel Behan, Fiat 1215S
(Photo by Wayne Reed at Osella Photographics)



▲ Steven Josiah, Gemini
(Photo by Wayne Reed at Osella Photographics)



▲ The photographer photographed on the starting line.
Wayne Reed, Lotus 7.



▲ Brad Kirkness, Toyota MR2



▲ The Dansies came from Bundaberg to 'come and try'



▲ Daniel Armstrong, R6 Kart



▲ Tony Slattery gets ready to try the ZR



▲ David Statham swapped the Boat for the Westfield



▲ Greg Johnson in his ex-Gary Goulding machine



At the photoshoot for the cover photo, the proud owners added to the Y effect.

"Y" History

A short history of the MG 1 1/4 litre Y Series

by David Pelham and David Lawrence

The prototype MG "Y" Type was constructed in 1939 with an intended launch at the Earls Court Motor show the following year. However, as a result of the hostilities the public had to wait a further eight years before production commenced. Although the prototype of the MG "Y" Type was primarily a Morris concept from Cowley, much of the 'fleshing out' was completed at Abingdon. The car would feature an independent front suspension layout designed by Alec Issigonis (famous for designing the Mini in 1959) and Jack Daniels (an MG Draughtsman). Independent front suspension was very much the latest technology at the time and the "Y" Type became the first Nuffield product and

one of the first British production cars with this feature.

Gerald Palmer was responsible for body styling and, in essence he took a Morris Eight Series E four-door bodyshell in pressed steel, added a swept tail and rear wings, and also a front-end MG identity in the shape of their well-known upright grille. The MG 1 1/4 Litre Saloon would also retain the traditional feature of separately mounted headlights and it was also to have a separate chassis under this pressed-steel bodywork, even though the trend in the industry was towards 'unitary construction'. The separate chassis facilitated the 'Jackall System' which consisted of four

hydraulically activated rams that were clamped to the chassis, two at the front and two at the rear. The Jacks were connected to a Jackall Pump on the bulkhead that enabled the front, the back, or the entire car to be raised to facilitate a wheel change.

The power unit was a single carburettor version of the 1250 cc engine used in the latest 'TB' Midget. The MG Y Type developed 46 b.h.p. at 4,800 rpm, with 58.5 lb ft of torque at 2,400 rpm.

The MG 'Y' Type had an extremely high standard of interior furnishing and finish, in accordance with the best British Traditions. The facing surfaces of all seats were leather, as were the door pockets. The rear of the passenger seats were made from Rexine, a form of leathercloth, which matched the leather fronts. Considerable use of wood was made in the internal trim of the 'Y' Type, where it was a major feature of the inside finish.

When the car was launched the MG Sales Literature stated *"A brilliant new Member of the famous MG breed. This new One and a Quarter Litre car perpetuates the outstanding characteristics of its successful predecessors: virile acceleration, remarkable road manner, instant response to controls, and superb braking. A lively car, the new One and a Quarter Litre provides higher standards of performance."* The price of the car was £525.0.0 ex works plus purchase tax of £146.11.8d.

In 1948 several (currently believed to be 9) 'Y' Types (consisting of chassis, engines and some body parts) were imported into Switzerland and given cabriolet bodywork by various coachbuilders, such as J. H. Keller and Reinbolt & Christé. The idea of the open four-seat tourer had been popular before the war and in theory there was still a market. As a result a 'TC' specification of the XPA6 engine was married to a pressed-steel open body with fully folding hood and coach built doors. The MG 'Y/T' was launched at the Motor Show in 1948. However, it was available for export only but would be available in both Right and

Left hand drive models. Only 884 of these cars has been produced when production ceased in 1950.

In 1952 the MG Car Company updated the 'Y' Type and an improved model was launched, known as the 'YB'. The 'YB' had a completely new Lockheed braking system and a much more modern type of back axle. The road holding was also improved by the introduction of 15 inch wheels; the 'Y' and the 'Y/T' had 16 inch wheels. The 'YB' also had an anti-roll bar fitted to the front of the car and better dampers were fitted.

When production ceased in 1953, 8,336 'Y' Types had been produced, the breakdown being 6,151 'YA's (including 9 cars supplied to Swiss and Italian coachbuilders for special bodies), 1,301 'YB's and 884 'Y' Tourers.





Tighe Series

Round 1

By Ace Reporter

There was a big crowd of spectators ...



... watching the Datsun 1600 of Owen Thomas and about 89 other competitors

the 95 decibel limit. The venue too has undergone some refinements with new stairs, new control room, new plant room, new timing shed plus new concrete paths.

The first round of the 2007 Tighe Cams Hillclimb series was also the start of the fortieth year of competition at the Mt Cotton Hillclimb circuit. A very hot and muggy day greeted the 90 nominated drivers. Guest commentator Brian Ferrabee advised that the temperature was 36 degrees. A generous crowd attended to enjoy the day and the weather, no doubt encouraged to come by articles in the Saturday Courier Mail, local papers plus the display at the Redlands Museum. A great reward for the efforts by those who organised the publicity.

