

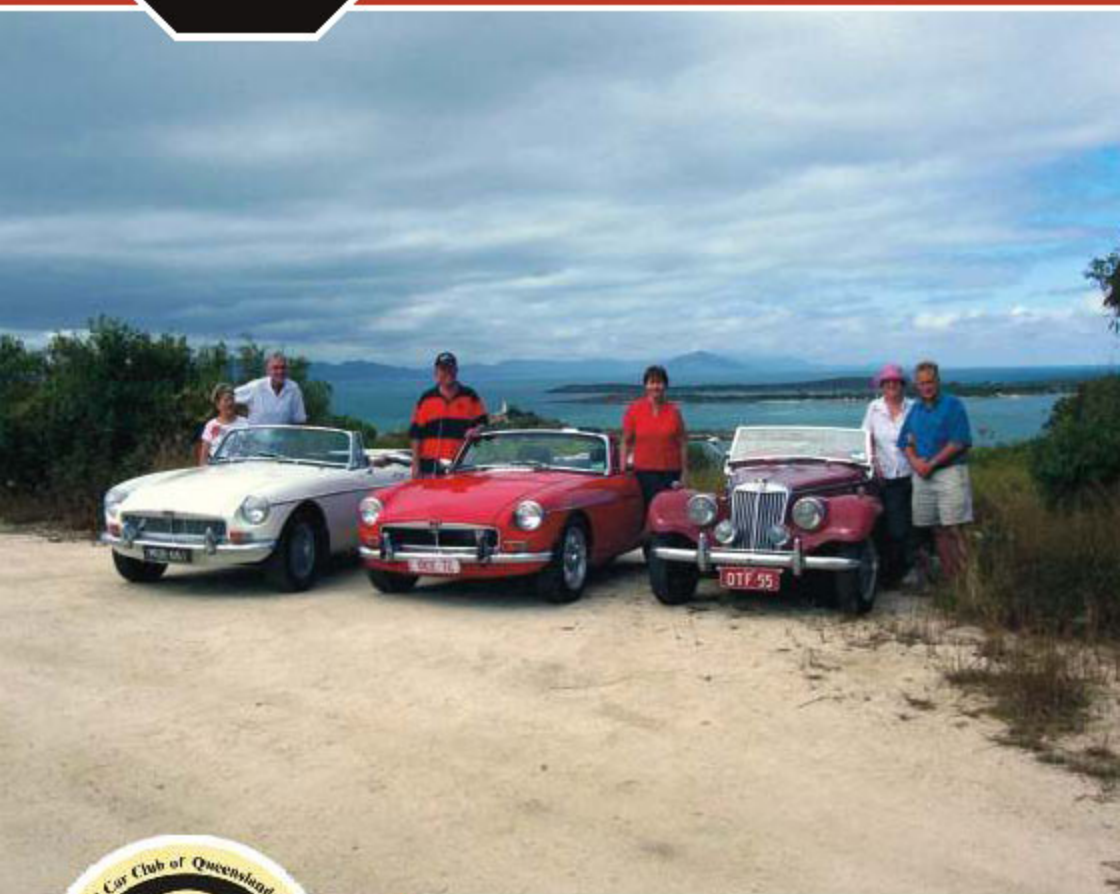
Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 4

August 2007



Pictured are the group from Bowen who went to the National Meeting. They are Jim and Rae Vanderkyl in the white MGB, Graham and Bev Hoyle in the Red MGB, and Brian and June Phillips in the TF1500.

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President's Report

The Queensland Hillclimb Championships at Mount Cotton are now part of history, but were, as those who attended would agree, a very exciting part of our history, and were followed by the very impressive spectator attendance at the subsequent third round of the Tighe Cams series. Just how much better, then, will be the Australian championships in November? The answer, of course, depends very much on our ability to promote the event, and how we manage the four days of practice and competition. There is much to be done, and the success or otherwise of this prestigious event will depend on how many of our members are willing to volunteer their time and expertise. I have often mentioned the need for help, but it has never been more vital than at this time for members (and others) to come forward.

Now is also the time to consider the Annual General Meeting in September, when members have the opportunity to review the performance of the management committee and to nominate and, perhaps, elect new people. Please give this very important meeting your earnest consideration, as those elected are charged with the task of directing this club through the next twelve months. Being a committee member requires much more than just attending meetings every second Monday evening: one must be able to dedicate time to the many aspects of the club's numerous activities, be able to contribute to the management of what is rapidly become a business enterprise, and to help ensure this club continues to progress. While certainly not a job to be taken lightly, the rewards are there for those of you prepared to give generously of their time and talents.

Beginning with the AHC, it is your committee's desire to establish a sub-committee of interested people to manage the many aspects of an event of this magnitude.

Please offer your services, if at all possible. This concept worked extremely well for the Warwick National meeting in 2004, and we hope that it can be just as successful for the AHC. Another event which will utilise this concept will be "Classic Cars at Sirromet" which, following the success of this year's event, will be much bigger and better in August 2008.

Both our Rocklea premises and Mount Cotton Hillclimb continue to benefit from the efforts of our volunteer helpers. Rod Innes has provided the finishing ends and tops for the bookshelves in our newly located library, Owen McNeill's help in finishing the painting has been most valuable, and Roger Paltridge has offered to help construct a new kitchenette. Kimberley Robinson's donation of a heater has made the cooler Friday evenings much more pleasant. Donations of fencing and turf will ensure that the Mount Cotton enhancements continue, and the work of people like Dino Mattea, John Stratton and Greg Voltz, along with the "Wednesday Workers", is much appreciated.

Also very much appreciated, and a very important part of MG Car Club, are the wives and partners who so readily assist at hillclimbs and numerous other functions. These ladies are about to get together in an informal way to further enhance our venues and activities, and this can only enhance the contribution they make.

"Christmas in July" at Cherrabah and the Morgan Park Track morning were, once again, most successful, thanks to the excellent preparation by John and Pat Walker. Particularly notable was the number of newer members attending one of our functions for the first time. The newer members commented on the friendly welcome extended to them throughout the weekend, a great tribute to those "older" members, and a

reflection of the overall friendship and harmony within our club.

The rest of the year holds numerous events, both social and competitive. Lots of help is required to ensure their success, so please don't leave this to others. Come along, offer your time, talents and energy so that the

momentum of MGCC(Qld) continues to build.



David Miles
(President)

Editorial

The Queensland Hillclimb Championships was a fantastic event by any measure and is a perfect illustration of just why our club is so successful.

For members who may not be familiar with the enormous importance of this event for the Club, I think it is useful to restate some of the benefits that are accrued by our Club's promotion of this event.

A really obvious measure is a fiscal boost that the club receives promoting events like this. In excess of 600 tickets were sold over the weekend. (Entry to the Club's multi-club hillclimb series, sponsored by Tighe Cams, admission is free for spectators. However, as CAMS require that certain prize monies are to be distributed for championships, an entry fee for spectators is levied for the QHC. It will also be so for the AHC later this year.)

The many spectators tend to spend quite a lot of money at the famous Mt Cotton Hillclimb canteen (not just saying that because my Mum is the Canteen convenor!) This is spread over the whole weekend and a new takings record was set this year. This was achieved on the back of a relatively small number of volunteers who, I can assure you, worked until they dropped on both Saturday and Sunday.

Many other Club volunteers also made a significant contribution to the efficient conducting of the event. These ranged from parking attendants to scrutineers, timekeepers, flag marshalls and PA announcers. Without this assistance the event would not be possible.

The high level of interest in the event by the competitors is also a financial win for the club.

Entry fees are determined by the committee's estimation of a "worst possible case" entry subscription, thus over-subscription not only covers the expenses, but can provide a useful profit too.

The promotion of the event provides a major competitive opportunity for many of our Club members, in addition to a welcome service for other clubs' members who are not lucky enough to be able to conduct events of this stature. It also attracts a considerable number of interstate visitors, both competitors and spectators, again boosting the stature of the event and revenue for our club.

And what a competition it was. I was still reeling from seeing so many sub-forty second runs in one day. Fancy Allan McConnell scorching around in less than 38 sec but only scoring third place overall! Congratulations to Peter Gumley and Andrew Howell for their stunning 37.42 and 37.47 runs. The many other records set are equally a tribute to the excellent work completed by the Club improving the facility and preparing the circuit for the event.

The reason for this editorial is to reinforce in Club members' minds the true value of the hillclimb facility, both as a critical revenue stream, an outlet for many of our member's competitive urges and an invaluable service for SE Queensland's wider motor-sporting clubs' members. Without the well-managed promotion of our hillclimb, the continuing mortgage repayments and improvements to facilities like our Collins St. clubrooms would be impossible.

Graeme #2787

Notice Board

The Clubrooms are open every Friday night with a gourmet BBQ starting at 6.30 pm with prices starting as low as \$2. The Library is also open every Friday morning from 9am until noon.

For a full listing of events, see the calendar in the centre of the magazine.

- Fri Aug 3** Official opening of Clubroom improvement and Old Members night
- **Sun Aug 5** Tighe Cams Series Rd 4 at Mt Cotton
- **Mon-Mon Aug 6-13** Week away organized by DD Chapter
- **Friday Aug 10** Naggin 'n' Natter with guest speaker: Dean Tighe of Tighe Cams
- **Tuesday Aug 14** MGs go to the Dogs. Contact David Robinson 3255 9037.
- **Wed Aug 22** Midweek run. Contact David Miles 38992 2699
- **Sunday Aug 26** Day run to Ravensbourne National Park. Be at Clubrooms at 8.30am for a 9am start. Contact Errol or Wendy Hager on 07 3341 4041
- **Sunday Sept 9** Club run to 'Speed on Tweed'. Meet at BP Waterford at 7am for a 7.30 start. Ph Roger Paltridge on 0418 450 003 or a/h 07 5572 4735
- **Friday Sept 14** Naggin 'n' Natter with guest speaker: Phil Ross of Shannons Auctions and Insurance
- **Wed Sept 19** Annual General Meeting (see enclosed forms)
- **Fri-Sun Sept 21-24** Ironman weekend



Two non-Club events which may be of interest

August 12th: Save Lakeside Cruise in Show.
Event registration available at www.lakesideraceway.com

August 19th Show and Shine at Leyburn Sprints.
Information on www.leyburnmotorsprints.com.au

Membership

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

Barry Bramley
Hugh Springer
Rhys Mason
Bernard Elsey

Blair Francis
Richard Suggate
Benjamin Panting
Ian Drewett

Tally Kramer
Byron Zimmerman
Marie Jekimavs
Mark Rayner

Colin Schiller
Brendan Clarke
Alex Jekimavs
Anthony Edwards

And a very warm welcome back to the Club to Gary Cassar, Glen Hooper, Russell Black and Leigh Vine

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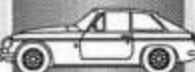
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Some words from Elaine...

Last issue there was a story by Brian and June Phillips about the journey to the National Meeting by the group from Bowen. This issue they have identified themselves and decided to make us jealous with the picture of them near their beautiful coastline; this is the photo on the cover.

Profiled this issue is the Collins family. Desley has just taken over the role of National Meeting Coordinator from Lesley Pyott but the Collins' connection to the Club is much deeper and longer than that. You'll find this special profile interesting reading.

George Diggles and Lloyd Muller took Lloyd's racing TC to the Winton historic race meeting. A big 'thank you' to George for his report on this event, particularly for the emphasis on the MG aspect. With so many of our own events to report on, it is not always possible to include reports of non-Club events but this one is so MG-oriented that it couldn't be left out.

There have been three major events since the last 'Octagon' and reports on these are included here with thanks to Ace Reporter for

his usual well-researched report on the incredible QHC and to Jeff Caldwell whose photos from Concours form the basis of this report. The third event was the weekend away in Warwick which attracted 44 cars and many more people along with extras who made the trip to Morgan Park for some tracktime on the Sunday.

It is refreshing, and encouraging, to receive contributions from a variety of people and this was the case again when Bill Donovan wrote a report on the midweek run which he organized for June while Malcolm Campbell produced a light-hearted account of the May mid-week run.

The closing date for the next Octagon is significantly earlier than normal, being just a month away on the 17th August. This is to enable me to complete it before we depart on a month's overseas holiday. There will be fewer events on which to report so more time will be able to be devoted to some of the 'timeless' articles such as continuing the Ken Ebeling story and some of Bruce Ibbotson's technical articles.

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The Collins Connections

by Pat and Desley Collins
(Desley is the Coordinator for
next year's National Meeting.)

Long, long, ago, two young men discovered they shared an interest in motor cars and became life long friends. One was married with two young sons, the other was single and competing in his Austin Lancer. Elaine (nee Swan) and her Mini Cooper had yet to arrive on the scene. Fast forward forty odd years and Pat and Desley (nee Crew) Collins and Vern and Elaine Hamilton now share another common interest - old MGs and the Mt Cotton Hill Climb. The intervening years include many interesting interconnections between the Collins, Hamilton, and Crew families and the MGCCQ.

Pat Collins was born on a dairy farm at Donaldson Road, Rocklea. During 1986/87, he and his brother subdivided part of the property into 'Collinsvale Industrial Estate'. They named Collinsvale Street in memory of their father. In 2005 MGCCQ decided to purchase its own premises and chose Unit 8/16 Collinsvale Street, part of Collinsvale Industrial Estate. Now Pat and Desley again have regular contact with the old farm but without the cows. Career building, study, and two young children meant that, for many years, their only affordable participation in motor sport was as spectators, so Vern's burgeoning racing career particularly during the period when he was vying with Ivan Tighe and others for the National Formula 2 championship was a point of contact and involvement. When young sons, Michael (3 yrs) and Mitch (5 yrs) were photographed in Vern's Centaur in 1965, it was also possibly the beginning of Michael's interest in racing.

Lowood, Lakeside, Surfers Paradise and Mt Cotton Hill Climb were the usual motor racing venues where Vern starred and the two

families met. Both Pat and Michael also took up Vern's offer of a few laps around Lakeside in his Isuzu race car. Pat had previously (1968) had a few laps around the racing pits in the Centaur Clubman.

During 1976, Pat learned about local off road racing, contracted Tom Poots of Manx Buggies to build him a car, and 30 years of family involvement in off road racing began. As well as being enthusiastic competitors, both Pat and Desley regularly directed events. Pat became a registered Qld state events director and Desley directed the first official short course off road event in the country. Together they got short course events approved by CAMS. Pat became Queensland correspondent for Bushdriver & Enduro magazines in Australia, and contributed to VW & Porsche in California. He was made a life member of Brisbane Sporting Car Club for his contribution to the club and to off roading in Queensland.



▲ Pat and Desley at Morgan Pk. Ca 1980

Pat took delivery of his "Southern-Cross" buggy in October 1978. He picked the car up on Thursday night and drove on Friday to compete in his first event, a 300 km round of the Australian Off-Road championship held on Kinson Station near Goondiwindi. His navigator for the event was his then 16yr old younger son, Michael, and his pit crew included his wife Desley, and her brother Russell Crew, his wife Glenda and their two children Jason and Karly. His first test of the car was on the highway between Goondiwindi and Kinson. Midnight, Saturday, the cars lined up in the pitch dark for the count down and the whole family was hooked.

The Hamilton family now had the opportunity to return the favour and came to watch and support the Collins family play at local tracks.

For many years, the annual trips to compete in, or watch, each round of the Australian Championship were de rigeur. Hattah, Sealake, Griffith, Kempsey, Goondiwindi, Tara, Purga, Morgan Park (dirt track) and Cherrabah became highlights of the family

social and competition calendar.

During the early 80s Patrick put on his psychologist's cap and moved the macho world of off-roading into the modern era by initiating annual "Powder Puff" races for wives, girlfriends and daughters. Desley, with sister-in-law Glenda Crew (the same Glenda responsible for the MGCCQ website) in the navigator's seat, proved they were too good for the rest of the field and starred in "The Women's Weekly". This innovation became an annual event and soon spread interstate.

Mike also showed his trust in his Mum by navigating for her in an open, long-course event, steering her to a very good finish.

It was about this time (1980/81) that the Collins and McConnell families first crossed paths. This was on the family farm beside Donaldson Rd. Desley entered her V.W., while Mike decided to drive the family LTD in club motor khana's. He certainly entertained the spectators, but was unable to beat Alan in his motor khana special. Twenty seven years later, Mike, in his Subaru WRX, still can't beat Alan in his Van Dieman RF87.

The first International Off-Road event, over 1000 km, was run at Kempsey in July 1981 and the Collins family had to be in it. Patrick and Michael would share the driving, while Desley and Russell Crew would rotate as navigator. Patrick and Desley started the race and after 700 km of the roughest terrain imaginable, Michael and Russell, wet through and covered in mud, were lying 3rd outright when the gearbox died. This was probably the first real indication of Michael's driving skills and it wasn't long before he bought his own car. It



▲ Desley and Glenda win the first "Powder Puff" event 1980

▶ Russell (left) and Desley & Mike (right) covered in mud



was a Manx Towd that had, in its earlier life, participated in a 'top six' shoot-out at Mt Cotton hill-climb when driven by Tom Poots of Manx Buggies. Mike, with Uncle Russell as navigator, subsequently competed against Pat and Desley.

In 1981, Patrick, with Desley in the navigator's seat, came 4th outright in an Australian National Championship round, probably the highlight of their off-roading career together. That might also have been the event when, while travelling at 140kph down a wheat station farm track at about 4.00am, Desley demonstrated such complete confidence in Pat's driving ability that she left him to it and went to sleep.

By 1989 Patrick, after damaging a vertebrae in an argument with a tree, had handed the Southern Cross over to Mike and bought Jim Reddix's highly modified Citroen GS rally car, while Desley had her own off-roader. With 3 vehicles to prepare and repair, the workload was pretty unrealistic, especially when Mike was the only qualified person on the team. During that year, Pat directed the Braemar round of the Qld Off-Road Championships and Mike, with elder brother Mitch in the navigator's seat, came second outright while Desley followed further down the field.

Unfortunately, the Citroen suspension couldn't stand up to off-road tracks and Pat had to retire from the sport, but not before he

had shown his skill in short course events by taking out several 1st in class titles. Desley and Michael continued to race their cars until the decision was made to pool our resources to buy a better car. Mike and his wife, Carol, flew off to California in November 1993 and came back with a left hand drive Jimco which Mike and Desley raced, and became newsworthy as the only Mother and Son combination, until November 2001 when, after winning the Queensland round of the Australian Off-Road Championships and coming 2nd outright for the year, Desley ceremoniously handed her helmet over to Carol who then went on to navigate Michael into another Qld first place before they retired the Jimco and concentrated on "The Hill".

Meanwhile, Russell, who had been a dedicated navigator and valued preparation and pit assistant for Pat, Mike and Desley, decided that he would build his own off-roader, a "Baja" based on a V.W. with a Corvair engine. With the car nearing completion, he sold it and bought an MGB roadster, joined the MGCCQ, and turned his attention to hill-climbing and sprints. He quietly worked his way up to setting records. His Open Group S record still stands. Jason eventually broke his Club record in April 2004. It was now time for the Collins family to become spectators again and Collins' corner at Mt Cotton was born. Russell, enthusiastic about his new sport and how much fun you could have without all the



▲ Pat & Desley in the lengthened Southern Cross



▲ Mike and Desley in the left hand drive Jimco, winning a round of the 2001 National Off-Rd Championship

hard work and costs of off roading, pushed Mike to have a go which of course he eventually did. Mt Cotton became a real family affair with the growing Collins/Crew contingent becoming more and more vocal in their cheers as first Russell, then Michael, and finally Jason, set records in their relative classes. The challenge is now between Mike

in his WRX and Vern in his Elfin 823. Both have been clocked under 44secs, but Vern currently has the edge.

Now the tide has turned again and the next generation has stepped in. Mike and Carols' eldest son Jae had his first run on the hill at the June "Come & Try" day and is anxiously awaiting the arrival of Dad's new Chenoweth off roader from USA so he can jump into the navigator's seat.

Once again the Collins family is planning to travel as a team, hopefully, to Alice Springs next winter, where Mike and Jae plan to compete in the 460km Finke Desert Race, reputedly the toughest off road event in the country. Meanwhile, Pat and Vern are enjoying each other's company and, along with Elaine, driving MGs at 'The Hill'.



▲ Mike, a "Friend of Mt Cotton", in his Subaru



▲ Russell's MGB



▲ Pat and Vern - 2007 National Meeting Concours

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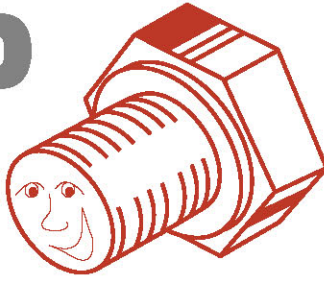


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SUMP PLUG



Damien Croston has branched out on his own with a fabrication and race car preparation business - DCR Fabrications. Damien was previously working on the refurbishment of the Heritage Train for Queensland Rail. During the QHC, the Crostons discovered a hairline crack in the front of the sump. It was repaired by scrutineer Col Porter with soap and dirt - a brilliant engineering job.

Scott Sadler, Owen Burton, Chris Sloane and Danny Mischok all recorded progressively faster times on each run at the QHC. Their times were: Scott (48.29, 48.28, 47.93, 47.77 and 47.43), Owen (59.53, 57.82, 57.27, 57.13, 55.55), Chris (53.05, 50.56, 49.92, 49.44, 49.13) and Danny (46.85, 46.78, 46.69, 46.38 and 46.30)

Which pharmaceutical Club member is affectionately known as 'Apothekerry'?

And another little gem, this time a more current one which could be labeled 'Small World' from John Broadbent.

'I thought I'd let you know that the Triumph TR8, after great improvements, developed a slight engine noise on Sat morning on startup. Too risky to run so I substituted the Spitfire, which broke 1st gear off the line on the first practice run, but still I ran the car for the weekend without it and had a great time.

I had the car at work today removing the gearbox, when the Wanless bin truck driver turned up. He jumped out of the cab to look at the car, telling me he used to hold a Mt Cotton record in his 1600cc Sprite (or was it Midget) in the late 70's. He also had a Welsor (which he traded for a Jag XJ6 for his wife) which was

then bought by Bob Cossor. Bob largely rebuilt my Spitfire when I wrote it off in 1983, and as you know I am a close friend of Gary Cossor, who also drove the Welsor with great success, and who has done so much work, together with Chris Johns, on my cars.'

Good to see Andrew and Brighton Lake on a recent midweek run. Their attendance certainly lowered the average age of participants considerably!

Also good that new members Denis and Diane Kelly still made it on the run even though they had to bypass the first section and then met up with the others at morning tea. Their beautiful bright red MGB certainly added a splash of colour to the car line-up which was quite diverse ranging from a Hyundai Getz through to a Smart and a Honda NSX as well as the usual range of MGs from a MGY to an RV8.

By the time you read this, Pat and John Walker will be in Russia for some sightseeing and for the world tethered-car championships. Sump Plug isn't sure whether it was good management or good luck that they were here to organize the Winter Weekend in Warwick but we are pleased they were and thank them for all their hard work making the weekend a success.

Thanks also to David Robinson and family for their donation of a heater for the clubrooms. It has been greatly appreciated by the Friday night attendees who tend to stand around it in a circle as if worshipping it!

Watch at your newsagents for the next issue of 'Aura' magazine which will feature Dino Mattea's MG L!

