

Official Journal of the MG Car Club of Queensland Inc.



ctagon

No. 2

April 2009



**The spirit of a day run. Three generations of MGs on
a combined Club and Pre-War and T type run.**

(Photo by Malcolm Campbell)

Patron: Dick Johnson

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President's Report

It seems like only a few weeks ago that I was writing my first report as President, but it must be somewhat longer than that as Elaine is again reminding me of the deadline that I need to attempt to keep so that the Octagon will reach you when it should. Much has happened within the club since my last report, with the club returning to its usual high rate of activity. Both weekend and midweek day runs have taken place, along with the first round of the State Motor Racing Championship and the first round of the 2009 Tighe Cams Hillclimb Series. This year, following the disbandment of the Marque Sports Car Club, our club has taken over the responsibility for the coordination of the Friday night navigation runs. This motorsport discipline attracts a small and, some might say, masochistic group of loyal supporters who find trying to find their way around Brisbane late into the night a fun way to spend an evening once a month.

The support for all the events run this year has been fantastic with reports of excellent numbers participating in the day runs, a particularly good entry list for the race meeting despite the Improved Production group not turning up and a few new faces attempting the first night run for the year. The interest shown in hillclimbing this year has been overwhelming. I'm not sure if it is the inclusion of a round of the Tighe Cams Series at Noosa or simply the level of prestige that the series itself has gained that has made it so popular, but for the first round in March the club received over 140 entries for the 110 places available. Unfortunately that has meant that some people have missed out. The committee is now working on running a number of other hillclimbs throughout the year to accommodate those who missed out. Looking forward to 2010, the committee will possibly look to running two day meetings next year, but this will mean more work for the loyal few. The only way that can happen without burning the existing group of workers out is for a different group of people to come forward to help out.

The committee has now reached its full complement of 10 members with the recent addition of Andrew Goodwin. Andrew is a relatively new member of the club but brings to the committee a number of years experience from both the Victorian and Sydney MG Car Clubs. Andrew has a young family and is a keen

historic sports car enthusiast. Welcome, Andrew, and our thanks for getting involved.

This report has been completed after I, along with many other club members, have made the journey South to Geelong for this year's National Meeting. Whilst spending two days on the road towing a trailer and travelling within a small group on what is probably Australia's second busiest highway, I found myself often remarking to myself about the standard of driving on display by my fellow motorists. Much of it to me seemed very poor, with drivers having no idea about other vehicles around them and what options they may have should they need to take evasive action. As many of you know, the club donates a \$1000 scholarship to a student a QUT who submits the best road safety based thesis. I am now wondering if we all as motorists be better served by giving this money to an organisation who trains young drivers in the skills needed to operate a motor vehicle safely on our busy roads.

By the time you are reading this the club should know whether or not it will be hosting the MG National Meeting in 2012, which will be eight years since we last held the extremely successful 2004 National Meeting. Again, the suggested locations in which to hold such a meeting are based around regional centres with both Goondiwindi and Warwick being nominated so far. The councils in the regions always give more support to these types of events taking place, often bending over backwards to accommodate groups such as ours. An update will appear in the next Octagon. If successful, the committee will be looking for a National Meeting Coordinator along with individuals to head up each of the various disciplines.

In May, the committee will be hosting the chapter coordinators from around the state over the weekend beginning the 15th. This coincides with the old members' night which this year includes the unveiling of the club's first honour boards which acknowledge the service of people who have stood as office bearers since 1954. John Campbell has very kindly donated the profits from his "Centaur" book to pay for its purchase. David Miles has agreed to act as the "Chapter Liaison Officer" to help ensure that the relationships and knowledge of the "going on"

between the various chapters and the club's committee remains strong and up to date. Thank you, David, for agreeing to fill this important role. Obviously from the preceding information you will have learned that David has returned to good health, which is great to see. I would also like to acknowledge the support and guidance he has provided to me in my first few months as President; again my thanks to him.

Regards



Richard Mattea
(President)

P.s. from Geelong. I am delighted to be able to report that, last night at the National Meeting presentation of trophies, the Club received the two major trophies (The John Wratten Memorial Trophy and the Nuffield Oceana Trophy) while Club members took out individual trophies. They were Clive Mulder (Cecil Kimber Memorial Trophy for best individual performance), Graham Hoyle from Bowen (The Chris Dodds Memorial Trophy - MGB GT V8 Register) and Ross Kelly (The TC Owners Club Perpetual Pre-War Trophy). A full report will be in the next Octagon.

Some words from Elaine...

Well, the year has got off with a rush of activity for the Club and the reports in this issue of the Octagon reflect that.

It is good to have Graeme Waker back with his 'Opinion' column; you will find it on page 26.

There have been the two major presentations of trophies (Club and Tighe Cams Hillclimb series), our promotion and participation in the first round of the State Championship race meetings at Morgan Park, the first competition hillclimb of the year, a variety of motorsport events and a variety of Club runs. While this issue is at the printers, a great many Club members will be in Geelong participating in the National Meeting.

The cover photo was taken on the first Club run which was organized by the Pre-War and T-type group with an invitation to all Club members to take part. The end result was a wide range of cars in attendance and this was captured in the photo on the cover.

We have reproduced here the citation for Ann Thomson's CAMS Life Member award which will give you just a brief insight into Ann and her long association with motorsport.

There are also profiles of our new Committee member, Andrew Goodwin, a 3rd generation MG owner, and of Rick Neville the Coordinator of the Darling Downs Chapter.

A celebration of past and present will take place at the clubrooms on May 15th when the coordinators of the four country Chapters will be in Brisbane for our special Old Members' Night at which our new Honourboards will be unveiled. An invitation to this function and more information on it is included in this Octagon.

Please remember that your contributions to the Octagon are invited whether they be small items suitable for inclusion in 'Bits and Pieces', a bit of gossip which may revive 'Sump Plug', a longer article on an event in which you have taken place or maybe even a letter to the editor. All will be welcomed and the greater the variety of sources, the more interesting the magazine will be.

Closing date for material for the next Octagon is 31st May.

Notice Board

The Clubrooms are open every Friday night with hot food available from 6.30 pm. This is generally a sausage sizzle costing \$2.50 but a more substantial meal is provided on the 3rd Friday of each month with prices from \$5. Library and Bar also open, so come along and chat with friends.

- Wed 22nd April Midweek run. Meet at Boondall Wetlands Carpark at 9.15 for a 9.45 am departure. Contact Bruce Ibbotson 3366 1889.
- Sun 3rd May Run to David Hack Meet. Contact Alan Robinson 3201 1986
- Fri 8th May Noggin 'n' Natter. Speaker is John Tetley talking about Lakeside and its 'rebirth'.
- Fri 15th May Special night at the clubrooms. Unveiling of honourboards, old members' night and visit by Chapter Coordinators. (Invitation and more information inside)
- Sun 17th May Tighe Cams hillclimb series Rd 2 (Mt Cotton)
- Fri 22nd May Night navigation run starting from the Clubrooms.
- Sun 24th May Hillclimb at Mt Cotton Interclub Challenge and Rd 1 of MGCCQ Hillclimb competition (for those who were not within the cutoff for the Tighe Cams Hillclimb Series).
- Wed 27th / Thur 28th May Midweek overnight run to Glen Innes. Motel cost is \$75 for dinner, bed and continental breakfast. Please register your participation asap with Bruce Mutch by email to cmutch@bigpond.net.au or by phoning him on 3376 1384.
- 29-31 May Pre-War and T weekend away. Contact Margaret Mattea 3263 2625
- 13-14 June Queensland Hillclimb Championships at Mt Cotton
- 20-21 June Tighe Cams hillclimb series Rd 3 (Noosa)
- Sun 21st June Club run. Contact Ron Clydesdale 3263 6575
- 11-12 July Weekend away staying at motels in Warwick; "Christmas dinner" on Saturday night; Sunday at Morgan Park raceway. Contact Pat Walker re accommodation and dinner bookings on 3300 2914 and Richard Mattea re Morgan Park (3325 0409).

For a full listing of events, see the calendar in the centre of the magazine.
Please note that some dates could change; updates are available on the Club website.

Membership

We welcome the following new members and wish them a long and happy association with the Club.

Jenny McKay	Paul Thesinger	Alan Donovan
Kent Larson	James Addley	Vivien Grant
Peter Maddern	Michael Addley	Sasha Grbic
Robert Wells	Cynthia Bevan	James Campbell
Bernard Pereira	Floyd Bolitho	John Honan
John Graham	Michael Cain	
John Marshall	Barry Campbell	

Bits & Pieces



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What thought the checking of wheel by wheel vehicle weight was new?

Picture 1: Here's the steam locomotive rig in the museum in Launceston. Sentin by Tim Harlock.

Good news for those people needing their Third Party Extension Certificates from Suncorp insurance. These can still be obtained by going to their office but they can also be obtained by phone or by email to clp.biz@suncorp.com.au.

Two new young and keen Club members, Ryan and Cody Collins, had their first experience of motorsport at the HSQC Come and Try motorsport on Sunday 15th Feb in the family's Formula Vee. They were having a great time until the Vee decided to shed some of its oil.

Picture 2: Ryan waits to be tied up

Picture 3: Then it's Cody's turn

Another new item of regalia is available as a result of a request from Chapter members but it is available, of course, to all members. It is a long sleeved UV polo shirt which is available in a range of colours and comes with the Club's logo embroidered on it plus a Chapter logo for

\$30. It is available only on special order. The order form is available on the Regalia page of the website or can be posted to you on request.

Picture 4: The new Brian Tebble award for outstanding contribution to the Hillclimb is now on display in the foyer proudly bearing the name of the inaugural winner, Pat Walker.

Picture 5: Ian Fettes proudly displays his first place medal after winning a regularity event at the Club's round of the State Championship circuit racing event at Morgan Park on March 7/8.

Picture 6: For 2009 the Club introduced a \$500 cash prize for the first person to break a record set at the hillclimb prior to 2000. No one expected the prize to be won at the first hillclimb of the year but, on his final run for the day Mark Trenaweth in his Jaguar sports sedan sensationally broke the record of 43.83 set by Barry Wraith on 18th October 1992 when he recorded a 43.33s. At the presentation of trophies at the end of the event, Mark generously gave the money back to the Club as sponsorship for the Qld Hillclimb Championships. Thank you, Mark, for a wonderful run and for your generosity.



Practice for rocker cover racing at the National Meeting was organized by Tony and Debbie Slattery and held at the Clubrooms on Friday 6th March. The seriousness of the event is reflected in the concentration of the participants. Pictured are John Walker and Matt Johnson (above left) and Debbie mounting her challenge in the Y type against Matt's black model (above right).

The racing was so popular that rocker cover races will be held as part of the Nogg'n 'n' Natter on the last Friday of every second month starting on Friday 29th May. On that night, there will be a Juniors and Seniors night for all the family to get involved. If you want to be part of it, you can find the rules on the National Meeting page of the Club website.

Picture 7: One family already getting prepared for our Rocker cover nights is the Massang family. Pictured is father Jaime with sons, Toby (left) and Barney. Toby has a Goldie Gardner lookalike race while Barney's is an MGA (still under construction).

Picture 8: Jeremy and Alex Mattea try out the Massang racers while younger sister Ashleigh looks on and Matt Johnson waits his turn.

Could be worth noting:

At the recent Morgan Park races alcohol breath tests were conducted on a random selection of competitors. This was carried out in accordance with CAMS Alcohol Breath Testing regulations and policy. The only issue was a Sports Sedan driver who, having driven his car from his pit bay to the testing area (a distance of some half kilometre) recorded a 0.040 reading when seated in the car (the CAMS limit is 0.010 mg/100ml). Outside and away from the car this reading was then 0.025. Following the guidelines, a further sample carried out after 15 to 20 minutes of the initial test returned a 0.000 result. Apparently the competitor was using Ethanol blend E85+ fuel, allowable for competition under Schedule G.

