

Official Journal of the MG Car Club of Queensland Inc.

The



ctagon

No. 6

December 2006



*MGs on track at the hillclimb on
Nov 19 form a rainbow of colour*

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President's Report

It's hard to believe that yet another year is coming so rapidly to a close but the fact is that 2006 is all but finished, and all too soon Christmas and New Year will give way to the realization that 2007 is upon us, and it's time to start again!

I write this having just been advised that our MG Car Club Team, led by Richard Mattea, has, for the first time, won the annual Interclub Challenge, that our application to the Gambling Community Benefit Fund for nearly \$30,000.00 has been successful, and that our membership has reached an unprecedented 636 financial members. In addition, two new "Friends of Mount Cotton" subscribers joined at the very successful breakfast held at Mount Cotton recently and improvements to this venue continue to impress with every visit.

These things, of course, don't just happen. Every aspect of every project or event undertaken by your club has to be planned and executed by somebody, and, more often than not, this "somebody" is a volunteer who is willing to give up his or her own time to assist. Next time you enjoy an MGCC event or function, spare a thought, or even a "thank you", for those responsible. One of those energetic and selfless persons to whom I refer was Col Somers, whose death, sadly, is reported elsewhere in this edition. Col spent a considerable portion of his life dedicated to our sport in general and Mt Cotton in particular, and our thoughts and condolences go to his wife Jean and family.

Next year's programme, currently being put into place by your committee, is huge. All the expected and well liked items will be there, but there will also be the Australian Hillclimb Championship in November, the National Meeting Speed Event at Easter and the "40 years on the Hill" exhibition at the Redland Museum, just to mention a few. Committee meetings promise to become rather lengthy affairs as additional items such as Occupational Health and Safety, clubroom and hillclimb improvements, and the additional administration of our increasing membership all require attention.

Some time back, your committee embarked

upon more outward looking policy by providing an MG Car Club Award for the Warwick TAFE's most promising motorsport student each year, and another prize for Carseldine QUT's best thesis by a CARRS student relative to Road Safety. We would also like to form a closer relationship with our Redland Shire Council so that together the club and our Mount Cotton Hillclimb can play a part in Redlands tourism and road safety related driver training. Our initial approach to Redlands has been made by mail, and, hopefully, will be re-enforced by the Redlands Museum display. As our public profile begins to rise, the actions of our members must reflect responsibility, safe driving and care for the environment, qualities not always reflected by motorsport enthusiasts in times past.

It saddens and confuses me to report an outbreak of vandalism at Mount Cotton, damage having been done to both gates, grassed areas, canteen and demountable shed. The damage to the lower gate was quite considerable and caused by a large vehicle so it is unfair to lay all the blame on juveniles with trail bikes. Please be assured that any perpetrators will, when caught, be prosecuted. Any members passing the venue are asked to drop in and, if necessary, report any damage to Redlands police.

As this year draws to a close, may I take this opportunity to thank the committee and all those people who have worked so hard to make 2006 such a success for the MG Car Club. I would also like to thank all those members who have participated in our events and activities, thereby playing a vital role in their success, and to wish you, your families and friends, a very Happy Christmas and a fulfilling New Year.



David Miles
(President)

Editorial +

Some words from Elaine...

This being the final Octagon for the year, we have our traditional Christmas message from Club Chaplain, Ken Trudgian, and thank him for it.

We hope you like the cover photo. It was taken at the gathering at the hillclimb on the morning of Nov 19 when a Club run, a Pre-war and T type run and a gathering of Friends of Mount Cotton all got together. There had always been a desire on the photographer's part to get a rainbow photo when the occasion allowed so cars were grouped together according to colour and this was the result.

You will notice some new 'events' in the calendar. A decision was made at the AGM in September to trial general meetings for a year. These will be held on 23rd Feb, 27th April, 27th July and 26th October. Mark the dates in your calendar and come along and have your say on Club events and management. You'll notice that we haven't been able to finalise the calendar for next year as we are obliged to wait for other people's dates for events such as State Championship rounds. Please look for the likely-to-change dates and watch for updates on them.

A couple of coming events are worth special mention. Starting on Dec 9th, there is a display in the Redland Museum on the History of Mount Cotton. This was run until at least the end of January. The Redland Museum is a wonderful place with lots of interesting permanent displays which are exceptionally well-displayed.

The Marque Sports Car Club, the organizers of the night runs, is having a 'Come and Try' low-difficulty event on February 16th. These night runs are a lot of fun and it would be good to see more of our members entering them. There is a bonus in that they also count for Trophy points. A non-pointsoring event such as this Come and Try one is a great starting point to 'have a go'.

Bruce Mutch, former and long-time Octagon editor, has taken on the task of organizing guest speakers/events for the traditional second Friday of the month Noggin 'n' Natter. You'll see the first three he has arranged listed

in the Noticeboard section. If you have suggestions for other guest speakers, please let Bruce know.

A development with the Octagon is its availability online now through the Octagon page of our website. The policy will be that the edition prior to the current one will be available that way so that potential members can have a good look at it. We thank our wonderful webmistress, Glenda Crew, for her initiative in making this possible.

In this edition, we have the final instalment of the Rayment's personal perspective of Club history. Hopefully you have enjoyed their trip back down through the years and, even more hopefully, it will inspire others of you to do the same thing and record your memory of Club events as well. The more who do it, the fuller and more accurate the complete picture of Club history will become.

One very pleasant experience, and a very timely one, was for the Club to be contacted by Brian Tebble's nephew. For some, Brian's name will mean little while for others of us it meant Mr MG Car Club particularly in the 60s. Brian died a few years ago and some of his photos became the property of his nephew, Andrew Willesden. These photos are an important part of the display in the museum as they document two major events, the building of the hillclimb and the first visit to the hillclimb by Leonard Teale (then famous for his role in the TV series 'Homicide'). Having Teale compete at the hillclimb was a real promotional coup by Brian and brought in huge numbers of spectators. Also amongst the photos were two of Brian taking 'delivery' of the P type which had been driven to victory in two AGPs by Les Murphy whose son recently visited the Club to talk about the car and his and his father's racing days. The photos of Brian with the car are reproduced in this Octagon.

We also have the final report by Trevor Watkins from the Darling Downs Chapter as he now hands over the reins to Pam West. Thank you, Trevor, for keeping us well informed of your Chapter's events.

The Clubrooms will close on Dec 8th (Christmas party) and re-open on Friday 12th January. In the meantime, there will still be plenty of work going on as Peter Rayment will be sending out renewal of membership notices. Along with these you will be receiving your invitation to the Club dinner and presentation of trophies. We would like to have even greater numbers than last year to celebrate the success of this year's trophy winners while enjoying great company and food in a very pleasant environment. It's a great social night and we thank Kerry and Paul Strange for their organization of it.

Final date for submission of articles for the

next Octagon is the 28th January. With the final round of the Tighe Cams series, the Christmas party, the opening of the Museum display and the presentation of trophies for winners in the Tighe Cams series all falling after the closing date for this Octagon, you can look forward to reports on them in the first one of the new year. Also, both Chapters will have events before the end of January so reports of them will be included also.

By the time you read this, Graeme's exams should be a distant memory for him. This may allow him time to take up the Editorial pen again.

Elaine

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.

- **From Sat Dec 9th** Display 'History of the Hillclimb' at Redlands Museum to end of Jan
 - **Fri 12th Jan** Clubrooms reopen after the Christmas/New Year break. Special feature is Roil Gold Presentation Barbara Schaefer at 7.30 pm
 - **Fri 19th Jan** Tighe Cams Series presentation of trophies
 - **Fri 26th Jan** Final date for RSVP for Dinner and Presentation of trophies. Contact Kerry and Paul Strange 3398 1993
- CLUBROOMS CLOSED**
- **Fri 2nd Feb** Visit from Gold Coast MG Car Club
 - **Sat 3rd Feb** Annual dinner and presentation of trophies
 - **Fri 9th Feb** Tyre presentation by Tyreworks state manager at 7.30 pm
 - **Sun 11th Feb** Come and Try/Test and Tune Hillclimb
 - **Fri 16th Feb** Come and Try Night Navigation run
 - **Fri 23rd Feb** General meeting starting at 7.30 pm
 - **Calendar**



A whole year calendar has been included as a lift-out as usual. However, there has been difficulty finalizing some dates as we are dependent on others to lodge their dates first (there is a 'pecking order') and some people have been slow to do that this year. There is a firm commitment for most of our dates so we have tried to identify those where there may be a change by adding a question mark to them. The information will be updated as it becomes available on the website and in the calendar of the next Octagon. Interclub Challenge dates have also yet to be decided.



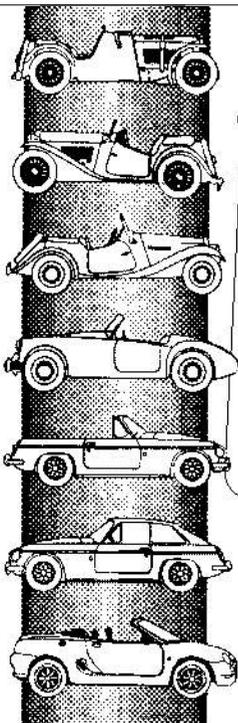
Membership

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

Raymond Chappelow
 John Apostolos
 Allan Dansie
 Kim Deane
 Ron Gillis
 Simon Frederiksen
 Russell Hansford
 Mark Wellard
 Timothy Butters
 Steve Gable
 Sandra Provis
 V Edwards
 Paul Shergold

Luke Johnson
 Frederick Nelson
 Denis Logan
 Peter Phillips
 Ian Kirkpatrick
 Scott Trenoweth
 Alan Fox
 Piers Biddlestone
 Hammond Rieck
 Sarli Nelson
 Colin Smith
 Michael Farrelly
 Berenice Stratton

Robert Davis
 Grahame Peacock
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 Elizabeth Collins
 Mary Bennie
 Keith Miller
 Eric Knight
 Andre Borell
 Barry Higham
 Charles Provis
 Michael Linnett
 Kieran Lawrence



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Tighe Series Rd 6, Dec 3

A full report of this event will be in the next Octagon; just the major results are listed here.