The Road Registered class up to 1600 cc saw Randall Bryson (Suzuki Swift Gti 55.03, 55.02, 54.96 and 54.82) lead up until the last run when Russell Bryson (Suzuki Swift Gti 55.48, 55.96, 56.03, and 54.72) recorded the best time for the

During the three months since the last hillclimb event of 2006 some competitors have refined their cars, or rebuilt components, or just rejuvenated their spirits. Some only required the dusting off and performing the customary safety checks to ensure all was working properly. Both John Broadbent and Alan McConnell made special efforts to ensure their respective cars were well under



Chris Jensen and Bill Norman exchange notes on their new or improved cars



the Suzuki Cappuccino of Warren Collins



Cameron Robinson returns from a run for ...



... a picnic lunch

day. Steve Arlidge (Suzuki Swift Gti) was next (57.28) then Alan Roberts (Alfa Romeo 33 Ti) in 65.80 s. Jeff Oldham (Datsun 1600) was quickest in the 1601 to 2000cc class with a 49.74 run from Alex Toomey (Datsun 1600 52.05) and Nev Newton (Ford Cortina 55.86). The 2001 and over class went to Craig Hornibrook (Commodore) in 48.14, just 0.1 s ahead of David Homer (Suzuki Swift Turbo). This should be an interesting class to watch in the coming rounds.

Darren Duffield (Clubman GT) won the Sports Sedan class up to 2000 cc with a 47.03 run from Tyson Cowie (Escort) in 48.47. Owen Timms (Datsun 1600) won the 2001 and over class in a time of 51.15 ahead of Roger Barlett (Escort) in a best time of 67.09.

Michael Collins took out the All Wheel Drive Forced Induction class with a best time of 45.20 in his Subaru WRX (2200 Turbo) which was also the 6th fastest time of the day. The first run of 47.24 by Cameron Dyal (Mitsubishi

Evo 8 1998 T) was quick enough to be second fastest in class. Unfortunately a longslide out of the first loop on his second run ended Cameron's day.

The smaller of the Improved Production classes was a Gibson family class with Daniel being quicker in 50.86 to John on 51.95 s in their Mitsubishi GSR Lancer. Danny Mischok continued winning the middle class in his Escort with a best time of 46.54. Gary Pitt was next after his first run ended when 'the wire on the kill switch which gives power to the coil' died. Once replaced Gary completed the remaining runs for a second in this class. The full face helmet could not disguise his delight when told of his last run of 47.68. Paul Bond (Datsun 1600) chased the Escort pair in 49.50 with Chris Sloane (Datsun 1600) next on 49.89, Kevin Parkes (Datsun 1600) 50.31, the Water Tank Man Kenneth Krensk (Escort) who had changed the gearing and lowered his times to 51.83 and John Currie (Escort) on 54.21. In the



Will Charlton returned to the hillclimb after many years, this time in a Fraser Clubman



Graeme, Brant and Selena looked at plans in the new timing shed



Rob Callow, Malco in Spiden...



... Ross Kelly and Ron Clydesdale got in runs in preparation for the National Meeting

2001 and over class both Ken and Pauline Graham were in the 48 bracket, with Ken recording a 48.01 and Pauline in 48.62 in their Datsun 1600.

Des Edwards was the quickest in the Marque Sports cars up to 1600 cc in his Westfield SEI in 45.66 ahead of the Westfield Clubman of Ainsley Fitzgerald (50.58), John Broadbent (Triumph Spitfire 52.49), the Mazda MX 5 of Tim Butters (53.51), Neil Butters (Mazda MX 5 56.44), Warren Collins in his 600cc turbocharged Suzuki Cappuccino (57.13), Ross Kelly (MGA 1600) in 59.64 and Ron Clydesdale (MG Midget 61.88). John Walker won the 1801 to 2000 cc class in his MGA in 49.38 from Will Charlton in his Fraser Clubman who improved his times all day to a best of 51.35. Peter Andrews, now without his moustache, was in his MGF (57.09), Malcolm Spiden (MGBGT 57.50), Ross Barnes (MGB 59.21) and Robert Callow (MGBGT) on 60.66. Simon Rhodes (Triumph TR7 V/8) was the

fastest in the over 2001 cc class with a 46.65 run, from Gary Neut (Mazda RX7 51.55) who won the award for 'Most Improved'. Others in the big field in this class were Ross Buganey (Datsun 240Z 52.10), Travis Bryson (Datsun 240Z 52.34), Ian Fettes (BMW Z4 56.05), Cameron Hurman (Mazda RX7 56.23), Ted Peel in his well loved previous rally Datsun 240Z in 56.25, Michael Lane (Mazda RX7 58.06) and Roy Davis (Triumph GT6) in 58.29.

Group K went to Barry Smith (Ford V8 Special) in 58.74, Group Q to Vern Hamilton (Elfin 623 44.12) and Group O to Ron Woodbridge (Lotus 23 Replica 49.68) from Ross Devencorn (Elfin Mallala Replica 53.24). Brad Stratton (David Malone's Torana XU1) was fastest in the Group N class with a best run of 48.98 from Neil Lewis (Cortina) in 49.12 and Glen Wesener (Torana GTR) in 49.38. Glen had broken an axle (at the differential end) on his first run, trailed the Torana home, replaced the broken one with a new axle and returned for the third run. A

couple of modified screw drivers were needed to extract the remaining axle piece from the diff.