The Club has a number of unclaimed trophies. If you are one of the following people, or you know one of them, could you please contact Elaine Hamilton (3893 2438 or vprojects@uq.net.au) to arrange to collect them (sorry, but we can't post them) -- Mike Allen, Ben Cain, Geoff Cohen, Richard Craston, Ken Davey, Jeff Daniels, Des Edwards, Lindsay Hay, Brad Kirkness, Noel Preston, Simon Rhodes, Neville Scott, Evan Wheeler, Alan Wheelley, Clinton White, Theodore Vairaktaris. A number of class winner trophies from the 2008 Tighe Cam's Mt Cotton hillclimb series are also available for collection at the hillclimb.

Invitation to UNVEILING OF HONOURBOARDS

in conjunction with **OLD MEMBERS' NIGHT 2009**

It will be a very special Noggin'n' Natter on the night of May 15th so mark that date in your diary now for a night mixing the 'old' and the 'new' of the Club. The evening will start at 7.30 pm, later than usual for a Noggin'n' Natter, as no hot food will be available on that night. Instead a light finger food supper will be provided later in the night. Drinks will be on sale as usual.

Each year we make a point of having one Noggin'n' Natter where a special invitation is extended to past members to come along and renew their association with the Club and 'natter' about times past. This year that event has been timed to coincide with two others.

The Club now has four country Chapters and the four Chapter Coordinators have been invited to Brisbane for the weekend to meet other members and to see for themselves our Clubrooms and the Hillclimb at Mt Cotton (the second round of the Tighe Gams series will be held there on Sunday 17th May).

Ever since David Miles succeeded in finding a permanent home for the Clubrooms there has been a desire to acknowledge those who, over the years, have kept the Club functioning and provided the foundations on which our currently very successful Club has been built. A tangible way of doing this is by the installation of Honourboards listing the Office bearers over the more than 50 years that the Club has been in existence. There have been so many committee members over these years that it was impossible to list all their names so the Boards list the names of the three major office bearers, Club President, Secretary and Treasurer. This information has

been diligently gathered by Club Archivist David Robinson from minutes of meetings and from the collection of Octagons which is now near complete.

John Campbell is the other person responsible for the implementation of the boards by providing the funding. John is a long term Club member and was Octagon Editor in the late 60s and early 70s. A couple of years ago John documented the history of the Centaur sports racing cars designed by former Club member Tim Harlock. This proved to be a profitable undertaking and John generously gave all profits from the book to the Club and this money has been used to fund the honourboards.

As efforts were made to contact as many of those whose names appear on the boards in order to invite them along on May 15, John Mullet, a founding member of the Club and a member of the first committee, was one of those contacted. Rather amazingly, he was, at the time of the phone call, in the process of scanning photos from the early days including the one below of what would appear from our records and John's memory, of the first committee.

Those pictured are:

L to R: Miles Hunter, Phil Hickey, Ernie Ansell, Fred Dyle (Secretary), Frank Taylor (President), John Mullet, Sam Pollard, John Gill, Bob Burnett and Graeme Muller (Treasurer). (Len Austin and Bill Weekes are also listed in our Archives as being on that first committee so maybe one of them was responsible for taking the photo.)

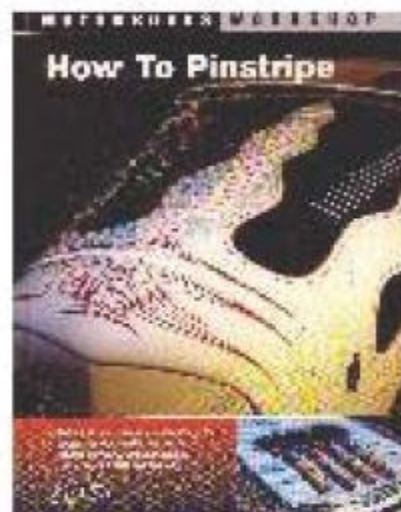


There has not been 100% success in finding contact information for all those whose names appear on the boards. If you know anything of the whereabouts of the following, could you please advise the Club asap? Robert Anderson (Treasurer, 1960/61); Bamy Campbell (Treasurer 1960); Judith Dallas (Secretary 1968); Robert Gill (Secretary 1971); Neal Groundwater (President 1963); Brian Shelley (Treasurer 1967); Geoff Smallman (Secretary 1978); Ian Walker (Secretary 1963/64).

BOOKREVIEW

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

How To Pinstripe



By: Alan Johnson
Reviewed by David Miles

Having dabbled in what I then thought was "Pin striping" in the late 60's, I expected to find this publication would continue along the lines of what I had attempted with tape during the final phase of Centaur construction.

How wrong I was!

This book is in another league altogether. Alan "AJ" Johnson is a legend in the world of what the current young generation would call "Hard Core" pin striping, applied using a wide variety of techniques in the "Good Old USA," primarily on that other US icon, the Hot Rod. This is a highly skilled art form, using specially formulated paints, uniquely designed brushes and tools, with the artists stance and posture given consideration. High quality photographs and precise text feature strongly, as the author explains in detail his art.

My grossly "un-cool" narrow tapes don't rate a mention in this very well illustrated publication which concentrates instead on paint, tools, preparation and technique. While there is a chapter devoted to classic cars, most examples of the above concentrate on the author's beloved hot rods. As one would expect, there's even a chapter entitled "Flames and Special Effects."

So, if it's your desire to paint flames along the side of your pre-war MG PA, or to highlight the curves of your MG B with exquisite, multi-colored designs, this is the book for you!

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

For Sale

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Regional Chapters

In order to enable our country members to become more involved with the many privileges and pleasures that MGCC membership offers, regional chapters have been established.

Already functioning in Wide Bay, Darling Downs, Capricorn and Far North Queensland, these regional chapters have greatly enhanced the benefits of membership of the Queensland club for a rapidly increasing number of MG owners and enthusiasts.

If you are, or would like to become, a country member, and have not yet involved yourself in club activities, contact your nearest regional coordinator.

While there's not yet a chapter catering for those in the Townsville or Mackay regions, I would love to provide information, assistance and encouragement to ensure this situation is rectified. Just give me a call on (07) 38922699 or e-mail davidmeryk@bigpond.com.au.

David Miles

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Profiles

Andrew Goodwin

New committee member



Having moved to Brisbane two years ago I joined the club initially as a non-active member primarily driven by work commitments. Having re-evaluated my personal priorities and then having read the recent February 09 Octagon I saw it as a calling to play a more active role in the MGCCQ and here I am today. Prior to MGCCQ I was a member of MGCC Sydney, MGCC Newcastle and Rocky Mountain MGCC (USA). I wanted to be an active member of the MGCCQ to support the club in its current capacity, contribute to its future direction and success. I also had a belief that it would be of benefit to my family and me in meeting and making new friends.

My MG blood began with my Grandfather, who started with a MGTC and later a MGTD. This carried through to my father who has a '68 MGB Roadster, now a Group S race car and also my uncle who has a '74 MGB Roadster. The desire to be part of the MG fraternity provided me the opportunity to be the proud owner of a '70 MGBL Roadster. We collectively started our MG sporting career at the Ringwood Hill Climb outside Newcastle, Club Super Sprints around the circuits of NSW and later Historic Racing and Regularity Events through QLD, NSW & VIC.

My wife, Kerry and my children, Madelyn, Frances and Alexander support me in my MG pursuits. Outside of the MG pursuits we enjoy getting away caravanning and camping, bike riding, bush walking and having a good old time.

I look forward to meeting you through this period, sharing the experiences the MGCCQ has to offer and serving you as a committee member. Please do not hesitate to contact me at any point. Safety Fast!

Rick Nevile

Darling Downs Chapter



I was brought up on Nauru and Christmas Island, spent five years as a boarder at school in Perth and completed my education in Melbourne. I then joined the Army and subsequently graduated from the Royal Military College into Army Aviation. During flying training at Amberley a friend who owned a 1969 BRG MGB would use it to tow a ski-boat down to Moogerah Dam where we budding pilots spent much of our summer weekends.

I retired after some thirty-five years in the Australian Army mostly involved with flying, project management and trials management, but no MGs.

My wife Sharon and I then moved to Highfields near Toowoomba where I went to TAFE to learn the basics of horticulture. I now spend a few days a week working in the industry. With the exception of an Alfaetta, I had not come close to owning a sports car, but I never forgot that BRG MGB. In 2003 I decided that it was time to relive that early encounter, and so, after the acquisition of a near basket case, I commenced work to bring a 1969, very tired BRG MGB back to life. Sharon was very pleased when the health of the little car improved as it no longer had to spend so much time in hospital and we could actually go driving in it together. Ben Cain guided and helped me in the refurbishment of the engine bay, during which period Ben and I met other MG owners who wished more social use of their vehicles. The idea was floated and in due course, as a result of the efforts of many of these enthusiasts, the Darling Downs Chapter was formed. I became the Coordinator of the Darling Downs Chapter in January 2008 and, as the saying goes, the rest is history.

COMBINED DAY RUN TO MacGAVINS VIEW



With a prediction of a very hot day 26 MGs and 4 'other makes' gathered at the (former) K MART site at Chermide at 8.30am on the 1st March. (One other MG joined the run at Albany Creek.)

Photographs will hopefully portray the scene of the colourful gathering of the beautifully presented cars representing 75 years of MG production. The turnout attracted many an admiring view from the Shopping Centre customers.

The run along Hamilton Road, Old Northern Road, The Jinker Track, Eaton's Crossing Road and Mt Samson Road was pleasantly shaded, smooth and with nice sweeping bends and gradients. All cars managed the first leg except for the Y Type which Bill Spall was driving which had a short stop when the accelerator cable came adrift. Some very able assistance from Robert Wells soon got them going again.

The first destination was APEX PARK where some welcome shade was provided by the trees for a casual Morning Tea stop. The break was extended to allow the stragglers to catch up, as the second leg was a relatively short distance.

Leaving APEX PARK we ran north, then east through Dayboro and on to MacGavins View. This road was also pleasant but with the sun higher in the sky the hot weather was beginning to test the cooling systems of our older cars.

Our Lunch stop MacGavins View has nice facilities and spacious areas but was also the destination of a gathering crowd. We found it necessary to spread our congregation wide with the consequent limiting of the sort of pleasant exchanges that make these days so enjoyable and informative.

The official Day Run ended soon after lunch with the prospect of a long hot drive home for the Southsiders.