This event saw the culmination of two major series. The first was the Tighe Cams series which was won by Vern Hamilton in his Elfin 623. His win was the result of his breaking the record for his class (Class Q) a total of seven times during the year. He also wins the 'Best Racing Car' award. Vern was consistently challenged by Danny Mischok and Bill Norman whose efforts earned them the Best Touring

Car and Best Sports Car awards.

Another series run in conjunction with the Tighe series was the Top Six Challenge. Warwick Hutchinson had led the series throughout the year but Alan McConnell's late fightback saw the series end with them equal on 62 points. Third was John Boyce on 48 points while Bill Norman, Vern Hamilton and Bruce Horey filled the other placings.

At the time of going to press these results were provisional and subject to official confirmation.



Vern Hamilton's grand-daughter shows her support for her 'Pa'



Danny Mischok looked happy at getting 'Best Sedan' for the series



Bill Norman prepared the Special K for its final outing before its retirement



A different perspective on the Grahams



A small section of the larger-than-usual crowd



October

midweek run

by 'Charlie Brown' and Paul Wilson

A fine and warm morning greeted those who assembled at Evan Marchison Sportsground for the October midweek run which was kindly planned by Bruce Mutch.

A total of 18 cars joined the run, a healthy number considering that 6 of the mid-week 'regulars' were absent.

Before departure, it was noticed that the bonnet of Bill Donovan's MGB was up, with Bill feverishly working away (with lots of advice from onlookers) to remove a fan belt which was well past its 'use by' date. Having removed the offender, Bill discovered that his spare was a couple of inches too short. A suitable replacement was soon sourced from other members' spares, and the fleet departed westward along the Ipswich Motorway.

The group headed up the Warrego Highway to Blacksoil and then along the Brisbane Valley Highway before turning onto the Northbrook Parkway south of the Wivenhoe Dam. The roads were a delight; good weather, open roads and little or no traffic. We then turned to Somerset Dam and, after an executive decision, had smoko under the gum trees below the dam. Good job JW wasn't with us or we would have had to stop at Fernvale!

After the dam stop, the group was held up by a bright blue B but then let loose with some of the 'boys' enjoying a good run on the road on the western side of the dam. It was then on to the D'Aguilar Highway to Moore (the crab sandwiches are very good) and up the Blackbutt Range to Yarraman. The scenery on the range through the pine forest plantation and the rainforest at Benarkin is quite spectacular.

On turning south onto the New England Highway through the red soil and former

kikuyu country, it is quite obvious that the dairymen are having it tough in the existing drought conditions. This was the case right along the top of the range through Cooyar and Crows Nest to Hampton. It is easy to see that the farmers are having a difficult time. All it has to do is rain and things for the urban and rural communities will be very different.

There was a late but very relaxed lunch at Hampton. All in all, it was a good drive on some very scenic roads with some people using their powers of observation to find the answers to the list of given questions. For those who wish to check their 'score', the answers were:

1. Aluminium Extrusions 2. BP 3. Tara Lodge 4. Charolais 5. Split Yard Creek Dam 6. The Spit picnic area 7. Boot maker 8. crab sandwiches 9. wire cages; water diversion

Participants were:

Bruce Mutch	MGB
Bill and June Spall	MGY
David Miles	MGB GT
Steen Andersen	MGA
Peter and Delia Rayment	MGB
John and Tricia Cranley	Bentley
John Tait and Chris Carswell	Mazda MX5
Bill Donovan	MGB
Aubrey Ross	MGB GT
Paul and Gai Wilson	Mazda 626
Bruce and Tip Ibbotson	BMW
Barry Smith	MGB GT
Denis Thomas	MGB
Allan and Joyce Tebbutt	MGB
Errol and Wendy Hoger	MGB
Trevor Mills	MGB
Peter and Norma Upham	Lotus Elise
Pat and Desley Collins	MGB GT

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MEMBER PROFILE :

Lindsay Hay: Committee member



Lindsay Hay

I guess it's safe to say that my interest in all things fast and noisy started very early in life, about the time I was able to borrow Dad's tools (without his knowledge of course) and pull anything I could apart. As time went by I did actually put some of it back together.

My early motor sport involvement was with an Austin A30 as a member of the Renault Car Club in Sydney where I entered motorkhanas and a small number of hillclimb events.

Not long after this, motor sport took a back seat to house ownership and children with no real involvement again until a passion for motorcycles took over in my late thirties and, as a member of the Ducati owners club, post classic bike racing was the go at venues like Amaroo and Oran Park. A work transfer then took the venture south to Melbourne and further venues like Winton, Calder Park, Broadford and Philip Island. As racing got faster and I got slower and more easily damaged, racing gave way to a road bike and official duties at meetings in Victoria.

Early 1996 saw another move with work, this time to Brisbane and it wasn't long before the urge took hold again and there was a brief dabble in Go Karts. Neat little items but for me the red tape and some of the sheep stations you would think were up for grabs took some of the shine away.

During this time I noticed on a couple of occasions a really neat looking Sprite in the car park of a local shopping centre. Speaking to the owner he told me about the car and the club he belonged to, the MGCCQ.

Towards the end of 1999 I received a call from the owner of the Sprite, Dave Erwin, stating he was looking at another car and would I be interested in the Sprite. The passion was reborn, or do you call

it mid life crisis, what ever you call it I owned a red sports car and although not an MG I joined the MGCCQ and had a ball at hillclimbs at Mount Cotton and Noosa along with super sprints at Warwick. After some success and a hell of a lot of fun, the want for something different led to the purchase of a Farrell Sports 1300 that had earlier belonged to Steve Austin. After learning to drive the car and suffering at the hands of the second loop I again enjoyed a fair amount of success competing in hill climbs and sprints. The Farrell was, and still is, a great little car to drive. However late last year the car was sold but I am glad to say is still in the club in the hands of Geoff Cohen who on all accounts is quite happy with his purchase.

At this point I had the idea that I should purchase a car that could be used in motor sport and be driven to work. Well the situation at work changed and I had no need of a vehicle for work travel and the Vector FF was purchased. Again not an MG, but it has a model No MG 95. Will that count as best MG at a meeting? Work and other commitments kept use of the FF to a minimum this year so we now begin to learn to drive something else all over again, and boy, are these thing different.

I have enjoyed my membership time with the club and the motor sport opportunities it has given me. With this in mind I felt it was time to put something back into the club and am now happy to be a committee member and, work commitments permitting, look forward to more racing and organisational involvement with the club.

ACCURATE SUSPENSION

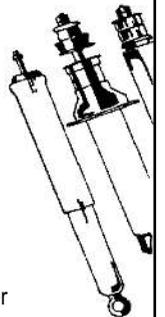
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You should have seen his eyes! No doubt you've seen the TV Advert with the lady who gave her husband an E-Type Jag, and seen the look on his face when he saw it. Well, that's what the little boy's eyes were like on Christmas morning. The family were all gathered around the Christmas Tree and right there in front of him was the biggest parcel you have ever seen. And guess what? Yes, it had his name on it.

Naturally, when Dad said they could open their gifts, the boy went straight for it. As he pulled off the paper he called out in delight, "IT'S A BOX!"

He lifted the lid off, turned it upside down and immediately sat in it. The sounds made it very obvious that he was driving a race car. Dad was trying to explain to him that inside the box was a model toy Ferrari Racing car, with electric motor, that he could actually drive. More than that, it had cost a small fortune. By this time Dad was a bit upset, did I say a bit, NO VERY UPSET, that his son was taking no interest in the real thing but simply enjoying playing in the box.

Then you may remember an old movie starring Gregory Peck called "The Million Pound Note". Gregory Peck played a "down and out" guy who was given a million pound note. Every time he went to buy something with it, food, suit or anything, he received them for free. Why? One, no one had change for the note, and secondly,

because he had a million pound note he deserved the items for nothing.

For many of us, Christmas is a lot like these stories. At Christmas we see the BOX and that's all we see. Christmas reminds us of the Greatest Gift ever given, Jesus! But we look at the box, or rightly something like a box, namely a Church building. In doing so we miss out on something incredibly beautiful, the wonderful love of God.

Then in receiving Jesus, it's a little like that million pound note. We have so much we can't use it, but still seem to receive more than we deserve each time we try to give some of Him away.

The MG Car Club means a great deal to me, as do all the members. Some of you have become very good friends and I miss seeing you at the Hill and Noggin 'n' Natters. But I think of you often. This Christmas my hope is that you may see the real Babe of Bethlehem rather than the box, and that you might receive the joy of "A MILLION POUND NOTE". OK, you may not be able to buy a new MG or have yours repainted. But I'm sure in a real way you'll appreciate every thing you have so much more.

May you all have a glorious and blessed Christmas together with a happy New Year.

Your Chaplain, Ken.