Lindsay Hay was the fastest Formula Ford with a 47.22 run, Daniel Armstrong won the under 1300 cc Formula Libre class in a 47.42 run in his Yamaha R6 Kart. All drivers in the over 1301 cc class did their best time on their last run; Alan McConnell (40.16), Warwick Hutchinson (41.64), John Boyce (43.25), Rod Johns (45.18) and Robert Haines (47.82). Alan's new super-duper gear change mechanism was working perfectly until he used it and jammed the car in second gear. Fortunately Alan had brought the old system with him so an easy replacement enabled him to continue. Rod Johns had rebuilt all corners during the summer break and his first run was a look-see to satisfy all was safe before any quick runs. Rod said he is learning the car which he purchased from Bill Norris last year.

Geoff Cohen (Farrell L clubman) was quickest in the Sports car class with a 47.32 time, from Chris Jensen (JMW) on 49.45. Chris has

rebuilt the clubman and has changed both body work and engine. Jim Peall (Ford Anglia) was next on 52.74 s from Bill Norman in a borrowed Lotus Elan in 53.39 s.

The Top 6 Shootout resulted in the fastest four recording a quicker run in the shootout rather than in the official runs: Alan McConnell (39.71) from Warwick Hutchinson (41.16), John Boyce (43.10) and Rod Johns (44.08) all quicker than Vern Hamilton (44.80) and Michael Collins (Subaru WRX 46.39).

At the conclusion of the top 6, we all packed the equipment and cars, those with air conditioning were smiling whilst those without opened all the windows for the journey home. The competition year has commenced, the next round is to be held on April 29th.

A special thank you to those who assisted in the canteen during the day. They endured the heat from the day as well as from the kitchen to ensure people at the venue were suitably hydrated; yes it was a hot day.

Road Registered	up to 1600 cc	Russell Bryson	54.72
	1601 to 2000 cc	Jeff Oldham	49.74
	2001 cc and over	Craig Hornibrook	48.14
Sports Sedans	up to 2000 cc	Darren Duffield	47.03
	2001 cc and over	Owen Timms	51.15
All Wheel Drive Forced Induction		Michael Collins	45.20
Improved Production up to 1600 cc		Daniel Gibson	50.86
	1601 to 2000 cc	Danny Mischok	46.54
	2001 cc and over	Ken Graham	48.01
Marque Sports Cars up to 1600 cc		Des Edwards	45.66
	1601 to 2000 cc	John Walker	49.38
	2001 cc and over	Simon Rhodes	46.65
Group K		Barry Smith	58.74
Group N		Brad Stratton	48.98
Group O		Ron Woodbridge	49.68
Group Q		Vern Hamilton	44.12
Formula Libre	up to 1300 cc	Daniel Armstrong	47.42
	1301 cc and over	Alan McConnell	40.16
Formula Ford		Lindsay Hay	47.22
Sports Cars up to 2000 cc		Geoff Cohen	47.32
Top 6 Shootout		Alan McConnell	39.71

HILLCLIMB SUMP PLUG

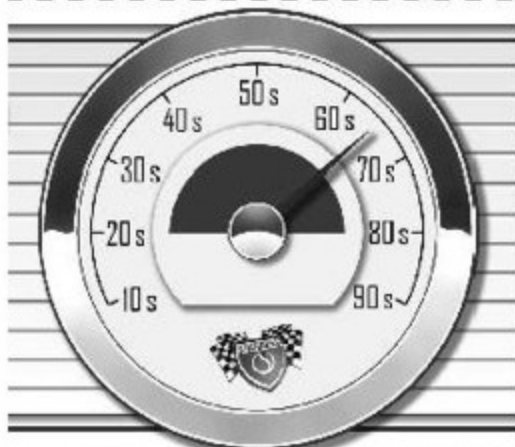
Wonderful to see our 1970 club President return to competition at the hillclimb after some decades living away from Queensland. Will Charlton ran his Fraser Clubman (painted in Charlton Yellow) and, given that the clubman was new, Will's times were impressive starting with a 57.08 followed by 53.49 and 52.16 and finally 51.35 s. A peek into the results from the very first event on 18 February 1968 shows Will was the first driver of an MG and MGB to beat the minute for a run with a 59.91 s time which placed Will seventh quickest on that day.

Apart from Will, another 15 competitors recorded a quicker time on each of their four runs at the March Hillclimb event. Rod Graydon (73.12, 62.29, 61.02, 60.15); Jeff Oldham (50.62, 50.03, 49.78, 49.74); Dave Sidery (71.08, 64.70, 62.42, 61.96); Mark Dunstan (66.07, 62.56, 57.99, 57.79); Jeffery Knibb (54.36, 53.38, 52.59, 52.40); Darren Duffield (48.98, 47.35, 47.15, 47.03); Scott Sadler (50.02, 49.67, 49.24, 48.52); Randall Bryson (55.03, 55.02, 54.96, 54.82); Ainsley Fitzgerald (61.44, 51.46, 50.74, 50.58); Gary Neut (54.62, 53.81, 52.78, 51.55); Travis Bryson (53.61, 52.69, 52.42, 52.34);

John Gibson (53.39, 52.51, 52.20, 51.95); Alan McConnell (47.14, 40.42, 40.33, 40.16); Rod Johns (48.03, 46.30, 46.15, 4.5.18); Robert Haines (51.75, 48.80, 48.23, 47.82).