Scott and Kay Ramsay have added a second MG to their garage; they now have a TF and a modern F. Rationale is that the whole family can now go out together in MGs!

CAPTAIN COMPETITION POTENTIAL!



After Gloria Mutch's MGA encountered fuel problems on the way to Warwick, Bruce Mutch stepped in as good Samaritan providing transport for Gloria to and from Warwick and giving her the use of his B at Morgan Park. It was all a bit confusing for introductions though as Bruce's wife is also named Gloria! It all could have been a bit too Mutch!

Malcolm Spiden was the other good Samaritan providing transport for Gloria's brother, Rob Gardiner, who had also been traveling in the stricken 'A'.

The Hamilton MGB GT also encountered problems when the accelerator cable gave out while Vern was circulating at Morgan Park. Thanks to the generosity of Ben Cain, Paul Strange and Barry Evans in giving of their time and expertise, the car was able to get back on track in time for some more laps before time ran out.

We hear that the Cranley Bentley encountered some mechanical problems and had to be transported back to Brisbane.

Greg Voltz also encountered problems, but not of the mechanical variety, but fortunately no damage was done and a quick clean out of the accumulated pebbles soon had the car ready for the trip home.

And there seemed to be a competition going between Barry and Julie Evans who each found ways of making the track a bit longer!

Problems after arrival home for Kim and Gary Deane. Having unpacked their car, they were inside relaxing when they became aware of a strange sound outside. It turned out that their beautiful MGF has somehow taken off down their driveway by itself resulting in quite a lot of damage. Latest news is that the car has been declared a 'write-off'.

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The Australian Hillclimb Championships

This major event comes to Qld only once in every six years and we will be hosting it at Mt Cotton from 1st-4th November this year.

In order to make this event as successful as possible, some assistance from Club members who may not normally associate themselves with the hillclimb would be greatly appreciated.

One area in which we need assistance is with organizing the parking for the greater number of spectators who will attend this event. We had good spectator attendance at the Qld Championships at the beginning of June and that event was so good that all those people are bound to come back and bring their friends with them! If you can help for a couple of hours on either or both of the Saturday and Sunday, it would be greatly appreciated. Teams of two are needed so if you can get your own 'team' together that would be even better. Please advise David Miles (3892 2699) if you'd like to help us out in this way. After your 'time of duty' is over, there will still be plenty of time to enjoy the action on the hill!

People will also be needed to work as pit marshals, ensuring the smooth and safe movement of cars around the pits. If you can help out for some time on either day with this task, please advise David Miles.

If you are a Club member with no particular interest in the hillclimb, this would be a good opportunity to see what the sport is all about. All of our hillclimbs are great and competitive events but the Australian championship brings the cream from all States together in the one place and at the one time.

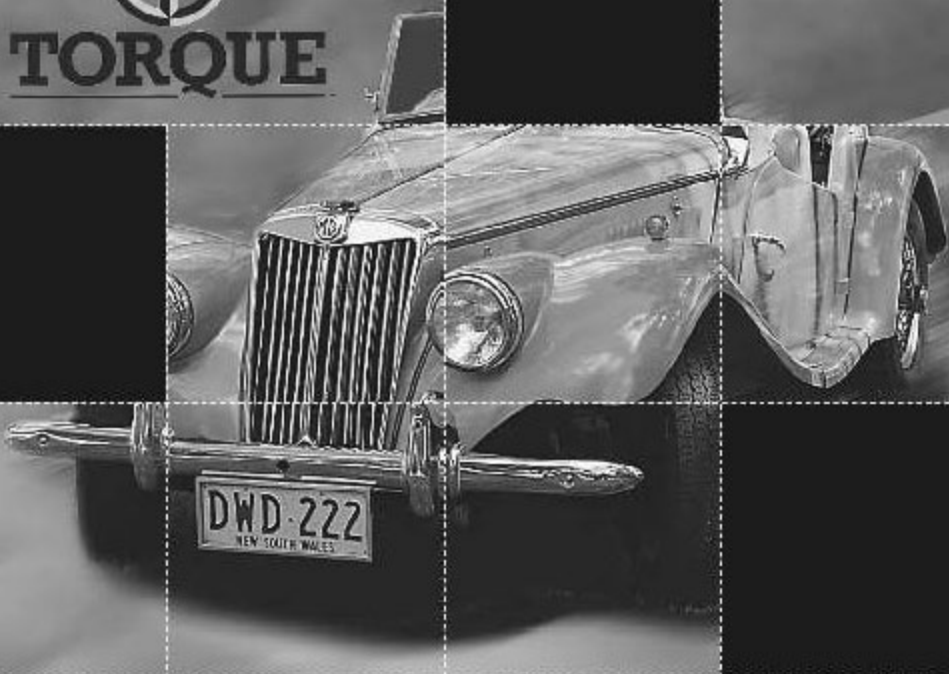
Costs in promoting an Australian championship meeting are much higher than for our usual hillclimbs so we have been seeking sponsorship

to offset some of these costs. We thank the following who have committed themselves to supporting sponsorship:

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If you have a business or know of someone with a business who could be interested in sponsoring the hillclimb either as naming rights sponsor or as a supporting sponsor please contact Elaine Hamilton on 3893 2438 or at vprojects@uq.net.au





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31st Historic Winton

By George Diggles

Three aging MG TC trags travelled the 3000 km plus return trip to witness some of the best racing and display of historic vehicles they had ever seen, at that wonderful circuit at Winton, near Benalla, Victoria, from 23rd – 29th May. This annual event is staged by the Austin 7 Club in conjunction with the Historic Motorcycle Racing Association of Victoria.

That connoisseur/owner/driver of many and varied thoroughbred cars, Lloyd Muller, has at last seen the light and recognized what a lot of us have known for more years than we care to remember – that the TCs are so much fun. So this newly afflicted racing TC enthusiast was joined by the 'Pit Crew' (Grandfathers Racing) of long time TC freaks, George Diggles and Peter Donnelly, (Peter raced a stripped TC at the old Gnoo Blas and Bathurst circuits in NSW when he was 17...a long time ago). George wanted to do the same in Queensland when he was 17 as well, but other sporting interests of the rugby league variety and then a marriage took precedence but he was (and still is) an avid fan of those 'racer' square rigger TCs.

Lloyd recently purchased the TC from Peter Donald in Victoria so it was just returning to its old stamping ground to do battle with its old mates in the Regularity events, as both car and driver prefer a quieter life these days. So the intrepid trio left early Wednesday in perfect weather for the two day trip. All went to the script and at Dubbo on State of Origin night the Queenslanders were proud to wear the maroon! (The NSW grandfather was quiet though.) Thanks to the friendly Westside Hotel Motel people, the TC and Holden tow car were safely locked in the drive-in bottle shop for the night.

An early start and trouble free trip had us in Benalla at 3.30 pm (1500 km) on the Thursday.

Lloyd, as always, being keen to get things organized early, had us out at the circuit as soon as we had unloaded our gear at the superb visitors' flat owned by John and Jan Mc Evoy (the local Ford dealers of all people) We forgave them for that but we are forever grateful for their wonderful hospitality. With the help of a rather harassed looking Secretary of the Meeting, Noel Wilcox, who took pity on us poor Queenslanders who had driven so far, we secured a great covered pit area in the heart of the action and then helped a few of the others unload their beautiful MG racers. (Pete Gostelow, Ian Mawson, Bob and Bill Schapel, Phil Speer and other company from the Victorian, SA and NSW clubs, they were all there.)

The weather was perfect (for Victoria) and the whole area was green from the rain that washed over those fast but boring two brand funny taxis on the previous weekend. Lloyd was keen to get out on the circuit, so was out practicing as soon as he could on Friday, but after six laps or so, the brake pedal was on the floor so a pit stop was the wise move. A quick check of the master cylinder revealed no fluid so, as there were no visible front end problems, the fluid dripping from the rear soon got our attention, and after suspecting the flexible hose, the eagle eyed, very experienced, ever helpful and cheerful TC man Phil Speer, spied a crudely bent brake pipe to the left rear wheel. The pipe had cracked inside a 90 degree bend, so it was quickly removed by chief mechanic Pete and Lloyd who made a rush trip to the local Brake and Exhaust man in Benalla. This was mid-afternoon on a very busy Friday, but in typical fashion for these wonderful locals, he just said... 'Come back in an hour'. So forty five minutes later the boys returned to find the new pipe waiting on the bench! Great service as is usual for the place. After replacing the pipe

and a quick brake line bleed, Lloyd was able to continue trouble free for the rest of the meeting...and what a meeting it was...the incredible variety of cars, bikes, and sidecar outfits present was mind blowing....to see them racing on that beautiful track was an unforgettable experience.

Of the total of approx. 280 cars entered there were 27 MGs, with 15 TC specials, including a number of the very special and quick 'short' TCs originally built in S.A., the beautifully presented and much raced ex-Bill Patterson green racer, driven often and well by Richard Townley, as was the fast, red, unique ex-Bill Pile Special driven by Adrian Brooks. The fast ex-Lou Molina "Vulgarilla" always well driven by Ian Mawson was there too, but unfortunately had water in oil problems. There were 6 very special prewar racers entered, including the ex-Les Murphy AGP winning PA driven by young Stuart Steinfort (Regularity) and the incredibly fast blown XPAG engined J2 special of John Payne (SA), who has raced and developed this car for 18 years (I remember it in the Historics at Lakeside, and it was quick then) as well as the perennial Alistair Clarke with his much raced green 'C' type replica. The 'more modern' MGs were 5 'B's', 1 'A', and the very fast Midget of Brian Weston (ACT).

The total Queensland contingent was 7 vehicles entered....the Lloyd Muller yellow TC special, Mick Arnold in the wonderful sounding and shiny Sharp Holden racer, the unique crowd-pleasing sideways prewar Ford special racers of Dick Vermeulen and Rod Mc Mullin and the 'more modern' quick sedans...the 1971 Holden Monaro of Gary Jackson, while Carol Jackson entered her 1972

XU1 Torana and Kev Heffernan his 1971 XU1.

Saturday May 26th at 7.45am was when it all got down to business, with perfect fine but cold weather (for us Queenslanders not used to it... and the dark at 7.00am mornings). The very experienced, efficient crews of Winton scrutineers had the cars and bikes through the process with the bare minimum of fuss, and it was a fantastic sight to see, hear and smell the huge variety of exotic machinery all lined up. The atmosphere was electric and we all anticipated a great weekend's spectacle... and we weren't disappointed.

The practice sessions followed and Lloyd in the yellow TC was fairly consistent in the late 1.20s as he learned the track, in company with a huge number of locals, who were using every line imaginable around the crowded tight short circuit.

The racing kicked off with the huge field of bikes, the racing vintage and classic bikes, in 5 classes, then the ever spectacular sidecars, then the later post classic bikes....all very noisy and close.

Then came the cars...all together a total of 47 races for the whole weekend, regularly interspersed with the bikes and sidecars.... just like 'the old days' that we all enjoyed back in the 1950s and 60s, with the packed and colourful fields and very close racing... and regularity events that were every bit as interesting and exciting, with many close dices of equally powered cars all over the track, all of which could be seen from the hill near the pit area... fantastic and un-forgettable.

Highlights for your writer were many,



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especially the huge number of 'square rigger' MG specials, which we never see in the same numbers together here in Queensland. There were fast and slow ones, but all were a fantastic sight out on the track which they were made for and each and every driver (and spectator) had huge smiles on their faces all weekend. Exciting and close racing in all categories was the feature of the whole weekend and the spectators were treated to the sights of the old 1960s racing again, like no less than 15 Minis in Group Nb with a single 4.7litre Mustang amongst them, not able to get past the flying Henry Draper in an incredible Mini that kept him at bay all race, the twisty circuit suiting the smaller cars.

The same happened in the Group J & K racing with eventual 'driver of the meeting', John Payne from SA with his very fast and agile little red MG J2/supercharged XPAG engined racer (my favorite) seeing off no less than ten V8 powered racers including our GEAR legends from Qld, Dick Vermeulen (3rd) and Rod McMullin (4th) in race 12. John did it again in race 27, with Dick 5th and Rod 7th. The tables were turned, however, in the handicap race on Sunday when Dick managed to stay ahead of the incredible little MG to gain first place, Rod was 12th in this one.

Again in Group S sports cars, the twisty club circuit suited the smaller cars, with Brian Weston from ACT in a super quick 1275 cc MG

Midget, keeping out a Shelby GT 350 Mustang of 4.88litres and a DeTomaso Pantera of 5.7litres..... what unforgettable sights.

The Lb Sports and racing class races had that perennial fellow GEAR driver, Dick Willis, out in front in his beautiful 1969 Cooper Climax, but in one race he was harassed by the very fast and nippy little ex Lex Davison 1100cc HRD Vincent engined Cooper now owned by Fred Greeneklee from SA. Unfortunately in the first of these races for the weekend, our local hero Mick Arnold broke the mainshaft in the Sharp Holden—the TC gearbox finally showing its age, so he became a spectator for the weekend.

Queensland had three sedan representatives, with the Sunday Racers team of Gary (V8 Monaro) and Carol Jackson (XU1 Torana) and Kev Heffernan (XU1 Torana) journeying down in their very impressive and professionally set up pantec and giving the southerners a run for their money. They were consistent in their racing too, with Gary 5th in his two races, closely followed by Kev, who was 6th both times. Carol was 16th and 22nd in the same races. There was a special feature 'Holden vs Ford' race on Sunday with GMH products cleaning up the first 5 places, before the Mustang of Andy Clempson got in the act. This time, Kev turned the tables and was 4th, closely followed by Gary, 5th, and Carol made 13th.

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In the Regularity events there was a huge turnout of cars of all types, shapes and sizes, classed into 'Vintage' with 14 cars up to 1930, from the four diminutive 747cc Austin 7s, (two owned by Paul and Merv Boatwright who won the 'Family' trophy) through the thoroughbred Bugattis, Delage, Vauxhall 30-98s, the spindly wheeled 1915 and 1917 'T' model Fords, up to the 5000cc 1927 Cirrus aeroplane engined special of Frank Cuttel.

'Post Vintage' cars of the 1930s had 23 cars entered, from the beautiful 1932 Alvis Speed 20, through 4 MGs, a PA, a J2, an NB and a striking, black noisy supercharged TA special, even more Austin 7s (10!), SS Jaguar, Singer LeMans, S/C Standard, etc to the American Ford and Plymouth specials, even including a 1936 'stockcar' Ford Coupe that looked fabulous in maroon and cream and sounded beautiful.

Fifteen Post War (WW2) and Invited Cars completed the huge field, and this is where the numerous MGTC specials were (7 in total), short ones and standard ones, all looking and sounding great. As well, the noisy V8 American

'Bocar' sports car was there, just to show up the locals, two Lago Talbotts, a D Type Jag replica, Morgan, Peugeot and Ford Specials added to the variety of this class.

When they all eventually got out on to the track, all having their personal dices with similarly timed rivals, it was a tremendous sight around the whole track with the spectators not knowing where to look as there was so much happening. This is the appeal of Regularity events and fields like this are not common in Queensland.

But it was a Queenslander, our own Lloyd Muller, in his striking yellow TC Special, who won his class from 14 others and came 2nd in his second event on the track. His first visit to Winton is going to be remembered for a long time, as will his 'Grandfathers Racing' crew.

The crew has already booked the same accommodation for the next year's event and there may be one or two more cars going as well. Historic Winton is an event that should be a 'must' for everyone interested in these cars and is well worth the 1500 km trip.

NOTICE NOTICE NOTICE



ANNUAL GENERAL MEETING

WEDNESDAY 19th SEPTEMBER 2007

7.30pm at 8/16 Collinsvale St, Rocklea

AGENDA

- Open Meeting and read and accept previous minutes
 - Management Committee Report
 - Treasurer's Report
 - Auditor's Report
 - Elect President & Committee for 2007/2008
 - Elect Auditor
 - Election of nominated recipient of Honorary Life Membership
- MEETING CLOSE**

A General Meeting will follow, hosted by the incoming Committee at which members are invited to raise items of interest.

To assist with preparation of the General Meeting agenda please phone David Miles (3892 2699) by 7/09/07

At the conclusion of these meetings, food and drink will be available.

CONCOURS 2007



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With Southbank being unavailable because of the water restrictions, Concours was held at Sirromet in conjunction with the inaugural Cavalcade of Classic Cars. The new venue proved to be ideal with all conveniences close at hand and with a lovely vista from all picnic spots.

With so many excellent photos from the event available from Jeff Caldwell, we'll leave it to

the photos to do the 'talking' other than to thank Bill Ferguson and crew for their organization of the event, all the judges who took on such an unenviable task and Shannons and PPQ for their sponsorship.

There were two overall winners, Cyril Bennett's MG TF (transported there by Barry Evans while Cyril and Marie were away) and Debbie Slattery's MG ZR.



CONCOURS 2007



Class winners were:

Class B:	Pre-war sports under 1000cc	Geoff Wigg
Class C:	Pre-war supercharged racing and sports over 1000cc	Dino Mattea
Class D:	MG TC	Ron McLeod
Class E:	MG TD	Ron McLeod
Class F:	MG TF	Cyril Bennett
Class G:	MGA Roadster (Single cam)	Rodney Lapworth
Class H:	MGA Roadster (Twin cam)	Dan Casey
Class I:	MGA Coupe (Single cam)	Dino Mattea
Class J:	MGB Mk I (Pull door handles)	Donna Hardy
Class K:	MGB MK I (Push door handles)	Gary Lawrence
Class L:	MGB Mk II	Peter Gannon

Class M:	MGB M L and later	Denis Thomas
Class O:	MGB GT Mk I and Mk II	Steve Austin
Class P:	MGB GT BL and later	Ben Cain
Class Q:	MGB Rubber bumper	Pat Collins
Class R:	MGB GT V8 and Costellos	Anne Mulder
Class T:	MG Midget	Ron Clydesdale
Class U:	MGY Saloon and Tourer	William Spall
Class V:	MG Magnette ZA to MK IV	Ken Middleton
Class Y:	MG Specials (Post TF)	Steve Fawcett
Class ZA:	MG RV8	Nicholas Karlos
Class ZB:	MGF	Kayleen Ramsay
Class ZC:	MG Saloon Post 2000	Debbie Slattery
Class NM:	Non-MG Marque	Greg Voltz





Queensland Hillclimb C

The 2007 QHC produced 6 new records including a new outright record, three drivers in the 37 sec bracket as well as the top three contenders being separated by just 0.36s. What a weekend!

Practice on Friday enabled visitors to inspect the track and become familiar with the layout. For some regular Tighe Cams competitors there were some shake-down runs practice is for practice. One car that attracted interest was the Gould GR55B of Andrew Howell (see notes on cars at the end of this report).

John Broadbent endured another frustrating day with the Triumph TR8. After much work sorting the suspension (rear shock absorbers too soft and one front unit frozen in position), a welsh plug then dropped out followed later by some strange rattling noises from the engine. Luckily John was able to drive the trusty Spitfire on Saturday.

Bob Haines found the development on his

HRC Mk I improved it and with more brake bias to the rear was now able to use 3rd gear for the first time.

Since last meeting, Ken and Pauline Graham had completed an engine swap and reported that this engine had more mid-range torque.

Saturday practice produced overcast skies, however no rain.

Steve Anderson retired on his 2nd run with a suspected blown head gasket, thus ending the weekend for his Nedelko MG NS01.

Heath Campbell spun his VW in the middle of the first loop and finished up resting in the chain wire safety fence which did its job as designed forty years ago as the chain wire stretched and held the car from leaving the bitumen. Damage was one fence post (easily replaced), a crumpled front number plate and NO bent body panels.

Richard Mattea was hampered by a slipping



▲ The Axtell Suzuki made a trip back 'home'

◀ The best seats for viewing

hampionships

clutch in the Bulant meaning his times were about 1.5s slower than his best.

Pauline Graham recorded two runs in the 47s (47.76 and 47.42), her best times to date.

Bill Norman had a misfire in the Gecko; however, Bill said the Kawasaki engine requires an airbox as, without it, the jetting of the carburetors is out. One was fitted on Saturday night.

Chris Sloane used his first run to bed in new brakes before resuming normal times.

Steve Arlidge in the Arlidge Construction Suzuki Swift performed a 180° spin coming out of the first loop. Prior to the event, Steve had updated the suspension (Konis all around) and with the limited slip diff Steve lifted off and the Suzuki spun. We heard it, we saw it, we saw the boot lid open as Steve jumped on the brakes to stop the car rather than fight it. The Suzuki stopped with Steve facing from whence he came with nil damage,

only a colour change to his complexion.

Yes, practice is for practice.

Many Tighe was on crutches as she had broken some bones in her accelerator foot but of course this did not stop her competing.

While most returned home after practice, Neil Lewis replaced the differential in his Cortina. A new ring and pinion was required, the work carried out by torch light with a hearty band of fellow competitors offering many words of wisdom or just insulting comments.

Sunday morning brought overcast and grey skies but no rain.

Nev Newton's event was over as he attempted to leave home. He had either broken a crankshaft or the flywheel had come loose, most probably the latter.

Naturally the main focus was on the outright positions. Prior to the event, Alan McConnell

had been the first under 38s with a 37.58 set last year.

The knowledgeable crowd displayed their appreciation as first Peter Gumley did 37.75, Andrew Howell 38.32 and Alan McConnell 38.75 then Howell 37.47, Gumley 37.62 and McConnell 37.88. Gumley sealed the win with a 37.42 from Howell 37.47 and McConnell 37.78. The split time display kept all informed on the progress of these runs.

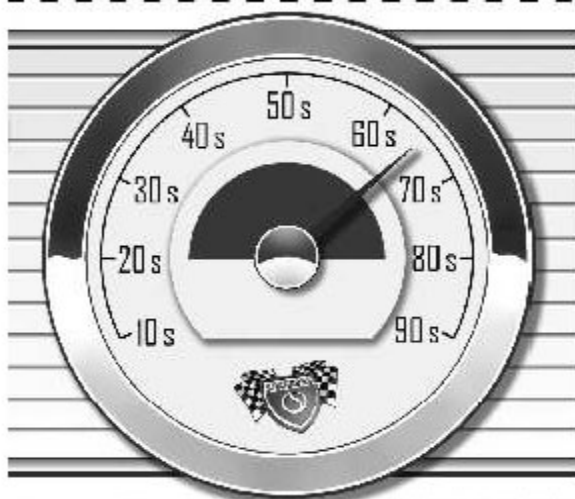
All classes were important for records were to fall.

Road Registered cars up to 1600cc saw Randall Bryson (Suzuki Swift GTi) leading after the first run until Shane Arlidge (Suzuki Swift) moved ahead with a 52.20 then a best run of 52.18 to Randall's 52.85 with Russell Bryson (Suzuki Swift GTi) 53.98 and Alan Roberts (Alfa Romeo 33Ti) on 61.34s. Regular competitor Jeff Oldham (Datsun 1600) won the 1601-2000cc class in 48.95s from Dave Sidery (VW type 1) with a 57.28s. The larger capacity class saw a continuation of the Craig

Hornibrook and Dave Homer dice. Craig (Holden Commodore) was first ahead with 48.12 from Barry Hayes (Commodore, 49.22s), Scott Sadler (Subaru WRX 48.29) and Dave Homer (Suzuki Swift Turbo, 49.57s). Dave then took the lead with runs of 47.19, 46.99 and 46.98 to Craig's 47.99 and 47.65 until Scott captured second place with a 47.43 to place Craig third in class. Next were Barry Hayes (49.22), Owen Burton (Commodore, 55.55) and Kenneth Davey (Holden Vectra, 65.13s).