LIDDLE'S

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Ron and Bev Clydesdale

Barry Higham

Denis and Diana Kelly

Aubrey Ross

Harvey and Daphne Mills

John and Pat Walker

Peter and Merle Roberts

Steve, Lisa and Elke Beck

Alan and Joyce Tebbutt

David and Meryl Miles

Dina and Margaret Mathea

Ross Kelly and Max Stevenson

Barry and Caroline Smith

Dee Anderson

Cyril and Marie Bennett

Glen and Christopher Townsley

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Tony and Debbie Slattery

Gary Tucker

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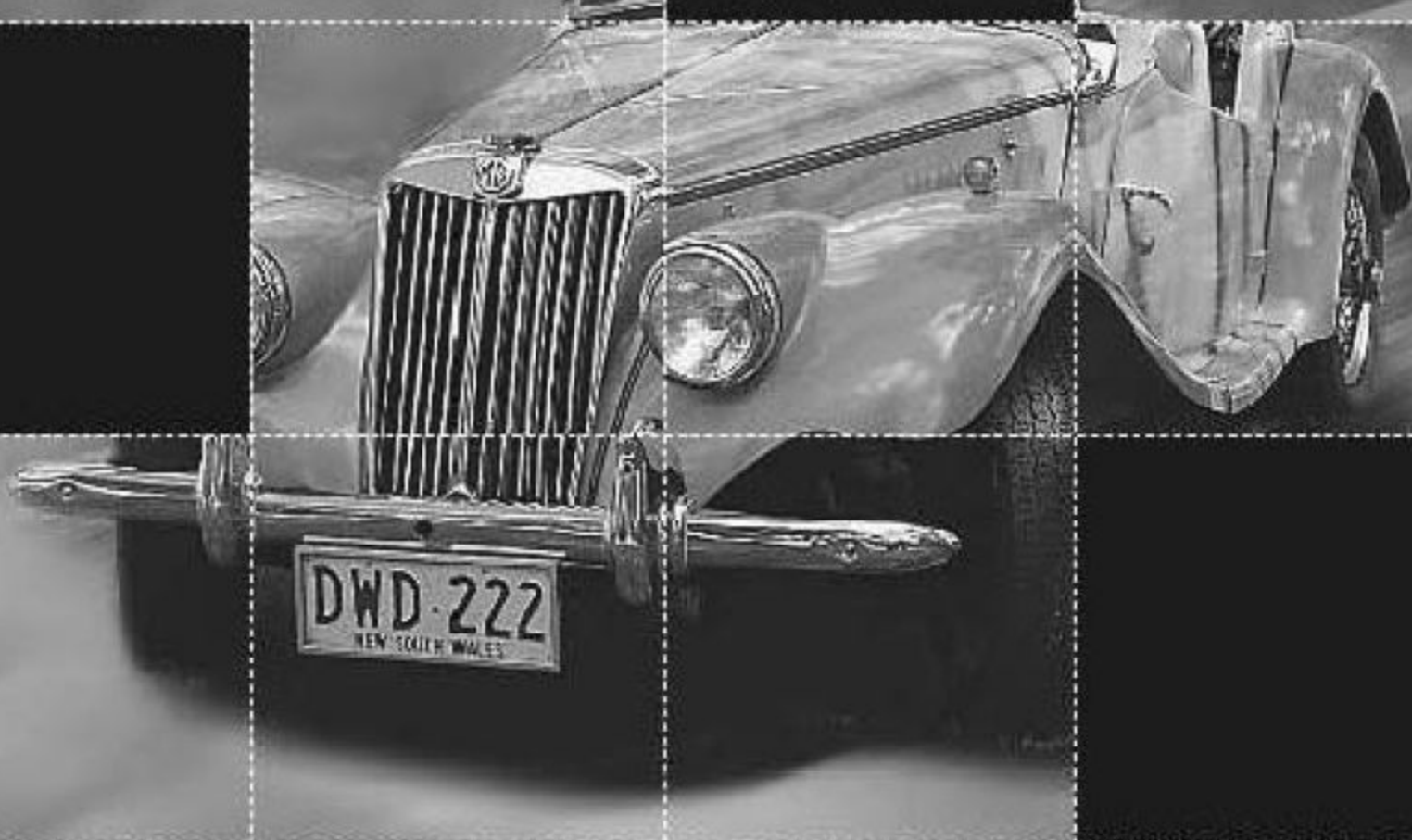
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PRE-WAR & T TYPE WORKSHOP VISIT

By Dina Mattes

On Sunday morning 15th February the peaceful sounds of nature surrounding 17 Vaux Street were complemented by the strident tone of the arrival of 18 MGs and nine "other".



Part of the line up of cars

The Kellys had kindly opened their home and precincts to host about 40 club members to Morning Tea, an inspection of Pre-War MGs, a chat about the 2009 programme and an informal technical talk with a noted Pre-War MG Restorer. The hostess Georgia Kelly provided (with assistance) the superb morning tea fare and invited the guests to express their appreciation by making a donation to the Royal Childrens Hospital Appeal.

One has to admire such generosity and the extent to which Georgia and Ross went to make this event a huge success. The neighbours displayed their tolerant attitude to the sounds of the classical crescendo of the supercharged engines, as the various models were used to take invited members for a demonstration run, or a stint in the driver's seat. Well done Ross.

Those attending:

Ross Letten and Chris George	MGB
Michael and Christine Carr	TF 1500
John Townsend and Nerida	Red Subaru
Roger and Anne Patridge	MGF
Ray and Mary McGhie	TA
Bob Fast	TR2
Aubrey Ross	MGB GT
Gary and Judy Tucker	TC
Graham and Jill Moore	TD
Ron McLeod	1500
Dina and Margaret Mattes	L Type
Tony and Debbie Slattery	Y Type
(with Barry and Alesha Harvey)	
Neil and Rose Preston	TD
Ralph Leach	TD
Owen McNeill	MGB GT
Scott Ramsey	Ford 4 WD
Tony Best	Peugeot 206
Cyril Bennett	TF
Ron and Bev Clydesdale	Honda Accord
Bruce Mulch	Subaru
Alan and Carolyn Robinson	Kluger 4 WD
Shez Letten and Sharon George	BMW Mini
Dee Anderson	Peugeot
Ross and Georgia Kelly	C Type
	NA
	L Type
	J3
Norm Goodall (restoration expert)	Toyota Camry
	Toyota Camry
And Ross's offside	Alexander Gasikdon



Ross gives Bruce a try in the passenger seat



and Ran gets a go in the driver's seat



Much inspecting took place



Just part of Ross and Georgie's collection



This car's numberplate says it all

Almost \$300 was donated for the Appeal and thanks must go to the Kellys for making the event interesting, informative and a most pleasant Sunday morning experience.

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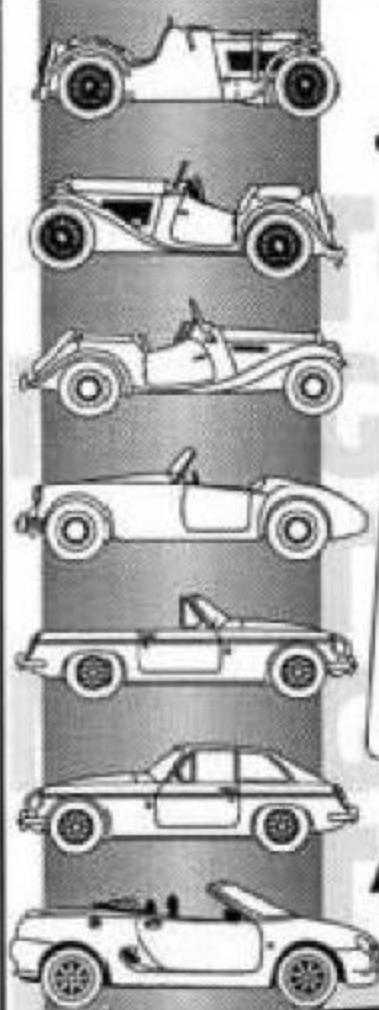
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TIGHE CAMS HILLCLIMB SERIES 2009

By Ace Reporter

Round 1 of the 2009 Tighe Cams hill climb series saw a maximum field enter on 15 March. The South East Pipeline Alliance organisation had repaired the road surface into the property to repair it after the effects from the recent heavy rains. Improvements had also been carried out to the circuit facility such as all catch fence posts in the second loop being replaced along with the general maintenance.

First group to compete in the first event of 2009 was the Road Registered class up to 1600. Ferris Lee (Honda Civic) won this class with a best 50.64 from Steve Arlidge (Suzuki Swift GTi 52.76), Jeffrey Bird (Mini; 56.40), just ahead of Scott Dean (Toyota Tercel; 56.54), and Alan Roberts (Alfa Romeo 33; 58.76). In the 1601 to 2000 class Steve Keown (Honda Integra; 51.76) was quickest from Stephen Beck (Honda Civic Type R; 54.14), Randolph Dittich (Alfa Romeo 33; 54.24), Ian O'Hara (Lancia Beta Coupe; 55.48), Dave Sidery (VW Type 1; 56.96), Darren Weston (Ford Escort; 57.79), Murray Gauld (Hillman Minx; 59.20), Greg Ashe (Fiat 124 Spyder; 59.73), Robert McAuley (Nissan Pulsar EXA; 66.98), and Elizabeth Dowler who was competing in her first event after the come and try (Honda Integra R; 71.85). The larger capacity class saw Jeff Oldham (Datsun 1600 turbo) win in 48.03 secs from Stuart Elphinson (Holden Monaro; 49.29), Barry Hayes (Holden Commodore s/c; 49.46), Peter Phillips (Toyota Starlet GT; 51.32) and Daryl Morton (Leyland Clubman; 58.42 secs).



Relative newcomers to the hill climb were Don Robertson (MR2 Spyder) and Elizabeth Dowler (Honda Integra).

Whilst the Improved Production class up to 1600 went to John Gibson (Mitsubishi GSR Lancer; 50.41), the 1601 to 2000 class was won by Gary Pit (Escort; 48.47) with Chris Sloane (Datsun 1600; 49.19), Ben Cowie (Escort; 51.14) and Ken Krenske (Escort; 52.97). The over 2001cc class was taken by Ken Graham (Datsun 1600; 47.30) from Pauline Graham (Datsun 1600; 48.76) and Ken Luxton (Mazda RX7; 52.17).

Paul Van Wijk won the Formula Libre up to 1300cc class in his BKZ 07 hill climb special with a best run of 45.10 secs from Brian Kirkby (BNG #1; 47.61) as the Lake family's EscorGot would pop but not start, possibly due to a faulty ignition pack. The over 1301 cc group went to Rod Johns (Norris Hawk Mk2), and with commentators predicting a sub 40 second run, a sure way to put the kiss of death on the run; however Rod came close, recording a best time of 40.14. Next was Darren Duffield (RPV 01; 42.33), John Boyce (Kaditcha VW; 42.69), John Moore (Hi Jinx Off Road Buggy; 49.96), Chris Moore (Buggy; 53.79), David May (Open Wheeler; 57.76), Tom Lane (VW Wasp; 59.59) and Peter May (Open Wheeler; 66.57 secs).

Marque Sports Cars up to 1600 was won by Paul Masterson (PRB7) with a 44.93 run from Ainsley Fitzgerald (Westfield SE; 48.70), Ross Rundle (Westfield Clubman; 48.89), Allan Dansie (MG Midget; 61.27) and Ron Clydesdale (MG Midget; 62.28). In the 1601 to 2000 cc class the first of the class records broken this day went to Geoff Noble (Lotus Elise) who lowered Norm Singleton's record to 45.59, some 1.42 seconds quicker. Giles Cooper (Lotus Elise; 49.48) was next from the third Lotus Elise of Ron Prefontaine (50.62) then John Walker (MGA; 51.21), Peter Andrews (MGF; 53.91), Malcolm Spiden (MGBGT; 56.24), Don Robertson (Toyota MR2 Spyder; 57.05), Pat Collins (MGBGT; 59.96), John Price (MGB; 60.11) then Desley Collins (MGBGT; 64.37). Steve Price (Westfield SE) set a new over 2001 cc class record for the larger engine marque cars with a 47.17 time, about 1 second faster than his own existing record. Next was the Triumph GT6 of Roy Davis (49.24), Ian Fettes (BMW Z4; 49.73), Ross Baganey (Datsun 240Z; 51.01), Cameron Hurman (Mazda RX7; 51.38), Simon Witt (Mazda RX7; 51.63), John Webster (Westfield SEIW; 52.62), Bob Bear (MGB V/8; 53.49) and Andrew Marriott (MGBGT V/8; 54.36).