5 competitors recorded the same time on at least two runs. Craig Hornibrook (48.98, 48.14, 48.70, 48.70); Ian Fettes (56.06, 56.06, 56.06, 56.10); Ross Bugeaney (53.47, 53.27, 53.27, 52.10); Jim Peall (52.74, 52.74, 52.96, 52.94) and Vern Hamilton (46.08, 45.32, 44.12, 44.12).

Best retort for a rather slower time than anticipated came from Highfields member Robert Callow. As we know Mt Cotton is accredited as a "Land for Wild Life" venue, and we do not mean the drivers. Robert had a very unusual line and manoeuvre out of the first loop. He advised there was a friendly snake on the track and took necessary action to avoid the reptile. We are not sure about that local inhabitant; however, we believe Robert's complexion after the incident matched the colour of his BGT.



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from the MGCCQ Wide Bay Chapter



▲ A Wide Bay Chapter mid-week run to Torbanlea - break for lunch

The Wide Bay Chapter hit February running, coping with the heat by scheduling twilight runs rather than morning runs for which cooler days are required. Our first twilight run on Sunday, 4th February saw ten cars head off through Torbanlea to Burrum Heads, stopping sufficiently long to stir up the gastric juices before sitting down to a great al fresco pasta at Viva Italia seaside restaurant overlooking the Urangan pier. The twenty members attending unanimously awarded Keith McKavanagh the "giant clam" prize for his remarkable feat of endurance during dessert - slowly engulfing an enormous cream-smothered chocolate mousse without the use of hands. A standing ovation would have been given but the other diners were concerned about standing and thereby leaving unprotected their own desserts.

The mid week run on 7th February was morning coffee at Pepe's Kaf and a simple reconnaissance of the new Hervey Bay-River Heads road. Stopping at the barge hard to view the wild life, John Holland proved that he was sufficiently skilled in bird-watching to quickly point out the presence of a young female Scandinavian Packer hen. Keith McKavanagh failed this key birdlife recognition test by not identifying movement, but Bob Emslie assisted by sketching the known habits and plumage of the genus. The seven cars and ten people then took the route to Torbanlea for lunch at the Miners Arms pub where Bob sat outside by himself.

Another twilight run on Sunday 18th February

saw ten cars and twenty members take a fast run to Howard and thence Maryborough where a combination of overcast skies and drizzle made for a wet and bumpy ride. A fish and chip meal at Mr Seafood rounded off the evening, proving to be an appropriate send off for John and Hazel Holden who were to return to the UK the next day. Regrettably, no newspapers were available to wrap their personal fish and chip servings in the proper manner.

Ten cars and 17 people took the high road via Howard for morning tea at Buxton-by-the-Sea on Wednesday, 28 February. Allan and Kaye Dansie from the Bundy crew met the main body at Buxton and travelled with us to Torbanlea for lunch at the Miners Arms pub. A delightful run, which included Peter and Jean Boxall's TR6 and Peter and Vikki Worland's Fairlady (with Lily the dog esconced on tasselled cushions), was enjoyed by all participants.

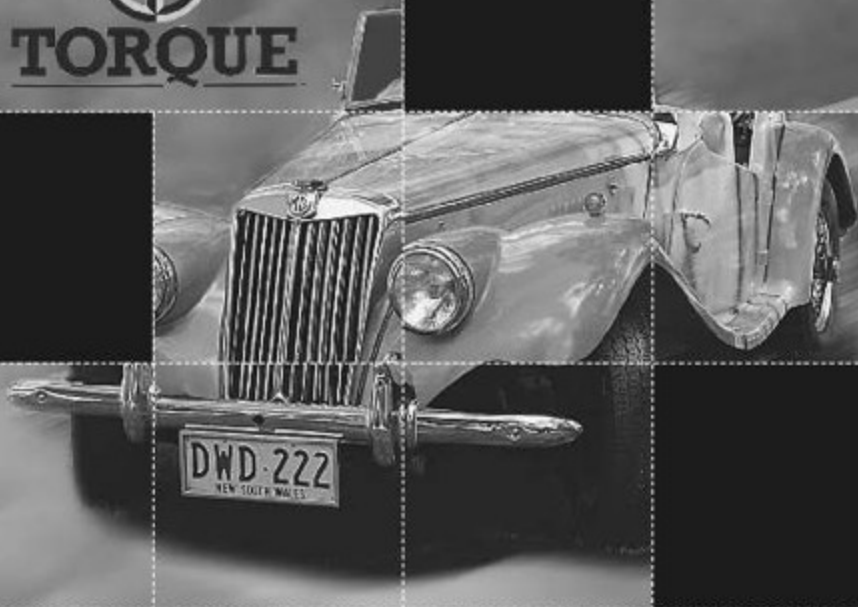
The Chapter hit off March with a longer EMR on Sunday, 4th March, following an Esplanade breakfast at the Gecko restaurant. A fast run to Maryborough and Biggenden and on to Childers for lunch at the Grand Hotel rewarded the drivers. In the meantime, Peter and Margaret Elson and the Dansies had made the run from Bundaberg to Childers and it proved to be a lengthy and most enjoyable lunch. Nine cars and fifteen people commenced the run at Hervey Bay, with a few peeling off to attend to other matters. The Chapter's midweek run on the following Wednesday proved to be a very sedate affair, with six marque cars and ten people enjoying the run and morning coffee at Pepe's Kaf.