Lindsay Hay won the Formula Ford class in 46.77 from Darren Harris on 47.22s. Steve Riley won the Formula Vee class in 49.62s.

In the Historic classes, Group L went to Peter Quayle (Jolus Minx, 49.15s). Group N (up to 2000cc) was won by Neil Lewis (blue Cortina, 50.06) from Mandy Tighe (Ford Escort, 52.41) just edging out John Stratton (Cooper S, 52.62) with Neil Lewis (relief driver in his other white Cortina, 55.38) next from Paul Shergold (in Neil Lewis's white Cortina, 58.06s). Glen Wesener's record of 48.12 (Group N, 2001cc



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and over) was almost captured by Brad Stratton as Brad recorded a 48.15 in his Torana GTR XU1 to win the class from Glen (Torana GTR, 48.72) and Anthony Beahan (Torana GTR XU1) on 49.97s.

Group O was a Croston family class with son Damien being victorious in their Nota KM200 sports car in 49.95 from father Richard on 50.86s. A new Group Q record was set by Bill Norton in his GRD Ford 1600cc as he lowered his own record from 43.52 to 42.90s. Next was Vern Hamilton (Elfin 623 1300cc) with a best time of 44.14s.

Clinton White (Escort) was quickest in the Improved Production up to 1600cc class with a 50.18 run ahead of Ken Urquhart (Suzuki GTi) on 51.35s. Danny Mischok continued to dominate the 1601-2000cc class in his Escort with a best of 46.30. Next was Heath Campbell (VW, 47.88) ahead of Gary Pitt (Escort, 47.77), Nathan Abbott (VW beetle, 48.47), Christine Campbell (VW, absolutely happy with her sub 50s runs for a best of 48.59), Chris Sloane (Datsun 1600, 49.13), Graeme Hodges (Escort, 52.02) and John Abbott (VW Beetle, 52.68). Whilst waiting for his third run, Graeme Hodges had the left rear wheel come off the Escort. Apparently all four wheel nuts sheared, luckily while the car was stationary. On closer inspection, it appeared that metal fatigue was the cause and Graeme will have the remainder crack-tested before any more competition as he suspects a faulty batch of studs. The 2001-3000cc class was won by Ken Graham with an excellent time of 46.87 from wife Pauline on 47.71s. John Gilbert was quickest in the 3001cc and over class with a best time of 47.41 from Martin McLoughlin (Torana, 47.69) and Jamie Fairfull (Torana, 49.17).

Des Edwards kept his class-winning record intact by being the quickest in the Marque Sports cars up to 1600cc class. His best time in the Westfield was 46.07. Next was Bruce Chamberlain (Westfield, 47.57) ahead of Paul Masterson (Maxim 7 clubman, 48.40), John Broadbent (Triumph Spitfire, 52.12) and Scott Doyle (Fiat X1-9, 57.33). Daryl Searle's day ended on his first run at the hairpin out of the second loop when the throttle jammed open with the engine on the rev limiter. Once again



▲ Junior members of the Haines and Mattea pitcrews



▲ Peter Quayle found the Gecko's discarded wing made a great table

▼ Keith McConnell and Ivan Tighe deep in conversation



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A colourful line-up in the pits

the Queensland nuts did the job of stopping a car with Daryl and the Amaroo clubman suffering only a bent right hand wishbone and shock absorber. John Walker (MGA, 49.56) won the 1601-2000cc class from the Toyota MR2 Spyder of Brad Kirkness (52.22). In the 2001-3000cc class Bill Black (Porsche 911) lowered the class record to 47.06 on his second run. Bill led home the Datsun 240Zs of John McKeon (49.89), Travis Bryson (51.83) just ahead of Ross Buganey (51.91). The over 3000cc class went to the Triumph TR7 V8 of Simon Rhodes with a best time of 46.17s ahead of the black Mazda RX7 turbo of Troy Moffitt (48.47) and Barry Evans (MGB GT V8) who lowered his own MG record to 50.34s.

The Sports Sedan up to 1600cc class was Darren Duffields (Mini Clubman, 48.83). Alex Cowie (Escort, 47.74) claimed the 1601-2000cc class from Tyson Cowie (Escort, 48.11) and Bundaberg visitor Stephen Bell (Escort, 49.48s). Michael Collins (Subaru WRX Turbo) was the victor in the larger capacity class with an excellent 43.87 run from Sean Sorensen (Ford Anglia, 48.51).

Geoff Lord in the ex-Lake family Axtell Suzuki was quickest in the up to 1300cc Formula Libre racing cars with a 44.03s run. Alan McConnell won the 1301-2000cc class with a 37.78s time ahead of Rod Johns (Norris Hawk, 44.03). Peter Gumley won the large capacity class in a new class and outright record time of 37.42 to the 37.47s time of Andrew Howell. Next was Warwick Hutchinson (RPV J4F) in 40.69s and this must be one of Warwick's best drives in this car. Bob Haines recorded a personal best of 45.02 but then, before his final attempt, the HRC blew an oil line and this put an end to his day.

Fastest Sports car on the day and with a new class record was Richard Mattea who recorded a 44.94 in his Bulant on his fourth run. Jim Peall (Ford Anglia, 52.29) won the Sports car closed up to 2000cc class whilst Stuart Inwood established a new record of 45.95 in his Nissan R32 GTR in the larger class. Next was Darren Barnes (Nissan GtiR turbo, 47.60) and David Shaw (Subaru WRX Turbo, 51.84). Unfortunately Bill Norman's first run ended at the hairpin due to damage to the chainsprocket.



▲ The Rileys deep in relaxation



▲ Warwick Hutchinson with the Gumleys



▲ Dick Johnson catches up with Joan Appelby and Bob Wilison



▲ The most expensive seats in the 'house'?



▲ Dick Johnson was an interested spectator

Fastest times on Sunday were:

1.	Peter Gumley	37.42
2.	Andrew Howell	37.47
3.	Alan McConnell	37.78
4.	Warwick Hutchinson	40.69
5.	Bill Norton	42.90
6.	Michael Collins	43.87
7.	Rod Johns	44.03
7	Geoff Lord	44.03
9	Vern Hamilton	44.14
10	Richard Mattea	44.94

Patron Dick Johnson presented the outright awards and Dick's time was appreciated given that the Eastern Creek event was the following week. Trophy winners were:

Tasman Building Society Perpetual Trophy for FTD - Peter Gumley

Glyn Scott Perpetual Trophy for Fastest Sports Car - Richard Mattea

Martin Tighe Trophy for Fastest Formula Ford - Lindsay Hay

Vince Appleby Trophy for Fastest Sedan - Michael Collins

Paul Aitken Trophy for best average time by a Motorcycle powered car - Alan McConnell

Hamilton Trophy for Best Historic Car - Bill Norton

A big 'thank you' to all who assisted throughout the weekend as this input ensured the smooth running of the event.

The Australian Hillclimb Championships will be held on the first weekend in November. Practice will be on Thursday and Friday (1st and 2nd) with official runs on Saturday and Sunday (3rd and 4th). Will we see a 36s time? Many say 'Yes' whilst a few believe a 35s time is achievable.



▲ Part of the crowd at the presentation of trophies



▲ Ann Thomson presented the Glyn Scott Trophy to Richard Mattea



▲ Alan McConnell Aitken Trophy for Johnson

Notes on cars

MGCC Newcastle visitors Heath and Christine Campbell said their VW produced about 160 bhp at the wheels through a close ratio gearbox. Heath said that some parts are still VW. This power output seems a little more than Dr Porsche or Herr Hitler envisaged for the people's car in the 1930s. After Heath's spin, the crumpled front number plate was souvenired by Christine to prove 'He did it.'

Danny Mischok had spent a day at Morgan Park to sort out suspension settings and brakes. The brakes were working fine; however, the car still has some understeer. A new bottom end for the engine is also to come soon.

Visitor from Bundaberg, Stephen Bell, in his very beautiful Mk1 Escort was running to gain more experience with his machine. His engine has a Cosworth crankshaft; however, the cylinder head has not undergone any major development to date.

Bill Norman presented his replacement for the Special K sports car he drove last year. The Gecko is powered by a Kawasaki engine, overall weight approx. 300 kg and has an enormous rear wing which Bill said was made from a surfboard. Main comment from observers was that this creation really captured the lateral thinking concept.

Must be the return of Toranas for five had entered. Certainly the GTR model of Jamie Fairfull and the XU1s of Brad Stratton and Anthony Beahan all used triple Weber carburetors whilst Glen Wesener remained faithful to his triple SU set-up.

Peter Gumley was running a new electronic ignition on the Wortmeyer SCV. This car was designed by Errol Richardson and built in the late 60s/early 70s and has been updated over the years.

Andrew Howell's Gould was built in 2006 and arrived in Australia in September 2006. Andrew was told that it would take him some 18 months to really drive the car so he said he is still serving his apprenticeship. The Gould is powered by a 2.65L Nicholson McLaren V8 engine through a transverse sequential gearbox. Originally the engine was a XB Cosworth Turbo to be used at Indianapolis but Nicholson have rebuilt some engines without the turbochargers.

The 1961 Jolus Minx racing car of Peter Quayle was designed and built by Bob Joass in Sydney for Jim and Carmen McGuire. It is powered by a 1494cc Hillman Minx push rod engine through a 1956 Ford Zephyr clutch and 4 speed 1958 V8 gearbox. Peter has owned the car since 1968 with previous drivers being Barry Collerson (1961/2), Barry Loh (1963/4) and Peter Cohen (1965-68).



received the Paul
ophy from Dick



▲ Dean Tighe presented the Martin
Tighe Trophy to Lindsay Hay



▲ Michael Collins received the Vince
Appelby Trophy from Joan Appelby



Book Review

by Malcolm Spiden

Mike Lawrence's book "Brabham+Ralt+Honda" is the story of Ron Tauranac and his involvement in the construction of customer racing cars. From his first cars (500cc RALT Formula 3) built in Sydney in 1949/50 Ron was to design and construct some 553 Brabhams between 1961 and 1971 plus some 1083 RALTS between 1975 and 1998. Thus Lawrence's book is in two main parts dealing with both marques.

Ron, a trained draughtsman, first met John Arthur Brabham in Sydney where Jack operated a small machining business. When Jack was a works Cooper driver he sought Ron's input to lower the Climax in his "manx Tail" Cooper by some 3 inches and later to improve the suspension layout for the Cooper T53 (Lowline Cooper).

Motor Racing Developments (MRD) was established as Brabham believed the standard of construction and supply of customer racing cars could be done better than the current manufacturers were providing. The name of the cars was changed to Brabham when it was pointed out to both Jack and Ron that MRD (pronounced merde in French) meant something disgusting. The philosophy at MRD was to service all customers equally by building safe, maintenance-easy cars with readily adjustable chassis and suspension settings to enable the cars to be tailored to a driver's particular style. The Brabham cars raced by the Brabham Racing Organisation (BRO) between 1962 and 1965 were customer cars.

Ron was a leader even though he stuck with space frame chassis rather than monocoque construction. He was first to use adjustable anti-roll bars, daughn nuts instead of splines for length change in the final drive, front and rear aerofoils, duck tail body mounted aerofoils, and in 1963 he was the only one to do wind tunnel testing.

Both Ron and Jack nurtured the engineers from Honda (Nobuhiko Kawamoto and Tadashi Kume) for their entry into motor car racing as opposed to motor cycle racing. They took time to teach the engineers that their first engine was too tall and too top heavy with a narrow power band all wrong for a racing engine. In 1966 Honda ordered eight Brabham BT18B cars for

their racing school; the cars were basically Formula three using Ford Kent engines (Formula Ford some 18 months before Formula Ford officially launched). Honda supplied engines for both Brabham for Formula 2 in 1966 and for RALT between 1980 to 1987 for the RH6, RT20 and RT21's.

Lawrence reports that Ron was a demanding person to work for as he was a "hands on boss". He was always looking over employees' shoulders, making comments and as Lawrence puts it "was almost always right". He was just as difficult with his suppliers in order to obtain exactly the product he wanted; however, once his standard was met he never argued with the price, but paid on time and to the penny.

His catch phrases included "naaaa that's not good enough", "na, na, na, na", and "turn the nut not the bolt" ("by turning the nut you get a better feel for the tightening torque, if you turn the bolt the friction of the bolt shank gives an incorrect torque reading").

At the end of the book is an appendix entitled "Ron's design philosophy for production racing cars" in which he describes the process he uses to create a model and the method he uses during a test session to deliver the car's full potential.

Lawrence devotes some pages to the involvement of Repco and the association with MRD which produced two world championships (both for drivers and constructors in 1966 and 1967). He identified the problems Repco faced while servicing their customer some 12,000 miles away, the spiralling costs associated with the development of a Grand Prix engine, and ultimately the choice the company faced between being a purely motor parts supplier to the general public or concentrating on motor racing.

I found the book a very easy read and quite enjoyable as it gave a little insight into racing teams of two eras. The racing successes are described as well as the defeats, whether through mechanical mishap or human error. The author also presented the technical information in easily understood language (good for us Luddites) which added to my enjoyment.

Bits & Pieces

Update on the 2008 National Meeting

The first Bulletins and Newsletters regarding the 2008 National Meeting are now on the MG Car Club (NSW) website www.mgcarclubsydney.com.au. Please let me know if you don't have internet access, and I will forward hard copies to you as I receive them. As the size and frequency of these information bulletins are likely to increase as we draw closer to Easter, it would really help to keep postage costs for our club down if members could endeavour to access them online.

If you haven't completed an "Expression of Interest" form and don't have one, I can forward a copy to you. Completion of this form enables MGCCS to forward documentation for the event to all participants.

We now know that the Theme Night will be "A Little Bit of Country". Any suggestions for a suitable song and/or costume for MGCCQ will be gratefully received.

The latest bulletins on the 2008 Nationals will be available on the National Meeting page of our club website www.mgccq.org.au

Regards,

Desley Collins MGCCQ, Coordinator-Nat Meeting 2008

Email patdes@bigpond.net.au **Phone** 07 3245 3149 **Fax** 07 3245 4223

There were many good things about the QHC but, one thing that regularly happens, is that people we don't get to see too often take the time to come to the hillclimb and relive the 'old days'. Just some of these people spotted amongst the crowd were John Lungren (winner of the Glyn Scott Trophy in 1974), Ken

Peters (Chief Steward at the 1st hillclimb and then a competitor after that) and Ron Pommerel (winner of the Glyn Scott Trophy in 1990) and Bruce Dalziel (winner of the Glyn Scott Trophy in 1977).



▲ Narelle and Ken Peters

▼ Malcolm Campbell, Ron Pommerel, John Campbell and Bruce Dalziel



Is there someone in the Club who subscribes to 'Race Car Engineering' magazine and then doesn't know what to do with them after they have been read? We have had a request for these in the library so if you can help us out this way, please let David Robinson or Elaine Hamilton know.

Bits & Pieces

Else where in this issue you will notice a one-off ad from Wayne Henman of the House of MG. It concerns a MONSTER SALE coming up on 6/7th October.

Please note that there has been a price increase for 'Leaded' magazine. Club members' discounted price is now \$6.

A number of Club members regularly enter 'Speed on Tweed'. They are reminded of the need to have a 3rd party extension on their insurance if their car is road-registered.

An interesting snippet from Harvey and Daphne Mills:

'In February, 2006 Daph and I travelled to Hobart for one of our Naval Association's AGM. We flew to Melbourne and met with some friends of ours who drove down and we went over on the ferry and the rest of the trip with them.

Driving down from Devonport to Hobart, we stopped at a little village, Ross by name, for lunch and a coffee. The building and its annexes were probably around circa 1800.

After lunch I / we had to make the obligatory comfort stop and enquired as to where the facilities were and were told to go out the back, past the first sheds and around the corner. On going out the back, you can imagine my surprise when I came across the following.'



The MG Rally Waitangi NZ will be held from Monday 31 March until Friday 4 April 2008. Entries can be competitive or social. For more information and entry forms go to www.mgclub.org.nz.

Have you been to 'Speed on Tweed'? Roger Paltridge is once again organizing a Club run to this marvellous event at which a number of Club members compete. Full details are in 'Noticeboard' on page 5.

Congratulations to Philip Youel who has no hesitation in traveling to get the most enjoyment out of his motor sport. Events include the 6 hour relay race at Winton and a class win (5th in class last year) and the Maryborough sprints as well as his regular trips down to Mt Cotton. Supp regs and entry forms for this year's 6 hr Relay at Winton are now available if you'd like to join Philip in having fun there.

Congratulations to John and Cathie Curlie on the addition of daughter Madeleine to their family. Madeleine was there to see John giving his Escort an outing at Morgan Park on July 15th.



Two significant books on the history of motorsport are nearing completion. One is a book on the Tim Harlock-designed Centaur cars and is written by John Campbell. With most Centaurs having been owned by an MG Car Club member at some time or the other, this book will be relevant to many of us. The other book is a history of the 40 years of Mt Cotton hillclimb. Details on how to purchase the Centaur book are below. The Hillclimb book will be available for sale at the AHC.

CENTAUR

The Story of Eleven Australian Sports Racing Cars By John Campbell



*"These cars were popular,
they were honest,
and they delivered"*



This quality hard cover book tells the story of the designer, the original builders, and the owners and drivers of these engaging Queensland-built racing cars. With over 240 glossy pages and 270 photos, each car has been faithfully tracked from its origin to the present day. Contributions from the original builders, stories from subsequent owners, anecdotes from drivers and crew - all lend a special flavour to this book about a wonderful little car. Including photos of the construction of the iconic Centaur Waggott, the last clubman built and the secret but stillborn monocoque car, this book tells the complete Centaur story to date, opening the way to a rewarding future for these cars.

*"... a low c.g, tiny frontal area, light weight and
torsional stiffness ensured their success ..."*



Limited Edition numbered sets - \$95 plus postage Soft cover books - \$55 plus postage.

Contact John Campbell at insideline@bigpond.com to reserve your copy now.

Get one with your own racing number if you're quick. Expected publication date is 3rd August.



▲ Allan Dansie MGB GT



▲ David Godwin MGA

The Bob Jane T Mart 150 **Wheels on Wide Bay** 2007 was held in Maryborough over the weekend of 23-24 June. It was attended by quite a few MGCCQ folk and two MGs.

Alan McConnell in the Van Dieman created a new track record of 39.45 seconds and won a \$1000 award for his effort. Warwick Williams with his Maserati replica received an award for best presented vehicle.

Our club members and their relevant class awards were: Neil Lewis (1st), Kevin Charlton (2nd), John Broadbent (3rd), Phillip Youel (2nd), John Currie, David Southgate, Bob Hanson (2nd), Ken Martin, Allan Dansie (MGB), Matthew Mirfin, John Davies, Michael Peall, Jim Peall, Warwick Williams, Ian Fettes (3rd), Philip Young, Alan McConnell (1st), Danny Mischock (1st), David Godwin (MGA) (1st), Robert Haines (2nd) and Matt Behan (3rd).



Kaye Dansie was our raffle-ticket-seller-extraordinaire at the Qld Hillclimb Championship.

We thank her for helping out with this sometimes onerous and thankless task which she actually seemed to enjoy as she kept her smile the whole time!



CHAPTER CHATTER

Wide Bay Chapter

By Ian Bryant

Seven cars and fourteen members of the Wide Bay Chapter celebrated the glorious but fading Autumn weather on 16 May with a bushland barbeque at the country home of Bob and Jan Mortimer at Bauple, following the (now) compulsory highway caffeine stop at Sexie Coffee. A tour of the property and a quick brief and intro to native tree propagation led naturally onto the health benefits of home brew and bbq sausages. An early morning run the following Sunday to Burrum Heads for a bbq breakfast (and a determined foray into Torbanlea's new outdoors shop, led by Vicki Worland) saw 16 members and ten cars make the run. Helen Bryant's spridget "Mintie" was wheeled out to stretch its legs, as was Ian Bryant's MG TD. A short run on Wednesday 30 May by five cars and seven members saw May out and the start of much cooler weather.

The planned Sunday run on 3rd June was regrettably foreshortened due to very bad weather across the whole run area and thereby threatening safe driving. With fifteen people and eight cars present, the Boat Club breakfast provided the venue to catch up with Charlie and Sandy Provis who had made the journey from Biloela for the planned Brooweena-Biggenden ended-Childers run. Better safe than sorry, was the majority verdict. The following Sunday's run was short and sedate, despite being led by Peter and Jean Boxall in the TR6, but giving Graham and Chris Scott the opportunity to give their newly re-engined MG TD a good run in company. The angioplasty held up and it purred like clockwork. Seven cars and twelve members made the run through Torbanlea and Sexie Coffee. It was noted that all bar the Boxalls, Emslies, Scotts and Rod James had ragtops erected!



▲ Club members waiting for the Rattler whistle Gympie

On Wednesday 13 June saw a 241 mile run via Childers and the Paradise Dam "slalom circuit" via Gin Gin and South Kolan for a pub lunch and thence home. It was an opportunity to make up the miles after the cancelled Biggenden run and also offered Alan and Kay Dansie the opportunity to showcase other areas of their hometown Bundaberg. Six marque cars and nine members enjoyed the day - and noted as being an "Enterprising expedition" by the Dansies. The following Sunday saw 11 cars and 21 people make the run through Biggenden and on to the Cordalba pub for lunch. Patrick and James Mulholland made the journey in their new MG A "Hot Chilli" and the Dansies, with Peter and Margaret Elson from Bundaberg, also joined the southern crew for lunch. Guests Kim and Rose Boxall joined the family gathering and enjoyed the company and the weather. Constable McKavanagh assisted the local constabulary to apprehend one particularly foolish driver about Howard, but most uniforms were simply not available for such policing duties. Rather, they were out looking for the retired South Australian Police Inspector Boxall, who himself was in hot pursuit of his brother!

A short and cool run on Wednesday 27 June saw four cars and drivers reacquaint themselves with River Heads and enjoy the good run and Boat Club coffee after. The following Friday was a sad one for the Chapter as 26 people farewelled Rod and Chris James at a dinner at the Viva Italia restaurant. Rod made very clear that they will remain members of the MGCCQ and would like to remain in contact with the Chapter. We wish them both every success and look forward to participating again with them in Club activities. It as a sad note to end June with.

On Sunday 8 July however, Emslie's Run to Gympie and a journey on the "Mary Valley Rattler" was a major Chapter event. This excellently planned and executed run was led

by Bob Emslie following some very hard organisational spade work by Lyn. An icy early morning start at Hervey Bay saw some 26 people and 12 cars park in the secure Gympie station parking area and board the train at the right time. Michelle Bigaud and partner Craig participated in her first run with Club and Chapter in her Datsun Fairlady and, by all accounts, enjoyed the day. Graham and Cathy Bell in their MGB also made the journey, with Rob and Brenda Rosewarne in their Jaguar seeking shelter from the icy blast by keeping windows well and truly wound UP! A delightful day and experience well arranged and conducted. A couple of minor local midweek and early morning Sunday runs will see July out and, we hope, a return to the warmer local weather.