Michael Collins won the All Wheel Drive class in his Subaru WRX with a best run of 43.15 from Glenn Hooper (Mitsubishi Lancer GSR; 46.50) just ahead of Jae Collins (Subaru WRX; 46.57) then Rodney Blank (Subaru WRX Sti; 47.20), Tony Redwood (Subaru WRX; 47.47), Tony McKeon (Nissan Skyline GTR; 51.35), then the Toyota Landcruiser of both Quinton Nicholson (51.60) and David Nicholson (52.38).

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GT RADIAL

Formula Vee class was won by Michael People (Spectre) in 50.65 from Noel Stanaway (Spectre; 60.71).

Sports Cars up to 2000 cc went to Bill Norman (GEK; 41.62) with Chris Jensen (JMW 79; 46.20), Keven Johnston (Kajera Sports 1300; 49.42), Terry Johns (Suzuki Cappuccino; 50.23), Andrew Fletcher (Hillman Imp; 52.06) and Chris Johns (Suzuki Cappuccino; 52.27). The over 2000 cc Sports Cars was won by Scott Goody (GEM Clubman) in 47.87 secs from Alan McConnell (Nissan Skyline R32; 50.32) and Nathan Ferdinands (Locost Clubman; 52.31).

Sports Sedans up to 2000 cc saw Tyson Cowie (Escort) win in 50.9 secs ahead of the Toyota Corolla of Ian Michels (52.59) and Celise Paddle (Escort; 59.07). The class record set by Barry Wraith in 1992 fell to Mark Trenoweth (Jaguar XJS) with a time .5 sec quicker thus leaving the new mark at 43.33 secs. David Malone (Torana GTR XU1) was next with a 47.29 run from Jeff Daniels (Escort 47.94), Glenn Anable (BMW 2002 t; 50.53) before breaking a tooth on the differential gears, then Roger Bartlett (Escort) in 60.10 secs.

Brad Stratton (Torana GTR XU1; 48.46 secs) won the Group N Histories from Neil Lewis (Cortina; 49.31), Anthony Beachan (Torana GTR XU1; 50.69) and Paul Shergold (Cortina; 54.22). Group K went to Barry Smith (Ford V8 Special; 57.70) from John Anderson (Triumph Wolseley s/c; 59.46) and Steven Anderson (Nedelko MG; 63.43). Winners in other historic classes were in Group Q (Vern Hamilton, Elfin 623; 43.55); Group R (David Robinson, Cheetah Mk 6; 48.07); Group O (Geoff Frizell, Elfin Mallala Replica; 56.32); Group S (Brendon Todd, MG Midget; 55.87 secs).

The new group this year, a consistency (regularity) climb, went to Andrew Willesden (MGB) who scored 5 points off his nominated time while Peter Rayment (MG Midget) was 10 points off his nominated time.

Top Six

Rod Johns 41.19, Darren Duffield 42.50, Michael Collins 43.42, Mark Trenoweth 44.56, John Boyce 44.63, Bill Norman 48.73.

Next round is on 17 May with the 3rd round at Noosa on 20/21 May.

Those who were disappointed at missing entry to the Tighe Camis series because of the over-subscription have been offered a 3-hillclimb series with the first round on May 24. This hillclimb will also be the Interclub Challenge hillclimb for 2009.

Interesting PS:

Which well known hill climb competitor who normally runs an open wheeler but had to use a sedan for last event forgot to unload his boot. When he realised this, out came a trolley jack, 2 spare wheels, 15 kilos of tools and wooden ramps. His times indicate this only made about 1 second difference.



It was gratifying that almost all trophy winners stayed for the presentation of trophies



Winner of FTD and Top Six (and nearly into the Under 40s Club) Rod Johns accepts his trophy.

On track photos are available from Russell Witt at <http://photos.dragmania.com.au/thumbnails.php?album=80>

Others are available from <http://www.marsta.com/> and http://photo.net/photodb/folder?folder_id=901218



The pit area became a mini Tent City



ANNUAL DINNER

& Presentation of Trophies

Although held further out of Brisbane than usual, the annual dinner and presentation of trophies for 2008 succeeded in attracting one of the largest attendances for many years. Those who attended could not fail to have been impressed by the appearance of the function room and the quality of the food. Many thanks to Kerry Strange for her hard work in securing the venue and ensuring that the night's proceedings ran smoothly.

Notable among the attendees, along with the trophy winners, were our guest speaker and presenter of trophies John French who came with past member and competitor Carole Corness; Club Patron and well known racer Dick Johnson and his wife Jill; Barry Lock (among other things, the designer of the Kaditcha racing cars) and his wife Betty; Denis Geary, motor racer of many and various cars; and two motor racers both named John English! But perhaps most notable of all was the attendance of David and Meryl Miles; with David still recuperating after his six weeks of hospitalization it was great to see him 'out and about' again and presenting the trophy he has donated for the Best Pre-War MG.

A highlight of the evening was the presentation for the first time of a trophy for contribution to the hillclimb. This was awarded to Pat Walker, the convenor of the canteen at the hillclimb. This award, named to honour Brian Tebble who was a driving force in getting the hillclimb established, was presented to Pat by Brian's nephew Andrew Willesden who continued the family's tradition of service to the Club by joining the Committee last year.



Front row: Alan McConnell (Winner of Top Six), Dick Johnson, John French, Brant Rayment (G C Reid Trophy for Touring Assembly Driver, M E Hunter Matarikhana Trophy, McConnell Matarikhana Trophy for Best MG), Selena Rayment (M E Hunter Trophy for Touring Assembly Navigator)

Middle row: Dina Mattes (David Miles Shield for Best Pre-War MG), Rodney Lapworth (Concours), Trevor Jones (Concours), Pat Walker (Inaugural winner of the Brian Tebble Award for contribution to the hillclimb), Pauline Graham (Ladies Trophy), Cathy Bartley (Concours), John Boyce (5th place in Top Six), Justin Wade (Racing Driver Trophy)

Back row: Rod Johns (2nd place in Top Six), Malcolm Spiden (Best MG and Howard Trophy for Best All-Rounder), Allan Tebbutt (Concours), Ian Fettes (Peter Uscinski Trophy for Marque Sports), Cyril Bennett (T Series Register Trophy for Best T Type), Vern Hamilton (Speed Certificate for breaking Hillclimb record), Paul Masterton (Speed Certificate for breaking Hillclimb record), Steve Riley (Speed Certificate for breaking Hillclimb record)

Unable to attend were Owen McNeill (Winner of the Miles Hunter Trophy for Centre Achievement), Bill Norman (winner of the Viscount Nuffield Speed Trophy, 3rd in the Top Six and a Speed Certificate for breaking a hillclimb record), Darren Duffield (4th in the Top Six), Michael Collins (6th in the Top Six and certificates for breaking records at the hillclimb) and Steve Price (Certificate for breaking a hillclimb record).





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'So you're John English! Then who am I?'



Kerry and Paul relaxing after all their hard work.



The result of Kerry's work was a beautifully decorated venue



Both Pat and Andrew look delighted with her award



David Miles presents the new shield to Dina Mattes



Susan Willenden's view of Richard in Presidential mode



An overview view of the venue (photo by Susan Willenden)



Club champion, Malcolm Spiden, with John French (photo by Susan Willenden)

Midweek run

Feb 25th



Perhaps because of the break of three months since the last midweek run there was a large turn out of 22 cars for the Feb midweek run emphasising the popularity of these social events.

The group gathered at Keperra before heading off via Samford and Dayboro and some great mountain roads to Mt Mee Forest Park for morning tea. After a leisurely morning tea (including fresh scones baked early morning by first-timer Frank Liu) the convoy made its way across the top of the mountain then down the northern side to D'Aguilar. A left hand turn to Woodford and Kilkoy had the group on their way to the lunch stop at Cormorant Bay picnic area at the southern end of Wivenhoe dam. It was a joy for all to see the dams with substantial water in them and then to experience the lush green scene at the picturesque picnic area.

a colourful procession leaving the car park



It was good to have David Miles back in the driving seat and a mix of 'old' and 'new' members amongst the runners who were:

David Miles	MGB GT
Malcolm Campbell and Renate Koehn	Mazda MX5
Allan and Joyce Tebbutt	MGB
Vern and Elaine Hamilton	Honda CRV
Ross Brunckhorst and Bruce Mutch	MGB
Ted Jones	MGA
Denis and Diana Kelly	MGB
Bill Donovan	MGB
Trevor Mills and Fred Enever	MGB
Trevor and Joy Jones	MGA
Godwin Caruana	MGB
Bruce and Tip Ibbotson	MGC GT
Kerry and Val Horgan	Lexus
Aubrey Ross	MGB GT
Frank Liu	Westfield Clubman
Bob and Alana Bear	MGB
John and Tricia Cranley	Bentley Continental GT
Greg and Rhonda Hannant	MGB
Ross and Nina Beck	Honda S2000
Ian Fettes	BMW Z4
John and Glen Boyce	MGF
Charlie and Sandy Provis	MGB GT V8

Thank you to Malcolm Campbell for supplying most of these photos



Just some of the cars at the morning tea break



The Joneses keep up with each other



The potent Provis V8 GT



Trevor and Fred try some 'no hands' driving in the Mt Mee picnic area carpark



It's tempting to caption this 'the ladybirds'



Lunch at Cormorant Bay picnic area

LIFE MEMBERSHIP OF CAMS

Awarded to Ann Thomson



Ann at a recent presentation of trophies at the hillclimb

(In our last Octagon, we reported briefly that Ann Thomson had been awarded a Life Membership by CAMS. We are now able to reproduce for you the citation which was read at the presentation and which gives us all an account of Ann's contribution to motorsport in general and to our Club in particular)

In 1982, CAMS introduced provision for Life Membership of CAMS, the purpose of which is to acknowledge service to the sport by individual members. The Award was bestowed upon Mrs Ann Thomson in 2008.

Citation for Mrs Ann Thomson



In 1982, CAMS introduced provision for Life Membership of CAMS, the purpose of which is to properly acknowledge remarkable and exemplary service to Australian motor sport, usually over many years, by individual members.

For only the second time in its history, CAMS Life Membership is awarded to a lady who can truly be said to have done it all both in, and for, Australian motor sport since a time when CAMS was still a very young organisation.

Ann Thomson acquired her CAMS racing licence in 1966 and quickly gained the respect of her fellow competitors. Ann's stable of racing cars variously included an MGTC, Morgan+4, Healey BNR, Lotus 15, genuine 'racing' Lotus Elan (one of only a few in Australia at the time) and a Cooper S. Ann regularly competed at various East Coast circuits including Bathurst in 1969. Renowned for her talent as a driver, Ann

was also an active and proficient rally competitor in Mini, Corina, Morris Marina and XLM to name just a few as well as a Holden Kingswood in the 1970 Round Australia Rally. During and after this competitive era, Ann also devoted superhuman time and effort to officiate as the Clerk of the Course for several State Championship Rallies and as a Course Checker for ARC events.

Ann Thomson's talent, expertise and experience were not limited only to motor sport competition. Ann, an experienced business person, served CAMS as its Queensland Treasurer in the early 1960's during a time when CAMS State administrations could be trusted with money matters and later served as the assistant Queensland State Secretary of CAMS. As a volunteer administrator, having served on the Queensland State Council of CAMS continuously for 38 years, Ann has not lost any of her zeal for perfection, nor her ability to debate vigorously. Ann's devotion to the judiciary through her determination to provide appropriate stewarding service to all Queensland events is legendary. Ann continues to remain active at motor sport events as a Time Keeper.

But of all her achievements, this astute, articulate lady is known best for her involvement in creating, in conjunction with the MG Car Club of Queensland, the Mt Cotton Hillclimb, quite possibly the finest hillclimb venue in Australia, which is built partly on property owned by her.