Longer day runs are programmed for the remainder of March and for April, with details shown on the Club's website calendar. The key upcoming dates for the Wide Bay Chapter are the 7-10th April runs to the Gold Coast to support our Club at the MG Nationals, and participation in the Canelands Classic in Bundaberg 5-7th May when our Chapter will fly the MG flag and Chapter banner supporting our Bundy crew.

The Wide Bay Chapter would welcome participation in any of the programme by any Club member. Simply ring and book in - and enjoy the sea, the scenery and friends that you may not have met yet!



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SUMP PLUG



Stories seem to be abounding of people ready to take on the challenge of breaking the 40s barrier at the hillclimb or even lowering Alan McConnell's outright record! Should be an exciting year if there is truth in any of these rumours.

Another rumour relates to a car which seemed for a while to be happier going backwards than forwards!



Gwynne Holman very proficiently took on the task of turning this congaline into our song and dance team for the National Meeting.



Steve Gable thought we should be 'thanking

no-one for MG cars' but couldn't convince the performers!

Congratulations to Richard and Carly Mattea on the birth of their fourth child, a daughter, on 12th March. Carly carefully arranged for her to arrive on a non-committee meeting Monday night! Well done!

We hear that Ann Thomson went to visit Carly and baby Genevieve in hospital and found Carly sitting up in bed doing MG Car Club work! There's no rest for the Treasurer; something Ann would understand as she put in a long stint as Treasurer - in the past.

Looking for a new way to celebrate your birthday? Ian Fettes celebrated his birthday recently by attending a hillclimb working bee.

The Miles family Triumph Dolomite, a regular hillclimb competitor, was badly damaged at Morgan Park a few weeks ago. Any spare Dolomite Sprints around?

Amongst the many spectators at the hillclimb on March 11 was one who went out of his way to find Vern Hamilton. It was Terry Perkins, brother of Larry. Terry was thrilled to see an Elfin 620 series car in such beautiful condition as he had also owned one. Talk was also of the 1972 AF2 championship in which Vern was runner-up to Larry for the title.

Peter Andrews is now appearing without his familiar moustache. Apparently this generates much mirth from his wife.

We hear that there will be no interstate trips to New South Wales Hillclimb rounds this year for Darren Duffield. He has commenced a new shop fitout and cabinet making business and is a little pushed for spare time at present.



Thanks to Gary Pitt for sending this photo taken of Messrs Davies and Mattea. Gary suggested a caption competition. The Editor's suggests 'Look at the trouble committee members go to in order to see eye to eye' and challenges you, the reader, to come up with yours!

Water tank man Ken Krenske doubles as a TV star. On the "Extra" programme on Thursday 15 March, Ken was "the expert" providing advice for the purchase and installation of water tanks.

Congratulations to John and Cathy Currie who will soon become parents to a lovely baby girl, currently in China awaiting them.

Notice also that Kim Deane featured in the Letters in the Courier Mail magazine declaring that her purchase of a purple MGF and subsequent joining of the Club had helped her cope with her midlife crisis! Perhaps we could make this a part of our recruitment campaign!

Best wishes to Kim and Gary in their new business selling under-house rainwater tanks.

Good to see the beautiful collection of MGs used for the drivers' parade at the Australian Grand Prix on 18th March.

MGCCQ RUN 25th MARCH 2007

By Ron & Bev Clydesdale



With the sky a little more than overcast, 22 MGs and 5 're-badged' MGs set off from the Woolworths Chermide Market Shopping Centre (Old K-Mart site) and journeyed through the picturesque seaside areas of the Redcliffe Peninsula to our ultimate destination at the Vintage Aussie Movies.

There we were entertained with a 1952 Newsreel, a WC Fields car chase, a documentary on the construction of the Port of Brisbane, a Laurel and Hardy gem, and an early film with Peter Finch in 'The Power and the Glory'.

Unfortunately a sudden downpour caused havoc with some who were obliged to hastily put up soft tops, and others who headed home because of the weather. The hardy souls who motored on to Morgans Seafood at Scarborough thoroughly enjoyed their fish and chips.

CHAPTER CHATTER

Darling Downs Chapter

As predicted it's been a busy start to the Darling Downs Chapter's year. We've had wonderful turnouts to both of our breakfast runs. It's been great to see many familiar faces and fantastic to welcome so many "first timers". We've also loved having visitors from the Brisbane Club and the Gold Coast Club join us. The convenors of these runs have done a brilliant job in a) finding great "MG" roads that many of us have never travelled before and which bring out the best in our cars and b) choosing eating venues that are very conducive to group get togethers.

As I write this article we are looking forward to our inaugural shed meet on 18th March that will in fact cover a number of sheds. Not all owners are members of the Chapter but they are, however, kindly opening their sheds to our group. Their interests range from F trucks, vintage and veteran cars, the MG marque and racing cars to professional fitting and turning, so there'll be something to interest everyone. Our first day run for the year at the end of March to Leslie Dam for morning tea and then on to the historic racing centre of Leyburn for lunch, is also much anticipated.