CHAPTER CHATTER

Darling Downs Chapter

In May and June, apart from taking part in our usual, very enjoyable, end of month runs, some members from the Darling Downs Chapter took up the invitation to participate in the activities of other Darling Downs motoring groups. Our first outing, with the Darling Downs Group of the Mini Owners Club, was on Sunday 20 May. We joined the MOC on their "Westie's Country Wander" run out of Toowoomba to Jimbour Station, approximately 24km north of Dalby.

The MO group made us feel very welcome from the moment we joined their line up of cars at the meeting point. Their Group Captain, John Westaway, had prepared a comprehensive set of instructions for the run, including a set of observation questions that certainly added to its enjoyment. The route mapped took us through farming country,

much of it under cotton cultivation, on good driving roads away from the Warrego Highway. On arrival at Jimbour we had lunch, with much friendly banter happening amongst the two clubs' members. John gave the answers to the observation questions. Of course the MG participants would have blitzed the field if only they'd had pens with them! Bob and Mavis Marsh thought that "Struth" was a mighty funny name for a local hall. However Bob said that his brother-in-law would fit very comfortably into the district as it's a word often heard coming from his mouth. All was revealed when the answers were given. The hall's name was St. Ruth. It's amazing what a difference a full stop makes!

After lunch most of the group toured the beautiful gardens surrounding the homestead and availed themselves of the many static displays giving not only an insight into the history of the garden and homestead but of the property itself. MG members who attended thoroughly enjoyed themselves and we now look forward to MOG members joining in one of our future activities.

Our second outing, on Sunday 17 June, was with the Darling Downs Veteran and Vintage Motor Club who invited us to join them on an economy run out of Toowoomba. I'm grateful to Trevor Watkins for the following report on this event.

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CHAPTER CHATTER

Downing Downs Chapter

The DDVVMC economy run was a competitive one. Our first stop was at a local service station for supervised fuel top ups.

This was done efficiently so there were no long delays. The system that the organiser used to calculate fuel economy was based on a formula that not only took into account fuel used over a set distance but also the weight of the car. Consequently, after topping up we were then directed to Wagner's concrete supply establishment where the cars were weighed. When done we were free to get under way in a most serious fuel miserly manner. The well-defined route on excellent roads passed through Wellcamp and Southbrook before pausing for a morning tea break at Pittsworth's Bridgeman Oval Recreation Grounds.

After a nice cup of tea in pleasant surroundings with enjoyable company, we returned to Toowoomba via Cambooya and Wyreema on a mix of secondary and main roads to the initial refuelling point. At the same bowser, cars once again topped up

under supervision, the results being recorded for subsequent calculation during lunch at the DDVVMC clubhouse. At this point, interest from the drivers of the three MGs in each other's fuel usage over the 108 km run was most intense. Applying skilled economy driving techniques, including disciplining himself to drive in a most unprecedented manner, Ben Cain's MGB GT (with o/d) recorded 59.5 mpg (4.77 L/100km). Ben won first prize for 4 cylinder cars with this result. Shayne and Diane Baker's rubber nose MGB roadster (sans o/d) finished with 24.12 mpg (11.75L/100km) whilst Trevor Watkins recorded 27.95 mpg (10.15L/100km) from his MGB GT (also sans o/d). Overall, this was a very good run, different and well organised. We thank Peter Donovan (President DDVVMC) and his members for making the MG participants so welcome.

The Chapter program, through to the end of September, is available on the Club website. If you're a visitor to the Downs, come along to one of our activities. We can guarantee that you'll thoroughly enjoy yourself.





May Mid-week Run

(Revenge of the Spidenman)

by Malcolm Campbell



◀ Trevor and Dennis wonder where they are

road leading into Caboolture and attempted a U-turn. In the ensuing mayhem, we all managed an "about face" in very busy traffic without a trip to the panel beaters. I then led the way to Scurr Rd and was feeling confident till we got to Old Gympie Road and a L onto dirt. No way. Ian Fettes said that he'd done this run earlier in the year with Mal, and felt he could get us back on track.

But we were hungry little vegemites and really wanted our tea and bikkies so a quick discussion over maps and we were off to the Steve Irwin Way and a welcome morning tea stop at Matthew Flinders rest area, although he had left long before us! Ironically, the local tourist bureau had a caravan there and this was loaded with maps. He was a very popular person. It was here that a few elected to return home for other commitments.

It was agreed that Eumundi was too far away for lunch now, so we headed off to the Mooloolah Connection road and across to Eudlo, Palmwoods and up the nice twisty bit, turning right at the top of the range to Montville, through Flaxton and off left at Mapleton to the Mapleton Falls for a late lunch. Unfortunately, things unravelled again as we "lost" a few more cars between Palmwoods and lunch. Only five cars finished the run probably because these cars had mobiles and phoned for late breaking (not late braking) changes of direction.

So a genuine thanks to Mal Spiden for the entertainment. He did his best but simply did not have enough time to drive out the run. We enjoyed some great scenery and we also have offers to plan future runs, which I'm sure will be well received by those who have planned so many this year.

A smaller than normal group assembled at Shell Nudgee to enjoy a challenging day run. There were admirable glances from many when John Tait turned up in his brand new midnight blue MX-5. Numbers were down because it wasn't until quite late that the run was actually planned, with the web-site saying that a run would not take place until a volunteer put his hand up. An already busy Mal Spiden did that and planned it by UBD and associated maps. "Best laid plans of mice and men..." President David was inundated with offers to plan future runs for this year, which means we'll see new roads and fresh ideas. Excellent!

So we departed in clear blue skies with very clear instructions with map cross references, and everything worked like clockwork. Travelling through some newly built roads of Strathpine and Petrie, we approached Caboolture via some old roads with green surrounds and nice views to Mt Mee. The fabulous sports car road, Old North Road, would have been great, if only there wasn't a speed limit.

Approaching Wamuran, my navigator was skillfully checking ahead and glumly advised me that Cooloolabin Dam was in fact a rubbish dump! Actually the map reference was to the Sunshine Coast section and she was still in the Brisbane section. Now, Mr Spiden is a comic, but he's never that nasty!

As we travelled through Wamuran, things unravelled. I missed the "second L and over railway crossing" but saw a "L (not R as said) into Station Rd" but was in a convoy of sports cars and felt obliged to follow the leader. We then all stopped in the busiest section of the



▲ Lost in the forest



► Which way from here?



► Maybe these maps will help...



▲ At last, the morning tea break



▲ The survivors, those who made it to lunch



▲ One use for the route directions

Participants:

David Miles and Kerry Horgan	Mazda MX5
Vern and Elaine Hamilton	Honda CRV
Paul Wilson	Mazda 626
Ian Fettes	BMW Z4
Fred Nelson	Honda
Erroll and Wendy Hager	Ford Territory
Jenny and Steve Austin	MGB
Steve and Lesley Pyott	BMW 535i
Bill Donovan	MGB
Malcolm Campbell and	
Renate Koehn	Mazda MX5
Bruce and Tip Ibbotson	MGC GT
Trevor Mills and Dennis Thomas	MGB
Barry Smith	MGB GT
John Tait Mazda	MX 5

▼ Yes, it was worth it!



Wednesday 27th June

Midweek Run

By Bill Donovan

Twenty-one cars gathered at Goodna Park including Steve and Jenny Austin's RV8 MG with a 4.2 Rover motor. We had a very good gathering considering the weather conditions. We went to Mt Tamborine via Canungra. We left at approximately 9.30 am and fortunately we went around the back way through Redbank Plains to the Cunningham Highway as there was an accident on Ipswich Rd and it was closed.

We then went onto the Cunningham Highway for some 10 km, then left towards Boonah. The countryside was very dry on this side of the range. We stopped at Beaudesert Park for morning tea, a lovely park with all

conveniences. We then proceeded to Canungra where we got a little mixed up with some taking the short cut and some went the other way. We all met at Canungra then onto Tamborine up the back way, on the Goat track. What a climb! there are sections that are controlled by lights as it has one way areas. However we all got there. Tamborine has to be one of Australia's best scenic areas. We were to have lunch there at the Tamborine National Park but we moved on as there were no facilities. I have learned that in picking a spot for morning tea and lunch you must check that it has all facilities including a kiosk. Although it was a very cold day with a cold wind we still had a good day with lots of fun.



▲ The cars at morning tea at Beaudesert Photo by Ian Fettes

▼ All hands to the job of getting Owen back on the road



▼ A sheltered spot for lunch



Participants:

Tom Storrie	Subaru
Vern and Elaine Hamilton	MGB GT
Bill Donovan	MGB
David Miles	MGB GT
Kerry and Val Horgan	Mazda MX5
John and Tricia Cranley	Honda NSX
Ian Fettes	BMW Z4
John Walker	MGB GT V8
Clare and Steen Andersen	MGA
Steve and Jenny Austin	RV8
Bruce and Margaret Richardson	MGB
Peter Smith and Windy Pweel	Smart
John Tait and Dee Anderson	MX5
Trevor and Joy Jones	MGA
Denis and Diana Kelly	MGB
Bill and June Spall	MGY
Bruce and Tip Ibbotson	MGC GT
Allan and Joyce Tebbutt	MGB
Bruce Mutch and Ross Brunkhorst	Subaru Forester
Andrew and Brighton Lake	Hyundai Getz



▲ Most cars sheltered under the gums



▲ Bruce and Tip admired the Kelly's MGB



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The House of 



- ▲ Cars at Cherrabah
- ▶ At Morgan Park (opposite)

Chris IN

It was a beautiful clear and crisp weekend in Warwick for the weekend away. Wonderful organization by the Walkers had everything running smoothly from the accommodation, the special Christmas feature of presents for everyone, to the efficient organization of the track time at Morgan Park. Their efforts in making this annual weekend away a success are always appreciated but, in light of the fact that they were due to depart for Russia early on the Monday morning, their work was even more appreciated. After ensuring that everything was well underway at Morgan Park, they departed to go home and do their final packing.

Twenty six cars provided a cavalcade of colour and variety as the Club run made its way to Cherrabah and, for those who had arrived earlier, it was quite a spectacular sight seeing the 'train' of MGs making their way up the long driveway.

Lunch at Cherrabah was a BBQ on the

Christmas JULY

sunny terrace; quite a contrast to the wet weather encountered last year. After lunch, some rested, some conversed and some made use of the facilities on offer to play tennis or golf, to go horseriding, to go quad-biking or to go bushwalking.

Christmas dinner offered the traditional fare with the highlight of the evening being the distribution of gifts to all. It was amazing what \$2 was able to buy for some people in terms of variety and quality! Ray Edwards' gift was a moneybox in the shape of a cricket ball which John Walker, with his reputation for being 'careful' with money, quickly put to use as a begging bowl!

Sunday morning saw most up early on a crisp clear morning for breakfast before the morning's runs at Morgan Park where we were joined by several who took advantage of the opportunity to have a run with the Club there.

Another Wonderful Winter Weekend in Warwick!

continued over >



< continued



▲ At dinner

Participants

In total, there were 44 cars and their passengers at the Winter Weekend in Warwick. Twenty-six took part in the Club run from the Clubrooms, four went up to Cherrabah on the Friday for an extra night away, four came from Toowoomba, six made their own way up and four met up at Aratula.

Cyril and Marie Bennett	MGTF
Vern and Elaine Hamilton	MGB GT
Enrol and Wendy Hager	Ford Territory
Alan and Joyce Tebbutt	Audi
Steve and Jenny Austin	MGR V8
Shayne and Di Baker	MGB
John and Glen Boyce	MGF
Ben and Anji Cain	MGB GT
Jeff and Michelle Caldwell	MGF TF
Robert and Ferne Callow	MGB GT
Ron and Bev Clydesdale	MGA
John and Trish Cranley	Bentley Continental GT
Allan and Kay Dansie	MGB GT
John and Diane Davies	MG 1100
Gary and Kim Deane	MGF
Rick and Lorraine	
Devonshire	MGB GT V8
Ray and Suzanne Edwards	MGF

Barry and Julie Evans	MGB GT V8
Ian Fettes	BMW Z4
Steve and Tracy Gable	MGF
Rob Gardiner and Gloria Mutch	MGA
Ron and Judith Gillis	MGB
Nick and Gwynneth Holman	MGB
Kerry and Val Horgan	Lexus
Alex and Marie Jekimovs	Ford Capri
Gary and Dawn Lawrence	MGB GT
David and Meryl Miles	MGB GT
Clive and Ann Mulder and family	MGB GT V8 and MG Midget
Bruce Mutch	MGB
Roger and Ann Paltridge	MGA
Kev and Val Panting	MGB
Scott and Kay Ramsey	MGF
Steve and Ros Riley	MGB V8
Peter and Merle Roberts	MGB
Barry and Carolyn Smith	MGB GT
Peter and Gillian Smith	MGB GT
Malcolm Spiden	MGB
Paul and Kerry Strange	MGB
Richard and Helen Suggate	MGF
Phillip and Ann Terry	Manara
Paul and Denise Trower	MGB
Peter and Norman Upham	MGA
John and Pat Walker	MGB GT V8

By Ron and Bev Clydesdale



DAY RUN - 1st JULY 2007



The crisp, cool morning failed to deter all those stalwarts in open cars who met at the Keperra Picnic Grounds on the corner of Samford Road and Upper Kedron Road for the 8.45 am departure.

The route passed through the picturesque scenery of Samford and Dayboro and then on to Woodford via Mt Mee Tourist Drive for morning tea, and some took the opportunity to ride on the steam train.

The cavalcade of cars continued through Kilcoy and to Somerset Dam. Even though the dam water level was low, the recent rains had contributed to the 'greener' look and the relaxed atmosphere in the Spit Picnic Area provided a pleasant spot for lunch.

Clive and Anne Mulder with Michaela and Calvin started later due to illness and were caught up in the debacle on the Gateway Bridge Toll and arrived at Somerset Dam around 3.00pm, by which time most people had already left.

The following people and their 27 cars were in attendance:

Steve and Jenny Austin	RV8	Green
Ron Clydesdale and		
Lachlan Doyle	Midget	White
Bev Clydesdale Olivia and		
Miranda Doyle	Commodore	Silver
Shane and Suzanne Doyle	MGA	Red
Ray and Suzanne Edwards	Hyundai	White
Ian Fettes	BMWZ4	Silver
Steve and Tracy Gable	MGB	Red
Bruce and Tip Ibbotson	MGC GT	Beige
Ted and Rosemarie Jones	EType Jaguar	Red
Trevor and Jay Jones	MGA	Red
Denis and Diana Kelly	MGB	Red
Mal and Chris Kelson	MX5	Silver
Gary and Dawn Lawrence	MGB GT	Black
David and Meryl Miles	MGB GT	White
Graham and Jill Moore	TD	Black
Bruce Mutch	MGB	Gold
Gloria and Rob Mutch (Brother)	MGA	Black
Roger and Anne Paltridge	MGF	Silver
Neil and Rose Preston	TD	Red
Peter and Merle Roberts	MGB	Red
	(courtesy Lawrences)	
Tony and Debbie Slattery	Midget	Red
Peter and Gillian Smith	MGB GT	Red
Allan Tebbutt	MGB	Blue
Graeme and Sandra Walker	MGB	Blue
John and Pat Walker	MGB GT V8	Red
Andrew and Susan Willesden	Falcon	Silver
Paul and Gai Wilson	Mazda	White



TIGHE SER

July hillclimb means cold temperatures along with a large field and this did occur for the 3rd round of the Tighe Camsseries which was also a round of the Sherrin Motorsport Interclub challenge.

Cold temperatures meant that the track was cold; however, the low thermometer reading suits the turbos and so the only record broken was by Michael Collins (Subaru WRX 2200cc Turbo) in the All Wheel Drive Forced Induction class, putting the record now at 43.91s.

Lindsay Hay won the Formula Ford class (46.75s), Steve Riley the Formula Vee class (50.40s), Vern Hamilton (Elfin 623) the Historic Group Q class (44.40s), Ron Woodbridge (Lotus 23 Replica) the Historic Group O class in 49.91s from Ross Devencorn (Elfin Mallala Replica, 53.22s) whilst the QUT engineering students had the Formula Libre class up to 1300cc to themselves. Robert Hackwood (43.11) was quicker than Cameron Short (44.10) in the 600cc engine short wheel based QUT MX3 car. Barry Smith would have won the Group K class in his Ford V8 Special had he completed a run but a wire clip broke in the gearbox along with a couple of teeth off second gear which abruptly halted Barry's progress up the first hill and it was too far to push to the finishline.

Fastest time of day and class win in the Formula Libre 1301cc and over class went to Alan McConnell (Van Diemen 87) with a 39.87 run. For this event Alan had gas in both rear shock absorbers unlike at the QHC when only one unit was working properly. The team had also changed the spring and rocker ratio. Next was Warwick Hutchinson (RPV J4F) with a 42.19 after a slow start on his first run of 54.06 when the track was cold and slippery. Warwick not only featured on the cover of the

programme but also on page 2 of the Carsguide section of the Saturday Courier Mail (7 July). Rod Johns was next and is coming to grips with the Norris Hawk. Rod's best time was 42.37s ahead of Bob Haines (HRC Mk I) on 45.64 and John Boyce (Kaditcha VW) on 47.22s. Bob said that his best ever time was 45.02 and commented that the cold track meant understeer into and oversteer out of the corners.

Bill Norman is sorting out his new creation, the (now wingless) Gecko sports. Although the cornering ability through the hairpin needs to be refined, the car has great acceleration. Bill did a best time of 43.57s to win the sports cars up to 2000cc class much to the annoyance of Richard Mattea (Bulant Mk 7) on 45.59. Chris Jensen (JMW 79) just pipped Geoff Cohen on the 4th run to claim 3rd place with a 48.08 run to Geoff's 48.68. Next was Brian Krieger (Sprite) in a best time of 59.42s.

Scott Goody (Gem Clubman, 49.84) was quickest in the sports cars 2001cc and over class from his father Graham (Gem Clubman, 54.76) and the Milano 750 of Andrew Wakeman (60.22). Both Gem Clubmans were totally designed and built by Graham and Scott, all fabrication of front and rear wishbones was done by them along with the front suspension which is styled along that of the Hooper Sports of John Campbell. The clubmans are powered by Nissan SR20 Turbo S15 engines. Andrew Wakeman's Milano was built by JWF Fibreglass in Sydney and uses a 149 Holden Grey motor and a 3 speed crash gear box with a Mark I Zephyr diff and Mk 3 centre. It runs on an Austin A40 chassis and suspension.

Des Edwards (Westfield SEI) won the Marque Sports Cars up to 1600cc class with a 48.03 time from Ainsley Fitzgerald (Westfield



◀ Left to Right:
Andrew Wakeman, Milano 750
Scott Trenoweth, Mazda RX7
Ken Davey, Vectra
Ray Chappelow, BMW 2002
Rod Johns, Norris Hawk
Brian Krieger, AH Sprite Mk II
Glenn Anable, BMW 2002T

IES Round 3

by Ace Reporter

Clubman, 49.81), Michael Peoples (Maxim 7 Clubman, 51.74), John Broadbent (Triumph Spitfire, 54.55), John Webster (Westfield SEI, 57.70) and Ron Clydesdale (MG Midget, 61.22s).

Osella photographer, Wayne Reed, recorded the only sub-50s run in the Marque sports car class 1601 to 2000cc and thus was the quickest. Wayne's Lotus 7 twin cam (with BRM engine Development Division place on the rocker cover) recorded a 49.89 best time ahead of John Walker (MGA, 50.01). After his second run John discovered the right rear track rod had broken, the rod having been installed when the car was developed in America. Will Charlton (Fraser clubman, 51.03) was next followed by Brad Kirkness (Toyota MR2, 52.19), Peter Andrews (MGF, 55.83) and Malcolm Spiden (MGB GT, 57.59).

Simon Rhodes (Triumph TR7 V8) won the large capacity Marque Sports Car class with a 46.42s run. Next were Troy Moffatt (Nissan 180SX, 47.63), Ross Baganey (Datsun 240SZ, 51.18), Travis Bryson (Datsun 240Z, 51.92), Ian Fettes (BMW Z4) with a personal best of 53.51, Cameron Hurman (Mazda RX7, 53.82), Michael Lane (Mazda RX7, 57.48), Anne Hurman (Mazda RX7, 64.03) and Greg McKenzie (Datsun 240Z, 66.23s). Both Anne and Greg had participated in the recent Come and Try hillclimb and were enjoying the day.

The Improved Production up to 1600cc class went to Daniel Gibson (Mitsubishi GSR Lander) with a best time of 51.24s. John Gibson (Mitsubishi GSR Lancer), Randall Bryson (Suzuki Swift Gti) and Russell Bryson (Suzuki Swift GTi) recorded close times all day as first Randall was ahead (53.51, 53.30) from Russell (55.03, 53.33) and John (53.95, 53.72) until the 4th run when John just claimed second spot

with a 53.13 run from Randall (53.15) and Russell (53.33). Geoff Trew in his Morris Cooper S was next with a best of 55.26s. The Gibsons' Mitsubishi was originally developed for the 1975 Southern Cross International Rally for the Kenjiro Shinozuka /Garry Connelly entry. Although the car has been reshelled, the running gear is from the original car.

Danny Mischok (Escort) won the Improved Prod 1601-2000cc class with a 46.73s run ahead of fellow Escort driver Gary Pitt (48.88) then Paul Bond (Datsun 1600, 48.97), Chris Sloane (Datsun 1600, 49.86), Kevin Parkes (Datsun 1600, 50.59) and Graeme Hodges (Escort, 51.84s).

Improved production 2001cc and over saw the first three separated by only half a second. Ken Graham (Datsun 1600) finished ahead with a 47.37s time from his wife Pauline (47.88) and John Gilbert (Holden Commodore, 47.99). Next in the class and having his first event was Scott Trenoweth who recorded a best time of 51.49s. Scott is driving the ex-Michael Uebergang Mazda RX7 under the watchful eye of father Mark (of Jaguar fame).

Steve Arlidge won the Road Registered up to 1600cc class in his Suzuki Swift GTi with a 52.33 run from Randolph Dittich (Alfa Romeo) on 60.36s. The 1601-2000cc class went to the Datsun 1600 of Jeff Oldham in 49.11 from Dave Sidery (V type 1, 56.75), Mark Dunstan (Ford Escort, 58.92), Murray Gauld (Hillman Minx, 61.47) and John Brose in his Hillman Hunter (purchased for \$100) with a 66.55s best run along with a ton of fun.

Some close times separated the drivers in the 2001cc and over class. David Homer (Suzuki Swift Turbo) and Craig Hornibrook (Commodore) were separated by only 0.01s

(48.07 and 48.08) until David ran a 47.70 run on his final attempt. Barry Hayes (Commodore) recorded a 49.70 and a 49.33 then watched as Jeffrey Knibb (Ford Focus VR5) brought his times down from 51.55, 51.23, 50.27 and 49.35. Noel Preston had been without his SAAB93 for a month as a rattling noise in the engine was identified. A new hydraulic cam chain tensioner and head gasket cured the problem and Noel recorded a 50.99 run. Next was Paul Cox (Commodore, 51.16), Own Burton (Commodore, 53.56), Tim Hill (Datsun 1600, 2000cc turbo, 55.13), Cameron Robinson (Commodore, 56.21) and Ken Davey (Holden Vectra, 65.96).