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The history of the Club; a personal perspective

Part 3

by Peter Rayment

THE OCTAGON

In about 1976 Delia bought a trusty Remington typewriter with a wide carriage and became my co-editor of the Club's magazine "The Octagon." That meant that she organised and typed the magazine content and I turned the handle of the Gestetner to print it. This job continued for about 20 years off and on. We realised its importance as a means of communicating details of coming events and of reports of events just held to members. The magazine was generally a monthly publication with articles then having to be typed onto stencils. These were run off manually on the Gestetner. As I cranked the handle of the Gestetner on Octagon nights at the Clubrooms Delia would get out the address-ograph plates and print out the wrappers with the members' names on them. Frequently Delia would have to hand write members names on the wrappers as it cost money to make the plates! In the beginning years there was just a few of us but later on when the Stranges, Walkers and Lenny Melrose joined, these evenings became quite social affairs as we chased each other round and round the tables to collate the magazines. In the 90s we got a motorised Gestetner and a power stapler from work which meant I could join in the congo-line. We tried photos on David Miles Renotronic Machine at his work when he was not in the club but it was difficult to get the pictures to work out well. Things improved when I ended up with a good photocopier at work.

A lot of the information for the calendar etc was collected and typed by Delia on the day of publication so that it would be up-to-date on the who, what, when and where of the events. In later years Delia sold advertising space to make the publication more presentable and to help cover the cost of the publication. (Money, or the lack of it, has always been an issue.) We finally achieved that goal of having the magazine pay for itself. Photographs for the magazine were often taken by ourselves and in later years our budget (Delia and mine) was saved as Ian Connell and Alan McConnell used to help with the printing of these photos. Alan and Keith McConnell, John and Rob Clatworthy and Ian also contributed photos themselves. We still have these photographs in a box in the shed somewhere. Once we finish building our home, we will put them into some form and order suitable for the club's library.

Starting in 1986, I entered the club-member's address details onto computer, initially on floppy discs on work's computer until I forked out \$2200 to buy my own in 1989 so I could control the records more easily. We used sticky labels for the addresses. It was sheer bliss. Also they came out of the computer already sorted into postcode order. All we had to do was just bundle them up after they had been wrapped. Super.

Certainly credit should go to Bruce Mutch for his drive to get the magazine professionally printed. It is a pleasure to receive and read our award-winning magazine these days.

CONCOURS

Delia and I successfully resurrected the club's concours in the middle 80's. It was many years earlier (before my time) that the previous one had been held. Scott Ramsey won the day with his green MGA. At that stage they were run in conjunction with the Marque Sports Car Club at Anzac Park (Combined Sports Car Association to some). At these events Delia acted as the sign-on and PR person. The Brisbane City Councils FREEPS (Free entertainment in the Parks) program in the Courier Mail even wrote the event up after Delia had chased them up. What a crowd turned up that year.

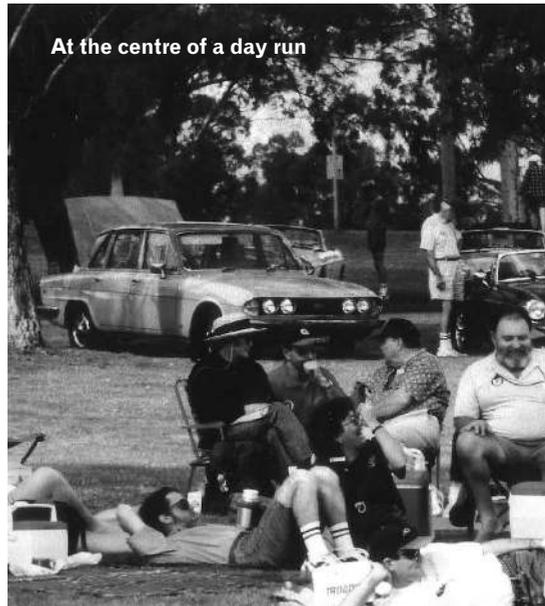
The changing attitude towards these events has, at long last, enabled us to have our concours where it should be, in the heart of Brisbane.

REGALIA

In the late 1970's we learnt how to silk-screen onto cloth so that we could print the Club T shirts ourselves and save the Club money. Shirts were sourced from various wholesalers around town. Before the 1979 Australian Championship meeting we printed hundreds of T shirts which depicted a diagram of the circuit and date. Not all sold, so we overprinted them with a Qld header instead of the date, for the next Queensland meeting and they sold. We continued doing T shirts for the championships for years. The Club made reasonable money and publicity from these activities. Besides Hillclimb championship T shirts, we printed a range of Club T shirts for continuous sale. The old cream and brown (club colours) T shirts ran for many years. Around 1984, I designed the club logo in the Q that the club uses as its logo now. For special events, like the 1990 National Meeting when we knew that there would be people around who would buy souvenirs, Delia would make up bar towels or calico bags, and print tile club logo on items to sell. This would then make more money for the club. We enlarged the MG at one stage and printed it onto curtains that Delia had made for the Nash Street Clubrooms. Some of these are now in use again at the clubrooms. I have lots of printed dust cloths etc still from when we used to do test runs before actual printing. Delia was in charge of the Regalia until the mid 90's when again Pat Walker stepped into the breach. There had been no club regalia since badges and ties etc came from BMC or Home Centre! We still have the screens that we made.

SOCIAL BBQs

These were held regularly at our home at The Gap for about 15 years. We even used the next door spare block as either a parking lot or to hold outdoor film/slide nights as the back neighbour had built a wonderful block wall which they had painted white and this made an ideal screen. I



At the centre of a day run

remember one frosty night when we dug a square of the grass out of the front lawn for the barb-que. When the cooking was over the members just sat around the fire and chattered. When everyone finally went home in the early hours of the morning, we found that we had Eskys full of grog. They had bought their own for themselves (it was BYO) but it was too good just sitting round the cozy fire. We then had to get rid of the grog. It wasn't any use to us, we don't drink the stuff.

RNA MISS SHOW GIRL COMPETITION, PARADES & THE MTAQ MOTORSHOW

For about ten years, Delia organised most of the cars for this parade for about as well as for a variety of other events when clubs like football clubs etc wanted cars for a parade. They are too numerous to remember. I got the job, Delia usually did the phoning! The RNA parades were great fun and at that time the ring events were on a tight schedule. If we were short of time we had to take the girls around fairly quickly. If we had more time we would do more laps. It was fun out on the track. Afterwards we would go in a group to the Dodgems or the like. The attendants always made sure we had a safe place to park the cars in the grounds. This was a good PR exercise for the Club, as they would advertise any up coming events we were to have over the PA as we drove around.

For well over 10 years again, Delia helped organise the cars and set up the display for the MTAQ Motorshow at the RNA Showgrounds, as well as the roster of members to man the stand.



We (PD & S) all helped man the stand. One attraction that the visitors to the stand really enjoyed was Tony Jay's videos of the clubs events. One year they even used our TC, Samantha, Jeannie Robinson, Kimberley Robinson and Mandy Tighe as models on their advertising poster. We got to see many old members at the show. I got to be very fast in doing the MG logo on the floor of the displays with a 3" roller. They used to turn out very well.

ODDS & SODS

We felt that there was a necessity for New Members Nights in the 90s, so Delia organised and ran these at the Nash Street Clubrooms (ex CAMS).

These lasted for several years, and were held quarterly on different facets of Motorsport and the Club. Delia had to organise programs, booklets, guest speakers, advertisements in The Octagon etc. I feel that they were very successful.

Delia has also done her share in sourcing many of the locations used for the Presentation Nights and bands etc. over the years getting on the blower chasing up members to attend to help make the night a success. The club was very sporting for years and not very social. This has partly reversed these days with old members coming back into the fold and just wanting to have fun but not necessarily to compete in competition.

Over the years, we have made suggestions to improve the club but they have often fallen on

deaf ears. I had tried like heck to have some of these suggestions implemented, but found it a hard task, due to opposition from some of the Committee. Persistence eventually paid off and we have moved with the times. A few of these include name badges, credit card payments and even the club member details on computer. Imagine what it would be like without them these days. We're not on the Internet at the moment but I feel that a lot of the club's present success falls on Glenda Crew's club website and the new look magazine. Cheers for modern technology.

After putting the members' details on the computer since 1986 to help with the sending out of The Octagon, I took over as Membership Secretary from Paul Strange in 1995 and am still doing it. Certainly utilising the computer helps to speed things up a lot. The paper-folding machine is a great help when it comes to sending out the renewals. I am not sure how long I have been doing the points score for, but it's a long time. I can't tell you exactly as our records are in a box somewhere in the shed. Mal Spiden used to do them when Delia was doing the magazine and the results would turn up on old envelopes, grocery lists, old bits of cardboard etc. They were correct however. Now that it is on a computer it certainly makes it easier, except if you have forgotten a member. This happened recently to my nephew Brant's new wife Selina. There were a lot of ripples to correct. She actually went on to win the Touring Assembly Navigator's Trophy for the year.

Another hat I have been wearing for a long time is the one of Club Captain. During that time I have helped both the members and the club in whatever way I could. All in all both Delia and Samantha have been helpful and understanding team members in this game of life, also. If you balanced it out, there hasn't been a day gone by for the past 30 years that the telephone has not rung in this household with some sort of query about MGs or the Club. Usually Delia is the one who answers the telephone. I hate talking on it. I prefer to talk face to face with people.

We have had, and will continue to have, the best interests of the club at heart, having seen the club at both its lows and its highs through 4 decades of continuous membership and service. We know the club will continue to grow as we have grown from our involvement with this club. We have made many friends throughout the world, all because of our involvement in this club. The two letters MG have opened many doors for us and we are sure they will continue to do so.



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& invited sports cars HILLCLIMB

By Ace Reporter

The annual MG only and invited Sports Cars hillclimb attracted 48 entries. Some were regulars, a few were first timers, others were on their annual event, and most gaining some practice for the 2007 MG National Meeting as the hillclimb will be one of its competitive events. The classes were those which have been established for the MG National Meeting format, plus one for the invited sports cars.

