

Patron: Dick Johnson

Affiliated with **MG Car Club UK**
Confederation of
Aus. Motor Sport

MGCCQ Club Phone: 07 3367 2243
 MGCCQ Club Fax: 07 3863 3375

www.mgccq.org.au

email: mgccq@mgccq.org.au

MANAGEMENT COMMITTEE

Name	Phone	Mobile	E-mail
PRESIDENT			
David Miles (Meryl)	3892 2699	0438 760 447	davidmeryl@bigpond.com.au
VICE-PRESIDENT			
Richard Mattea (Carly)	3325 0409	0402 227 109	richard.mattea@cemaust.com.au
SECRETARY			
Elaine Hamilton (Vern)	3893 2438	0418 870 782	vprojects@uq.net.au
TREASURER			
Carly Mattea (Richard)	3325 0409	0410 310 452	moffmat@bigpond.com
COMMITTEE			
John Davies (Diane)	3341 6798	0402 393 278	johnedavies@ozemail.com.au
Gary Goulding (Narelle)	3351 3506	0407 163 063	gouldingsx3@bigpond.com
David Homer (Helen)	3341 9323	0417 755 747	dmwmsport2@optusnet.com.au
David Robinson (Jeanne)	3255 9037(w)		robo25@bigpond.net.au
Andrew Lake (Michelle)	5573 5996	0405 187 264	the.lakes@ozemail.com.au
Steve Pyott (Lesley)	3204 6354	0418 726 885	spyott@bigpond.net.au

OFFICIALS

	Name	Phone		Name	Phone
Event Secretary	Joan Appleby	3857 1561	Library	David Robinson	3255 9037(w)
Event Sec.Asst.	David Robinson	3255 9037(w)	Marque Rep.	David Homer	3341 9323
	Richard Mattea	3325 0409	Membership Sec.	Peter Rayment	0407 693 947
CAMS Delegate	Ann Thomson	3378 1368	National Meeting	Ron & Bev Clydesdale	3863 3375
Chaplain	Ken Trudgian	3886 3409	Co-ordinators		
Club Captain	Peter Rayment	0407 693 947	Point Score	Peter Rayment	0407 693 947
Day Runs	David Miles Midweek	3892 2699	Webmasters	Glenda Crew	3341 4397
Co-ordinators	Pat Walker Weekend	3300 2914		Rick Miles	
Hillclimb	John Davies	3341 6798			

	Name	Phone	Mobile	E-mail
Octagon	Bruce Mutch	3376 1384	0427 787 208	bmutch@bigpond.com.au
Team	Elaine Hamilton	3893 2438	0418 870 782	vprojects@uq.net.au
	Graeme Walker	3511 0206		

All enquiries to the secretary:
 c/- GPO Box 1847 Brisbane 4001

Headquarters: 8/16 Collinvale St, Rocklea
 E & OE Hillclimb: Gramzow Road, Mt Cotton

The opinion of correspondents and advertisers expressed in this magazine are not necessarily those of the management committee of the MG Car Club of Queensland Inc. and as such the club accepts no responsibility. Published six times a year members personal advertisements are free. Club constitution available in clubrooms.

President's Report

What a start to 2005!!

Following a break of a few short weeks over Christmas and New Year, it's back to work with a vengeance for the committee, with lots of new and exciting projects under way.

Just before Christmas, the contract for our new premises at Rocklea was signed, and, with all systems "go", settlement will have taken place by the time this magazine reaches you.

The presentation of the trophies for the 2004 Tighe Cams Hillclimb Series was well attended, and made very special by Dean Tighe's announcement of continuing, and increased, sponsorship for this year. Thanks, Dean, and all those who worked and competed to make the series such a success.

Another very important and exciting new venture for 2005 was the launch of the Wide Bay Chapter of MGCC (Qld), based in Hervey Bay. Under the direction of the very capable Ian Bryant, this group will be able to organise their own programme of events, while still enjoying all the fellowship and privileges of the MG Car Club worldwide family. They have produced a very full calendar, and we look forward to meeting these members in the near future, in addition to keeping abreast with their activities through their own Octagon and Web Site Pages. I hope this will be the genesis of the formation of other "chapters", bringing our country members closer together in their respective regions.

Hillclimb activity began with a very successful "Come and Try" instructional and familiarisation day organised by Gary Goulding, giving novices a chance to try hill climbing under relaxed conditions, and gaining confidence by having an experienced instructor with them to point out the best way to tackle our challenging Hillclimb. All who attended had a very informative and enjoyable day, and thanks go to Gary and his team of instructors.

The following weekend was our first two day, "Test and Tune" Hillclimb, where drivers could practice, test and tune their vehicles in preparation for the first round of the Tighe Cams Series in March. It also gave us the chance to further test and tune our new timing equipment, with Alge's Ian Pigeon on hand to train our timekeepers on the many features of our new timing programme. Results were beyond our expectations, and the money spent will ensure that Mt Cotton remains the very best Hillclimb venue in Australia. While our thanks go to Ian and our timekeepers, let's not forget the many, many years that Peter and Delia Rayment gave their time and expertise to ensure that we always had the most reliable timing facility they could provide. I trust they will both find time now to continue competing, without the added responsibility of timing.