We hope that classic car and vintage aircraft enthusiasts from throughout the MGCCQ community will join us in displaying cars on Sunday 6th May at the annual David Hack Classic Meet at the Toowoomba Airport, beginning at 9am (cars need to be in place by 8:30am). The range of cars is always outstanding given the local and Brisbane based clubs that support the event. It is the perfect venue for showing our love for our cars and the MG marque, as well as promoting the MGCCQ on the Downs. Our activities are publicised on the MGCCQ website through our monthly Newsletter so further information can be obtained there.

If you have the time, come and join us for one of our activities. We're a very friendly group who'll make you feel more than welcome.



Bits & Pieces

Noggin 'n' Natters

The question has been asked, 'What are they?' A noggin 'n' natter is a social get together for a chat and a drink.

Our Club has taken the definition to another level with the introduction of the Friday night BBQ; thus, every Friday night is a BBQ (from 6.30pm), time for a drink and a chat and to borrow resources from the Library.

There is an effort to make the second Friday of each month a special Noggin 'n' Natter by having a focus for the get-together: maybe a tradetalk, a talk by a member on a topic of general interest, a show of slides etc. These special events are all listed in the Noticeboard in the front of the Octagon.

So what has happened so far this year? The January special presentation was a trade presentation by Rail Gold and the February one was a talk on tyres presented by Tyreworks. In March John Walker and Ron Clydesdale did a presentation on miniature tethered car racing (see photo) for our members and for the members of the Healey Club who were in attendance on that night. It is 'back to the past' for the May 11th date with Ken Ebeling (whose motoring story is being serialized in the Octagon) showing slides of Club competitions from the late 50s. It is a 'double act' that night with Peter Bonenti, son of Joe Bonenti (another Club race



from the late 50s and early 60s) showing a presentation on their racing careers.

Once every three months, the Friday night is being given over to a General Meeting at which the Committee updates members on topical matters and welcomes discussion and input on Club activities. The first of these was held on Friday 23rd Feb and was attended by about 30 members who were given updates on the progress of improvements (such as the refurbishment of the clubrooms) and on coming events.

Noggin 'n' Natters provide a relaxed and friendly atmosphere to get to know your fellow club members whilst enjoying the continually improving environment of our own Clubrooms. Come along and try it for yourselves!

Anzac Day Mid Week Overnight Run

Fifteen of the available 20 units at Happy Valley, Stanthorpe are already booked, so please contact David Miles (36922699 or 0438760447) if you haven't yet made a reservation.

A brief overview of the run is that departure will be from Collinsvale St at 10.00am and lunch in Stanthorpe at 1.00pm. An informal wine tour will take up the rest of the afternoon before happy hour, dinner, overnight and breakfast at Happy Valley. From there it will be the choice of a direct journey home, or a more scenic route including Texas and Inglewood.

A \$100 deposit will be required before Monday 16th April.

From ClassicRallies.com™:

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Peter Smith has pointed out to us that UHF transceivers now have 38 channels instead of 40. This is because voice transmissions on channels 22 and 23 have now been allocated for telemetry use.



A bit late, but better than never, is this photo of Ray Edwards and Sue Sammers on their wedding day last September.

The special stage of the Dutton rally held at Mount Cotton on Feb 25th saw some of the familiar and the not so familiar as shown in these photos of two John Walkers and a driver demonstrating some unusual hillclimb driving style. Photo of the car in action was taken by Ian Fettes from his position at the finishing line while Kim and Gary Deane took time out from canteen work to get the photo of the two John Walkers.



Congratulations to Peter Kerr and Ross Letten for their international success in the Pre56 MG Rally held in January 2007 in Oamaru, New Zealand. The photo shows the Qld group at the event.

Wayne Reed went to Grand Prix rally and took many photos including some of the MGs which competed. A link to these is on the News page of the Club website.

Concours - Sunday 27th May 2007

We are now not very far away from this year's Concours and so far there has been a lot of interest from Club Members including the Darling Downs Chapter who have indicated that they will have vehicles travelling from Warwick and Toowoomba (and no doubt points in between). Hopefully we will also have vehicles from the Wide Bay Chapter.

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

Please note that there has had to be a change of venue. The grassed area at Southbank cannot be used because of the Level 5 water restrictions and Southbank have been unable to provide an alternative area large enough to accommodate

us. Therefore, this year's Concours will be conducted at the Simmet Winery on Mount Cotton Rd at Mount Cotton (UBD Map 224 Q5).

I encourage participants to avail themselves of this discounted rate. Not only will it advantage you, but it will assist in the administration of the event by reducing the Registration activity on the day and by allowing us to allocate sufficient spaces for the various Classes.

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

Should you require any further information please do not hesitate to contact the Concours Convenor, Bill Ferguson.

Cars need to be in place by 9.00am.