Some classes saw the lead change as the day progressed. Peter Kerr (MGNA of which 738* were produced) led Class C on the first run with a 72.26s run until Dino Mattea (MGL2 90* were produced) surged ahead on the second runs with a 71.38 s time only to see Peter quicker on 71.08s and a final ascent in 70.56s. Not to be outdone Dino won the day with a final run of 69.93s.

The MGB BL and later class was the Tebbutt class. First Allan was ahead with runs of 58.54 followed by a 57.81 before Nathan took over with runs of 57.48, 57.65 and a final run of 56.87s. Allan's best time was 57.73s. Mark Buchanan, editor of that fine local publication "Leaded" (4th edition available at the clubrooms) competed in his standard MGB for a best time of 63.51s.

Richard Mattea, driving Carly's Midget, led his class with his 3rd run of 59.11 before relief driver Gary Goulding produced a 58.91 run. However Richard was able to snatch the win with a 58.60s time on his last run. Next was Peter Rayment on 61.02 and Ted Peel on 61.89 on his old slippery tyres.

Some classes had the winner being ahead all day. Nick Holman won his class with the MGTF 1250cc from Cyril Bennett. Cyril had the touring differential in, good for travel but not so for acceleration. Ross Kelly won the MGA class from Steen Anderesen in his more

standard example. Peter Andrews was ahead all day in the MGF class on 55.20 from Jim Haines (55.86), John Boyce (57.40), Gary Deane (58.56), Glen Boyce (69.20) and Kim Deane (69.30). Vern Hamilton was quickest in the MGBGT class even with long brake lock-ups from the left front wheel, ahead of Laurel Godwin (63.49) and Elaine Hamilton (66.33). Class Q went to Malcolm Spiden (58.97) from David Miles (59.36) Michael Collins, forsaking his quick WRX for a BGT (60.34) and Patrick Collins (64.37).

The faster MG times came from those in the MG Specials# class or the V8 class. Bob Bear (MGB, 52.16) won the MG Special class from Andrew Rogers (MGB, 54.45), David Godwin (MGA, 54.84), Ian Rogers (MGB, 55.07) and Mike Allen (MG Midget, 59.70). However the fastest MG time was set by John Walker (49.72) in his V8. John was chased all day by Barry Evans in his V8 with a best time of 50.09 and Julie Evans on 54.00.

Some classes were never in doubt. Jon Holman, Tony Hastings and George Diggles won their respective classes.

Ron Woodbridge (Lotus 23) was the quickest sports car with a 49.53 from John Broadbent (Triumph Spitfire, 51.43), Bill Tottey who had sigwritten the club's van for the hillclimb (Honda S2000, 51.76), Ainsley Fitzgerald (Westfield, 52.47), Ross Devencorn (Elfin Mallala replica, 56.13 secs), Paul Cuthbert (Sprite, 56.66) and James Selwood (Sprite, 63.89).

Those running for the first time were Steen Andersen (MGA), Patrick Collins (MGBGT Rubber bumper), Mike Allen (MG Midget), Ian Rogers (MGB), Gary Deane (MGF), Kim Deane (MGF), Andrew Rogers (MGB) and Nathan Tebbutt (MGB). Steen, Patrick, Mike, Gary

and Kim had attended the last Come and Try day and it was pleasing to see all reaching their own personal time targets for the day.

It was great to see some participants recording some excellent times during the meeting. Ross Kelly in his MGA (Class G) had times of 73.74 s followed by 60.92, 60.52, 59.43, 58.59 and a final run of 58.53. Jon Holman, in Nick's MGB (Class J), did 57.97 first run, 57.85, 56.01 and a 56.52 before Jon departed for his work and Nick ran the final two runs. George Diggles in his very quick MG Magnette (Class V) recorded 60.69, 61.68, 58.37, 58.26, 58.17 and 58.58. (David Robinson should take note.)

One disappointment on the day was Chris Lake's MGA (5791 days of restoration) which gave clutch trouble on the very first run. Chris was unable to change gear when the motor was running thus the MGA had to be taken home.

Ted Peel ran competition number 63 on the

day, the significance being Ted's age, the year he joined the Australian Army and the year he was married. Ted tried for a 63 sec run however he was a mite quicker than that.

Michael Collins (co-winner of the 2004 Tighe series) in his father's MGBGT (class Q) and Vern Hamilton (MGBGT class O) engaged in a private contest to see who would be quicker, even though they were in separate classes. Vern was ahead until run 3 on 60.75 and then Michael produced a 60.40 time to Vern's 60.56. Next run Vern clinched the day with a 59.86 compared to Michael's 60.34.

* Number of cars produced in MG by McComb

#MGs are in the Special class (Y) due to the modifications from original such as disc brakes replacing standard drums brakes, non standard cylinder head casting, removal of windscreens, or fibreglass panels instead of production panels.

Class C	Pre War Supercharged Racing & Sports over 1000 cc	Dino Mattea		69.93
Class F	MGTF	Nick Holman		66.14
Class G	MGA Roadsters Single Cam	Ross Kelly		58.53
Class J	MGB Mk 1 (Pull Handles)	Jon Holman		56.01
Class K	MGB Mk 1 (Pull Door Handles)	Tony Hastings		64.30
Class M	MGB BL and later	Nathan Tebbutt		56.87
Class O	MGBGT Mk 1 and 2	Vern Hamilton		59.86
Class Q	MGB GT Rubber Bumper	Malcolm Spiden		58.97
Class R	MGB GT V8 and Costellos	John Walker		49.72
Class T	MG Midget	Richard Mattea		58.91
Class V	MG Magnette	George Diggles		58.17
Class Y	MG Special Class	Bob Bear		52.76
Class ZB	MGF	Peter Andrews		55.20
Invited Sports Cars		Ron Woodbridge		49.53
FTD MG	up to 1600cc	David Green	MGA	54.84
	1601 to 2000 cc	Andrew Rogers	MGB	54.45
	2001 cc and over	John Walker	MGBGT V8	49.72
FTD		Ron Woodbridge	Lotus 23	49.53

Again a successful day and wonderful to see so many MGs and so much variety in the pits for the day.



▲ Nick Holman leads the T types down to the starting line

▲ Ted Peel's Midget leads a variety of MG models into scrutineering



▲ Two GT drivers give the 'thumbs-up' to the event



▲ Ron Woodbridge preparing for his FTD run



▲ The Tebbutt B was double-trouble for others in their class



▲ Mark Buchanan drives his car instead of writing about other people's



▲ Ross Kelly gives his A a run



▲ as does Steen Andersen

Mid-week run

22nd November

On the day on which Brian Tebble would have celebrated his 71th birthday (thank Val Horgan for that information), seventeen cars assembled at Nudgee for the last midweek run of the year. There should have been eighteen cars but one white MGB GT was left home with fuel problems which developed at the front gate, a preferable place for this to happen than on the M1.

David Miles and Malcolm Campbell pooled their time and resources to come up with a 'from the sea to the mountains and back again' run which took us over road less traveled and also a few favourite familiar ones.

The route took us across to Redcliffe, through Kallangur and Dayboro and up the hillclimb to the State forest at Mt Mee for morning tea where a distribution of Christmas cake signaled the significance of the last event of the year. The downhill run was down Canpbells Pocked Rd to Beerwah then

through the Glass House Mts area before heading across to Bribie for lunch where we could look back across the passage to the mountains.

It is a fitting time to thank David Miles for his organization of these mid-week runs and for his setting the majority of them. Thanks to the Tebbutts, Ibbotsons, Bruce Mutch, the Collinses and Hamiltons who also set midweek runs this year.

Participants:

David Miles	MGB GT
Vern and Elaine Hamilton	MGB GT
John and Tricia Cranley	Honda NSX
Denis Thomas	MGB
Trevor Mills and Fred Enever	MGB
Bruce and Tip Ibbotson	BMW
Fred, Jo and Jodie Nelson	Honda Integra
Bill and June Spall	MGY
Errol and Wendy Hoger	MGB
Bruce Richardson	MGB
John Walker	MGB GT V8
John Tait and Chris Carswell	Mazda MX5
Malcolm Campbell and Renate Koehn	Mazda MX5
	BMW Z4
Ian Fettes	Mazda MX5
Kerry and Val Horgan	Ford Ka
Paul Wilson	MGB
Bill Donovan and Glen Rigg	





the people...





▲ A slightly different perspective



▲ The canteen ready for the breakfast runners to arrive



Breakfast Run

November 19th

It was a perfect combination of beautiful weather, a striking setting and a variety of cars and their occupants which all came together at the hillclimb on the morning of November 19th. Some came early to set up the venue, some came in small convoys and some gathered at the Clubrooms for a longer drive to Mt Cotton.

The event was a combined early morning run and Pre-War and T-Type run and attracted 7 Pre-War and T-Types, 3 MGAs, 10 MGBs, 1 MGC, 1 MGF and 1 MG 1100 along with a range of other vehicles including a vintage Bentley.

Sausages sizzled in the canteen, looking more picturesque now its hedge barrier has been planted. After a relaxed breakfast on the well-tended lawn at the top of the spectator

area, those with MGs took them down to the first corner of the track for a photo shoot with the cars lined up in the order of the colours of the rainbow for a special effect. Many of those who were there took the opportunity to record the rare sight of 23 MGs on track all at once.

Members of the 'Friends of Mt Cotton' support group were also invited to participate in the breakfast but it is probably fair to say that everyone who was there enjoying the weather, the venue and the company all felt like Friends of Mt Cotton.

Thank you to Pat Walker, Dino Mattea and David Miles for coming up with the concept which brought the two major focuses of the Club together so successfully.