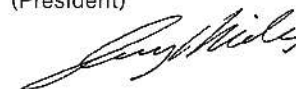
The "Friends of Mt Cotton" endeavour, under the direction of Dino Mattea, is off to a slower than expected start, but I trust that as more people become aware of the many advantages this group will offer Mt Cotton Hillclimb, then Dino will see positive results from all his efforts.

The Presentation of Trophies dinner will be a thing of the past by the time you read this, but the new format, venue and pricing which Elaine Hamilton has arranged for this year has resulted in higher than average attendance.

I trust all enjoyed it, and congratulate those who won trophies. Thanks, too, to those special people who took the time to come along to present trophies.

All this, and we're only half way through February!

David Miles
 (President)



Editorial

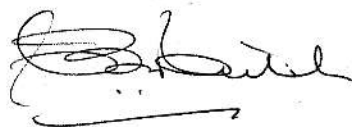
A major step forward for the MG Car Club of Qld is the purchase of our new Clubrooms (albeit warehouse and office). We will have our first meeting there at the March Noggin and Natter. There is also a willing band of members, helpers and workers who will turn it into something to be proud of.

What does this really mean to members? There was a real division in members when the decision was taken to refurbish Mt Cotton hillclimb. In hindsight, this was probably the correct decision as anything not maintained will certainly fall into disrepair.

Now, the new Clubrooms should engender a sense of ownership and a place which is focal to our 30 ± year old machines. The history of the marque and the members can be expanded and discussed at probably what will be a weekly forum or open house. There are plenty of retired MG owners who will welcome this move.

The new clubrooms which need a name even though it can still only be known as the MG Workshop and Office to comply with Council regulations will now become the meeting place for members of the MG Car Club.

Bruce Mutch
Editor




TYRETECH
AUSTRALIA

PERFORMANCE TYRES & MOTORSPORT SERVICES

149 Abbotsford Road, Bowen Hills

Phone: 3262 7833

Racewear & Equipment: Racesuits, Boots, Gloves, Helmets,
Seats, Harnesses, Fire Extinguishers

Tyres:
Yokohama, Falken,
Bridgestone, Hoosier,
Avon

NOTICE BOARD

- Wednesday, February 23
Mid Week Day Run (David Miles 3892 2699)
- Friday, February 25
Working bee for national meeting costumes at Rocklea
- Sunday, March 6
Working 'B' Mt Cotton (John Davies 3341 6798)
- Sunday, March 13
MG Multi Club Hill Climb
Tighe Cam Series Round 1
- Sunday, March 20
Early Morning Run - Pre War Register and MGs
(Dino Mattea 3263 2625 or Pat Walker 3300 2914)
- March 26-28
National Meeting - Maitland
(Ron & Bev Clydesdale 3863 3375)



Noggin 'N' Natter

NEW Headquarters:
8/16 Collinsvale St, Rocklea

Don't forget to attend the Noggin 'N' Natter Night!
Second Friday in each month
First meeting in new clubrooms!
Friday, March 11



Letters to The Editor

My name is Catherine Ryan. I am a former owner of an MG Midget and a former member of the Tasmanian MG Car Club.

My partner and I recently became engaged and are looking for wedding transport. I would love to use MGs. I miss mine and I think they are classic and a great way to arrive at a wedding. So what I am asking is if anyone would be interested in driving a bridal party to a wedding. We are prepared to give money to those that can help us on the day. We are looking to get married around the end of November next year. If anyone can help, please contact me on 0414 662 538.