Darren Duffield recorded the best time in the sports sedan up to 2000cc class in his Mini Clubman GT (48.61) just ahead of Tyson Cowie (Escort, 48.88) and Neil Wendt (Mini, 56.73). Troy Adams (Datsun 240K) was quickest in the over 2001cc class with a 48.52 from Glenn Anable (BMW 2002 Turbo, 50.31).

Brad Stratton (Torana XU1) was the Group N Historic class with a 48.17 from Mandy Tighe (Escort, 52.21), John Stratton (Morris Cooper S, 53.04) and Ray Chappelow (BMW 2002, 58.98).

The Top Six was won by Warwick Hutchinson (43.58) from Rod Johns (43.90), Bill Norman (44.79), Michael Collins (45.64) and Robert Hackwood (45.80). Alan McConnell's run ended in the second loop. It is believed he caught the accelerator pedal when under brakes and will need to replace the right front suspension arms. After his run, Bill Norman found the left rear shock absorber attachment point had broken; no wonder it felt strange.

Many thanks to Reece Byrne of QUT for supplying most of these on-track photographs

Michael Collins now leads the Tighe Cams Series by one point from Brad Stratton.

The MGCCQ team of David Homer, Danny Mischok, Vern Hamilton, Alan McConnell and Richard Mattea won the day's Interclub challenge event with 551 points to the WRX Club's 532, HSCC 513, IWMAC 368, NDSCC 226, VW 226 and Mini 116.



Ron Clydesdale, MG Midget



Paul Cox, Commodore



Ross Baganey, Datsun 240Z

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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 motorhomas 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)



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 vprojects@uq.net.au

Race Meetings



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

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Club Captain (Competitive)	John Walker	3300 2914	Webmistress	Glenda Crew	3341 4397
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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

The Queensland Hillclimb Championships at Mount Cotton are now part of history, but were, as those who attended would agree, a very exciting part of our history, and were followed by the very impressive spectator attendance at the subsequent third round of the Tighe Cams series. Just how much better, then, will be the Australian championships in November? The answer, of course, depends very much on our ability to promote the event, and how we manage the four days of practice and competition. There is much to be done, and the success or otherwise of this prestigious event will depend on how many of our members are willing to volunteer their time and expertise. I have often mentioned the need for help, but it has never been more vital than at this time for members (and others) to come forward.

Now is also the time to consider the Annual General Meeting in September, when members have the opportunity to review the performance of the management committee and to nominate and, perhaps, elect new people. Please give this very important meeting your earnest consideration, as those elected are charged with the task of directing this club through the next twelve months. Being a committee member requires much more than just attending meetings every second Monday evening: one must be able to dedicate time to the many aspects of the club's numerous activities, be able to contribute to the management of what is rapidly become a business enterprise, and to help ensure this club continues to progress. While certainly not a job to be taken lightly, the rewards are there for those of you prepared to give generously of their time and talents.

Beginning with the AHC, it is your committee's desire to establish a sub-committee of interested people to manage the many aspects of an event of this magnitude.

Please offer your services, if at all possible. This concept worked extremely well for the Warwick National meeting in 2004, and we hope that it can be just as successful for the AHC. Another event which will utilise this concept will be "Classic Cars at Sirromet" which, following the success of this year's event, will be much bigger and better in August 2008.

Both our Rocklea premises and Mount Cotton Hillclimb continue to benefit from the efforts of our volunteer helpers. Rod Innes has provided the finishing ends and tops for the bookshelves in our newly located library, Owen McNeill's help in finishing the painting has been most valuable, and Roger Paltridge has offered to help construct a new kitchenette. Kimberley Robinson's donation of a heater has made the cooler Friday evenings much more pleasant. Donations of fencing and turf will ensure that the Mount Cotton enhancements continue, and the work of people like Dino Mattea, John Stratton and Greg Voltz, along with the "Wednesday Workers", is much appreciated.

Also very much appreciated, and a very important part of MG Car Club, are the wives and partners who so readily assist at hillclimbs and numerous other functions. These ladies are about to get together in an informal way to further enhance our venues and activities, and this can only enhance the contribution they make.

"Christmas in July" at Cherrabah and the Morgan Park Track morning were, once again, most successful, thanks to the excellent preparation by John and Pat Walker. Particularly notable was the number of newer members attending one of our functions for the first time. The newer members commented on the friendly welcome extended to them throughout the weekend, a great tribute to those "older" members, and a

reflection of the overall friendship and harmony within our club.

The rest of the year holds numerous events, both social and competitive. Lots of help is required to ensure their success, so please don't leave this to others. Come along, offer your time, talents and energy so that the

momentum of MGCC (Qld) continues to build.



David Miles
(President)

Editorial

The Queensland Hillclimb Championships was a fantastic event by any measure and is a perfect illustration of just why our club is so successful.

For members who may not be familiar with the enormous importance of this event for the Club, I think it is useful to restate some of the benefits that are accrued by our Club's promotion of this event.

A really obvious measure is a fiscal boost that the club receives promoting events like this. In excess of 600 tickets were sold over the weekend. (Entry to the Club's multi-club hillclimb series, sponsored by Tighe Cams, admission is free for spectators. However, as CAMS require that certain prize monies are to be distributed for championships, an entry fee for spectators is levied for the QHC. It will also be so for the AHC later this year.)

The many spectators tend to spend quite a lot of money at the famous Mt Cotton Hillclimb canteen (not just saying that because my Mum is the Canteen convenor!) This is spread over the whole weekend and a new takings record was set this year. This was achieved on the back of a relatively small number of volunteers who, I can assure you, worked until they dropped on both Saturday and Sunday.

Many other Club volunteers also made a significant contribution to the efficient conducting of the event. These ranged from parking attendants to scrutineers, timekeepers, flag marshalls and PA announcers. Without this assistance the event would not be possible.

The high level of interest in the event by the competitors is also a financial win for the club.

Entry fees are determined by the committee's estimation of a "worst possible case" entry subscription, thus over-subscription not only covers the expenses, but can provide a useful profit too.

The promotion of the event provides a major competitive opportunity for many of our Club members, in addition to a welcome service for other clubs' members who are not lucky enough to be able to conduct events of this stature. It also attracts a considerable number of interstate visitors, both competitors and spectators, again boosting the stature of the event and revenue for our club.

And what a competition it was. I was still reeling from seeing so many sub-forty second runs in one day. Fancy Allan McConnell scorching around in less than 38 sec but only scoring third place overall! Congratulations to Peter Gumley and Andrew Howell for their stunning 37.42 and 37.47 runs. The many other records set are equally a tribute to the excellent work completed by the Club improving the facility and preparing the circuit for the event.

The reason for this editorial is to reinforce in Club members' minds the true value of the hillclimb facility, both as a critical revenue stream, an outlet for many of our member's competitive urges and an invaluable service for SE Queensland's wider motor-sporting clubs' members. Without the well-managed promotion of our hillclimb, the continuing mortgage repayments and improvements to facilities like our Collins St. clubrooms would be impossible.

Graeme #2787

Notice Board

The Clubrooms are open every Friday night with a gourmet BBQ starting at 6.30 pm with prices starting as low as \$2. The Library is also open every Friday morning from 9am until noon.

For a full listing of events, see the calendar in the centre of the magazine.

- Fri Aug 3** Official opening of Clubroom improvement and Old Members night
- **Sun Aug 5** Tighe Cams Series Rd 4 at Mt Cotton
- **Mon-Mon Aug 6-13** Week away organized by DD Chapter
- **Friday Aug 10** Noggin 'n' Natter with guest speaker: Dean Tighe of Tighe Cams
- **Tuesday Aug 14** MGs go to the Dogs. Contact David Robinson 3255 9037.
- **Wed Aug 22** Midweek run. Contact David Miles 38992 2699
- **Sunday Aug 26** Day run to Ravensbourne National Park. Be at Clubrooms at 8.30am for a 9am start. Contact Errol or Wendy Hager on 07 3341 4041
- **Sunday Sept 9** Clubrun to 'Speed on Tweed'. Meet at BP Waterford at 7am for a 7.30 start. Ph Roger Paltridge on 0418 450 003 or a/h 07 5572 4735
- **Friday Sept 14** Noggin 'n' Natter with guest speaker: Phil Ross of Shannons Auctions and Insurance
- **Wed Sept 19** Annual General Meeting (see enclosed forms)
- **Fri-Sun Sept 21-24** Ironman weekend



Two non-Club events which may be of interest

August 12th: Save Lakeside Cruise in Show.
Event registration available at www.lakesideraceway.com

August 19th Show and Shine at Leyburn Sprints.
Information on www.leyburnmotorsprints.com.au

Membership

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

Barry Bromley
Hugh Springer
Rhys Mason
Bernard Elsey

Blair Francis
Richard Suggate
Benjamin Panting
Ian Drewett

Tally Kramer
Byron Zimmerman
Marie Jekimovs
Mark Rayner

Colin Schiller
Brendan Clarke
Alex Jekimovs
Anthony Edwards

And a very warm welcome back to the Club to Gary Cassar, Glen Hooper, Russell Black and Leigh Vine

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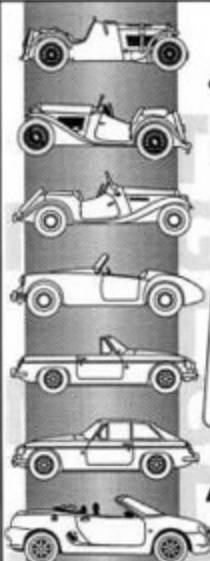
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Some words from Elaine...

Last issue there was a story by Brian and June Phillips about the journey to the National Meeting by the group from Bowen. This issue they have identified themselves and decided to make us jealous with the picture of them near their beautiful coastline; this is the photo on the cover.

Profiled this issue is the Collins family. Desley has just taken over the role of National Meeting Coordinator from Lesley Pyott but the Collins' connection to the Club is much deeper and longer than that. You'll find this special profile interesting reading.

George Diggles and Lloyd Muller took Lloyd's racing TC to the Winton historic race meeting. A big thank you to George for his report on this event, particularly for the emphasis on the MG aspect. With so many of our own events to report on, it is not always possible to include reports of non-Club events but this one is so MG-oriented that it couldn't be left out.

There have been three major events since the last 'Octagon' and reports on these are included here with thanks to Ace Reporter for

his usual well-researched report on the incredible QHC and to Jeff Caldwell whose photos from Concours form the basis of this report. The third event was the weekend away in Warwick which attracted 44 cars and many more people along with extras who made the trip to Morgan Park for some tracktime on the Sunday.

It is refreshing, and encouraging, to receive contributions from a variety of people and this was the case again when Bill Donovan wrote a report on the midweek run which he organized for June while Malcolm Campbell produced a light-hearted account of the May mid-week run.

The closing date for the next Octagon is significantly earlier than normal, being just a month away on the 17th August. This is to enable me to complete it before we depart on a month's overseas holiday. There will be fewer events on which to report so more time will be able to be devoted to some of the 'timeless' articles such as continuing the Ken Ebeling story and some of Bruce Ibbotson's technical articles.

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The Collins Connections

by Pat and Desley Collins
(Desley is the Coordinator for
next year's National Meeting.)

Long, long, ago, two young men discovered they shared an interest in motor cars and became life long friends. One was married with two young sons, the other was single and competing in his Austin Lancer. Elaine (nee Swan) and her Mini Cooper had yet to arrive on the scene. Fast forward forty odd years and Pat and Desley (nee Crew) Collins and Vern and Elaine Hamilton now share another common interest - old MGs and the Mt Cotton Hill Climb. The intervening years include many interesting interconnections between the Collins, Hamilton, and Crew families and the MGCCQ.

Pat Collins was born on a dairy farm at Donaldson Road, Rocklea. During 1986/87, he and his brother subdivided part of the property into 'Collinsvale Industrial Estate'. They named Collinsvale Street in memory of their father. In 2005 MGCCQ decided to purchase its own premises and chose Unit 8/16 Collinsvale Street, part of Collinsvale Industrial Estate. Now Pat and Desley again have regular contact with the old farm but without the cows. Career building, study, and two young children meant that, for many years, their only affordable participation in motor sport was as spectators, so Vern's burgeoning racing career particularly during the period when he was vying with Ivan Tighe and others for the National Formula 2 championship was a point of contact and involvement. When young sons, Michael (3 yrs) and Mitch (5 yrs) were photographed in Vern's Centaur in 1965, it was also possibly the beginning of Michael's interest in racing.

Lowood, Lakeside, Surfers Paradise and Mt Cotton Hill Climb were the usual motor racing venues where Vern starred and the two

families met. Both Pat and Michael also took up Vern's offer of a few laps around Lakeside in his Isuzu race car. Pat had previously (1968) had a few laps around the racing pits in the Centaur Clubman.

During 1976, Pat learned about local off road racing, contacted Tom Poots of Manx Buggies to build him a car, and 30 years of family involvement in off road racing began. As well as being enthusiastic competitors, both Pat and Desley regularly directed events. Pat became a registered Qld state events director and Desley directed the first official short course off road event in the country. Together they got short course events approved by CAMS. Pat became Queensland correspondent for Bushdriver & Enduro magazines in Australia, and contributed to VW & Porsche in California. He was made a life member of Brisbane Sporting Car Club for his contribution to the club and to off roading in Queensland.



▲ Pat and Desley at Morgan Pk. Ca 1980

Pat took delivery of his "Southern-Cross" buggy in October 1978. He picked the car up on Thursday night and drove on Friday to compete in his first event, a 300 km round of the Australian Off-Road championship held on Kindon Station near Goondiwindi. His navigator for the event was his then 16yr old younger son, Michael, and his pit crew included his wife Desley, and her brother Russell Crew, his wife Glenda and their two children Jason and Karly. His first test of the car was on the highway between Goondiwindi and Kindon. Midnight, Saturday, the cars lined up in the pitch dark for the count down and the whole family was hooked.

The Hamilton family now had the opportunity to return the favour and came to watch and support the Collins family play at local tracks.

For many years, the annual trips to compete in, or watch, each round of the Australian Championship were de rigueur. Hattah, Sealake, Griffith, Kempsey, Goondiwindi, Tara, Purga, Morgan Park (dirt track) and Cherrabah became highlights of the family

social and competition calendar.

During the early 80s Patrick put on his psychologist's cap and moved the macho world of off-roading into the modern era by initiating annual "Powder Puff" races for wives, girlfriends and daughters. Desley, with sister-in-law Glenda Crew (the same Glenda responsible for the MGCCQ website) in the navigator's seat, proved they were too good for the rest of the field and starred in "The Women's Weekly". This innovation became an annual event and soon spread interstate.

Mike also showed his trust in his Mum by navigating for her in an open, long-course event, steering her to a very good finish.

It was about this time (1980/81) that the Collins and McConnell families first crossed paths. This was on the family farm beside Donaldson Rd. Desley entered her VW, while Mike decided to drive the family LTD in club motorkhanas. He certainly entertained the spectators, but was unable to beat Alan in his motorkhana special. Twenty seven years later, Mike, in his Subaru WRX, still can't beat Alan in his Van Dieman RF87.

The first International Off-Road event, over 1000 km, was run at Kempsey in July 1981 and the Collins family had to be in it. Patrick and Michael would share the driving, while Desley and Russell Crew would rotate as navigator. Patrick and Desley started the race and after 700 km of the roughest terrain imaginable, Michael and Russell, wet through and covered in mud, were lying 3rd outright when the gearbox died. This was probably the first real indication of Michael's driving skills and it wasn't long before he bought his own car. It



▲ Desley and Glenda win the first "Powder Puff" event 1980

► Russell (left) and Desley & Mike (right) covered in mud



was a Manx Towd that had, in its earlier life, participated in a 'top six' shoot-out at Mt Cotton hill-climb when driven by Tom Poots of Manx Buggies. Mike, with Uncle Russell as navigator, subsequently competed against Pat and Desley.

In 1981, Patrick, with Desley in the navigator's seat, came 4th outright in an Australian National Championship round, probably the highlight of their off-roading career together. That might also have been the event when, while travelling at 140kph down a wheat station farm track at about 4.00am, Desley demonstrated such complete confidence in Pat's driving ability that she left him to it and went to sleep.

By 1989 Patrick, after damaging a vertebrae in an argument with a tree, had handed the Southern Cross over to Mike and bought Jim Reddix's highly modified Citroen GS rally car, while Desley had her own off-roader. With 3 vehicles to prepare and repair, the workload was pretty unrealistic, especially when Mike was the only qualified person on the team. During that year, Pat directed the Braemar round of the Qld Off-Road Championships and Mike, with elder brother Mitch in the navigator's seat, came second outright while Desley followed further down the field.

Unfortunately, the Citroen suspension couldn't stand up to off-road tracks and Pat had to retire from the sport, but not before he

had shown his skill in short course events by taking out several 1st in class titles. Desley and Michael continued to race their cars until the decision was made to pool our resources to buy a better car. Mike and his wife, Carol, flew off to California in November 1993 and came back with a left hand drive Jimco which Mike and Desley raced, and became newsworthy as the only Mother and Son combination, until November 2001 when, after winning the Queensland round of the Australian Off-Road Championships and coming 2nd outright for the year, Desley ceremoniously handed her helmet over to Carol who then went on to navigate Michael into another Qld first place before they retired the Jimco and concentrated on "The Hill".

Meanwhile, Russell, who had been a dedicated navigator and valued preparation and pit assistant for Pat, Mike and Desley, decided that he would build his own off-roader, a "Baja" based on a V.W. with a Corvair engine. With the car nearing completion, he sold it and bought an MGB roadster, joined the MGCCQ, and turned his attention to hill-climbing and sprints. He quietly worked his way up to setting records. His Open Group S record still stands. Jason eventually broke his Club record in April 2004. It was now time for the Collins family to become spectators again and Collins' corner at Mt Cotton was born. Russell, enthusiastic about his new sport and how much fun you could have without all the



▲ Pat & Desley in the lengthened Southern Cross



▲ Mike and Desley in the left hand drive Jimco, winning a round of the 2001 National Off-Rd Championship

hard work and costs of off roading, pushed Mike to have a go which of course he eventually did. Mt Cotton became a real family affair with the growing Collins/Crew contingent becoming more and more vocal in their cheers as first Russell, then Michael, and finally Jason, set records in their relative classes. The challenge is now between Mike

in his WRX and Vern in his Elfin 823. Both have been clocked under 44secs, but Vern currently has the edge.

Now the tide has turned again and the next generation has stepped in. Mike and Carols' eldest son Jae had his first run on the hill at the June "Come & Try" day and is anxiously awaiting the arrival of Dad's new Chenoweth off roader from USA so he can jump into the navigator's seat.

Once again the Collins family is planning to travel as a team, hopefully, to Alice Springs next winter, where Mike and Jae plan to compete in the 460km Finke Desert Race, reputedly the toughest off road event in the country. Meanwhile, Pat and Vern are enjoying each other's company and, along with Elaine, driving MGs at 'The Hill'.



▲ Mike, a "Friend of Mt Cotton", in his Subaru



▲ Russell's MGB



▲ Pat and Vern - 2007 National Meeting Concours

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SUMP PLUG



Damien Croston has branched out on his own with a fabrication and race car preparation business - DCR Fabrications. Damien was previously working on the refurbishment of the Heritage Train for Queensland Rail. During the QHC, the Crostons discovered a hairline crack in the front of the sump. It was repaired by scrutineer Col Porter with soap and dirt - a brilliant engineering job.

Scott Sadler, Owen Burton, Chris Sloane and Danny Mischok all recorded progressively faster times on each run at the QHC. Their times were: Scott (48.29, 48.28, 47.93, 47.77 and 47.43), Owen (59.53, 57.82, 57.27, 57.13, 55.55), Chris (53.05, 50.56, 49.92, 49.44, 49.13) and Danny (46.85, 46.78, 46.69, 46.38 and 46.30)

Which pharmaceutical Club member is affectionately known as 'Apothekerry'?

And another little gem, this time a more current one which could be labeled 'Small World' from John Broadbent.

I thought I'd let you know that the Triumph TR8, after great improvements, developed a slight engine noise on Sat morning on startup. Too risky to run so I substituted the Spitfire, which broke 1st gear off the line on the first practice run, but still I ran the car for the weekend without it and had a great time.

I had the car at work today removing the gearbox, when the Wanless bin truck driver turned up. He jumped out of the cab to look at the car, telling me he used to hold a Mt Cotton record in his 1600cc Sprite (or was it Midget) in the late 70's. He also had a Welsor (which he traded for a Jag XJ6 for his wife) which was

then bought by Bob Cossor. Bob largely rebuilt my Spitfire when I wrote it off in 1983, and as you know I am a close friend of Gary Cossor, who also drove the Welsor with great success, and who has done so much work, together with Chris Johns, on my cars.'

Good to see Andrew and Brighton Lake on a recent midweek run. Their attendance certainly lowered the average age of participants considerably!

Also good that new members Denis and Diane Kelly still made it on the run even though they had to bypass the first section and then met up with the others at morning tea. Their beautiful bright red MGB certainly added a splash of colour to the car line-up which was quite diverse ranging from a Hyundai Getz through to a Smart and a Honda NSX as well as the usual range of MGs from a MGy to an RV8.

By the time you read this, Pat and John Walker will be in Russia for some sightseeing and for the world tethered-car championships. Sump Plug isn't sure whether it was good management or good luck that they were here to organize the Winter Weekend in Warwick but we are pleased they were and thank them for all their hard work making the weekend a success.

Thanks also to David Robinson and family for their donation of a heater for the clubrooms. It has been greatly appreciated by the Friday night attendees who tend to stand around it in a circle as if worshipping it!

Watch at your newsagents for the next issue of 'Aura' magazine which will feature Dino Mattea's MGL!

Scott and Kay Ramsay have added a second MG to their garage; they now have a TF and a modern F. Rationale is that the whole family can now go out together in MGs!

CAPTAIN COMPETITION POTENTIAL!



After Gloria Mutch's MGA encountered fuel problems on the way to Warwick, Bruce Mutch stepped in as good Samaritan providing transport for Gloria to and from Warwick and giving her the use of his B at Morgan Park. It was all a bit confusing for introductions though as Bruce's wife is also named Gloria! It all could have been a bit too Mutch!

Malcolm Spiden was the other good Samaritan providing transport for Gloria's brother, Rob Gardiner, who had also been traveling in the stricken 'A'.

The Hamilton MGB GT also encountered problems when the accelerator cable gave out while Vern was circulating at Morgan Park. Thanks to the generosity of Ben Cain, Paul Strange and Barry Evans in giving of their time and expertise, the car was able to get back on track in time for some more laps before time ran out.

We hear that the Cranley Bentley encountered some mechanical problems and had to be transported back to Brisbane.

Greg Voltz also encountered problems, but not of the mechanical variety, but fortunately no damage was done and a quick clean out of the accumulated pebbles soon had the car ready for the trip home.

And there seemed to be a competition going between Barry and Julie Evans who each found ways of making the track a bit longer!

Problems after arrival home for Kim and Gary Deane. Having unpacked their car, they were inside relaxing when they became aware of a strange sound outside. It turned out that their beautiful MGF has somehow taken off down their driveway by itself resulting in quite a lot of damage. Latest news is that the car has been declared a 'write-off'.