▲ Breakfast on the lawn against the backdrop of the hillclimb



The Paltridge A ready for the run home ▲

**Participants:**

John and Diane Davies
 John and Pat Walker
 Mal Kelson
 Vern and Elaine Hamilton
 Brian Hunter
 John and Glen Boyce
 Paul and Kerry Strange
 Dino and Margaret Mattea
 Ron McLeod
 Graham and Jill Moore
 Gary and Kim Deane
 Allan and Dawn Shephard
 Chris Carswell and Dee Anderson
 John and Heather Smart
 Peter and Merle Roberts
 Neil and Rose Preston
 Gary and Dawn Lawrence
 Peter and Liz Gannon
 Steve and Tracey Gable
 Ron and Bev Clydesdale

MG1100
 MGB GT V8
 MX5
 MGB GT
 Camry
 MGF
 MGB
 MG L Type
 MG TF
 MG TD
 Range Rover
 MGB GT
 MGC
 MG TD
 MGB
 MG TD
 MGB
 MGB
 MGB
 MGA

Peter Kerr
 Malcolm and Elizabeth Cumes
 Roger and Ann Paltridge
 Andrew Willesden
 Allan and Joyce Tebbutt
 Phillip and Ann Terry V8
 Ray and Suzanne Edwards
 Ivan and Joan Tighe
 Cyril and Marie Bennett
 Chris and Pauline Lake
 Ray and Mary McGhie
 Norm and Kath Singleton
 Warwick Hutchinson
 Gary Goulding
 John Lungren
 David and Meryl Miles
 Paul and Gai Wilson
 Barry Smith
 Glen O'Brien

MG NA
 Statesman
 MGA
 Ford
 MGB
 Monaro
 Falcon
 Suzuki 4WD
 MG TF
 MGA
 Bentley
 Ford Capri
 Mini
 Mini
 Range Rover
 MGB GT
 Ford Ka
 Ford Challenger
 MG TC



State Championship Race Meetings

It's sad but true that we rarely get to acknowledge our members who take part in State Championship events. Thanks to Carol Jackson taking control of a camera instead of her car at Queensland Raceway early in November, we have a photographic record of most members who competed there; however, a couple escaped her camera lens.

Our Club promoted the final round of the Championships at Morgan Park in late November so there was greater representation there. Most of our 'regular' racers were there and these numbers were supplemented by members who competed in the Regularity events. Unfortunately the battery in our photographer's camera failed to make the full weekend so a couple of people are not represented in these photos.



Morgan Park 25 & 26 Nov



▲ Guy Bedington who later suffered diff problems

▲ The Jackson/Heffernan pit set-up



▲ John Davies calls the action



▲ Jacob Brackenridge in the thick of the action in his Gemini



▲ Craig Lind (photo - Mark Walker)



▲ Kevin Heffernan (Torana Xu1)

▲ Matt Jackson (Torana Xu1)

▲ Gary Jackson (Monaro)



Qld Raceway 4 & 5 Nov



▲ John English at Qld Raceway (photo - Mark Walker)

▲ Henri van Roden and Fred Douglas (Mazda Mx5)



▲ Brian Ferrabee and David Barram (Mazda Mx5)



▲ Damien Croston (Gemini Sports Sedan)

Photos by Carol Jackson



Regularity Entrants



▲ Ian Fettes , BMW Z4



▲ David Miles, MGB GT



▲ Gary Deane, MGF



▲ Peter Smith, Smart



▲ John Curlie, Escort



▲ Greg Newey, MGB



▲ Gary Goulding in the Matteas' Midget



▲ Reg and Jan, our regular gatekeepers



Library News

Book Review by Malcolm Spiden of

LIFE AT THE LIMIT

TRIUMPH AND TRAGEDY IN FORMULA ONE

Professor Sid Watkins describes his involvement in the upgrading and standardizing of the medical facilities at all current Grand Prix circuits. In the foreword to the book, Niki Lauda describes the medical facilities in the 1970's as being "somewhat haphazard" and said "you hoped not to have an accident at some circuits". This was the case after the demise of the first attempt to provide a consistent standard at European circuits via the Grand Prix Medical Services, a mobile hospital in a large transporter provided by Louis Stanley, head of BRM.

Watkins' involvement commenced in June 1978 when he was introduced to a Bernard Ecclestone. Bernie was Jochen Rindt's manager in 1969/1970 and had commenced to gain control over Grand Prix racing after the shambles of the 1975 Spanish Grand Prix at the Montjuich Park circuit. The circuit failed the barest minimum of safety requirements where the organizers wanted to event to go ahead and, as Watkins states, the governing body was not strong enough to force the circuit to ensure safety was upheld.

In Ecclestone Watkins found a powerful ally who could ensure the Professor received the necessary support for procedures or equipment from the circuit owners especially when Watkins' usual persuasion powers fell on deaf ears.

In 1979, at the end of his first year of involvement, Watkins produced an audit of each circuit and issues he wanted addressed. By 1994 the Expert Advisory Group was established which consisted of an FIA engineer, FIA safety delegate, F1 driver,

F1 designer with Watkins as the head. This group undertook to examine all aspects of safety with the race car (e.g. cockpit design), the circuit, run off areas, safety barriers (e.g. construction) as well as a programme of high energy crash testing at the MIRA (Motor Industry Research Association) in the Midlands in England.

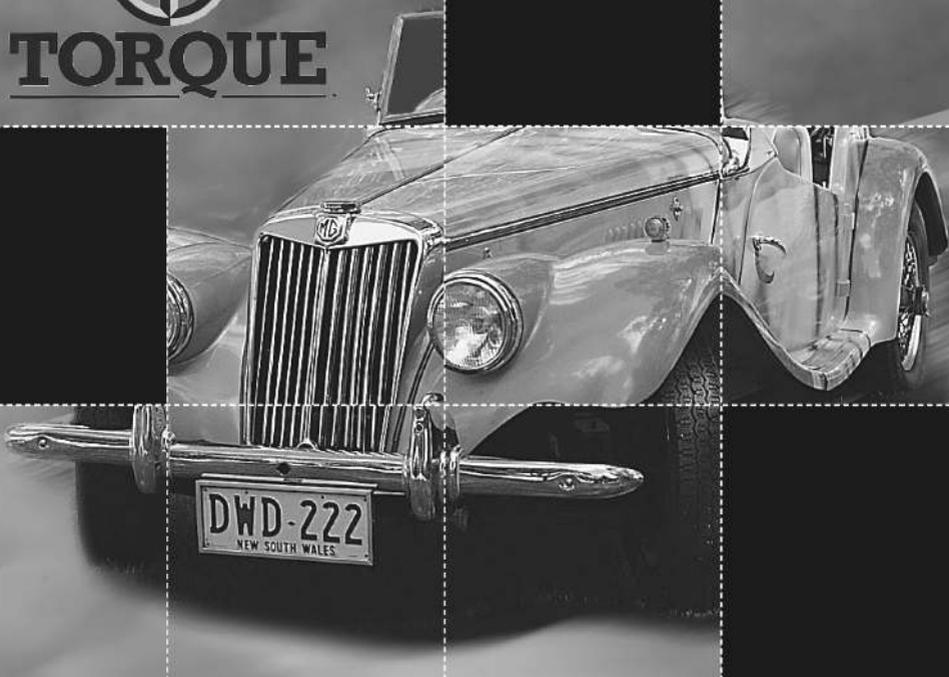
There are three Appendices in the book. The first recalls Watkins military expedition into the Sahara in 1953 where the Royal Medical Corps was reporting on the physiological effects of heat on human performance via physical, mechanical and psycho-motor tests to perform. At the time he admits he was unaware of the similarity of the effects of hot climates with motor racing.

Appendix Two is a spreadsheet covering the 1963 to 1996 era and the changes to the Grand Prix scene.

Appendix Three is the check list Watkins employs to evaluate the facilities at a circuit including medical evacuation plus the interrelationship with a designated hospital.

Although the subject is a very serious issue, the book is not all doom and gloom for Watkins includes many humorous events he has witnessed. In the end the book does show how delicate life is, as well as how resilient/strong the human body is given some of the horrific incidents that have occurred.

This is another of the many books in the MGCCQ library.



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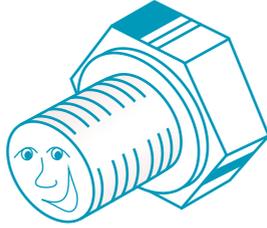
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Lumley



Sump Plug



Heard that a white BGT ran out of fuel on the way home from a mid-week run recently. Was that the same white BGT which also ran out of fuel in the middle of a run at the MG only hillclimb?? Perhaps Bruce Ibbotson's technical article on fuel gauges might be relevant!

Perhaps it's the season for fuel 'mishaps'. Sump Plug has been told that a Club member stopped on the track at Noosa, not to look at the scenery, but to turn the fuel pump on! Fortunately for him, this was the 'sighting' run; his times indicate that he 'sighted' the fuel pump switch earlier on all his other runs!

And which member wisely decided to take along some tape with him to the hillclimb to make into numbers for his MGB? All sounds like good planning, doesn't it, until you hear that both the car and the tape were red!

One regular competitor has lost a recently re-acquired pit crew member who mustn't have been able to take the pace. Story is that pit-crew member has gone to Kazakhstan to work to escape.

And which 'younger' member of the Club was it who searched everywhere for his cordless drill before finally finding it safely tucked away in its box!

Ron Clydesdale was saved the dubious pleasure of having all those present on the early morning run on Nov 19 sing 'Happy Birthday' to him. Thank you, Ron, for giving up a big part of your birthday to be at the gathering at the hillclimb.

Chris Carswell has recently been arguing again, not with Dee, but with a spring loaded ball joint and a set of stairs; he came off second best in each encounter.

Rick Miles has recently discovered another talent, logo design, as well as appearing on "Extra" with "little brother" Dodger (the family long billed Corella).