Ann Thomson's service to CAMS over a long period of time was initially recognised with the CAMS Service Award and in 1998 Ann was further recognised with the award of the CAMS Service Star bestowed upon her.

Ann Thomson's life has been a membership of CAMS and no more fitting award than CAMS Life Membership could now be bestowed upon her and, particularly arising from her contributions to the Queensland State Council, Ann's loyal service to CAMS and to the CAMS motor sport community certainly justifies her being a recipient of this award.

Ann Thomson is indeed a worthy recipient of Life Membership of CAMS for remarkable and exemplary services rendered to the sport over a long period of time.

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Ann in her Lotus 15 surrounded by helpers and lookers on



In the Lotus Elan at Oran Park Aug 1969 where she came 1st outright



Rallying the Corlina



Ann competing at Mt Cotton on 12th April 1970



The way they were! Ann chats to Keith Turner and David Moore while Erin Tabble and Malcolm and John Campbell look on. Tim Hollock and Martin Gale are in the background

Opinion

By Graeme Walker

It's been brought to my attention that with National Meeting excitement building, the clubrooms have been very busy lately. Costume preparations, organizational conferences and practice for some of our Rocker Cover Racers on our own ramp (kindly constructed by Roger Paltridge at his personal expense).

Unfortunately, I was unable to make the practice night with my 'Humbag' Mighty Midget but will definitely be transporting it to Geelong for some racing! The night was also an opportunity for some fund raising to aid the victims of the horrific bush fires in Victoria. Some members with Rocker Cover Racers, who are not attending the National Meeting, offered theirs for auction to members (who were wanting to race at Geelong) with the proceeds going to the bush fire victims.

Our Club has only a recent involvement in Rocker Cover racing. For those that are not familiar with the concept, these model racers are powered solely by gravity (i.e. they run down a ramp) and are generally raced two at a time over the course, with the winner being first to finish. A competition is a bit like a drag race meeting with the winner progressing to the next round, albeit without times taken.

There is actually quite a history to this style of model racing around the world (going back to the 1930s, with 'pinewood' racers etc.) and in particular our fellow BMC fanciers in the Mini Clubs of Australia have been mucking around with A-Series Rocker Cover racers for a long time. Rocker Cover racing was first introduced to MG Car Clubs National Meetings by the Hunter Region's Maitland event in 2005 as a substitute for the traditional MG Mastermind. The MGOCQ's

involvement in this type of event has been a bit hit and miss since then, but a stock of interesting MG themed Rockers are now kicking around; of course Ron 'midget' Clydesdale has an A-Series model, Cyril TF Bennett has a XPAG unit (with some equally vintage model race car wheels, borrowed from John Walker) Roger P, the Collins and I have B-Series monster Rocker Cover racers; there are others being readied for the National Meeting too!

One interesting feature of most other rocker cover racetracks that I have noticed during some on-line searching is that a divided track (with a median strip) preventing the racers from running onto each other is common which we don't do. In fact, in National Meeting races that I have witnessed, cars have been disqualified from advancing if they run onto the other side of their lane and take out their opposition! Getting a 3 kg rocker cover to actually run in a straight line down a ramp actually represents more of a technical challenge than it sounds (trust me, it took the enormous mechanical engineering expertise of both Lennie Melrose and Allan Quinen to get mine to sort of run true!)

So why should the MGOCQ be interested in this form of motor sport (well, non-motor sport really); it's clean, green, open to all ages, cheap (really cheap) and fun. My kids love playing with mine at home, they tend to be recycled out of whatever is at hand lying around the garage and don't generate any 'noise' to annoy the neighbours, apart from the rabid exclamations of competitors and race fans. There is also a scope for both the pursuit of technical excellence, the demonstration of engineering ingenuity, in addition to providing an outlet for our members' creative urges and warped senses of humour! Witness Roger's large breasted Barbie Doll driver, surely not masquerading as Joan Richmond!

If you have never thought of getting involved, why not! Maybe we could have more regular competitions during our Friday Club meetings?



KEN AND PAULINE GRAHAM TROPHY FOR BEST YOUNG DRIVER AT MT COTTON

The winner of this new award for 2008 was Jae Collins driving the Subaru WRX which he shared with his father, Michael. Jae is pictured holding the trophy which was made by Pauline. It is a one-off hand-made kiln fired glass platter with the hillclimb logo. As well as this beautiful and unique trophy, Jae is entitled to a Computerised Wheel Alignment for his car.



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Midweek run

March

Eighteen cars and their eager passengers rolled up to the park on Logan Street at Beenleigh. This park has become known within the MGCCQ as Bill Norris Park. However, it really is, as Bruce Ibbotson pointed out, Doug Larsen Park. Maybewe should just call it "that park in Beenleigh we always start from".

We managed to get away just after 9:30am and, after a small hiccup when half the convoy got held up at roadworks, made our way to North Tamborine. Getting stuck behind a truck slowed our progress up the mountain somewhat.

We went to Knoll National Park for morning tea. We had the park and car parking area all to ourselves. It's a great spot with plenty of shady areas and fantastic views back over the Logan and Albert valleys.

From here we went along the top of the Mount Tamborine area and then down via Henri Robert Drive through Clagiraba and Canungra to Beaudesert to end the run with lunch. About half of the group went to Jubilee Park for a picnic and the others to the RSL for a meal and a drink.

It was a great day out in perfect top-down weather with great company. See you in April.

Those who participated were:

Vern and Elaine Hamilton	MGB GT
John Tait and Chris Carswell	MX5
Allan and Joyce Tebbutt	MGB
Greg and Rhonda Hannant	MGB
Bill Hales	MGB
Ian Fettes	BMW Z4
Bruce and Tip Ibbotson	MGC GT
Catherine and Lloyd Cree	MGB GT
Colin Fox	Austin A40
Denis Thomas	MGB
Trevor Mills and Fred Enever	MGB
Ross and Nina Beck	Honda S2000
Bob and Frank Bear	MGB
John and Tricia Cranley	Honda NSX
David Miles	MGB GT
Bruce Mutch and Ross Bronckhurst	MGB
Kerry and Val Horgan	MX5
Trevor and Joy Jones	MGA



Just a few of the cars at Tamborine



John briefs the group on the next sector of the run

leaving the picturesque car park



Some Bs relax at lunch time

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CATALOGUE**

Chapter Chatter

By Gurney T. Clamp

CAPRICORN CHAPTER



Some Chapter members as they appeared in an article on the Chapter published in the Rockhampton Morning Bulletin. Photo by Karen Simmons, The Morning Bulletin Rockhampton. (Reproduced with permission)

What a great day for touring in our MG's even after early morning threatening rain was once again on the coast. Gurney and Glenda (Gloria's sister) met up with Don Madden and Ted/Margaret Pidcock at Beaman park in Yeppoon and then headed off to the junction of Rockhampton/Yeppoon road and Artillery road to meet up with Stuart and Ada Clark, Phil White and mechanic Peter and Mark and Karen Janz who had met at Kershaw Gardens. It was here that Gurney advised the members of the new briefing sheet that we have been advised to use for future tours prior to commencing the tour.

We toured to the Capricorn Caves Hotel where we ordered our lunch and enjoyed our BYO morning tea in the large hotel beer garden. From there Gurney/Glenda and Stuart/Ada Clark did the Capricorn Caves tour while the remainder of the group toured to the Yamba Hotel. At the

caves Gurney received a phone call from Janelle Thompson with apologies for not attending as she had indicated she would be there.

Lunch at the Caves Hotel was all on time with all appreciating the hospitality and the good variety of meals and food available. And of course the cold beer and wine was quietly appreciated.

Other apologies were received from Dale and Margaret Volling, Bill (Foxy) Fox., Jo. Emmet, Jim and Sandra Armstrong, Tom and Kathy O'Dea.



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PRE-WAR	Dino Mattea	3263 2625	MOD	Chris Carswell	3378 4140
T TYPE	Peter Rayment	0407 693 947		Bruce Ibbotson	3366 1889
MODA	Richard Mattea	3325 0409	MOD & RVS	Barry Evans	3425 1695
MODV	Tony Slattery	3391 3022	MIDGET	Ron Clydesdale	3263 6575
MINORETTE SALOON	David Robinson	3255 9037(W)	MODF	John Boyce	3345 2530
MOD	Graeme Walker	0431 678 319			

Chapter Chatter

DARLING DOWNS CHAPTER



On the road

The first run of the year was a breakfast run and ten cars and twenty occupants assembled at the Toowoomba information centre at 0800. The cloudy, sometime a foggy, humid weather gave way to sunny, humid weather as we travelled down the range and through Helidon and Gatton. The venue for breakfast was café 4342 in Forest Hill. The first table was served with astonishing alacrity. This was perhaps largely due to the café being approached during the planning phase by the run organiser (his work title can be paraphrased as 'OH&S investigator') who had forgotten to change out of uniform. We are told the café proprietors turned a sickly shade of pale when he stepped in and they didn't relax until the mention of an MGB run. The other tables were served in a more leisurely fashion but the food was very good and well presented. After what developed into a rather long breakfast the day had heated and humidified even further and what was initially intended to be a stop by a few cars for a late morning tea at the Spring Bluff Railway Station became another gathering of ten cars. Despite the heat and the humidity all vehicles arrived back home dry, at least on the outside.

The participants on the 25 Jan 09 day run were:

Rod and Wendy Alford (MGB), Grahame and Lyn Cope (MGC), Rob and Narelle Fraser (MGB), Ron and Judy Gillis (MGB), Kev and Sylvia Johns (MGBGT), Gary and Janis Lawrence (MGB), Gene and Faye Lucas (MGB), Bob and

Mavis Marsh (MGB), Rick and Sharon Neville (MGB) and Trevor and Dell Watkins (MX5).

On the second monthly run, the weather, or more likely the man upstairs, was again kind to the Darling Downs Chapter, probably because he drives an MG. The weather which had included showers and storms for most of the preceding week gave us a few fluffy cumulus clouds, some humidity and most importantly, no rain. The run, or perhaps it was the

breakfast at the Warwick Golf Club, attracted some 18 cars and 30 keen consumers. The breakfast was, as always, excellent and the price very reasonable. The club was very busy, with more than 70 hungry customers, but that did not present a problem with no significant delays experienced, by the MG folks at least. Bob Marsh gave the run briefing after breakfast and we all committed our souls to his care and guidance. The run to Queen Mary Falls was very enjoyable as it followed minor country roads through bright green farmland. What could have developed into an enthusiastic attempt by many to extend their cars was well controlled by Doug Partington, who ensured that his MG lead at a stately pace and that the speed limit was never threatened. After this effort he challenged all comers to a race at their pleasure, but not with his MG. The participants on this run were:

Sherry and Bob Clark (Ford Fiesta), Graham and Lyn Cope (MGC), Noel Cumnor (MGB), Wayne Henman (MGBGT/V8), Kev and Sylvia Johns (MGBGT), Gary and Janis Lawrence (MGB), Denis Logan (MGB), Gene and Faye Lucas (MGB), Bob Marsh (MGB), John McLean and Jane Heferen (MGB), Peter and Rebecca Moore (Holden), Rick and Sharon Neville (MGB), Greg and Beth Newrey (MGBGT), Doug and Elizabeth Partington (MG), Grahame Peacock (Magnetite), Brian & June Phillips (MGT F), Trevor Pugh (Porsche 911) and Trevor and Dell Watkins (MX5).

The upcoming runs are shown in the calendar, but special chapter events to note are the David Hack Day at Toowoomba Airport on 3 May and the run to Possum Park on 13/14 May.