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The Australian Hillclimb Championships

This major event comes to Qld only once in every six years and we will be hosting it at Mt Cotton from 1st-4th November this year.

In order to make this event as successful as possible, some assistance from Club members who may not normally associate themselves with the hillclimb would be greatly appreciated.

One area in which we need assistance is with organizing the parking for the greater number of spectators who will attend this event. We had good spectator attendance at the Qld Championships at the beginning of June and that event was so good that all those people are bound to come back and bring their friends with them! If you can help for a couple of hours on either or both of the Saturday and Sunday, it would be greatly appreciated. Teams of two are needed so if you can get your own 'team' together that would be even better. Please advise David Miles (3892 2699) if you'd like to help us out in this way. After your 'time of duty' is over, there will still be plenty of time to enjoy the action on the hill!

People will also be needed to work as pit marshals, ensuring the smooth and safe movement of cars around the pits. If you can help out for some time on either day with this task, please advise David Miles.

If you are a Club member with no particular interest in the hillclimb, this would be a good opportunity to see what the sport is all about. All of our hillclimbs are great and competitive events but the Australian championship brings the cream from all States together in the one place and at the one time.

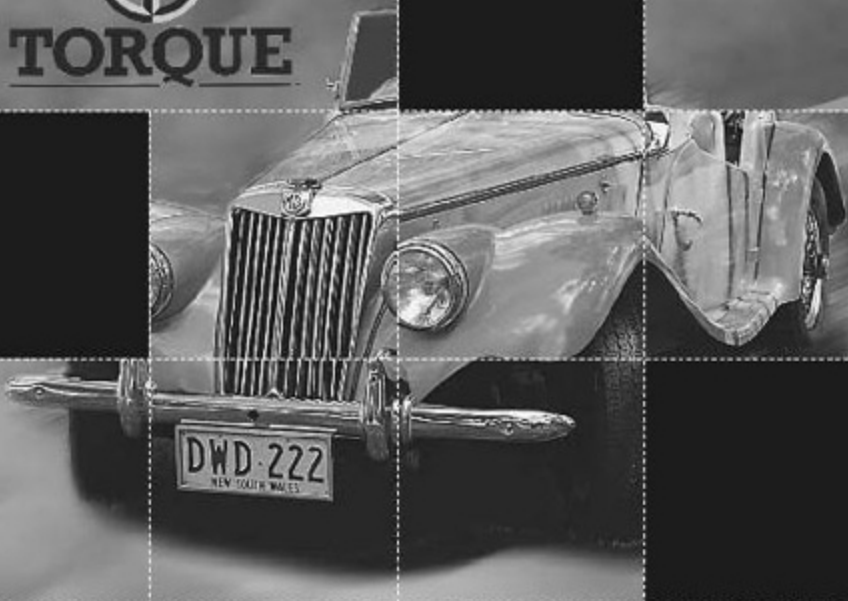
Costs in promoting an Australian championship meeting are much higher than for our usual hillclimbs so we have been seeking sponsorship

to offset some of these costs. We thank the following who have committed themselves to supporting sponsorship:

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6. Wagstaff Piling - www.wagstaffpiling.com.au

If you have a business or know of someone with a business who could be interested in sponsoring the hillclimb either as naming rights sponsor or as a supporting sponsor please contact Elaine Hamilton on 3893 2438 or at vprojects@uq.net.au





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Lumley 

31st Historic Winton

By George Diggles

Three aging MG TC trags travelled the 3000 km plus return trip to witness some of the best racing and display of historic vehicles they had ever seen, at that wonderful circuit at Winton, near Benalla, Victoria, from 23rd – 29th May. This annual event is staged by the Austin 7 Club in conjunction with the Historic Motorcycle Racing Association of Victoria.

That connoisseur/owner/driver of many and varied thoroughbred cars, Lloyd Muller, has at last seen the light and recognized what a lot of us have known for more years than we care to remember – that the TCs are so much fun. So this newly afflicted racing TC enthusiast was joined by the 'Pit Crew' (Grandfathers Racing) of long time TC freaks, George Diggles and Peter Donnelly, (Peter raced a stripped TC at the old Gnoo Blas and Bathurst circuits in NSW when he was 17...a long time ago). George wanted to do the same in Queensland when he was 17 as well, but other sporting interests of the rugby league variety and then a marriage took precedence but he was (and still is) an avid fan of those 'racer' square rigger TCs.

Lloyd recently purchased the TC from Peter Donald in Victoria so it was just returning to its old stamping ground to do battle with its old mates in the Regularity events, as both car and driver prefer a quieter life these days. So the intrepid trio left early Wednesday in perfect weather for the two day trip. All went to the script and at Dubbo on State of Origin night the Queenslanders were proud to wear the maroon! (The NSW grandfather was quiet though.) Thanks to the friendly Westside Hotel Motel people, the TC and Holden tow car were safely locked in the drive-in bottle shop for the night.

An early start and trouble free trip had us in Benalla at 3.30 pm (1500 km) on the Thursday.

Lloyd, as always, being keen to get things organized early, had us out at the circuit as soon as we had unloaded our gear at the superb visitors' flat owned by John and Jan Mc Evoy (the local Ford dealers of all people) We forgave them for that but we are forever grateful for their wonderful hospitality. With the help of a rather harassed looking Secretary of the Meeting, Noel Wilcox, who took pity on us poor Queenslanders who had driven so far, we secured a great covered pit area in the heart of the action and then helped a few of the others unload their beautiful MG racers. (Pete Gostelow, Ian Mawson, Bob and Bill Schapel, Phil Speer and other company from the Victorian, SA and NSW clubs, they were all there.)

The weather was perfect (for Victoria) and the whole area was green from the rain that washed over those fast but boring two brand funny taxis on the previous weekend. Lloyd was keen to get out on the circuit, so was out practicing as soon as he could on Friday, but after six laps or so, the brake pedal was on the floor so a pit stop was the wise move. A quick check of the master cylinder revealed no fluid so, as there were no visible front end problems, the fluid dripping from the rear soon got our attention, and after suspecting the flexible hose, the eagle eyed, very experienced, ever helpful and cheerful TC man Phil Speer, spied a crudely bent brake pipe to the left rear wheel. The pipe had cracked inside a 90 degree bend, so it was quickly removed by chief mechanic Pete and Lloyd who made a rush trip to the local Brake and Exhaust man in Benalla. This was mid-afternoon on a very busy Friday, but in typical fashion for these wonderful locals, he just said... 'Come back in an hour'. So forty five minutes later the boys returned to find the new pipe waiting on the bench! Great service as is usual for the place. After replacing the pipe

and a quick brake line bleed, Lloyd was able to continue trouble free for the rest of the meeting...and what a meeting it was...the incredible variety of cars, bikes, and sidecar outfits present was mind blowing...to see them racing on that beautiful track was an unforgettable experience.

Of the total of approx. 280 cars entered there were 27 MGs, with 15 TC specials, including a number of the very special and quick 'short' TCs originally built in S.A., the beautifully presented and much raced ex-Bill Patterson green racer, driven often and well by Richard Townley, as was the fast, red, unique ex-Bill Pile Special driven by Adrian Brooks. The fast ex-Lou Molina 'Vulgarilla' always well driven by Ian Mawson was there too, but unfortunately had water in oil problems. There were 6 very special prewar racers entered, including the ex-Les Murphy AGP winning PA driven by young Stuart Steinfert (Regularity) and the incredibly fast blown XPAG engined J2 special of John Payne (SA), who has raced and developed this car for 18 years (I remember it in the Historics at Lakeside, and it was quick then) as well as the perennial Alistair Clarke with his much raced green 'C' type replica. The 'more modern' MGs were 5 'B's, 1 'A', and the very fast Midget of Brian Weston (ACT).

The total Queensland contingent was 7 vehicles entered....the Lloyd Muller yellow TC special, Mick Arnold in the wonderful sounding and shiny Sharp Holden racer, the unique crowd-pleasing sideways prewar Ford special racers of Dick Vermeulen and Rod Mc Mullin and the 'more modern' quick sedans...the 1971 Holden Monaro of Gary Jackson, while Carol Jackson entered her 1972

XU1 Torana and Kev Heffernan his 1971 XU1.

Saturday May 26th at 7.45am was when it all got down to business, with perfect fine but cold weather (for us Queenslanders not used to it... and the dark at 7.00am mornings). The very experienced, efficient crews of Winton scrutineers had the cars and bikes through the process with the bare minimum of fuss, and it was a fantastic sight to see, hear and smell the huge variety of exotic machinery all lined up. The atmosphere was electric and we all anticipated a great weekend's spectacle... and we weren't disappointed.

The practice sessions followed and Lloyd in the yellow TC was fairly consistent in the late 1.20s as he learned the track, in company with a huge number of locals, who were using every line imaginable around the crowded tight short circuit.

The racing kicked off with the huge field of bikes, the racing vintage and classic bikes, in 5 classes, then the ever spectacular sidecars, then the later post classic bikes....all very noisy and close.

Then came the cars...all together a total of 47 races for the whole weekend, regularly interspersed with the bikes and sidecars.... just like 'the old days' that we all enjoyed back in the 1950s and 60s, with the packed and colourful fields and very close racing... and regularity events that were every bit as interesting and exciting, with many close dices of equally powered cars all over the track, all of which could be seen from the hill near the pit area... fantastic and un-forgettable.

Highlights for your writer were many,



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especially the huge number of 'square rigger' MG specials, which we never see in the same numbers together here in Queensland. There were fast and slow ones, but all were a fantastic sight out on the track which they were made for and each and every driver (and spectator) had huge smiles on their faces all weekend. Exciting and close racing in all categories was the feature of the whole weekend and the spectators were treated to the sights of the old 1960s racing again, like no less than 15 Minis in Group Nb with a single 4.7litre Mustang amongst them, not able to get past the flying Henry Draper in an incredible Mini that kept him at bay all race, the twisty circuit suiting the smaller cars.

The same happened in the Group J & K racing with eventual 'driver of the meeting', John Payne from SA with his very fast and agile little red MG J2/supercharged XPAG engined racer (my favorite) seeing off no less than ten V8 powered racers including our GEAR legends from Qld, Dick Vermeulen (3rd) and Rod Mc Mullin (4th) in race 12. John did it again in race 27, with Dick 5th and Rod 7th. The tables were turned, however, in the handicap race on Sunday when Dick managed to stay ahead of the incredible little MG to gain first place, Rod was 12th in this one.

Again in Group S sports cars, the twisty club circuit suited the smaller cars, with Brian Weston from ACT in a super quick 1275 cc MG

Midget, keeping out a Shelby GT 350 Mustang of 4.88litres and a DeTomaso Pantera of 5.7litres..... what unforgettable sights.

The Lb Sports and racing class races had that perennial fellow GEAR driver, Dick Willis, out in front in his beautiful 1968 Cooper Climax, but in one race he was harassed by the very fast and nippy little ex Lex Davison 1100cc HRD Vincent engined Cooper now owned by Fred Greeneklee from SA. Unfortunately in the first of these races for the weekend, our local hero Mick Arnold broke the mainshaft in the Sharp Holden—the TC gearbox finally showing its age, so he became a spectator for the weekend.

Queensland had three sedan representatives, with the Sunday Racers team of Gary (V8 Monaro) and Carol Jackson (XU1 Torana) and Kev. Heffernan (XU1 Torana) journeying down in their very impressive and professionally set up pantec and giving the southerners a run for their money. They were consistent in their racing too, with Gary 5th in his two races, closely followed by Kev, who was 6th both times. Carol was 16th and 22nd in the same races. There was a special feature 'Holden vs Ford' race on Sunday with GMH products cleaning up the first 5 places, before the Mustang of Andy Clempson got in the act. This time, Kev turned the tables and was 4th, closely followed by Gary, 5th, and Carol made 13th.

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In the Regularity events there was a huge turnout of cars of all types, shapes and sizes, classed into 'Vintage' with 14 cars up to 1930, from the four diminutive 747cc Austin 7s, (two owned by Paul and Merv Boatwright who won the 'Family' trophy) through the thoroughbred Bugattis, Delage, Vauxhall 30-98s, the spindly wheeled 1915 and 1917 'T' model Fords, up to the 5000cc 1927 Cirrus aeroplane engined special of Frank Cuttel.

'Post Vintage' cars of the 1930s had 23 cars entered, from the beautiful 1932 Alvis Speed 20, through 4 MGs, a PA, a J2, an NB and a striking, black noisy supercharged TA special, even more Austin 7s (10!), SS Jaguar, Singer LeMans, S/C Standard, etc to the American Ford and Plymouth specials, even including a 1936 'stockcar' Ford Coupe that looked fabulous in maroon and cream and sounded beautiful.

Fifteen Post War (WW2) and Invited Cars completed the huge field, and this is where the numerous MGTC specials were (7 in total), short ones and standard ones, all looking and sounding great. As well, the noisy V8 American

'Bocar' sports car was there, just to show up the locals, two Lago Talbots, a D Type Jag replica, Morgan, Peugeot and Ford Specials added to the variety of this class.

When they all eventually got out on to the track, all having their personal dices with similarly timed rivals, it was a tremendous sight around the whole track with the spectators not knowing where to look as there was so much happening. This is the appeal of Regularity events and fields like this are not common in Queensland.

But it was a Queenslander, our own Lloyd Muller, in his striking yellow TC Special, who won his class from 14 others and came 2nd in his second event on the track. His first visit to Winton is going to be remembered for a long time, as will his 'Grandfathers Racing' crew.

The crew has already booked the same accommodation for the next year's event and there may be one or two more cars going as well. Historic Winton is an event that should be a 'must' for everyone interested in these cars and is well worth the 1500 km trip.

NOTICE NOTICE NOTICE



ANNUAL GENERAL MEETING

WEDNESDAY 19th SEPTEMBER 2007
7.30pm at 8/16 Collinsvale St, Rocklea

AGENDA

- Open Meeting and read and accept previous minutes
 - Management Committee Report
 - Treasurer's Report
 - Auditor's Report
 - Elect President & Committee for 2007/2008
 - Elect Auditor
 - Election of nominated recipient of Honorary Life Membership
- MEETING CLOSE

A General Meeting will follow, hosted by the incoming Committee at which members are invited to raise items of interest.

To assist with preparation of the General Meeting agenda please phone David Miles (3892 2699) by 7/09/07

At the conclusion of these meetings, food and drink will be available.

CONCOURS 2007





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CONCOURS 2007



With Southbank being unavailable because of the water restrictions, Concours was held at Sirromet in conjunction with the inaugural Cavalcade of Classic Cars. The new venue proved to be ideal with all conveniences close at hand and with a lovely vista from all picnic spots.

With so many excellent photos from the event available from Jeff Caldwell, we'll leave it to

the photos to do the 'talking' other than to thank Bill Ferguson and crew for their organization of the event, all the judges who took on such an unenviable task and Shannons and PPQ for their sponsorship.

There were two overall winners, Cyril Bennett's MG TF (transported there by Barry Evans while Cyril and Marie were away) and Debbie Slattery's MG ZR.



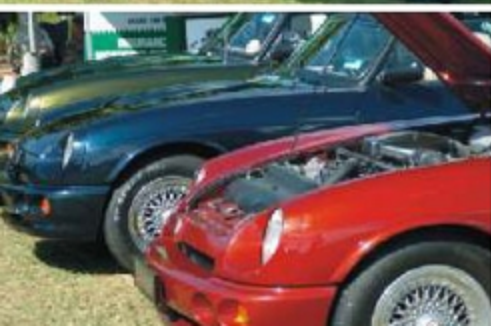
CONCOURS 2007



Class winners were:

Class B:	Pre-war sports under 1000cc	Geoff Wigg
Class C:	Pre-war supercharged racing and sports over 1000cc	Dino Mattea
Class D:	MG TC	Ron McLeod
Class E:	MG TD	Ron McLeod
Class F:	MG TF	Cyril Bennett
Class G:	MGA Roadster (Single cam)	Rodney Lapworth
Class H:	MGA Roadster (Twin cam)	Dan Casey
Class I:	MGA Coupe (Single cam)	Dino Mattea
Class J:	MGB Mk I (Pull door handles)	Donna Hardy
Class K:	MGB MK I (Push door handles)	Gary Lawrence
Class L:	MGB Mk II	Peter Gannon

Class M:	MGB Mk I and later	Denis Thomas
Class O:	MGB GT Mk I and Mk II	Steve Austin
Class P:	MGB GT BL and later	Ben Cain
Class Q:	MGB Rubber bumper	Pat Collins
Class R:	MGB GT V8 and Costellos	Anne Mulder
Class T:	MG Midget	Ron Clydesdale
Class U:	MGY Saloon and Tourer	William Spall
Class V:	MG Magnette ZA to MK IV	Ken Middleton
Class Y:	MG Specials (Post TF)	Steve Fawcett
Class ZA:	MG RV8	Nicholas Karlos
Class ZB:	MGF	Kayleen Ramsay
Class ZC:	MG Saloon Post 2000	Debbie Slattery
Class NM:	Non-MG Marque	Greg Voltz





Queensland Hillclimb C

The 2007 QHC produced 6 new records including a new outright record, three drivers in the 37 sec bracket as well as the top three contenders being separated by just 0.36s. What a weekend!

Practice on Friday enabled visitors to inspect the track and become familiar with the layout. For some regular Tighe Cams competitors there were some shake-down runs practice is for practice. One car that attracted interest was the Gould GR55B of Andrew Howell (see notes on cars at the end of this report).

John Broadbent endured another frustrating day with the Triumph TR8. After much work sorting the suspension (rear shock absorbers too soft and one front unit frozen in position), a welsh plug then dropped out followed later by some strange rattling noises from the engine. Luckily John was able to drive the trusty Spitfire on Saturday.

Bob Haines found the development on his

HRC Mk I improved it and with more brake bias to the rear was now able to use 3rd gear for the first time.

Since last meeting, Ken and Pauline Graham had completed an engine swap and reported that this engine had more mid-range torque.

Saturday practice produced overcast skies, however no rain.

Steve Anderson retired on his 2nd run with a suspected blown head gasket, thus ending the weekend for his Nedelko MG NS01.

Heath Campbell spun his VW in the middle of the first loop and finished up resting in the chain wire safety fence which did its job as designed forty years ago as the chain wire stretched and held the car from leaving the bitumen. Damage was one fence post (easily replaced), a crumpled front number plate and NO bent body panels.

Richard Mattea was hampered by a slipping



▲ The Axtell Suzuki made a trip back 'home'

◀ The best seats for viewing

hampionships

clutch in the Bulant meaning his times were about 1.5s slower than his best.

Pauline Graham recorded two runs in the 47s (47.76 and 47.42), her best times to date.

Bill Norman had a misfire in the Gecko; however, Bill said the Kawasaki engine requires an airbox as, without it, the jetting of the carburetors is out. One was fitted on Saturday night.

Chris Sloane used his first run to bed in new brakes before resuming normal times.

Steve Arlidge in the Arlidge Construction Suzuki Swift performed a 180° spin coming out of the first loop. Prior to the event, Steve had updated the suspension (Konis all around) and with the limited slip diff Steve lifted off and the Suzuki spun. We heard it, we saw it, we saw the boot lid open as Steve jumped on the brakes to stop the car rather than fight it. The Suzuki stopped with Steve facing from whence he came with nil damage,

only a colour change to his complexion.

Yes, practice is for practice.

Many Tighe was on crutches as she had broken some bones in her accelerator foot but of course this did not stop her competing.

While most returned home after practice, Neil Lewis replaced the differential in his Cortina. A new ring and pinion was required, the work carried out by torch light with a hearty band of fellow competitors offering many words of wisdom or just insulting comments.

Sunday morning brought overcast and grey skies but no rain.

Nev Newton's event was over as he attempted to leave home. He had either broken a crankshaft or the flywheel had come loose, most probably the latter.

Naturally the main focus was on the outright positions. Prior to the event, Alan McConnell

had been the first under 38s with a 37.58 set last year.

The knowledgeable crowd displayed their appreciation as first Peter Gumley did 37.75, Andrew Howell 38.32 and Alan McConnell 38.75 then Howell 37.47, Gumley 37.62 and McConnell 37.88. Gumley sealed the win with a 37.42 from Howell 37.47 and McConnell 37.78. The split time display kept all informed on the progress of these runs.

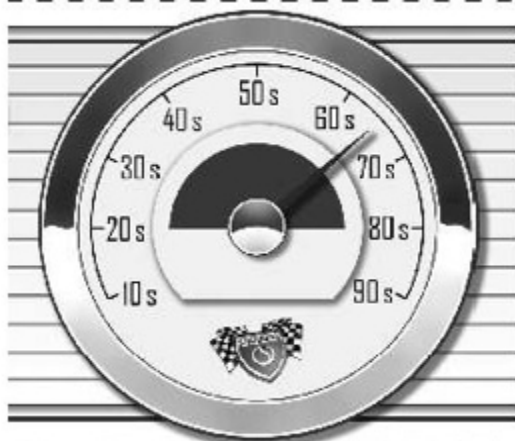
All classes were important for records were to fall.

Road Registered cars up to 1800cc saw Randall Bryson (Suzuki Swift GTi) leading after the first run until Shane Aldridge (Suzuki Swift) moved ahead with a 52.20 then a best run of 52.18 to Randall's 52.85 with Russell Bryson (Suzuki Swift GTi) 53.98 and Alan Roberts (Alfa Romeo 33Ti) on 61.34s. Regular competitor Jeff Oldham (Datsun 1600) won the 1601-2000cc class in 48.95s from Dave Sidery (VW type 1) with a 57.28s. The larger capacity class saw a continuation of the Craig

Hornibrook and Dave Homer dice. Craig (Holden Commodore) was first ahead with 48.12 from Barry Hayes (Commodore, 49.22s), Scott Sadler (Subaru WRX 48.29) and Dave Homer (Suzuki Swift Turbo, 49.57s). Dave then took the lead with runs of 47.19, 46.99 and 46.98 to Craig's 47.99 and 47.65 until Scott captured second place with a 47.43 to place Craig third in class. Next were Barry Hayes (49.22), Owen Burton (Commodore, 55.55) and Kenneth Davey (Holden Vectra, 65.13s).

Lindsay Hay won the Formula Ford class in 46.77 from Darren Harris on 47.22s. Steve Riley won the Formula Vee class in 49.62s.

In the Historic classes, Group L went to Peter Quayle (Jolus Minx, 49.15s). Group N (up to 2000cc) was won by Neil Lewis (blue Cortina, 50.06) from Mandy Tighe (Ford Escort, 52.4) just edging out John Stratton (Cooper S, 52.62) with Neil Lewis (relief driver in his other white Cortina, 55.38) next from Paul Shergold (in Neil Lewis's white Cortina, 58.06s). Glen Wesener's record of 48.12 (Group N, 2001cc



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and over) was almost captured by Brad Stratton as Brad recorded a 48.15 in his Torana GTR XU1 to win the class from Glen (Torana GTR, 48.72) and Anthony Beahan (Torana GTR XU1) on 49.97s.

Group O was a Croston family class with son Damien being victorious in their Nova KM200 sports car in 48.95 from father Richard on 50.86s. A new Group Q record was set by Bill Norton in his GRD Ford 1600cc as he lowered his own record from 43.52 to 42.90s. Next was Vern Hamilton (Elfin 623 1300cc) with a best time of 44.14s.