John Davies has yet another Grandchild - he must be VERY old!

Gary Goulding DIDN'T crash at Noosa this year, and thereby secured a very creditable 4th outright.

Lindsay Hay is off to Austria before Christmas, but won't be doing any skiing (he can't).

Steve Pyott has been joined by Wendy Hoger in having leg operations. Sump Plug wishes them both a speedy recovery.

Has Chris Lake solved the newly restored "A's" overheating problem by removing the grille?????

Have you heard about the Club member who was told about an MG stored in a shed and hurried off to see if it was worth buying? Story goes that he didn't end up buying the MG but the visit did result in his buying a block of land!

Unfortunately Ted Peel was unable to make it to the State Championship meeting at Morgan Park in his Datsun 240Z due to overheating problems that couldn't be sorted in time. Undeterred, Ted decided to get his Midget out and enter it in the hillclimb the following weekend.

Late breaking news is that another TF is coming into the Club as the Tebbutts are supplementing their B with one.

There are occasions when, just before the Octagon is due to go to press, the Sump Plug is looking a bit dry. It seems that the problem may be permanently solved by following around a certain Club member's car which leaves quite a lot of 'good oil' lying around after fast laps around Morgan Park. Of course, after the hillclimb on Dec 3, there is now a choice of car to follow in the search for the 'good oil'!

MK 2 MGB, MGC & MGB V8

Fuel Gauges

All MGBs fitted with an Electronic Tachometer have an upgraded electrical system which is a bit better than the MGA and early MGB (Mechanical Tachometer) cars.

If your car suffers from a slow to respond or fluctuating fuel gauge it may not be the sender unit in the tank (which is a variable resistor) but the Bi-Metallic voltage stabiliser whose contacts are well past their use-by date.

A Bi-Metallic voltage stabiliser has been added to supply a "sort of" stable 10 Volt supply to the Fuel Gauge. This is extremely primitive but it was the electro/mechanical technology of the time.

A Bi-Metallic stabiliser works by winding a coil around a bar made of two materials that expand at different rates with temperature. Current passes through the coil and heats the bar and this causes the bar to curve with heat. By having this bar make and break a contact, the current through the coil is interrupted and the circuit connected to it has an interrupted power supply set to average 10 volts.

For a fuel gauge, electric temp. gauge or electric oil pressure gauge, a rough voltage control is available. As these gauges also use coils wound around Bi-Metallic components which have a very long time constant, such a system works well in practice, as long as the stabiliser contacts remain serviceable. With current Solid State technology, the Voltage stabiliser is a Zener Diode which will control output voltage accurately and constantly and with no Radio Interference. For the later MGB, the C, and the V8 this is 10 Volts.

These solid state stabilisers are available from "K B Classic Parts". They have the same part # as the original unit, same terminals, same size and same mounting. The part # is BHA4602- Voltage Stabiliser. Cost is about \$40. The only problem is getting the old one out and the new one in. The unit lives above the flasher unit (above the main wiring harness) and is held by one "Posidrive" screw. Take out the Tacho. You can then see it and also get at the screw.

Bruce Ibbotson.

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Letters to The Editor

Visit to Mt Gravatt Tricare Retirement Village

I just had to say that was one of the best feel-good PR operations ever. I just saw the photos. Brilliant. The residents must have just loved it. I am sure there are so many people out there who wish they once owned a sports car in their lives (or even had a ride in one) and on that day you would have made a few dreams come true. Good for you MGCCQ.

An old friend of mine once said to me when I was vascillating over whether or not to buy an Austin Healey Sprite, 'If you want it, you must buy it. If you don't follow your heart, you will regret it. I once dearly wanted a red MG TC back in the early fifties. I followed my head and did not buy it and today I regret that decision so much.'

I wonder if there were a few people like him sitting in those cars the other week.

John Campbell

For Sale

MGB 1978 (rubbernose) V8 roadster.

BRG in colour, 5 speed, mags, CD, many extras. Also heaps of spares. \$27 500. Excellent condition. Ph 07 3376 4486 0408 764 486

MGB (as per photo)



UK mnfr.1970. Was RHD converted and semi restored app 7 yrs ago. Colour Black. Hood and Tonneau perfect, trim excellent, new tyres and spare. All mechanicals have been serviced; brakes

overhauled this year. Asking \$15000 Mrs K.Strickland Bribie Island..Ph 07 34088017..Mob 0403 226 965..Email tstrick7@aapt.net.au.

MG TC 1948 (as per photo)



One owner for 37 years. In very good condition; body is original. Hood and side screens are good. Current Victorian registration TC MG 48. Asking price is \$27 000. Must sell. Best offer.

Contact Ken Bradford 02 6680 1597.

1971 MGBGT Registered 06/07.

Black interior, Icon gold exterior. Light flywheel. Good tyres, gearbox etc. Painted Rostyles. Sun roof. Believed in country 1977, possibly from South Africa, unusual rear bumper. Contact Peter Robertson 3286 2781 (pm).

1971 Hillman Hunter Royal 660. (As pictured)



Lowered, mag wheels, half Rollover bar, 4 point harness, fire extinguisher, battery isolator switch. Extensively modified 1876cc motor with alloy head and twin CD Stromberg carbies.

Produces 95 horsepower at rear wheels, I have dyno sheet.

For more information phone -- 07 3888 8752 or e-mail -- cummo1@optusnet.com.au

Formula Vee Spectre 1991 (as pictured).



Sealed engine, control inlet manifold, new rack and pinion steering, PCI 28 carby, 009 Bosch distributor, NGK Platinum spark plugs, external oil cooler, car completely rewired, new

'American Racer' control tyres. Signage removed and new body paint (Metallic Electra Blue). Car mainly used for hillclimbs. Price \$8500 includes trailer with over-ride brakes and heaps of spares.

Contact Noel 07 4127 1110 or 0419 755 051 or email: buzaglo@tadaust.org.au or Andrew 0407 145 820 email: awbuzaglo@hotmail.com



THE MURPHY P TYPE

Brian Tebble's nephew, Andrew Willesden, recently made contact with the Club because he has a number of Brian's old photos and thought they would be of interest to us. Amongst those photos were these, along with some of the building of the hillclimb. This was all rather timely considering the current display on the history of the hillclimb in Redland Museum and the fact that Rod Murphy visited the Clubrooms recently and talked about the P Type pictured which was raced in AGPs by his father, Les. The photos of Brian and the P type were taken in February 1966 when the car was brought to Queensland for a parade of historic MGs at Lakeside at the Australian Grand Prix meeting held on Feb 20th.



At G Car Club president Mr. Brian Tebble, witnessed, watched the unloading of one of Australia's most historic sports cars—the MG P Type, which won the Australian Grand Prix in 1955 and 1957.
 The MG, which still competes in hill climbs, completed the 300 mile race over a rectangular, 6.5 mile dirt road circuit, at an average speed of 86.4 mph.
 The car is owned by Melbourne school teacher, Mr. Wally Magilton. It will lead a parade of veteran MG racing cars at the Australian Grand Prix at Lakeside on Sunday, February 29.

RSL CHIEF
 TROOPQUIMBA, Eric Norman, Mackwood, has been elected president of the Warrenton sub-branch of the Returned Services League in place of Mr. W. H. Mathers.

Bits & Pieces

Colin Somers, 1932 - 2006

"Goon Show" records entertained the mourners and the casket arrived festooned with bumper stickers reflecting the life-time activities of this very distinctive, hardworking and giving man, Colin Leslie Somers, known simply as "Col."

Col was well known to a generation of motor sport officials, competitors and spectators for his dedication to the Queensland Motor Racing Officials Association which he helped to establish. Col was a regular Clerk of Course at Mount Cotton Hillclimb. He also ensured that club motorsport at Lowood, Lakeside and Surfers Paradise functioned through his efforts to ensure that there were always sufficient, capable officials available.

Motor Sport's loss was Aeromodelling's gain when he found great satisfaction and an outlet for his energy and talent in this pursuit, never ceasing to help others with advice and assistance, but still able to find time to be there for his wife Jean and their family.

A "Chuck Glider", one of a number handed out after Col's funeral service and bearing his own VH-16 registration, now resides in a show case in our Rocklea clubrooms, to remind us all of this man who gave so much of himself so that others could enjoy their chosen pursuits.

Trespassing and Vandalism at the Hillclimb

Trail bike riders are causing damage to gates, fences and the grounds at our Hillclimb Facility. Club Members are requested to "drop in" as often as possible and report any illegal activity (including the dumping of rubbish) to Redlands police, 38294111.

We have had advice from A-Muffler Mart, Unit 3 1909 Ipswich Rd, Rocklea that they specialize in custom exhausts and in restoring exhausts. Until Dec 30, they are offering a 10% discount to Club members.

Proposed Mid Week Overnight Stay

As the fourth Wednesday in April 2007 is Anzac Day, it has been suggested that this might be the opportunity for an overnight Mid Week run, commencing later on Anzac morning, a run to the country, overnight, then a return trip to Brisbane on Thursday morning.

"Happy Valley Retreat" near Stanthorpe have offered a package for \$100.00 per person which includes twin share cottage accommodation, alternate drop, two course dinner and a fully cooked breakfast.

We would need a minimum of 15 couples, so please contact David Miles if you are interested in participating.

(Phone 38922699 or 0438760447, e-mail davidmeryl@bigpond.com.au)

You can also check out Happy Valley on their website, www.happyvalleyretreat.com

The following is a summary from the latest Newsletter from the Gold Coast Club re 2007 National Meeting. The full newsletter can be found on our website on the 'National Meeting' page.