Bill Ferguson

PH 3379 1562 or email billenf@bigpond.net.au

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Day run

Sunday 18th February

by David Miles



Some of our "regulars" were missing, but there were still 19 cars eagerly awaiting the start from Rocklea, despite threatening showers which began to fall just in time for the 9.00 am departure. Undaunted, and with some optimistic travellers steadfastly refusing to succumb to the temptation (or were they just lazy) to raise their tops, the procession wound its way along the Ipswich Motorway to Old Logan Road, through Camira, Springfield and Greenbank to eventually emerge onto the Mt Lindsay Highway at Jimboomba. From here, it was on to Jubilee Park at Beaudesert for a very relaxing morning tea. It was there that Cyril Bennett, having valiantly repaired the TP's clutch linkage, caught us up just as the rain subsided. Guests Ed and Elaine Zillman in their TD, followed by Gary and Judy Tucker in their TC, caught up in time to enjoy the break.

A relatively flat run to Tambourine Village followed, before the climb up Tambourine Mountain then down again towards Oxenford, before the route took us around the mountain to Canungra for lunch. A few took advantage of the option to check out the historic logging tunnel just before Canungra. The rain obliged by holding back for lunch, from where goodbyes were said and our separate homeward journeys began.

Those participating were:

David & Meryl Miles	MGB GT White
John & Glen Boyce	MGF Green
Bruce Mutch	MGB Gold
Ian Fettes	BMW Z4 Silver
Richard Urwin	MG F Green
Gary & Kim Deane	MG F Amaranth
Steve & Jenny Austin	MGB GT Red
Errol & Wendy Hager	MG B Gold
Allan & Joyce Tebutt	MG B Blue
Peter & Merle Roberts	MG B Red
Gary & Dawn Lawrence	MG B Red
Eric & Janet Troupe	MG B Red
Andrew & Susan Willesden	Falcon Silver
Peter & Liz Gannon	MG B Gold
Kerry & Val Horgan	MX 5 Gold
Peter & Norma Upham	Lotus Elise Yellow
Gary & Judy Tucker	MG TC Red
Cyril Bennett	MG TF Green
Ed & Elaine Zillman	MG TD Black
(Welcome guests)	



Day Run

Wednesday 28th February

by Ian Fettes

As a relative newcomer to MG day runs, I have been invited to comment on this event. It was indeed a most pleasant occasion, and a tribute to John Tait's organisation.

Twenty three vehicles gathered at the Even Marginson Park in Goodna in preparation for a 9:30am start. The run took us easily along the Ipswich Motorway and then via the Cunningham Highway to Boonah via Peak Crossing. Well I remember Boonah from my bike riding Enduro days, where I discovered that Boonah is largely rocks held together with blades of grass (discovered after breaking a rib during a fall on the not soft ground). Today, the passing of Boonah was far more pleasant.

From Boonah we travelled to Maroon Dam following what must be one of the longest stretches of no passing lanes I have ever encountered. Try following a truck at 40 km/h for a prolonged period! Sadly, we lost the Tucker TC with transmission problems along the way, but the rest of us enjoyed morning tea in very attractive surroundings. Interestingly, the toilet block was the first point of call for many. The weather initially showed signs of rain, but most of those who were able to, and were brave enough, managed to lower their

soft tops; this proved to be a very satisfactory outcome, for the weather was kind to us.

From Maroon we travelled a very scenic but windy road up to the Carrs Lookout, the starting point for the Condamine River. It was noted that a certain MG Y, lacking a second carburettor, had a problem in smoothly negotiating one of the grades along the route. The Lookout proved a popular place, with everyone clamouring for the best viewing point. (see group photo)

After a short drive from the lookout, we arrived at the Queen Mary Falls, another very attractive scenic spot. Following lunch, many participated in the short 500 metre water into the valley to check out the falls, but for some reason the round circuit of 2 km did not appeal on the day.

John Tait kindly provided two alternate return routes to add to the enjoyment of the day - one via Killarney and one through Woodenbong. I chose the one with all the bumps, twists and turns, and underrated speed advisory signs, via Legume, Woodenbong and Palen Creek to Rathdowney. Definitely Z4 country (sorry folk)!

Thanks John, I really enjoyed the day.



Attendees were:

David Miles and Kerry Horgan	MGB GT
Trevor & Anne Mills	MGB
Denis Thomas	MGB
Catherine and LLOYD Cree	MGB GT
Bruce Richardson	MGB
Bruce and Tip Ibbotson	BMW
John and Tricia Cranley	Bentley GT
Ray and Estelle Parker	MGB
John and Glen Boyce	MGF
Ian Fettes	BMW Z4

John Walker	MGB GT V8
Bruce Mutch	MGB
Bill Donovan	MGB
Tony and Debbie Slattery	MGY
Bill and June Spall	MGY
Chris Carswell and John Tait	MGC
Dee Anderson and Kate Heather	Peugeot 307
Wendy and Errol Hoger	MGB
Shez and Ross Letten	MGB
Allan and Joyce Tebbutt	MGB
Ed and Elaine Zillman	MG TD



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Triple Bottom Line

by Richard Croston

I believe I am fortunate to be able to earn my living working in the bush. Fresh air, trees, dodgy bush trails, lunch sitting on a log, all that sort of stuff. To make sure I appreciate this work place I am required to visit the boss in his office complete with its computer 'make believe' screens (computer modelling). At these important meetings we eventually get around to the topic of being efficient in our work practice. A brush hook is still faster than a brush cutter in spite of it having an engine. Then there is all the work place health and safety rhetoric. Let's not get started on that lot, not in the Octagon. The rhetoric flows and triple bottom line is mentioned so many times it makes you feel sick. The Boss even quotes Colin Chapman of Lotus fame. Try to make one component do two jobs, and guess what, he can use many illustrations in the bush world where that happens.