At Spring Bluff



Warwick Golf Club

Chapter Chatter

DARLING DOWNS CHAPTER



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At Spring Bluff



Warwick Golf Club

Chapter Chatter

by Ian Bryant

WIDE BAY CHAPTER



Lined up in town ready to go

With the daytime weather cooling down and 'orrible Hamish now defunct, the (Fraser) coast is clear for a return to our longer day runs that enable us to further explore the various quiet rural pubs that cheerfully inhabit our local area. Following the Chapter's fourth anniversary Oz Day BBQ at Legacy House, the run programme up to this Octagon report included four twilight runs, a simple morning coffee run and a beachside breakfast gathering.

The first twilight run on Sunday 1 February saw 34 people and 18 cars attend the Miners' Arms pub in Tarbanook for an evening bbq. An overcast sky and no rain presented a lovely evening's drive; pity that the standard of the tucker let the good mood down.

The Wednesday midweek run to Salt and Pepper Resort for coffee saw an All Moderns attendance of ten cars assemble in the rain to finalise aspects of the following Sunday's twilight run termed 'The Sheila's Shambles: Boys Banger Barbie @ Burrum'. Commencing with an ocker Run Brief delivered in dead pan G.I. Dennis style by Barbara Shield, Lynn Emslie's run instructions also included strict orders that the sheilas were to drive the blokes to/from the bbq site, under penalty of a fine. Her issued 'emergency packet' of joke book, Panadol, earplugs, a balloon and sweetie enabled most blokes to cope. (After the bbq and a few sherberts, they didn't care about anything anyway!) Twenty two cars, of which 13 were MGs, and 42 people attended the twilight run that was (finally) blessed with fine weather. Thanks to Darrell and Jackie Marlin, over \$180 was raised in aid of the Bushfire/Flood Appeal through their donation, and raffling, of two tickets to a performance of Shakespeare's 'The Tempest' in Hervey Bay. Intending members John and Joan Marshall in their Jaguar were made most welcome, and it was lovely to see Mavis Lloyd with son Martin renewing old MGCC friendships. Most cars enjoyed a female driver, driving topless where possible, with Nancy Goddard piloting Bob Bleakley's Saab, Joy Batchelor flagging Peter May's MGB, and Dianne Youel covering the rear as 'Tailend Charlene'. A great evening, well planned and executed by Lynn and Barbara. It is reliably reported that the blokes floated home quite happily.

A short breakfast run with 21 people in 11 cars on Wednesday, 26 February, presaged the following Sunday's twilight run for a pub evening meal at Burrum Heads. This very pleasant evening saw 26 people in 19 cars take a delightful early evening drive in fine weather to enjoy a good meal at reasonable prices. We were able to welcome back to active MGCC membership David Hall and friend Lyn in his MGB after a lengthy absence. John and Rabyrn Holland (MGB) needed some light thrown on the subject, Mal and Elizabeth Cumes mounted the curb in their MGA TC, and George finally shouted!

The Chapter's last twilight run until November was a very quiet affair, conducted on Sunday 15 March where 31 people in 16 cars enjoyed a local Nikenbah/Dundowran rubbernecking tour concluding with fish & chips at the Urangan Pier Precinct. The Queen Mary, resplendent in her new plates (DSS 49) and piloted by Ron and Lorraine Mills, finally caught up with the earlier arrival Plastic Parrot driven by Keith McKavanagh and Marion Orr, Warren and Anne Dawes brought their Cooper S, Peter and Vicki Worland's Datsun Fairlady didn't run into a Bryant MG, and the TR6 of Peter and Jean Boxall was not waved into a Police testing station.

The Wide Bay Chapter has now grown too large for the continuation of our earlier laid back manner of securing lunch venues on runs. Early booking is now essential, particularly when group concessions can apply. In this regard, the planned Chapter runs to Parkview House, Pomona, the Treebire Pub and the Freemasons at Gympie are all well in hand, with the Chapter's planners requiring an early indication of intention to attend. Similarly, the Boxall 'Oyls Ain't Oyls' local run on Wednesday 22 April requires early nomination. Our runs are open to any MGCC member and we would make any who do make the journey most welcome. However, please do let us know so that we can 'count you in'!



MGs at Ringfield House, Nanango



Lined up out of town

by Justin Nicholls

Chapter Chatter

FAR NORTH QUEENSLAND CHAPTER



other members from the Innisfail region and headed up the picturesque Palmerston Range to Mungalli Creek Dairy. We even managed to pick up a prospective member on the way there! Whilst at Mungalli Creek Dairy our members were able to partake in a tasting of locally made cheeses and yoghurt before tucking in to home made scones and cream with rainforest berry jam. After our morning tea we headed through the tight undulating back roads leading to various dairy farms to the picturesque Millaa Millaa Falls. After taking a few photos with the spectacular Millaa Millaa falls as our backdrop the group headed back to the small township of Millaa Millaa for a well deserved lunch.

A special thanks needs to go out to Bob & Pattie Ingram who have volunteered their time as co ordinators of the FNQ weekday run. Although just started this year and also known as 'Bobs mystery tour' it is hoped that a weekday run will fill the needs of those members who are unable to make a weekend run.

So far, 2009 is looking very promising for the FNQ chapter. We have an exciting year planned with runs to some very well known iconic Queensland locations.

Thanks to everyone who continues to support our chapter your efforts are most appreciated and do not go unnoticed.

2009 is shaping up to be an exciting and busy year for the Far North Queensland Chapter. We are now seeing the tail end of the wet season and looking forward to the dryer months ahead.

Our first run of the year saw members head south from Cairns to Etty Bay just south of Innisfail. If you are ever doing a drive north Etty Bay is certainly a place you should visit.

As 2009 has seen an emergence of a 'Cairns Combined Car Club' movement whereby non competitive runs and displays are open to all car clubs in the Cairns region, a close group of co ordinators like myself, have been able to keep tabs and be notified of events that we otherwise would not necessarily be privy to. A standard monthly non official meet and greet is currently held at Ellis Beach on the first Wednesday each month with members from the FNQ chapter having already attended. From all reports this initiative is a positive and welcome move to promote car clubs such as ours in a positive light. The FNQ chapter will be attending a run on Sunday the 5th of April in association with other Car Clubs at Cairns in a combined drive to Gardavale where our vehicles will be on display to the public.

The 15th of March saw members of the FNQ chapter head south to Innisfail. Our day started out as one that was sunny, slight cloud and with little breeze but this was to change. Our group said goodbye to the Big Martin at Eakville and with tops all headed south. What a marvelous drive it started out to be, that is until we reached the outskirts of Babinda, officially the most wettest place in Queensland. A quick stop to put on a few tops on and we were off again. We met up with



Lined up out of town

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Profiles

Joe Daly Capricorn Chapter



Joe took the initiative and wrote the following email to the 'Morning Bulletin' in Rockhampton and had it published. He has given us permission to reproduce it here.

Good Morning Darryn, (Darryn Nufer, Editor of Carsguide)

I read your short article in 'Bully Briefs', Morning Bulletin 26 Nov08, and am most keen to introduce you to my pride and joy.

It is a 1965 MGB Roadster. It was built in Morris Garages (MG's) Abingdon factory in England and exported to Australia. I purchased it in average condition from Brisbane. It had many non original and non BMC (British Motor Corporation) parts bolted on and it has been a labour of love to source original parts and rebuild this car. I have spent many hours of work to get it to nearly original 'off the production line' condition. I am neither a mechanic, auto electrician, panel beater or spray painter; however, I have learnt so much along the journey. If you had a Meccano set as a child, this car won't be beyond your ability.

In short, it has a monocoque chassis, (the strength is in the bodywork and has no formal frame or ladder chassis). Power wise, it has an 1800 cc engine with twin SU Webber carburetors, more than enough to get this little classic off the mark. It is painted in its original colour of 'Tartan' red, with a Black vinyl interior and, of course, chrome wire wheels. A 4 speed manual gear box with synchromesh only on gears 2 to 4, so the odd crunch is allowed now and then. With power assisted... um..... nothing.

It has three tonneaus: a half tonneau for fine weather driving that stops at the back of the seats; a full tonneau that covers the entire cockpit and clips at the base of the windscreen and, of course, the classic soft top with bows and nearly clear plastic rear window. (I allow a good 5 minutes to erect this...well it is a 1965 car, no pussy push button, electronic soft



tops here). It still has the original low strength AM push button radio, so my motoring listening pleasure extends to 4RO andno that's about it!

I am very passionate about this little car to the extent that as an 'Automotive Romantic', I have resisted the easy way out of restoring the car. Some people have replaced the old style center lever shock absorbers with the more modern telescopic kit, or installed an Unleaded head or even put a Japanese motor and gearbox in them. I just couldn't do it.

I remember as a soldier in the Australian Army, the new Land Rovers came out here and I lifted the bonnet to find an Isuzu diesel. Someone sold their soul for that.

I originally bought this car as a present for my wife, both born in 1955, but the jury is still out on who has more enjoyment from it, though we are both proud members of the MG car club of Queensland, Capricorn Chapter. We have members with all MG models, colours and levels of restoration. Weekend drives are often organised and are great fun.

My wife Nicki gets into it 'Audrey Hepburn' style with the long white gloves, black Cat's Eye sunglasses and white scarf, and let's not forget the wicker picnic basket on the luggage carrier. We are always looking for new members and if you have an MG or even just like MG's, I'm sure the club would love to hear from you. (golferq@bigpond.net.au)

The MG was the most popular of the mass produced sports cars of the 50's through to the 70's and, as the MGB was the most successful, these days it is the most popular of the classic cars to restore as parts are still readily available and reasonably cheap. A good relationship with Australia Post is advised as I dealt a lot with England, though parts turn up in the strangest of places. Ebay is a good start, however, other businesses that cater solely to the MG restorer are always ready and keen to assist, such as 'House of MG' in Brisbane. If you look hard enough the insurance is not too bad either. Shannons offer good prices on classic cars; however, I went local with Eklers Classic Car Insurance, Dave Kendall, Yeppoon.

Registered as a classic car, the registration is not that much either, so if you like classic motoring, that is affordable, and one hell of a lot of fun, have a look at the Classic Marque of the MG and the MGB in particular.



Graeme Hodges, Esport

FIRST STATE CHAMPIONSHIP RACE MEETING

by **Malcolm Spiden**

The first race meeting for the 2009 State Championships for the various categories was held at Morgan Park on the 6/7 March weekend. MGCCQ promoted this event to continue our involvement in promoting circuit races from our first race meeting at Strathpine on 8 October 1955. A good entry was received for the 30 race programme. Saturday provided practice to determine the grid positions for the races, plus 3 events for those competing in the Regularity Trial.

This meeting all regularity trial events were conducted on Saturday leaving Sunday for races. A regularity trial is a test for drivers to lap the circuit at or as near to their nominated lap time and is not a race. Lisa Heagerty lapped the

closest to her nominated time in the first event in Kristeen Wheeler's MG Midget (and this was Lisa's second ever event) from Len Watson (Ferrari 308 GTB) and Peter Vandermeer (Porsche 944). Peter reduced his margin to be closest in the second event from David Dumala (Triumph TR3A) and Mandy Tighe (Westfield Clubman). Ian Fethers won the last trial from Rob Switzer (Datsun 240Z) and Len Watson.

Championship races for the 2009 Queensland State series were for Superkarts, Saloon cars, Gemini, Sports cars, Sports Sedans, Historic Group N, HQ Holden and Racing cars including Formula Vee, Formula Ford and Group R. In the overall results for the round for Superkarts, Steve Murray (PP Honda) won from John Hay (Sodi SR4) and Phil Silcock (Stockman MR2) who tied for second place due to the points achieved over the two races.