"At recent National Meetings, prize-giving on the final night has become a very time consuming activity. Next year, prizes for first, second, and third places for the Concours, the Motorkhana, and the Hill Climb will be awarded at each event. The prizes will be gold, silver, and bronze medals, placed by a VIP around the necks of the place getters whilst standing on a podium. For the Economy Run, the awards will be made during the Celebration night, as will the perpetuals and the magazine and photo prizes. All medal winners will proudly wear their medals to the Celebration Night dinner. During the evening, there will be a Parade of Champions wherein all gold medallists will come on stage to thunderous applause from the audience."

The **Australian Register of the MG Y Type** are organising a weekend, 13-15 April, in the Hunter Valley, NSW, in the Maitland area to celebrate 60 years of the MG Y. More information is available from the News page of our website or by phoning 02 9874 5739.

The Australian Hillclimb Championships were held at Bathurst on the first weekend in November. A number of Club members made the trip to Bathurst and their results were as follows:

Alan McConnell won his class and came 6th outright.

Bill Norman (Special K) and Donn Vidler won their classes and each broke their class records.

Darren Harris won his class and John Gilbert and Clinton White each achieved second in class. Danny Mischok was 3rd in his class and Ken and Pauline Graham were 4th and 5th in their class.

The next Australian Hillclimb Championships will be held at Mt Cotton on the first weekend of November next year.



Ross Kelly and David Miles spent a Wednesday working bee planting a hedge around the canteen resulting in a much enhanced environment.

"Come and Try"! David Robinson inducts Errol Hoger into 'Event Secretary' at the October Come and Try/Test and Tune day.



Wolf Engine Management Systems are offering a 10% to all Club members until the end of Jan 2007. For more information, go to their website www.wolfems.com or email sales@wolfems.com.

The British MG Car Club Vintage Register has a number of prints, mounted and ready for framing, available for purchase. They are of a painting originally commissioned for the 80th anniversary of MG production. Each print is individually numbered and signed by the art, Glyn Whiting. They are £25 plus post and packaging. More information is available from Bev Hicks, Hawthorn Cottage, Church Rd, Eardisley, Herefordshire HR3 644. (Tel 01544 327338).

Tyreworks

Bruce & Karen Bone

Ph: (07) 3879 0055

Fax: (07) 3879 0166

39 Partridge Street Inala Queensland

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2004**

GT RADIAL

The following information and photo of our own George Diggles competing at Speed on Tweed is taken from the Gold Coast Car Club's Media release re next year's National Meeting :

Official registration and scrutineering takes place at the Gold Coast Arts Centre at Evandale on Friday April 6. This will be followed by a relaxing afternoon run where visitors can enjoy the Hinterland's winding roads and scenic attractions. An informal 'Noggin 'n Natter' at the Arts Centre concludes the first day's activities.

Saturday sees a Concourse d'Elegance at Evandale Park where some of the country's finest and most pampered classic MGs will be showcased. Models displayed are likely to include rare examples of the marque's earliest sports cars through to more recent high performance V8s and luxury sedans. The concourse is followed by a formal dinner and entertainment at Royal Pines Resort.

Sunday's program includes a hill climb at Mt Cotton, one of the country's finest hill climb venues and an economy run through the Gold Coast Hinterland.

On Monday April 9, a motorkhana will be conducted beside the water at Southport's Broadwater Park while a further non-competitive event, the traditional Kimber Run, will explore more of the Gold Coast region's back roads and by-ways.

A celebration dinner and prize giving at Royal Pines Resort on the Monday evening rounds out the 2007 program.

For further information contact:

Charles Dickson - Marketing Coordinator

Phone: 07 5531 5901



Emerald Tour 2007

Expressions of interest are invited from MG Car Club of Qld Inc members to undertake a tour of 8 days duration to Emerald during winter 2007. The tour is being organised by the Darling Downs Chapter. Following is the tour itinerary:

Monday 6 Aug: Toowoomba to Childers (331kms). Overnight Childers.

Tuesday 7Aug: Childers to Rockhampton (324 kms). 2 nights in Rockhampton.

Wednesday 8 Aug: Rockhampton. Free day. Tour coastal resorts Yeppoon and Emu Park, or take a cruise to Great Keppel Island, or visit Koorana Crocodile Farm, or visit Olsen's Capricorn Caves.

Thursday 9 Aug: Rockhampton to Emerald via Mt Morgan & Blackwater (320 kms). 2 nights in Emerald.

Friday 10 Aug: Emerald. Free day. Tour gemfields at Rubyvale & Sapphire.

Saturday 11 Aug: Emerald to Roma via Rolleston & Injune (397 kms). 2 nights in Roma.

Sunday 12 Aug: Roma. Free day. Tour Big Rig tourist attraction.

Monday 13 Aug: Roma to Toowoomba (354 kms)

All roads are sealed. Accommodation will be either in caravan park cabins, hotels or motels. Participants will be required to book their own accommodation and tours to satisfy individual circumstances.

No restrictions are placed on participating vehicles but classic cars are encouraged. A back up car/4WD is planned.

It is intended to schedule the tour as an official event in the Darling Downs Chapter program. Thus, not only is the tour open to all members of the MGCCQ, but it will also allow the involvement of cars on concessional registration. In order to accommodate older vehicles, the touring assembly will travel in loose convoy with pre-planned stops for morning and afternoon teas and lunch. Basically, this allows everyone to travel at their own pace, to dawdle if they wish or speed ahead.

The total distance is about 2000kms. If you wish to be provided with more details and are interested in joining the tour, contact Trevor Watkins who is the run organiser. Trevor advises that as the run takes in areas that are popular with tourists and is in the high season, it is essential that accommodation arrangements are made some months ahead in order to satisfy needs. Hence, this early notice.

To this end, the mail out to interested persons will include details of available accommodation at each night stop and complete tour details.

Trevor may be contacted on 46358682 or twatkins@iimetro.com.au or by post to 6 Drumcoes Court, Toowoomba 4350.

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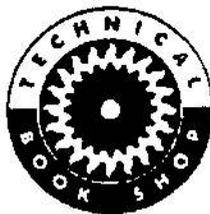
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CHAPTER CHATTER

Darling Downs Chapter

Martin Hillier set out to ensure that our last run for the year would be memorable. Seventeen cars turned up to make it so. The run started in Toowoomba then followed the Gore Highway west to Pittsworth via a delightful detour through Southbrook. Morning tea was taken at the Town Common in Pittsworth. This provided an opportunity to show off the new Chapter banner to a wider membership. It also signalled to a curious Pittsworth population who we were. Following this pleasant interlude, we visited ABC Radio personality Penny McKinlay's nursery in Pittsworth. For those who were into gardening, Penny was a mine of information. This made the visit extremely worthwhile and a number of people walked away with essential garden fillers under arm. Around midday, we made our way north to Mt Tyson on surprisingly excellent country roads for lunch at Heather Hanson's Mischief Makers, a restaurant located in an old dairy factory in the village. It was just as well that Martin reserved tables for our contingent of 31

persons. The venue serves delicious food and, as a consequence, is a popular destination for Sunday drivers. Afterwards, members made their way home via various routes on good roads thus adding to the pleasure of the run. Martin guaranteed that no one would leave Heather's feeling hungry and that the nature of the drive would make this an excellent day out for the ladies. And so it proved to be.

Participating were: Trevor & Dell Watkins (MGB GT), Steve & Sharmaine Baker (MGB), Ben Cain (MGB), Rod Alford (MGB), Rick & Sharon Nevile (MGB), Don & Anne Lampre (MGB), Martin Hillier (MGB), Roger & Jo Anderson (MGB), Guy & Pam West (MGA), Gary & Dawn Lawrence (MGB), George & Sandi Wolrich (A/H3000), Gary & Janis Lawrence (MGB), Graham & Diane Butler (Mitsubishi Mirage), Graham & Lyn Cope (MGB GT), Bob & Mavis Marsh (MGB), Rob & Ferne Callow (MGF), Jean & Tony McNamara (MGB).

Coming Events:

28 January 07

25 February 07

6-13 Aug 07

Note: TIC = Toowoomba Information Centre, James St

LP = Leslie Park, Warwick

Breakfast Run

Breakfast Run

Emerald Tour

Graham Cope

TBA

Trevor Watkins

Depart LP 8am

Depart TIC 8am

Depart TIC 9am





▲ Richard thinks deeply about his next move



▲ Ian Fettes puts the BMW through its paces on the dirt...



▲ Richard Mattea accepting the trophy for best individual performance

▼ ...as does Malcolm Spiden in the GT...



▲ the Team

INTERCLUB CHALLENGE

The big news on the Interclub challenge is that our teams have won the Interclub Challenge for the first time AND best individual competitor over the whole competition was our own Richard Mattea.

Ace Reporter reports on the final two rounds and gives a summary of results.

The Penultimate round of the Sherrin Hire Interclub Challenge was held on Oct 22 at the Ipswich and West Moreton Auto club circuit at Willowbank. 53 competitors from 7 clubs participated. Following rain on Saturday evening, the usual firm dirt surface was a little moist in certain patches. This made for some fun times, but then the boys always like playing in slippery conditions, don't they? There were three runs in the morning and two in the afternoon. Our team consisted of Brant Rayment (in Selina's Barina) and Richard Mattea (in Carly's Midget), Malcolm Spiden (MGB GT), David Homer (Suzuki Swift Turbo) and Simon Lake (Mazda Familia 4WD). The team managed a fourth place for the Club which keeps us in the lead of the whole series with only one round to go.

The Sherrin Motorsport Interclub Challenge Queensland 2006 concluded on 19 November with the last round at the Southport Parklands complex. Organized by the Gold Coast Tweed Motorsporting Club this was a Khanacross event. Before this event, MGCCQ held a 4 point lead over second placed Holden Sporting Car Club so, to win the series, we had to finish within 4 places behind the Holden club.