The other day I was going to lunch with one of my favourite people, Rae. She picked me up in her all modern MGZS sports sedan with comfy seats, air con, fast glass, and no cool exhaust note. The epitome of modern motoring, uck! Whatever happened to TCs with dodgy steering, no brakes and creaky bodies. I was handed the keys to this modern chariot with the comment 'You're late!' I am very rarely given the keys to this little car as my driving is considered suspect, especially after turning a two lane roundabout into a three lane job, the third being on the inside. It's all that bush driving; sometimes you have to make up the roads as you go along, and what is the difference between a tree blocking the road and a great big truck?

So as we are about to proceed to our luncheon appointment, I settle myself into the driver's position, place the keys in the ignition, turn the key. POW! My head is blasted backwards into the head rest, I can't move, my eyes are being pushed back into their sockets by this incredible blast of warm to hot air. "What's happening?" I squawk. "Sorry I will turn off my hair dryer." Rae has her little MGZS all set up to operate as a hair dryer with full climate

control, so when she is running behind she too can do two things at once. Well, women have that ability anyway. I then made the mistake of asking her why she didn't wind the window down. The trip out to Dayboro became an engaging description on how to get the best results out of one's MagicMG motorised, multy functional mobile personal transport hairdryer.

Here is one of Ken Ebeling's shorter contributions which may inspire other 'poet lorikeets' out there to pen a verse as well.

MG

By Ken Ebeling

If the tappets have that rattle
That is known to you and me,
And the cogs are sweet for swopping
That's the gearbox built for 'WE'
If the look is low and racey
And the screen is folded flat,
Then the owner will be car proud,
For 'G' owners are like that.
If you've never owned a sports car
Then make sure you buy a 'G'
And you'll never want some other
But will love them just like 'WE'.
'WE' are the MG owners
And we're proud to let you know
That our cars are built for safety,
And the whole world knows it's so.
For it's written in our motto,
With the glory of the past,
And it needs just ten small letters
For the two words 'Safety Fast'.

Interclub challenge

Round 1 Motorkhana - 25th March

By Malcolm Spiden

Having won last year's series, there was a strong desire to repeat the success: thus we had five cars and eight drivers from MG competing at the first round of the 2007 series. They were Richard and Carly Mattea, Brant Rayment, Malcom Spiden, Ken and Pauline Graham, Rodney Lapworth and Ian Fettes.

The members were put into two teams with the 'second' team being given the name of the 'covery' team as Pauline was recovering from a bad back, Carly was recovering from Genevieve's recent birth, Ian was discovering motorkhanaing and Malcolm was recovering from having his toolbox run over (by someone not in his team).

Pauline Graham, with no WDs and no knocked poles (and no running over Malcolm's toolbox) was 5th outright and the best placed MG Car Club member. Brant won his class, Pauline and Carly were second in their respective classes. Other class placings were Richard, Ken and Malcolm third, Ian fifth and Rodney sixth in their respective classes.

We came second in the Interclub competition after Holden SSC (493 points to their 554) so it was a good start to the year's competition. Next event is the night run on April 20th.



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Bits & Pieces

The Sunshine Coast Vintage and Classic car show will be held on Sunday 20th May. For more information, contact David Bentley on 0418 903 300 or email david@coastalbrokers.com.au.

Roadster Productions of Texas USA are planning on publishing a post-war MG video history and are inviting contributions. More information can be found on www.insidetheoctagon.net.

The Noosa Beach Classic Car Show will be held on Sept 23rd. For more information go to their website www.noosacarclub.com.au.

The 2007 MG Challenge to be held in Adelaide in June. This event is grass roots motorsport with a great social flavour. For expressions or interest on information on accommodation contact Bev Waters 08 8522 2188 or email: tundarri@internode.on.net or for competition details contact Andrew Murray 08 8267 5151 or email: andrewm@sasmoa.com.



Richard Croston has made contact with the organizers of the Loton Park hillclimb in the UK. They made the map of the circuit and a photo of some of their Ferrari competitors available to us.

The organizers of the inaugural SunCoast Classic Rally to be held from 4th to 8th July are in need of volunteer officials to help run the event. If you would like to volunteer your assistance, contact Lois Carpenter by email: lois.carpenter@suncoastclassic.com.au or phone her on 07 5446 3777.

Can you help with the enquiry below?

Hello there! I am seeking information as to whether there are any US Spec Limited Edition MGBs in your club. This was the black car produced in 1979/1980. I am compiling a special tribute to this model following the passing of Marce Mayhew who came up with the concept. Any help you can give would be appreciated. Many thanks!

Ken Smith.

Editor-Classical MG Magazine

Author-Aspects of Abingdon

Email: kensca@cox.net

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MG CAR CLUB OF QUEENSLAND INC.

ABN 17 363 680 667

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

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

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



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

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

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)

Hillclimbs



Concours



Day Runs



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

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

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

Race Meetings



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