Clinton White (Escort) was quickest in the Improved Production up to 1600cc class with a 50.18 run ahead of Ken Urquhart (Suzuki GTi) on 51.35s. Danny Mischok continued to dominate the 1601-2000cc class in his Escort with a best of 46.30. Next was Heath Campbell (VW, 47.88) ahead of Gary Pitt (Escort, 47.77), Nathan Abbott (VW beetle, 48.47), Christine Campbell (VW, absolutely happy with her sub 50s runs for a best of 48.59), Chris Sloane (Datsun 1600, 49.13), Graeme Hodges (Escort, 52.02) and John Abbott (VW Beetle, 52.68). Whilst waiting for his third run, Graeme Hodges had the left rear wheel come off the Escort. Apparently all four wheel nuts sheared, luckily while the car was stationary. On closer inspection, it appeared that metal fatigue was the cause and Graeme will have the remainder crack-tested before any more competition as he suspects a faulty batch of studs. The 2001-3000cc class was won by Ken Graham with an excellent time of 46.87 from wife Pauline on 47.71s. John Gilbert was quickest in the 3001cc and over class with a best time of 47.41 from Martin McLoughlin (Torana, 47.69) and Jamie Fairfull (Torana, 49.17).

Des Edwards kept his class-winning record intact by being the quickest in the Marque Sports cars up to 1600cc class. His best time in the Westfield was 46.07. Next was Bruce Chamberlain (Westfield, 47.57) ahead of Paul Masterson (Maxim 7 clubman, 48.40), John Broadbent (Triumph Spitfire, 52.12) and Scott Doyle (Fiat X1-9, 57.33). Daryl Searle's day ended on his first run at the hairpin out of the second loop when the throttle jammed open with the engine on the rev limiter. Once again



▲ Junior members of the Haines and Maffei pit crews



▲ Peter Quayle found the Gecko's discarded wing made a great table

▼ Keith McConnell and Ivan Tighe deep in conversation



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GT RADIAL



A colourful line-up in the pits

the Queensland nuts did the job of stopping a car with Daryl and the Amaroo clubman suffering only a bent right hand wishbone and shock absorber. John Walker (MGA, 49.56) won the 1601-2000cc class from the Toyota MR2 Spyder of Brad Kirkness (52.22). In the 2001-3000cc class Bill Black (Porsche 911) lowered the class record to 47.06 on his second run. Bill led home the Datsun 240Zs of John McKeon (49.89), Travis Bryson (51.83) just ahead of Ross Bugey (51.91). The over 3000cc class went to the Triumph TR7 V8 of Simon Rhodes with a best time of 46.17s ahead of the black Mazda RX7 turbo of Troy Moffitt (48.47) and Barry Evans (MGB GT V8) who lowered his own MG record to 50.34s.

The Sports Sedan up to 1600cc class was Darren Duffields (Mini Clubman, 48.83). Alex Cowie (Escort, 47.74) claimed the 1601-2000cc class from Tyson Cowie (Escort, 48.11) and Bundaberg visitor Stephen Bell (Escort, 49.48s). Michael Collins (Subaru WRX Turbo) was the victor in the larger capacity class with an excellent 43.87 run from Sean Sorensen (Ford Anglia, 48.51).

Geoff Lord in the ex-Lake family Axtell Suzuki was quickest in the up to 1300cc Formula Libre racing cars with a 44.03s run. Alan McConnell won the 1301-2000cc class with a 37.78s time ahead of Rod Johns (Norris Hawk, 44.03). Peter Gumley won the large capacity class in a new class and outright record time of 37.42 to the 37.47s time of Andrew Howell. Next was Warwick Hutchinson (RPV J4F) in 40.69s and this must be one of Warwick's best drives in this car. Bob Haines recorded a personal best of 45.02 but then, before his final attempt, the HRC blew an oil line and this put an end to his day.

Fastest Sports car on the day and with a new class record was Richard Mattea who recorded a 44.94 in his Bulant on his fourth run. Jim Peall (Ford Anglia, 52.29) won the Sports car closed up to 2000cc class whilst Stuart Inwood established a new record of 45.95 in his Nissan R32 GTR in the larger class. Next was Darren Barnes (Nissan GtiR turbo, 47.60) and David Shaw (Subaru WRX Turbo, 51.84). Unfortunately Bill Norman's first run ended at the hairpin due to damage to the chainsprocket.



▲ The Rileys deep in relaxation



▲ Warwick Hutchinson with the Gumleys



▲ Dick Johnson catches up with Joan Appelby and Bob Willson



▲ The most expensive seats in the 'house'?



▲ Dick Johnson was an interested spectator

Fastest times on Sunday were:

1.	Peter Gumley	37.42
2.	Andrew Howell	37.47
3.	Alan McConnell	37.78
4.	Warwick Hutchinson	40.69
5.	Bill Norton	42.90
6.	Michael Collins	43.87
7.	Rod Johns	44.03
7	Geoff Lord	44.03
9	Vern Hamilton	44.14
10	Richard Mattea	44.94

Patron Dick Johnson presented the outright awards and Dick's time was appreciated given that the Eastern Creek event was the following week. Trophy winners were:

Tasman Building Society Perpetual Trophy for FTD - Peter Gumley

Glyn Scott Perpetual Trophy for Fastest Sports Car - Richard Mattea

Martin Tighe Trophy for Fastest Formula Ford - Lindsay Hay

Vince Appleby Trophy for Fastest Sedan - Michael Collins

Paul Aitken Trophy for best average time by a Motorcycle powered car - Alan McConnell

Hamilton Trophy for Best Historic Car - Bill Norton

A big 'thank you' to all who assisted throughout the weekend as this input ensured the smooth running of the event.

The Australian Hillclimb Championships will be held on the first weekend in November. Practice will be on Thursday and Friday (1st and 2nd) with official runs on Saturday and Sunday (3rd and 4th). Will we see a 36s time? Many say 'Yes' whilst a few believe a 35s time is achievable.



▲ Part of the crowd at the presentation of trophies



▲ Ann Thomson presented the Glyn Scott Trophy to Richard Mattea



▲ Alan McConnell Aitken Trophy to Johnson

Notes on cars

MGCC Newcastle visitors Heath and Christine Campbell said their VW produced about 160 bhp at the wheels through a close ratio gearbox. Heath said that some parts are still VW. This power output seems a little more than Dr Porsche or Herr Hitler envisaged for the people's car in the 1930s. After Heath's spin, the crumpled front number plate was souvenired by Christine to prove 'He did it.'

Danny Mischok had spent a day at Morgan Park to sort out suspension settings and brakes. The brakes were working fine; however, the car still has some understeer. A new bottom end for the engine is also to come soon.

Visitor from Bundaberg, Stephen Bell, in his very beautiful Mk1 Escort was running to gain more experience with his machine. His engine has a Cosworth crankshaft; however, the cylinder head has not undergone any major development to date.

Bill Norman presented his replacement for the Special K sports car he drove last year. The Gecko is powered by a Kawasaki engine, overall weight approx. 300 kg and has an enormous rear wing which Bill said was made from a surfboard. Main comment from observers was that this creation really captured the lateral thinking concept.

Must be the return of Toranas for five had entered. Certainly the GTR model of Jamie Fairfull and the XU1s of Brad Stratton and Anthony Beahan all used triple Weber carburetors whilst Glen Wesener remained faithful to his triple SU set-up.

Peter Gumley was running a new electronic ignition on the Wortmeyer SCV. This car was designed by Errol Richardson and built in the late 60s/early 70s and has been updated over the years.

Andrew Howell's Gould was built in 2006 and arrived in Australia in September 2006. Andrew was told that it would take him some 18 months to really drive the car so he said he is still serving his apprenticeship. The Gould is powered by a 2.65L Nicholson McLaren V8 engine through a transverse sequential gearbox. Originally the engine was a XB Cosworth Turbo to be used at Indianapolis but Nicholson have rebuilt some engines without the turbochargers.

The 1961 Jolus Minx racing car of Peter Quayle was designed and built by Bob Joass in Sydney for Jim and Carmen McGuire. It is powered by a 1494cc Hillman Minx push rod engine through a 1956 Ford Zephyr clutch and 4 speed 1958 V8 gearbox. Peter has owned the car since 1968 with previous drivers being Barry Collerson (1961/2), Barry Loh (1963/4) and Peter Cohen (1965-68).



received the Paul
ophy from Dick



▲ Dean Tighe presented the Martin
Tighe Trophy to Lindsay Hay



▲ Michael Collins received the Vince
Appelby Trophy from Joan Appelby



Book Review

by Malcolm Spiden

Mike Lawrence's book "Brabham+Ralt+Honda" is the story of Ron Tauranac and his involvement in the construction of customer racing cars. From his first cars (500cc RALT Formula 3) built in Sydney in 1949/50 Ron was to design and construct some 553 Brabhams between 1961 and 1971 plus some 1083 RALTS between 1975 and 1998. Thus Lawrence's book is in two main parts dealing with both marques.

Ron, a trained draughtsman, first met John Arthur Brabham in Sydney where Jack operated a small machining business. When Jack was a works Cooper driver he sought Ron's input to lower the Climax in his "manx Tail" Cooper by some 3 inches and later to improve the suspension layout for the Cooper T53 (Lawline Cooper).

Motor Racing Developments (MRD) was established as Brabham believed the standard of construction and supply of customer racing cars could be done better than the current manufacturers were providing. The name of the cars was changed to Brabham when it was pointed out to both Jack and Ron that MRD (pronounced merde in French) meant something disgusting. The philosophy at MRD was to service all customers equally by building safe, maintenance-easy cars with readily adjustable chassis and suspension settings to enable the cars to be tailored to a driver's particular style. The Brabham cars raced by the Brabham Racing Organisation (BRO) between 1962 and 1965 were customer cars.

Ron was a leader even though he stuck with space frame chassis rather than monocoque construction. He was first to use adjustable anti-roll bars, daughnuts instead of splines for length change in the final drive, front and rear aerofoils, duck tail body mounted aerofoils, and in 1963 he was the only one to do wind tunnel testing.

Both Ron and Jack nurtured the engineers from Honda (Nobuhiko Kawamata and Tadashi Kume) for their entry into motor car racing as opposed to motor cycle racing. They took time to teach the engineers that their first engine was too tall and too top heavy with a narrow power band all wrong for a racing engine. In 1966 Honda ordered eight Brabham BT18B cars for

their racing school; the cars were basically Formula three using Ford Kent engines (Formula Ford some 18 months before Formula Ford officially launched). Honda supplied engines for both Brabham for Formula 2 in 1966 and for RALT between 1980 to 1987 for the RH6, RT20 and RT21's.

Lawrence reports that Ron was a demanding person to work for as he was a "hands on boss". He was always looking over employees' shoulders, making comments and as Lawrence puts it "was almost always right". He was just as difficult with his suppliers in order to obtain exactly the product he wanted; however, once his standard was met he never argued with the price, but paid on time and to the penny.

His catch phrases included "naaaa that's not good enough", "no, no, no, no", and "turn the nut not the bolt" ("by turning the nut you get a better feel for the tightening torque, if you turn the bolt the friction of the bolt shank gives an incorrect torque reading").

At the end of the book is an appendix entitled "Ron's design philosophy for production racing cars" in which he describes the process he uses to create a model and the method he uses during a test session to deliver the car's full potential.

Lawrence devotes some pages to the involvement of Repco and the association with MRD which produced two world championships (both for drivers and constructors in 1966 and 1967). He identified the problems Repco faced while servicing their customer some 12,000 miles away, the spiralling costs associated with the development of a Grand Prix engine, and ultimately the choice the company faced between being a purely motor parts supplier to the general public or concentrating on motor racing.

I found the book a very easy read and quite enjoyable as it gave a little insight into racing teams of two eras. The racing successes are described as well as the defeats, whether through mechanical mishap or human error. The author also presented the technical information in easily understood language (good for us Luddites) which added to my enjoyment.

Bits & Pieces

Update on the 2008 National Meeting

The first Bulletins and Newsletters regarding the 2008 National Meeting are now on the MG Car Club (NSW) website www.mgcarclubsydney.com.au. Please let me know if you don't have internet access, and I will forward hard copies to you as I receive them. As the size and frequency of these information bulletins are likely to increase as we draw closer to Easter, it would really help to keep postage costs for our club down if members could endeavour to access them online.

If you haven't completed an "Expression of Interest" form and don't have one, I can forward a copy to you. Completion of this form enables MGCCS to forward documentation for the event to all participants.

We now know that the Theme Night will be "A Little Bit of Country". Any suggestions for a suitable song and/or costume for MGCCQ will be gratefully received.

The latest bulletins on the 2008 Nationals will be available on the National Meeting page of our club website www.mgccq.org.au

Regards,

Desley Collins MGCCQ, Coordinator - Nat Meeting 2008

Email patdes@bigpond.net.au Phone 07 3245 3149 Fax 07 3245 4223

There were many good things about the QHC but, one thing that regularly happens, is that people we don't get to see too often take the time to come to the hillclimb and relive the 'old days'. Just some of these people spotted amongst the crowd were John Lungren (winner of the Glyn Scott Trophy in 1974), Ken Peters (Chief Steward at the 1st hillclimb and then a competitor after that) and Ron Pommerel (winner of the Glyn Scott Trophy in 1990) and Bruce Dalziel (winner of the Glyn Scott Trophy in 1977).



◀ Narelle and Ken Peters

▼ Malcolm Campbell, Ron Pommerel, John Campbell and Bruce Dalziel



Is there someone in the Club who subscribes to 'Race Car Engineering' magazine and then doesn't know what to do with them after they have been read? We have had a request for these in the library so if you can help us out this way, please let David Robinson or Elaine Hamilton know.

Bits & Pieces

Else where in this issue you will notice a one-off ad from Wayne Henman of the House of MG. It concerns a MONSTER SALE coming up on 6/7th October.

Please note that there has been a price increase for 'Loaded' magazine. Club members' discounted price is now \$6.

A number of Club members regularly enter 'Speed on Tweed'. They are reminded of the need to have a 3rd party extension on their insurance if their car is road-registered.

An interesting snippet from Harvey and Daphne Mills:

'In February, 2006 Daph and I travelled to Hobart for one of our Naval Association's AGM. We flew to Melbourne and met with some friends of ours who drove down and we went over on the ferry and the rest of the trip with them.

Driving down from Devonport to Hobart, we stopped at a little village, Ross by name, for lunch and a coffee. The building and its annexes were probably around circa 1800.

After lunch I / we had to make the obligatory comfort stop and enquired as to where the facilities were and were told to go out the back, past the first sheds and around the corner. On going out the back, you can imagine my surprise when I came across the following.'



The MG Rally Waitangi NZ will be held from Monday 31 March until Friday 4 April 2008. Entries can be competitive or social. For more information and entry forms go to www.mgclub.org.nz.

Have you been to 'Speed on Tweed'? Roger Paltridge is once again organizing a Club run to this marvellous event at which a number of Club members compete. Full details are in 'Noticeboard' on page 5.

Congratulations to Philip Youel who has no hesitation in traveling to get the most enjoyment out of his motor sport. Events include the 6 hour relay race at Winton and a class win (5th in class last year) and the Maryborough sprints as well as his regular trips down to Mt Cotton. Supp regs and entry forms for this year's 6 hr Relay at Winton are now available if you'd like to join Philip in having fun there.

Congratulations to John and Cathie Currie on the addition of daughter Madeleine to their family. Madeleine was there to see John giving his Escort an outing at Morgan Park on July 15th.



Two significant books on the history of motorsport are nearing completion. One is a book on the Tim Harlock-designed Centaur cars and is written by John Campbell. With most Centaurs having been owned by an MG Car Club member at some time or the other, this book will be relevant to many of us. The other book is a history of the 40 years of **MI Cotton** hill climb. Details on how to purchase the Centaur book are below. The Hill climb book will be available for sale at the **AHC**.

CENTAUR

The Story of Eleven Australian Sports Racing Cars By John Campbell



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This quality hard cover book tells the story of the designer, the original builders, and the owners and drivers of these engaging Queensland-built racing cars. With over 240 glossy pages and 270 photos, each car has been faithfully tracked from its origin to the present day. Contributions from the original builders, stories from subsequent owners, anecdotes from drivers and crew - all lend a special flavour to this book about a wonderful little car. Including photos of the construction of the iconic Centaur Waggott, the last clubman built and the secret but stillborn monocoque car, this book tells the complete Centaur story to date, opening the way to a rewarding future for these cars.

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torsional stiffness ensured their success ..."*



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Contact John Campbell at insideline@bigpond.com to reserve your copy now.

Get one with your own racing number if you're quick. Expected publication date is 3rd August.



▲ Allan Dansie MGB GT



▲ David Godwin MGA

The Bob Jane T Mart 150 **Wheels on Wide Bay** 2007 was held in Maryborough over the weekend of 23-24 June. It was attended by quite a few MGCCQ folk and two MGs.

Alan McConnell in the Van Dieman created a new track record of 39.45 seconds and won a \$1000 award for his effort. Warwick Williams with his Maserati replica received an award for best presented vehicle.

Our club members and their relevant class awards were: Neil Lewis (1st), Kevin Charlton (2nd), John Broadbent (3rd), Phillip Youel (2nd), John Currie, David Southgate, Bob Hanson (2nd), Ken Martin, Allan Dansie (MGB), Matthew Mirfin, John Davies, Michael Peall, Jim Peall, Warwick Williams, Ian Fettes (3rd), Philip Young, Alan McConnell (1st), Danny Mischock (1st), David Godwin (MGA) (1st), Robert Haines (2nd) and Matt Behan (3rd).



Kaye Dansie was our raffle-ticket-seller-extraordinaire at the Qld Hill climb Champ-

ionship. We thank her for helping out with this sometimes onerous and thankless task which she actually seemed to enjoy as she kept her smile the whole time!



CHAPTER CHATTER

Wide Bay Chapter

By Ian Bryant

Seven cars and fourteen members of the Wide Bay Chapter celebrated the glorious but fading Autumn weather on 16 May with a bushland barbeque at the country home of Bob and Jan Mortimer at Bauple, following the (now) compulsory highway caffeine stop at Sexie Coffee. A tour of the property and a quick brief and intro to native tree propagation led naturally onto the health benefits of home brew and bbq sausages. An early morning run the following Sunday to Burrum Heads for a bbq breakfast (and a determined foray into Torbanlea's new outdoors shop, led by Vicki Worland) saw 16 members and ten cars make the run. Helen Bryant's spridget "Mintie" was wheeled out to stretch its legs, as was Ian Bryant's MG TD. A short run on Wednesday 30 May by five cars and seven members saw May out and the start of much cooler weather.

The planned Sunday run on 3rd June was regrettably foreshortened due to very bad weather across the whole run area and thereby threatening safe driving. With fifteen people and eight cars present, the Boat Club breakfast provided the venue to catch up with Charlie and Sandy Provis who had made the journey from Biloela for the planned Brooweena-Biggenden ended-Childers run. Better safe than sorry, was the majority verdict. The following Sunday's run was short and sedate, despite being led by Peter and Jean Boxall in the TR6, but giving Graham and Chris Scott the opportunity to give their newly re-engined MG TD a good run in company. The angioplasty held up and it purred like clockwork. Seven cars and twelve members made the run through Torbanlea and Sexie Coffee. It was noted that all bar the Boxalls, Emslies, Scotts and Rod James had ragtops erected!



▲ Club members waiting for the Rattler whistle Gympie

On Wednesday 13 June saw a 241 mile run via Childers and the Paradise Dam "slalom circuit" via Gin Gin and South Kolan for a pub lunch and thence home. It was an opportunity to make up the miles after the cancelled Biggenden run and also offered Alan and Kay Dansie the opportunity to showcase other areas of their hometown Bundaberg. Six marque cars and nine members enjoyed the day - and noted as being an "Enterprising expedition" by the Dansies. The following Sunday saw 11 cars and 21 people make the run through Biggenden and on to the Cordalba pub for lunch. Patrick and James Mulholland made the journey in their new MG A "Hot Chilli" and the Dansies, with Peter and Margaret Elson from Bundaberg, also joined the southern crew for lunch. Guests Kim and Rose Boxall joined the family gathering and enjoyed the company and the weather. Constable McKavanagh assisted the local constabulary to apprehend one particularly foolish driver about Howard, but most uniforms were simply not available for such policing duties. Rather, they were out looking for the retired South Australian Police Inspector Boxall, who himself was in hot pursuit of his brother!

A short and cool run on Wednesday 27 June saw four cars and drivers reacquaint themselves with River Heads and enjoy the good run and Boat Club coffee after. The following Friday was a sad one for the Chapter as 26 people farewelled Rod and Chris James at a dinner at the Viva Italia restaurant. Rod made very clear that they will remain members of the MGCCQ and would like to remain in contact with the Chapter. We wish them both every success and look forward to participating again with them in Club activities. It as a sad note to end June with.

On Sunday 8 July however, Emslie's Run to Gympie and a journey on the "Mary Valley Rattler" was a major Chapter event. This excellently planned and executed run was led

by Bob Emslie following some very hard organisational spade work by Lyn. An icy early morning start at Hervey Bay saw some 26 people and 12 cars park in the secure Gympie station parking area and board the train at the right time. Michelle Bigaud and partner Craig participated in her first run with Club and Chapter in her Datsun Fairlady and, by all accounts, enjoyed the day. Graham and Cathy Bell in their MGB also made the journey, with Rob and Brenda Rosewarne in their Jaguar seeking shelter from the icy blast by keeping windows well and truly wound UP! A delightful day and experience well arranged and conducted. A couple of minor local midweek and early morning Sunday runs will see July out and, we hope, a return to the warmer local weather.

CHAPTER CHATTER

Darling Downs Chapter

In May and June, apart from taking part in our usual, very enjoyable, end of month runs, some members from the Darling Downs Chapter took up the invitation to participate in the activities of other Darling Downs motoring groups. Our first outing, with the Darling Downs Group of the Mini Owners Club, was on Sunday 20 May. We joined the MOC on their "Westie's Country Wander" run out of Toowoomba to Jimbour Station, approximately 24km north of Dalby.

The MO group made us feel very welcome from the moment we joined their line up of cars at the meeting point. Their Group Captain, John Westaway, had prepared a comprehensive set of instructions for the run, including a set of observation questions that certainly added to its enjoyment. The route mapped took us through farming country,

much of it under cotton cultivation, on good driving roads away from the Warrego Highway. On arrival at Jimbour we had lunch, with much friendly banter happening amongst the two clubs' members. John gave the answers to the observation questions. Of course the MG participants would have blitzed the field if only they'd had pens with them! Bob and Mavis Marsh thought that "Struth" was a mighty funny name for a local hall. However Bob said that his brother-in-law would fit very comfortably into the district as it's a word often heard coming from his mouth. All was revealed when the answers were given. The hall's name was St. Ruth. It's amazing what a difference a full stop makes!

After lunch most of the group toured the beautiful gardens surrounding the homestead and availed themselves of the many static displays giving not only an insight into the history of the garden and homestead but of the property itself. MG members who attended thoroughly enjoyed themselves and we now look forward to MOG members joining in one of our future activities.