Our team comprised of:

Class A (0 to 1300 cc)

Richard Mattea MG Midget
Brant Rayment MG Midget

Class C (1601 to 2000 cc)

Malcolm Spiden MGBGT

Class D (2001 to 3000 cc)

Ian Fettes BMW Z4

Class F (All Wheel Drive)

Simon Lake Mazda

The surface was a mixture of gravel, grass and bitumen using the established paths within the complex. Six different layouts (events) were used throughout the day, with one attempt at each event.

Simon incurred trouble during his first run as an air vacuum pipe to the turbo came adrift so the engine sounded and performed sluggishly at anything over 3000 revs. However Simon did remind us that he was the 1995 Queensland Clubman Rally Champion and, with this reputation to hold, Simon reconnected the offending pipe and improved his position with each run. Malcolm turned too early at one point on the first run and returned a very slow time. Unfortunately Ian did a wrong direction on the 3rd test. After those initial little dramas the remainder of the runs were mistake free.

Results

Simon	9th overall		5th in class	
Brant	19th	"	2nd	"
Richard	27th	"	5th	"
Malcolm	33rd	"	9th	"
Ian	40th	"	4th	"

Series results:	MGCCQ	61
	HSCCQ	58
	IWMAC	55
	WRX	50
	VW/AUDI	22
	BSCC	20
	HEALEY	15
	GTCMC	10

To win two major trophies in one year - the Wratten Trophy at the MG National Meeting plus the Queensland Interclub series - is indeed truly excellent. Congratulations to David Homer who organised the teams in 2005 and in 2006 along with Richard Mattea and Brant Rayment who developed the strategy and team combinations for the different events.

Each competing club is able to enter a maximum of 2 teams, each of up to 5 drivers, per event. The overall placing of the better team from each club receives scores points towards the club series,

whilst each member scores points towards their individual series

Congratulations to the members who either ran in the series or in the MG teams.

John Boyce	Alex Cowie
Nancy D'Arcy	John Davies
Des Edwards	Ken Fazakerley
Ian Fettes	Ken Graham
Pauline Graham	Lindsay Hay
David Homer	Warwick Hutchinson
Simon Lake	Ferris Lee
Peta Lapworth	Rodney Lapworth
Carly Mattea	Richard Mattea
Alan McConnell	Graeme Meade
Len Melrose	Bill Norman
Graeme Pearce	Brant Rayment
Selina Rayment	David Robinson
Kimberley Robinson	Chris Sloane
Malcolm Spiden	Mandy Tighe
Graeme Walker	John Walker
Glenn Wesener	David West

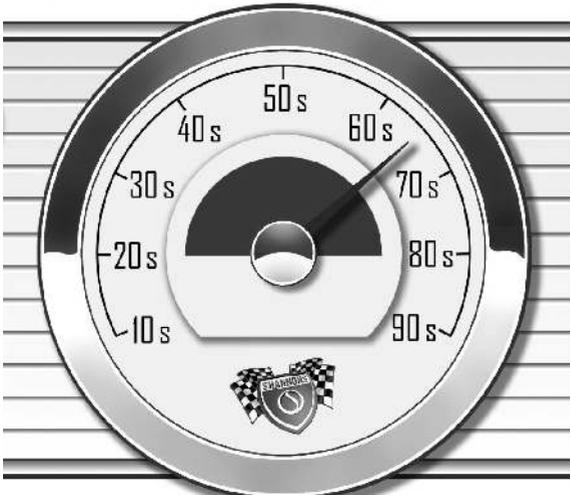
Winning clubs in previous years:

2001	Brisbane Sporting Car Club
2002	Holden Sporting Car Club Queensland
2003	Holden Sporting Car Club Queensland
2004	Holden Sporting Car Club Queensland
2005	WRX Club of Queensland

Season Individual points (top 10): (full results on www.icq.org.au)

1	Richard Mattea	MGCCQ	892 points
2	Troy Adams	IWMAC	842
3	Malcolm Spiden	MGCCQ	831
4	Craig Hornibrook	HSCCQ	801
5	Neville Scott	WRX	641
6	Brant Rayment	MGCCQ	632
7	Paul Bond	IWMAC	525
8	Evan Wheeler	HSCCQ	519
9	David Homer	MGCCQ	508
10	Terry Scharf	HSCCQ	483

Presentation of both the Club and Individual series awards will be held at the Sherrin premises at Harvey Street Eagle Farm on Saturday 2nd December.



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MUSINGS

from the MGCCQ Wide Bay Chapter

The Wide Bay Chapter kicked off October's programme with a local area mid-week run on the first available Wednesday, with Possum Paradise providing the morning coffee at Pepe's Kaf. Eight cars participated, with marque types ranging from a T type through Midget to MGBs lending authority to the run. The following Sunday, 8 October, a delightful morning's drive (by only four cars) along the forestry road to Tin Can Bay for morning tea, and then fish and chips at the Rainbow Beach Surf Club for lunch, satisfied participants that their cars were actually ready for the imminent trek to the Town of 1770 the next weekend.

Friday 13 October dawned clear and mild, as it always does in Hervey Bay, and, despite the "Black Friday" portent, nine cars headed off for the first rendezvous (RV) at Bundaberg with the Bundaberg Crew, Peter and Margaret Elson in their MGB and Allan and Kaye Dansie with their MGB GT. After a most enjoyable morning tea in the Fairymeade House Gardens, the impressive group of marque cars headed off for Rosedale, the next stop. Keith and Robyn McKavanagh and Paul Raward in their MGBs left us at Bundaberg however, allowing Peter and Jean Boxall, Bob and Lynn Emslie, Ron and Lorraine Mills, John and Robyn Holland, Rob and Brenda Rosewarne and Ian and Helen Bryant to carry on to Rosedale. Disaster struck at Rosedale, because the pub didn't serve counter lunches and the shaded picnic park was situated just too far away from the bar. Nevertheless, the intrepid lot managed to not starve (nor thirst) and so continued on to the Town of 1770 but without the Elsons and Dansies, who left for home at Bundaberg. The Captain Cook Holiday Village proved a great venue to relax and scoff pizzas with red wine that Friday evening, and as a base to try out our sea legs on the pink (PINK, mind you) ex Army LARC the next day. We were rejoined by the Elsons for the LARC trip and for a great evening at the local tavern. (Without revealing too much, a most striking ice bucket was enveiled out of the Tavern's management by a combination of Lorraine Mills' charm and John Holland's muscle. The item has been engraved with the Chapter's details and will serve very nicely for future Chapter raffle draws, holding ice and chilling champers etc.). The return run was uneventful but again quite enjoyable, the participants lunching at Miriam Vale and meeting there with the McKavanaghs. Overall, it was a delightful trip, given real class by the number of marque cars and beautiful people able to participate.



The single stutter was that of a member whose memories of fuel switch activation on startup temporarily left him (stalled on the side of the road, that is).

Wednesday 25 October saw the Chapter take to the water with a Mary River cruise followed by lunch, organised by Lynn Emslie, the activity "el Suprema". Another delightful day, with eighteen members testing their sea legs and then retiring for lunch ashore. Bob Emslie took up the challenge of one upmanship on Melbourne Cup Day by adopting his alter ego of "Bob the Bookie" and hosting a most enjoyable raceday at home. Thank you Emslies for a most enjoyable double.

Our run to meet up with our Bundaberg crew on Sunday, 12 November had to be postponed due to the very large number of Hervey Bay illegal absentees from the Chapter attending to other business in NZ, Tasmania, Adelaide Melbourne, Darwin etc. Rather than disappoint the Bundaberg crew, Peter and Alan kindly agreed to reschedule their planned run in early 2007. However, because new members Charlie and Sandy Provis had planned to make the run from Biloela to attend, including two overnight stops, and impromptu local run was organised to welcome them appropriately, with lunch later at the Torbanlea pub.

The Chapter's first twilight run was well attended and went off without a hitch under John Holland's watchful gaze. Nine cars attended, later sampling the quality of the seafood at the newest of Hervey Bay's seafood venues. Our last mid-week run for November is set for Wednesday, with lunch at the Torbanlea pub.

WIDE BAY PROGRAM

Legend:

- EMR** = Early morning run (8 am start)
- MWR** = Mid week run (8.30 start)
- LWE** = Long weekend (date/times to be advised)

Dec 13	MWR
Dec 17	EMR
Jan 10	MWR
Jan 14	EMR
Jan 26	Australia Day BBQ (4 pm) at the Bryant's home
Jan 31	MWR

Contact Ian Bryant for details.

Club Regalia

Here is some of the MG Car Club regalia we have for sale.
Go to <http://www.mgccq.org.au> for order forms.



Club Keyring
\$15.00



50th Anniversary Badge
\$50.00



Coasters
\$6.50



Grill Badges
\$33.00



100mm Bumper Sticker
\$1.10



Club Cap
\$15.00



Winstopper
\$18.00



Wine Glasses
\$37.80 pair



Lapel Badge
\$6.50



Size 14-24 Polo Shirts
\$30.00



80mm cloth badge
\$8.80

MG Information

	Name	Home		Name	Home
Pre-War	Dino Mattea	3263 2625	MGB	Graeme Walker	0431 678 319
T-Type	Peter Rayment (Delia)	0407 693 947	MGC	Chris Carswell	3378 4140
MGA	Richard Mattea	3325 0409		Bruce Ibbotson	3366 1889
MGY	Owen McNeill	3261 7043	MG V8 RV8	Barry Evans	3425 1695
Magnette Saloon	David Robinson	3255 9037(w)	Midget	Ron Clydesdale	3263 6575
			MGF	John Boyce	3345 2530

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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)



Day Runs



Hillclimbs



Concours



Race Meetings

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