Overall winner in the racing car championship series was Bill Norman (Reynard 92D) from Roman Krumins (Van Diemen RF06 Duratec) and Stephen Wilson (Van Diemen RF06k). Formula Vee Championship included Group V (Formula Vee using 1200 cc engines) went to Shane Hart (Jacer F2K8) from Byron Thomas (Jacer SC3)

and Bruce Acheson (Manta NG82). Bob Roberts was the quickest in Group V in his Elfin Rep from Alan Don (Nimbus) and Len Don (Stag).

The Sports Sedan championship round went to Bob McLaughlin (Holden Commodore VL) ahead of Colin Smith (Rover Vitesse) and Robert Coutts (Mazda RX7). Falcon AU dominated the Saloon Cars championship with Kris Walton winning from equal second placing of Troy Hoey and John Van Gilst, all in Falcons. The Gemini Group saw Ben Tamlin win ahead of Tracey Whale and Dominic Martens whilst the HQ Holden series went to Jamie Furness from Brad Schomberg and Dian Cidani.

Sports cars events combined Supersports with Marque sports cars, Production cars and Porsches. This gave the overall results to Steve Marcombe (quickest supersports in his Chiron LMP3.05) from Roger Lago (Porsche GT3 Cup car) and Terry Knight (Porsche 996 GT3) both equal in second place. Fastest Marque sports car was the Westfield clubman of Paul Antonieff from Brian Ferrabee (Mazda MX5) then Kerry Finn (Mazda MX5) whilst the quickest Production car was David Gainer and Peter Lacey, both in a Mazda MX5.

Group N Historic Touring cars are always exciting and the winner this round was Ethan Lind (Torana GTR XU1) ahead of Bob Sudall (Mazda RX2) and Nick Marentis (Torana GTR XU1). Future State Championship race meetings will be held on 6/7 June, 29/30 August (promoted by MGCCQ) and 7/8 November.



Troy Mansfield, Sprite



Glenn Sullivan, Holden Gemini



Owen Burlan, Holden Commodore

Apart from organizing the meeting, the Club was further involved by the participation of some of its members as competitors in the meeting.

Lisa Heagerty, MG Midget





Peter Vandermeer, Porsche 944

Club members who competed in Regularity events (held on the Saturday) and their results for their three events were as follows:

DRIVER	CAR	1st RACE	2nd RACE	3rd RACE
Owen Burlan	Cambridge	13th	9th	6th
Ian Fettes	BMW Z4	8th	8th	1st
Lisa Heagerty	MG Midget	1st	15th	10th
Graeme Hodges	Escort	DNF	11th	14th
Anthony Jones	Nissan 200SX	DNF	7th	13th
Nev Mansfield	Sprite Mk I	14th	17th	5th
Troy Mansfield	Sprite Mk III	6th	12th	17th
Glen Sullivan	Gemini	7th	16th	9th
Mandy Tighe	Westfield	10th	3rd	11th
Peter Vandermeer	Porsche 944	3rd	1st	7th

Those who competed in racing events and their results were:

DRIVER	CAR	1st RACE	2nd RACE	3rd RACE
Stefan Barsala	Formula Ford	3rd	6th	3rd
Alan Dan	Formula Vee	10th	10th	
Len Dan	Formula Vee	12th	11th	
Gary Gaulding	Sports sedans	10th	7th	
Bill Norman	Racing cars	2nd	1st	1st
David Robinson	Racing cars	3rd	DNF	3rd
Chris Ramana	Sports cars 2B	5th	3rd	
Brad Stratton	Sports sedans	12th	DNF	
Warren Tegg	Group Nc	8th	7th	

The next round of the Championships will be held on 25/26 April. The third round will be promoted by our Club and is on 29/30 August while the final round will be held on 7/8 November.

Some of our members on track (photos supplied by Brad Stratton, the Willesdens and Elaine Hamilton).



Gary Gaulding (No 32)



Warren Tegg (Group N)



Stefan Barsala, FF (white car, No 17)



Lakeside is back!

by Richard Croston

I have just arrived home after watching the first official Top Gear meeting at Lakeside since the Council obtained the race track back in 2002.

Thank you to Ian Milton and his band of loyal supporters at L.M.R.E. for starting the campaign to save the best club motor race circuit in Australia {quote Dick Johnston}.

Thank you to John Tetley and his supporters for taking the business risk to revamp the ageing track and its facilities.

Than you to the Councillors who listened to the thousands of motor racing supporters who spoke out about the potential loss of their favorite motor sporting venue.

Years ago I wrote about what it feels like for a motor racing junkie to drive down the hill to that hallowed ground called Lakeside. It was the same to day as it was 10, 20, 30 years ago.

I had the privilege to sit on the back of Damien's ute with the new generation of racers who will once again enjoy the challenge that race track provides. They can't wait until June when they can test themselves and their cars against the magic of Lakeside.

Mr. Tetley and his crew have done a wonderful job of updating the circuit. It is probably smoother now than we ever raced on before in the last 30 years anyway.

Motor racing never stays still. There is always something new on many cars at every race meeting. The MG organized race meeting at Morgan Park was no exception.

Damien fronted his repaired Gemini sports sedan after his unfortunate scrap with a monster Torana

at Willowbank. Part of his Christmas present was more computer stuff for the Gemini's computer. It now talks to up to 9 satellites while it is going around that tiny space called Morgan Park. I can't believe it! It tells you all this information like "G" forces, steering input, speeds at any part of the circuit and this is only the beginning. No wonder the big teams are complaining about the cost of racing!

Whatever happened to a good ear and a length of rubber tubing to hear all the important noises? Oh! And a driver who could tell you what he felt through his back side. Better still one who could tell you what all the gauges said **IN THE CORNERS**.

It never stops! On the evening after practice we were ready for a good meal at the RSL, a chat about racing cars, girls, and more racing cars, then a relative early night. Sounds sensible, doesn't it?

When we returned to the motel, Damien and his crew reviewed the whole day's activities on the TV with the aid of the updated computer. They were still doing it at midnight!

I think I will go and find my special length of rubber hose and have a look under the tarp to see if the historic racer is still where I left it after Speed on Tweed. It is a far simpler life.

I'm getting old!!

(Ed's note: Ed and other half were also out there to meet up with John Tetley for a guided tour of the new facilities and a briefing on what is planned for the future. John will be the guest speaker at our Noggin 'n' Natter on 8th May to tell you all the latest Lakeside news and to answer all your questions. Be there to find out what it is all about!)



Lakeside is back!

by Richard Croston

I have just arrived home after watching the first official Top Gear meeting at Lakeside since the Council obtained the race track back in 2002.

Thank you to Ian Milton and his band of loyal supporters at L.M.R.E. for starting the campaign to save the best club motor race circuit in Australia {quote Dick Johnston}.

Thank you to John Tetley and his supporters for taking the business risk to revamp the ageing track and its facilities.

Thank you to the Councillors who listened to the thousands of motor racing supporters who spoke out about the potential loss of their favorite motor sporting venue.

Years ago I wrote about what it feels like for a motor racing junkie to drive down the hill to that hallowed ground called Lakeside. It was the same to day as it was 10, 20, 30 years ago.

I had the privilege to sit on the back of Damien's ute with the new generation of racers who will once again enjoy the challenge that race track provides. They can't wait until June when they can test themselves and their cars against the magic of Lakeside.

Mr. Tetley and his crew have done a wonderful job of updating the circuit. It is probably smoother now than we ever raced on before in the last 30 years anyway.

Motor racing never stays still. There is always something new on many cars at every race meeting. The MG organized race meeting at Morgan Park was no exception.

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Reports on a number of

By Malcolm Spiden

COMPETITION EVENTS

SOLVIX CHALLENGE

Again, Tony Best organised the Solvix Challenge and once again this proved a test of the mapping skills of the navigators as well as the teamwork of the crews. Once the short trip down the M1 delivered all to Maloney Street, the real challenge began. A journey of 200 kilometres with a finish before 5 pm was the goal. The route went down to Logan Village and a circle of the Library before finding the spa baths sign at the Plunkett Bridge, then onto Tamborine. We then went on through the township on the Main Western Road to find the house at number 76, then the BMW for sale sign and the three passage controls. If you travel up onto the Tamborine area you will come down the mountain somewhere and the Guanaba road into Mystery road will test all the braking abilities of the car. Once on the flat it was to find the Trumm Estate before a short lunch break and a chance for the second part to be mapped.

The route took us over the highway near Pimpama before heading towards Norwell, the sugar mill on Mill Road, past the Rudi Maas Marina, back into

Mill Road to the passage control in Short Cut road then past the Holden Performance Driving Centre before Stapylton/Yatala. Up the M1 we then went, to branch off towards Cornubia, West Mount Cotton Road to take the crews to the finish at Capalaba for a well earned rest and refreshments.

MG members who ventured on the Saturday event were Doug Cox/Jenny Cox (MGB), Brian Krieger/Chris McMahon (Sprite), Ian Fettes/Mike Anderson (BMW) and Malcolm Spiden/Bevan Harris (MGBGT). All made the journey to the finish and had various tales to exchange at the end. Sunday was recovery day for most unless they were competing or officiating at Mt Cotton.

MOTORKHANA

First multi-club motorkhana for 2009 was held on Sunday 15 February under the Come and Try style. It was an excellent opportunity for Junior competitors to both learn to drive in a safe environment as well as to improve their car control skills. Both Ryan and Cody Collins were driving their Formula Vee running in the Special Class. Our Start Line official Greg



Alan and Zoe McConnell both gave the Skyline a workout.



Brant and Malcolm do some modifications to Malcolm's GT



Alan chats with Brad Stratton as he waits for his turn

Voltz had his nephews in their mother's Holden Commodore. Of the more experienced drivers, Brad Stratton and Ray Evans were competing in Ray's Nissan GTR in the All Wheel Drive class whilst Alan McConnell and wife Zoe were sharing their Nissan Skyline. Brant Rayment ran the MGBGT with Malcolm Spiden. Tests conducted on the day were Forward and Reverse Slalom; Double Loop; Clover Leaf; Jelly Fish; Gate Slalom and Try Angles. Future come and try are scheduled for May 3, July 12, November 1, and November 22.

MULTI CLUB NIGHT NAVIGATION RUN

First Night Navigation event February occurred after much e-mailing and phone calls to Melbaume. Set by Brant and Selena Rayment the group left Collinsvale Street for Oxley to find instructions for pedestrians to cross only when the road is clear, Ambush Security Services at the St Aidans Anglican College for Girls, past the Rest For The Weary seating before crossing the Walter Taylor Bridge to the hilly parts of Indooroopilly. The next challenges were to find the Rainesforest welcome sign, then the Taowang Creek Bushcare Group, count the 13 yellow bicycle symbols, past the Rainworth Medical centre, some tricky parts near the Taowang College using Owen Lane then onto Milton via Stoneleigh Street, past the Baptist Church at Wilston, over the rail crossing at Alderley to finish at Newmarket. Members who ran in the multi-club event were Ian Fettes/Malcolm Spiden (BMW) and new members SOMEONE and SOMEONE ELSE in their MGB (please let us know who you were!). No night run is scheduled for April as most will be in Geelong then May 22, June 19 before the Iron Man in July.

WILLOWBANK TARMAC CHALLENGE

Several regular hill climb competitors competed in the 2009 Tarmac rally challenge. With some

imaginative use of the roadways the organisers were able to join some 5.18 kilometres of sealed roads through the road network of the drag strip car park, marshalling areas, driver training come motarkhana area and a portion of the drag strip. Brad Stratton and co-driver Barrie Burr in the green Torana GTR XU1 (group B), Ferris Lee and Cameron Campbell-Brown in Ferris' Honda Civic (group D) and Simon Lake and Matt Harrison in the Mazda 323 (group I) competed. Running under rally regulations means there is a one minute break between competing cars which are timed for each round with all round counting towards their respective totals. After 8 rounds each of the regular hill climb drivers had won their respective groups with Brad scoring a great 3rd place overall behind an Ultima and a SKELTA G Force.