Our second outing, on Sunday 17 June, was with the Darling Downs Veteran and Vintage Motor Club who invited us to join them on an economy run out of Toowoomba. I'm grateful to Trevor Watkins for the following report on this event.

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CHAPTER CHATTER

Downs Downer Chapter

The DDVVMC economy run was a competitive one. Our first stop was at a local service station for supervised fuel top ups.

This was done efficiently so there were no long delays. The system that the organiser used to calculate fuel economy was based on a formula that not only took into account fuel used over a set distance but also the weight of the car. Consequently, after topping up we were then directed to Wagner's concrete supply establishment where the cars were weighed. When done we were free to get under way in a most serious fuel miserly manner. The well-defined route on excellent roads passed through Wellcamp and Southbrook before pausing for a morning tea break at Pittsworth's Bridgeman Oval Recreation Grounds.

After a nice cup of tea in pleasant surroundings with enjoyable company, we returned to Toowoomba via Cambooya and Wyreema on a mix of secondary and main roads to the initial refuelling point. At the same bowser, cars once again topped up

under supervision, the results being recorded for subsequent calculation during lunch at the DDVVMC clubhouse. At this point, interest from the drivers of the three MGs in each other's fuel usage over the 108 km run was most intense. Applying skilled economy driving techniques, including disciplining himself to drive in a most unprecedented manner, Ben Cain's MGB GT (with o/d) recorded 59.5 mpg (4.77 L/100km). Ben won first prize for 4 cylinder cars with this result. Shayne and Diane Baker's rubber nose MGB roadster (sans o/d) finished with 24.12 mpg (11.75 L/100km) whilst Trevor Watkins recorded 27.95 mpg (10.15 L/100km) from his MGB GT (also sans o/d). Overall, this was a very good run, different and well organised. We thank Peter Donovan (President DDVVMC) and his members for making the MG participants so welcome.

The Chapter program, through to the end of September, is available on the Club website. If you're a visitor to the Downs, come along to one of our activities. We can guarantee that you'll thoroughly enjoy yourself.



May Mid-week Run

(Revenge of the Spidenman)

by Malcolm Campbell



◀ Trevor and Dennis wonder where they are

road leading into Caboolture and attempted a U-turn. In the ensuing mayhem, we all managed an "about face" in very busy traffic without a trip to the panel beaters. I then led the way to Scurr Rd and was feeling confident till we got to Old Gympie Road and a L onto dirt. No way. Ian Fettes said that he'd done this run earlier in the year with Mal, and felt he could get us back on track.

But we were hungry little vegemites and really wanted our tea and bikkies so a quick discussion over maps and we were off to the Steve Irwin Way and a welcome morning tea stop at Matthew Flinders rest area, although he had left long before us! Ironically, the local tourist bureau had a caravan there and this was loaded with maps. He was a very popular person. It was here that a few elected to return home for other commitments.

It was agreed that Eumundi was too far away for lunch now, so we headed off to the Mooloolah Connection road and across to Eudlo, Palmwoods and up the nice twisty bit, turning right at the top of the range to Montville, through Flaxton and off left at Mapleton to the Mapleton Falls for a late lunch. Unfortunately, things unravelled again as we "lost" a few more cars between Palmwoods and lunch. Only five cars finished the run probably because these cars had mobiles and phoned for late breaking (not late braking) changes of direction.

So a genuine thanks to Mal Spiden for the entertainment. He did his best but simply did not have enough time to drive out the run. We enjoyed some great scenery and we also have offers to plan future runs, which I'm sure will be well received by those who have planned so many this year.

A smaller than

normal group assembled at Shell Nudgee to enjoy a challenging day run. There were admirable glances from many when John Tait turned up in his brand new midnight blue MX-5. Numbers were down because it wasn't until quite late that the run was actually planned, with the web-site saying that a run would not take place until a volunteer put his hand up. An already busy Mal Spiden did that and planned it by UBD and associated maps. "Best laid plans of mice and men..." President David was inundated with offers to plan future runs for this year, which means we'll see new roads and fresh ideas. Excellent!

So we departed in clear blue skies with very clear instructions with map cross references, and everything worked like clockwork. Travelling through some newly built roads of Strathpine and Petrie, we approached Caboolture via some old roads with green surrounds and nice views to Mt Mee. The fabulous sports car road, Old North Road, would have been great, if only there wasn't a speed limit.

Approaching Wamuran, my navigator was skilfully checking ahead and glumly advised me that Cooloolabin Dam was in fact a rubbish dump! Actually the map reference was to the Sunshine Coast section and she was still in the Brisbane section. Now, Mr Spiden is a comic, but he's never that nasty!

As we travelled through Wamuran, things unravelled. I missed the "second L and over railway crossing" but saw a "L (not R as said) into Station Rd" but was in a convoy of sports cars and felt obliged to follow the leader. We then all stopped in the busiest section of the



▲ Lost in the forest



► Which way from here?



► Maybe these maps will help....



▲ At last, the morning tea break



▲ The survivors, those who made it to lunch



▲ One use for the route directions

Participants:

David Miles and Kerry Horgan	Mazda MX5
Vern and Elaine Hamilton	Honda CRV
Paul Wilson	Mazda 626
Ian Fettes	BMW Z4
Fred Nelson	Honda
Erroll and Wendy Hoyer	Ford Territory
Jenny and Steve Austin	MGB
Steve and Lesley Pyott	BMW 535i
Bill Donovan	MGB
Malcolm Campbell and Renate Koehn	Mazda MX5
Bruce and Tip Ibbotson	MGC GT
Trevor Mills and Dennis Thomas	MGB
Barry Smith	MGB GT
John Tait Mazda	MX 5

▼ Yes, it was worth it!





Wednesday 27th June

Midweek Run

By Bill Donovan

Twenty-one cars gathered at Goodna Park including Steve and Jenny Austin's RV8 MG with a 4.2 Rover motor. We had a very good gathering considering the weather conditions. We went to Mt Tamborine via Canungra. We left at approximately 9.30 am and fortunately we went around the back way through Redbank Plains to the Cunningham Highway as there was an accident on Ipswich Rd and it was closed.

We then went onto the Cunningham Highway for some 10 km, then left towards Boonah. The countryside was very dry on this side of the range. We stopped at Beaudesert Park for morning tea, a lovely park with all

conveniences. We then proceeded to Canungra where we got a little mixed up with some taking the short cut and some went the other way. We all met at Canungra then onto Tamborine up the back way, on the Goat track.. What a climb! there are sections that are controlled by lights as it has one way areas. However we all got there. Tamborine has to be one of Australia's best scenic areas. We were to have lunch there at the Tamborine National Park but we moved on as there were no facilities. I have learned that in picking a spot for morning tea and lunch you must check that it has all facilities including a kiosk. Although it was a very cold day with a cold wind we still had a good day with lots of fun.



▲ The cars at morning tea at Beaudesert! Photo by Ian Fettes

▼ All hands to the job of getting Owen back on the road



▼ A sheltered spot for lunch



Participants:

Tom Storrie	Subaru
Vern and Elaine Hamilton	MGB GT
Bill Donovan	MGB
David Miles	MGB GT
Kerry and Val Horgan	Mazda MX5
John and Tricia Cranley	Honda NSX
Ian Fettes	BMW Z4
John Walker	MGB GT V8
Clare and Steen Andersen	MGA
Steve and Jenny Austin	RV8
Bruce and Margaret Richardson	MGB
Peter Smith and Windy Pweel	Smart
John Tait and Dee Anderson	MX5
Trevor and Joy Jones	MGA
Denis and Diana Kelly	MGB
Bill and June Spall	MGY
Bruce and Tip Ibbotson	MGC GT
Allan and Joyce Tebbutt	MGB
Bruce Mutch and Ross Brunkhorst	Subaru Forester
Andrew and Brighton Lake	Hyundai Getz



▲ Most cars sheltered under the gums



▲ Bruce and Tip admired the Kelly's MGB



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Chris IN

It was a beautiful clear and crisp weekend in Warwick for the weekend away. Wonderful organization by the Walkers had everything running smoothly from the accommodation, the special Christmas feature of presents for everyone, to the efficient organization of the track time at Morgan Park. Their efforts in making this annual weekend away a success are always appreciated but, in light of the fact that they were due to depart for Russia early on the Monday morning, their work was even more appreciated. After ensuring that everything was well underway at Morgan Park, they departed to go home and do their final packing.

Twenty six cars provided a cavalcade of colour and variety as the Club run made its way to Cherrabah and, for those who had arrived earlier, it was quite a spectacular sight seeing the 'train' of MGs making their way up the long driveway.

Lunch at Cherrabah was a BBQ on the

- ▲ Cars at Cherrabah
- ▶ At Morgan Park (opposite)

Christmas JULY

sunny terrace; quite a contrast to the wet weather encountered last year. After lunch, some rested, some conversed and some made use of the facilities on offer to play tennis or golf, to go horseriding, to go quad-biking or to go bushwalking.

Christmas dinner offered the traditional fare with the highlight of the evening being the distribution of gifts to all. It was amazing what \$2 was able to buy for some people in terms of variety and quality! Ray Edwards' gift was a moneybox in the shape of a cricket ball which John Walker, with his reputation for being 'careful' with money, quickly put to use as a begging bowl!

Sunday morning saw most up early on a crisp clear morning for breakfast before the morning's runs at Morgan Park where we were joined by several who took advantage of the opportunity to have a run with the Club there.

Another Wonderful Winter Weekend in Warwick!

continued over >



< continued



▲ At dinner

Participants

In total, there were 44 cars and their passengers at the Winter Weekend in Warwick. Twenty-six took part in the Club run from the Clubrooms, four went up to Cherrabah on the Friday for an extra night away, four came from Toowoomba, six made their own way up and four met up at Aratula.

Cyril and Marie Bennett	MGT F
Vern and Elaine Hamilton	MGB GT
Errol and Wendy Hager	Ford Territory
Alan and Joyce Tebbutt	Audi
Steve and Jenny Austin	MGR V8
Shayne and Di Baker	MGB
John and Glen Boyce	MGB
Ben and Anji Cain	MGB GT
Jeff and Michelle Caldwell	MGT F
Robert and Fernie Callow	MGB GT
Ron and Bev Clydesdale	MGA
John and Trish Cranley	Bentley
	Continental GT
Allen and Kay Dansie	MGB GT
John and Diane Davies	MG 1100
Gary and Kim Deane	MGT F
Rick and Lorraine	
Devanshire	MGB GT V8
Ray and Suzanne Edwards	MGT F

Barry and Julie Evans	MGB GT V8
Ian Fettes	BMW Z4
Steve and Tracy Gable	MGT F
Rob Gardiner and Gloria Mutch	MGA
Ron and Judith Gillis	MGB
Nick and Gwyneth Holman	MGB
Kerry and Val Horgan	Lexus
Alex and Marie Jekimovs	Ford Capri
Gary and Dawn Lawrence	MGB GT
David and Meryl Miles	MGB GT
Clive and Ann Mulder and family	MGB GT V8 and MG Midget
Bruce Mutch	MGB
Roger and Ann Paltridge	MGA
Kev and Val Panting	MGB
Scott and Kay Ramsey	MGT F
Steve and Ros Riley	MGB V8
Peter and Merle Roberts	MGB
Barry and Carolyn Smith	MGB GT
Peter and Gillian Smith	MGB GT
Malcolm Spiden	MGB
Paul and Kerry Strange	MGB
Richard and Helen Suggate	MGT F
Phillip and Ann Terry	Monaro
Paul and Denise Trower	MGB
Peter and Norman Upham	MGA
John and Pat Walker	MGB GT V8

By Ron and Bev Clydesdale



The crisp, cool morning failed to deter all those stalwarts in open cars who met at the Keperra Picnic Grounds on the corner of Samford Road and Upper Kedron Road for the 8.45 am departure.

The route passed through the picturesque scenery of Samford and Dayboro and then on to Woodford via Mt Mee Tourist Drive for morning tea, and some took the opportunity to ride on the steam train.

The cavalcade of cars continued through Kilcoy and to Somerset Dam. Even though the dam water level was low, the recent rains had contributed to the 'greener' look and the relaxed atmosphere in the Spit Picnic Area provided a pleasant spot for lunch.

Clive and Anne Mulder with Michaela and Calvin started later due to illness and were caught up in the debacle on the Gateway Bridge Toll and arrived at Somerset Dam around 3.00pm, by which time most people had already left.

The following people and their 27 cars were in attendance:

Steve and Jenny Austin	RV8	Green
Ron Clydesdale and		
Lachlan Doyle	Midget	White
Bev Clydesdale Olivia and		
Miranda Doyle	Commodore	Silver
Shane and Suzanne Doyle	MGA	Red
Ray and Susanne Edwards	Hyundai	White
Ian Fettes	BMW Z4	Silver
Steve and Tracy Gable	MGB	Red
Bruce and Tip Ibbotson	MGC GT	Beige
Ted and Rosemarie Jones	E Type Jaguar	Red
Trevor and Joy Jones	MGA	Red
Denis and Diana Kelly	MGB	Red
Mal and Chris Kelson	MX5	Silver
Gary and Dawn Lawrence	MGB GT	Black
David and Meryl Miles	MGB GT	White
Graham and Jill Moore	TD	Black
Bruce Mutch	MGB	Gold
Gloria and Rob Mutch (Brother)	MGA	Black
Roger and Anne Paltridge	MGF	Silver
Neil and Rose Preston	TD	Red
Peter and Merle Roberts	MGB	Red
	(courtesy Lawrences)	
Tony and Debbie Slattery	Midget	Red
Peter and Gillian Smith	MGB GT	Red
Allan Tebbutt	MGB	Blue
Graeme and Sandra Walker	MGB	Blue
John and Pat Walker	MGB GT V8	Red
Andrew and Susan Willesden	Falcon	Silver
Paul and Gai Wilson	Mazda	White



TIGHE SER

July hillclimb means cold temperatures along with a large field and this did occur for the 3rd round of the Tighe Camsseries which was also a round of the Sherrin Motorsport Interclub challenge.

Cold temperatures meant that the track was cold; however, the low thermometer reading suits the turbos and so the only record broken was by Michael Collins (Subaru WRX 2200cc Turbo) in the All Wheel Drive Forced Induction class, putting the record now at 43.91s.

Lindsay Hay won the Formula Ford class (46.75s), Steve Riley the Formula Vee class (50.40s), Vern Hamilton (Elfin 623) the Historic Group Q class (44.40s), Ron Woodbridge (Lotus 23 Replica) the Historic Group O class in 49.91s from Ross Devencon (Elfin Mallala Replica, 53.22s) whilst the QUT engineering students had the Formula Libre class up to 1300cc to themselves. Robert Hackwood (43.11) was quicker than Cameron Short (44.10) in the 600cc engine short wheel based QUT MX3 car. Barry Smith would have won the Group K class in his Ford V8 Special had he completed a run but a wire clip broke in the gearbox along with a couple of teeth off second gear which abruptly halted Barry's progress up the first hill and it was too far to push to the finishline.

Fastest time of day and class win in the Formula Libre 1301cc and over class went to Alan McConnell (Van Diemen 87) with a 39.87 run. For this event Alan had gas in both rear shock absorbers unlike at the QHC when only one unit was working properly. The team had also changed the spring and rocker ratio. Next was Warwick Hutchinson (RPV J4F) with a 42.19 after a slow start on his first run of 54.06 when the track was cold and slippery. Warwick not only featured on the cover of the

programme but also on page 2 of the Carsguide section of the Saturday Courier Mail (7 July). Rod Johns was next and is coming to grips with the Norris Hawk. Rod's best time was 42.37s ahead of Bob Haines (HRC Mk I) on 45.64 and John Boyce (Kaditcha VW) on 47.22s. Bob said that his best ever time was 45.02 and commented that the cold track meant understeer into and oversteer out of the corners.

Bill Norman is sorting out his new creation, the (now wingless) Gecko sports. Although the cornering ability through the hairpin needs to be refined, the car has great acceleration. Bill did a best time of 43.57s to win the sports cars up to 2000cc class much to the annoyance of Richard Mattea (Bulant Mk 7) on 45.59. Chris Jensen (JMW 79) just pipped Geoff Cohen on the 4th run to claim 3rd place with a 48.08 run to Geoff's 48.68. Next was Brian Krieger (Sprite) in a best time of 59.42s.

Scott Goody (Gem Clubman, 49.84) was quickest in the sports cars 2001cc and over class from his father Graham (Gem Clubman, 54.76) and the Milano 750 of Andrew Wakeman (60.22). Both Gem Clubmans were totally designed and built by Graham and Scott, all fabrication of front and rear wishbones was done by them along with the front suspension which is styled along that of the Hooper Sports of John Campbell. The clubmans are powered by Nissan SR20 Turbo S15 engines. Andrew Wakeman's Milano was built by JWF Fibreglass in Sydney and uses a 149 Holden Grey motor and a 3 speed crash gear box with a Mark I Zephyr diff and Mk 3 centre. It runs on an Austin A40 chassis and suspension.

Des Edwards (Westfield SEI) won the Marquee Sports Cars up to 1600cc class with a 48.03 time from Ainsley Fitzgerald (Westfield



◀ Left to Right:
 Andrew Wakeman, Milano 750
 Scott Trenoweth, Mazda RX7
 Ken Davey, Vectra
 Ray Chappelow, BMW 2002
 Rod Johns, Norris Hawk
 Brian Krieger, AH Sprite Mk II
 Glenn Anable, BMW 2002T

IES Round 3

by Ace Reporter

Clubman, 49.81), Michael Peoples (Maxim 7 Clubman, 51.74), John Broadbent (Triumph Spitfire, 54.55), John Webster (Westfield SEi, 57.70) and Ron Clydesdale (MG Midget, 61.22s).

Oseila photographer, Wayne Reed, recorded the only sub-50s run in the Marque sports car class 1601 to 2000cc and thus was the quickest. Wayne's Lotus 7 twin cam (with BRM engine Development Division place on the rocker cover) recorded a 49.89 best time ahead of John Walker (MGA, 50.01). After his second run John discovered the right rear track rod had broken, the rod having been installed when the car was developed in America. Will Charlton (Fraser clubman, 51.03) was next followed by Brad Kirkness (Toyota MR2, 52.19), Peter Andrews (MGF, 55.83) and Malcolm Spiden (MGB GT, 57.59).

Simon Rhodes (Triumph TR7V8) won the large capacity Marque Sports Car class with a 46.42s run. Next were Troy Moffatt (Nissan 180SX, 47.63), Ross Buganey (Datsun 240SZ, 51.18), Travis Bryson (Toyota 240Z, 51.92), Ian Fettes (BMW Z4) with a personal best of 53.51, Cameron Hurman (Mazda RX7, 53.82), Michael Lane (Mazda RX7, 57.48), Anne Hurman (Mazda RX7, 64.03) and Greg McKenzie (Datsun 240Z, 66.23s). Both Anne and Greg had participated in the recent Come and Try hillclimb and were enjoying the day.

The Improved Production up to 1600cc class went to Daniel Gibson (Mitsubishi GSR Lander) with a best time of 51.24s. John Gibson (Mitsubishi GSR Lancer), Randall Bryson (Suzuki Swift Gti) and Russell Bryson (Suzuki Swift GTi) recorded close times all day as first Randall was ahead (53.51, 53.30) from Russell (55.03, 53.33) and John (53.95, 53.72) until the 4th run when John just claimed second spot

with a 53.13 run from Randall (53.15) and Russell (53.33). Geoff Trew in his Morris Cooper S was next with a best of 55.26s. The Gibsons' Mitsubishi was originally developed for the 1975 Southern Cross International Rally for the Kenjiro Shinozuka / Garry Connelly entry. Although the car has been reshelled, the running gear is from the original car.

Danny Mischok (Escort) won the Improved Prod 1601-2000cc class with a 46.73s run ahead of fellow Escort driver Gary Pitt (48.88) then Paul Bond (Datsun 1600, 48.97), Chris Sloane (Datsun 1600, 49.86), Kevin Parkes (Datsun 1600, 50.59) and Graeme Hodges (Escort, 51.84s).

Improved production 2001cc and over saw the first three separated by only half a second. Ken Graham (Datsun 1600) finished ahead with a 47.37s time from his wife Pauline (47.88) and John Gilbert (Holden Commodore, 47.99). Next in the class and having his first event was Scott Trenoweth who recorded a best time of 51.49s. Scott is driving the ex-Michael Uebergang Mazda RX7 under the watchful eye of father Mark (of Jaguar fame).

Steve Arlidge won the Road Registered up to 1600cc class in his Suzuki Swift GTi with a 52.33 run from Randolph Dittich (Alfa Romeo) on 60.36s. The 1601-2000cc class went to the Datsun 1600 of Jeff Oldham in 49.11 from Dave Sidery (V type 1, 56.75), Mark Dunstan (Ford Escort, 58.92), Murray Gauld (Hillman Minx, 61.47) and John Brose in his Hillman Hunter (purchased for \$100) with a 66.55s best run along with a ton of fun.

Some close times separated the drivers in the 2001cc and over class. David Homer (Suzuki Swift Turbo) and Craig Hornibrook (Commodore) were separated by only 0.01s



(48.07 and 48.08) until David ran a 47.70 run on his final attempt. Barry Hayes (Commodore) recorded a 49.70 and a 49.33 then watched as Jeffrey Knibb (Ford Focus VR5) brought his times down from 51.55, 51.23, 50.27 and 49.35. Noel Preston had been without his SAAB93 for a month as a rattling noise in the engine was identified. A new hydraulic cam chain tensioner and head gasket cured the problem and Noel recorded a 50.99 run. Next was Paul Cox (Commodore, 51.16), Owen Burton (Commodore, 53.56), Tim Hill (Datsun 1600, 2000cc turbo, 55.13), Cameron Robinson (Commodore, 56.21) and Ken Davey (Holden Vectra, 65.96).

Darren Duffield recorded the best time in the sports sedan up to 2000cc class in his Mini Clubman GT (48.61) just ahead of Tyson Cowie (Escort, 48.88) and Neil Wendt (Mini, 56.73). Troy Adams (Datsun 240K) was quickest in the over 2001cc class with a 48.52 from Glenn Anable (BMW 2002 Turbo, 50.31).

Brad Stratton (Torana XU1) was the Group N Historic class with a 48.17 from Mandy Tighe (Escort, 52.21), John Stratton (Morris Cooper S, 53.04) and Ray Chappelow (BMW 2002, 58.98).

The Top Six was won by Warwick Hutchinson (43.58) from Rod Johns (43.90), Bill Norman (44.79), Michael Collins (45.64) and Robert Hackwood (45.80). Alan McConnell's run ended in the second loop. It is believed he caught the accelerator pedal when under brakes and will need to replace the right front suspension arms. After his run, Bill Norman found the left rear shock absorber attachment point had broken; no wonder it felt strange.

Many thanks to Reece Byrne of QUT for supplying most of these on-track photographs

Michael Collins now leads the Tighe Cams Series by one point from Brad Stratton.

The MGCCQ team of David Homer, Danny Mischok, Vern Hamilton, Alan McConnell and Richard Mattea won the day's Interclub challenge event with 551 points to the WRX Club's 532, HSCC 513, IWMAC 368, NDSCC 226, VW 226 and Mini 116.



Ron Clydesdale, MG Midget



Paul Cox, Commodore



Ross Baganoy, Datsun 240Z

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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



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