MARCH MULTI CLUB NIGHT NAVIGATION RUN

The Director gave navigators some mapping work in their UBD's to first find 7 via points before a trip to the Manly area to view the boats in the Royal Queensland Yacht club then a further 6 mapping points before return home. Tour visited Dallis Autos under Beaudesert Road overpass before finding the School advertisement for Election day specials of sausage sizzle, cakes, jams, crafts and pickles. A detour through Carindale Shopping centre before counting the bicycle signs down Cadogan Street. Then towards Manly. Under the rail track to find the Lota House and Court before using a couple of shared zones to observe the bay view at night. Onward to find the school motto at Wynnum High and the 50 years of Lindum Primary. A final path to be found by the crews through Camp Hill, Coorparoo, Moorooka to return home. MG members who ran in the multi club field were Brian Krieger with Becc Scott; Brant Rayment and Selena Rayment; and new member Robert Wells with Karen Dunkley who tried navigating instead of driving this month.

A History of **Motorsport** in Qld

part 2

By Malcolm Spiden

On Christmas day and Boxing Day 1916, the first Australian Speed records attempts were held on the beach sands at Southport. The start was from the Burleigh Heads end heading north towards Meyers Ferry (the Southport Surf Life Saving Club). A vehicular ferry traversed the Nerang River from the mainland (Meyers Ferry Road where the Gold Coast Arts Centre now stands) south of Goat Island, (now Chevron Island) to Myers Ferry Road on the beach side (now Cavill Avenue). Top speed for the ½ mile course on the sand was 84.5 mph (completed in 21.4 seconds) set by Alex Jewell in his 6 cylinder Studebaker.¹⁵ Two further events were held at Southport on 2-3-4 June 1928 from north of the regular bathing beach to Salamandre Point and 24-25 December 1928. Motor cycle clubs also used both the hill climb venues as well as the Southport beach track for their competitions.

During this early period record attempts between Capital cities as well as major centers were held. Walter Trevethan travelled from Brisbane to Toowoomba in 3 hours 7 minutes on 1 October 1912; the Brisbane to Sydney mark was lowered to 32¼ hrs in January 1917 by Alex Jewell and Jack Walsh (Studebaker) then to 26 hrs 3 mins on 21-22 December 1917 by Boyd Edkins (Vauxhall). Other record holders for the Brisbane to Sydney distance in 1918 were Fred Z. Eager and Wallace G. Webb (Overland "Whitey" 19 hrs 38½ mins), Norman "Wizard" Smith (Essex), and Lee Murray in 18 hrs 33 mins.

For those who are aware of automobiles of the 1910's, cars used by regular competitors include Buick, Cadillac, Calcott, Chandler, Chevrolet, Fiat, Ford, Hispano-Suiza, Hudson, Hupmobile, Maxwell, Metz, Minerva, Moline Knight, Napier, Overland, Phoenix, Studebaker, Swift, Talbot, Vauxhall, Vulcan, Waverley, and Willys Knight.

Of the early competitive motorists in this decade names reoccurring included L.T.S. Morris, A.H. Sager, Boyd Edkins, G.W. Whatmore, Walter M. Trevethan, A.B. Overell, Fred Eager, Dr A.R. Menzies, Alick V. Dodwell, Wally Webb, Victor William Croston (Richard Croston's grandfather), George Ferrie, Jack Walsh, Walter and Wyndham Pike. (Reports up to 1940's usually referred to competitors with just an initial and Surname rather than their Christian and Surname.)

Reports of major races, Grand Prix, rallies and hill climbs from both America and Europe were published

in local newspapers and the few motoring journals. These must have attracted the attention and dreams of any sporting enthusiast; however Australia, like Britain, prohibited motor car races on public roads. In the 1920 decade without any suitable venues, activities would be confined to social runs, petrol consumption contests, the occasional hill climb event then reliability contests and acceleration tests. Buchanan points out that in the 1920's a house may cost between 450 to 850 pounds, a car 200 to 400 pounds whilst a motor cycle about 60 pounds. (16). This cost factor would see the more rapid expansion and popularity of motor cycle activities compared to that of motor car as activities as events involving cars may have been confined only to those well off.

Motor cycle popularity grew through detailed reports of speedway events in the local newspapers, the ease of finding venues as well as the relative low cost of a machine compared with that of a car. Many a local showground or horseracing track could be used, thus events at Maleny, Innisfail, or Gordonvale were conducted. Larger centres such as Townsville, Cairns, Bundaberg held events whilst Toowoomba and Ipswich each had the luxury of 3 venues. Toowoomba had Clifford Park, Werrington Park and the Showgrounds, while at Ipswich venues of Bundamba Racecourse, the Showgrounds and East Ipswich Hockey field are listed. In Brisbane, the Deagon Racecourse (1 mile grass track) commenced motor cycle races on 11 March 1922, Exhibition Speedway (1/4 mile) on 26 October 1926, Coorparoo Racecourse on 28 May 1927 for the Winter season (1/2 mile grass track and now site of the Coorparoo Secondary College) and Davies Park (1/4 mile) operated from 6 August 1927 until the South Brisbane District Cricket Club lobbied the City Council in 1933 to have this activity "removed from Davies Park" (17).

There were a few motor car races programmed at some speedway venues. The Townsville Motor Cycle Club ran a five cycle with a one car race programme (the first motor car race event in North Queensland) on 27 December 1925 at Ross River Plains. The last event on the programme, a handicap race over 5 laps of the 1.2 mile course, attracted 5 participants with Don McInnes in his Special Six Studebaker off a 8 seconds handicap being the victor. (18). However a match race at the Davies Park event on 6 August 1927 between Henry Horstmann (Seneschal) and Arthur Jenson (Austin 7) was reported as a 'dull and tame affair'. (19). Probably compared to the rough and

tumble of bike races they were, so until both special and sufficient numbers of speedway dirt racers were developed or purpose built circuits to enable car to display their full entertainment potential were built, this perception would remain.

From 1920 to 1928 interstate and intrastate Reliability Contests became annual events. Some over a 1 day period such as Brisbane to Nambour, others over a 4 to 6 day period as Brisbane to Sydney, Brisbane to Katoomba, Brisbane to Rockhampton and return, or Brisbane to Grafton and return. The first multi-day between Sydney and Brisbane (18 October 1920 to 21 October 1920) was conducted jointly by the ACQ and Automobile Club of Australia (which would become the NRMA). Many of these events would normally have sub-events as part of the contest. The 1925 Five day Reliability Touring Contest (Brisbane to Bundaberg and return) gave the 26 entrants 5 sub events which included a hill climb from the foot of the Toll Bar Range to Toowoomba, a flying ½ mile special test on the main road about half a mile outside Dalby, a petrol consumption test from Gayndah to Bundaberg, an acceleration test on the road between Esk and Ipswich, and a reliability test which covered the total run distance. Given sub-events were conducted on quiet sections of public roads outside townships, it can be deduced the local authorities had full knowledge and had given permission for these activities.

An annual Hill climb event continued at Mt Coot-Tha until 20 October 1923 where the quickest of the 24 entries was the Essex driven by R P Randall with a 1 min 51 sec time. For the hill climb at Mt Coot Tha on 21 October 1922, electronic timing was used. Competing cars would be given a 10-yard run up to break a cotton thread strung across the start line that would activate the timing gear and a similar arrangement at the finish line. (20).

As concerns grew over the deterioration of the dirt surface at One Tree Hill, the Mt Gravatt road to the summit was then used with the first event on 25 October 1924. It would operate until 18 May 1935. Although this venue was a greater distance from town, crowds of 2000 spectators were reported. Classes in the first event were Novice, Restricted and Unrestricted (Speed). Of the 33 entrants, the fastest time on the first event was set by P.V. Jones in his Napier with a 78.8 seconds run, with the timing via the field telephone system. Electronic timing was used for the 24 October 1925 event where, of the 18 entrants, E B (Gus) Gustavson in his Overland sports (named 'The Red Devil') set the record at 57.7 secs, some 19 seconds quicker than the existing record and described in the newspaper as 'sensational times'.

With the City Council improving the road surface, three further events at One Tree Hill on 5 November 1927, 31 March 1928 and the last on 18 May 1929 were held. A spectator crowd of between 3000 to 4000 watched Gus Gustavson set fastest time of 1 min 35.5 in his Red Devil Overland Sports whilst 3rd in the restricted class (running in the heavier touring format) J W Whatmore had entered a Morris-Oxford MG Special (1802cc engine) to record a 1 min 50.9 sec run. (21). At the following event in 1928 Henry Horstmann (Grand Prix Bugatti) broke the outright record by 6.5 seconds with a 1 min 29 run. (22).

However not all were happy with this venue. An article in the Sunday Truth newspaper criticised the venue under the headline 'Risking Their Necks For Fame' urging the RACQ to 'cut out the hill from their list'. The author describes the track as narrow (15 to 20 foot wide), with a slope that innumerable cars can ascend in top gear so not really a challenge. The safety aspect seemed of concern with a 'wall of rock on one side and a precipice the other, guarded only by a wooden fence which a man could almost push down with 2 hands'. Also of concern to the author were the numerous sharp bends and 'two down grades where terrific speeds can be attained'. The article urges the venue 'not be used again by the RACQ or that the City Council should refuse to let the event be run there'. (23).

Events then returned to Mt Gravatt; however, the Sunday Truth did not care for this venue either as they declared that City Council had decided no more competitive runs would be held. This, the reporter said, was due to the condition of the road to the summit as it is 'too bad, the climb too severe, and when the top is reached there is nothing to do, and precious little to see'. The reporter also described the site as 'a dud' given the energy by 'the sportsmen to spend money and labour in reconditioning the surface in preparation for events'. (24).

15 The Steering Wheel, Vol 3 No 3, January 1917, p21.

16 Buchanan, Robyn, 'Ipswich in the 20th Century', Ipswich City Council, Ipswich, 2004, p124.

17 The Brisbane Courier, 21 October 1933, p11.

18 Townsville Evening Star, 30 December 1926, p4.

19 Truth Sunday, 7 August 1927, p6.

20 The Brisbane Courier, 26 October 1925, p16.

21 The Queensland Motorist, Vol 2 No 8, November 1927, p27.

22 The Brisbane Courier, 2 April 1928, p8.

23 Truth Sunday, 8 April 1928, p9.

24 Truth Sunday, 15 December 1929, p11.

MG Car Club Merchandise

Order form available on website



Photo data discs for Lakeside (1961-66; 67-72; 73-79; 80-89); Surfers Paradise (1966-70; 71-77; 78-86).

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Club Cap

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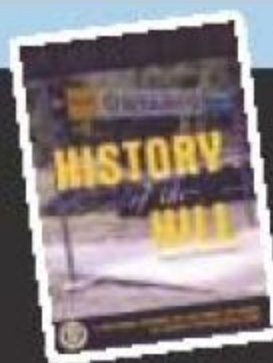
Mt Cotton stubby holder

\$7.50



Circuit jacket

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History of the Hill

\$80



Centaur

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Club keyring

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Lapel Badge

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Member's Name Badge

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Hillclimb sticker

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MG CAR CLUB OF QUEENSLAND INC.

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

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

The club's committee organise many types of competitive and social events, including hillclimbs, navigation runs, sprints, race meetings, and 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)



Hillclimbs



Concours



Day Runs

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

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

Please submit your contributions to the Editor
GPO Box 1847 Brisbane 4001
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Race Meetings

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