Thank you

Catherine Ryan

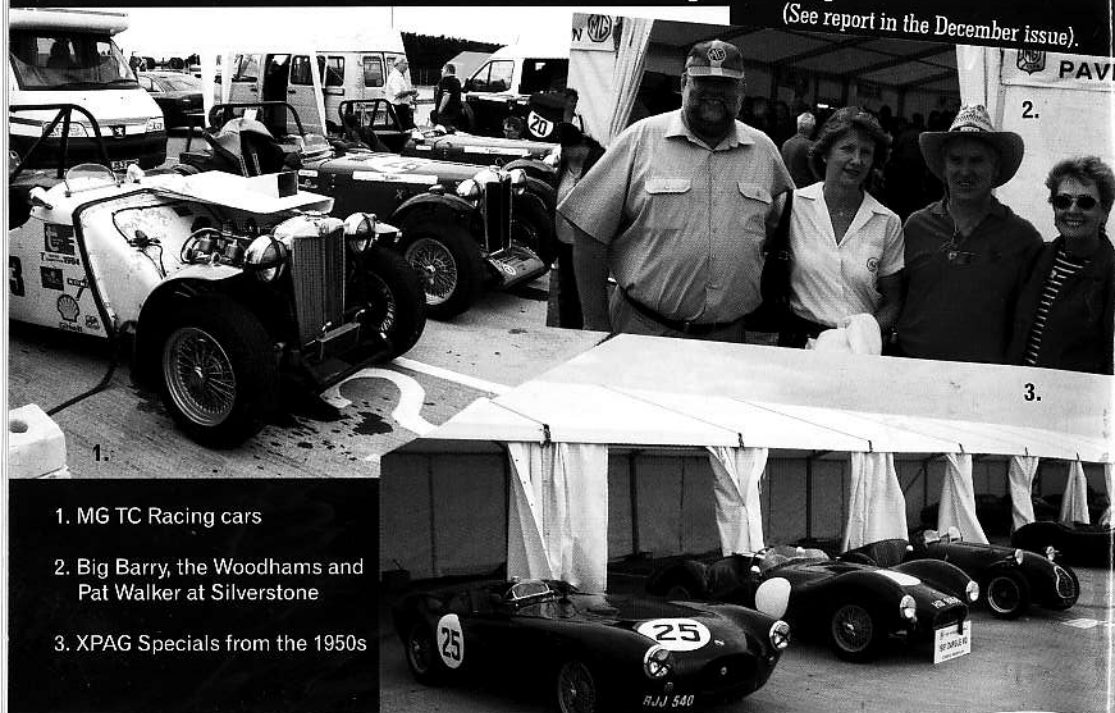
Dear Bruce

I was reading your excellent report on the November 12th function and, as I missed signing the visitors book, I'd like to advise I was there and really enjoyed the whole show; it was a credit to all involved.

George Diggles (Member No 622 - early 1962 - 1968 approx; re-joined 2004)

Photos from the Walkers visit to Silverstone for the MG 80th Anniversary meeting.

(See report in the December issue).



1. MG TC Racing cars

2. Big Barry, the Woodhams and Pat Walker at Silverstone

3. XPAG Specials from the 1950s

IT SEEMED A GOOD IDEA AT THE TIME

By Richard Croston

Did you ever become involved with a project or activity which developed to a point where the best way to justify the situation you now find yourself in is that *it seemed a good idea at the time!*

About six months ago I was looking at my faithful old Holden Ute in the sunshine. Not the best thing to do as it shows up too many battle scars. I decided she needed a tidy up. The foolish sunlight inspection continued to reveal lots of boring little jobs requiring attention. On retiring to my favourite daytime resting place [the hammock under the house], I proceeded to calculate how much this somewhat overdue exercise might cost. Oh I hate doing this. It reminds me how little money I appropriate to regular land transport. Why can't they make a regular car last 100 years with no maintenance? Its ok to play around with old MGs and stuff like that, *real cars*, but normal road cars, uck!

Anyway, as luck would have it, a mate of mine some years ago did up this old Holden Ute. The story goes he spent about 30 grand on it! Yep 30 Gs on a Holden Ute. It had then been sitting on blocks for 8 years engineless and unloved, the five thousand paint job becoming a little dented from contact with wayward pieces of timber which shared this vehicle's resting place. I was offered this work of art for only 4 thousand dollars. All I had to do was throw in a new engine, battery, road worthy it and then I would be out cursing the highways in a you beaut Holden Ute, classic not plastic, with five million way adjustable bucket seats, five speed gear box, the shiniest mag wheels in the world [made by a company

who would do any railroad proud by manufacturing the heaviest wheels in the world. I thought that one of the advantages of mag wheels was supposed to be that they were lighter and stronger than pressed steel wheels. Guess they didn't read the same hot up books I did].

I suppose any sane person would run a mile from such a project. Some of us will never learn, will we! So I bought this THING. For a long time I have had a big problem with a number of modern motoring orientated magazines which have lots of glossy photos of cool cars mostly modified with raving reviews on the supposed performance of these trick devices but which I reckon would have a reliability performance which would make a two bob watch appear as good as a Rolls Royce.

The vendor of this vehicle later admitted that he had taken it down to the Gold Coast one night with this fire eating engine he had built for this Ute. It cost him 85 dollars in fuel and that was 10 years ago! So I spent a good deal of time deanimalising this beastie so it now has a reasonable level of *positive road manners!* It's a pity our community in 2005 doesn't have a better method of passing on to our young motoring enthusiasts the good oil on how to engineer their vehicles creatively, SAFELY and try to minimise the wasted time, money, agro, and a whole lot of other stuff that comes with these projects. We might endow our new generations with a wider appreciation of what makes a good performing motor vehicle. Maybe the mass car manufacturers may have to lift their game.

National Meeting

MAITLAND NSW 2005

Friday 25th March

Registration and Scrutineering.
Noggin and Natter Maitland
Town Hall.

Saturday 26th

March Concours Maitland Park.
Theme Night HM Maitland
Gaol.

Sunday 27th March

Motorkahana Newcastle Reg
Markets

Kimber Run Maitland Town
Hall Car Park

Monday 28th March

Hillclimb Ringwood Hillclimb.
Observation Run Maitland
Town Hall.

Tuesday 29th March

Farewell Breakfast Maitland
Gaol

Look forward to a wonderful
National Meeting .



FRIENDS OF MT COTTON

UPDATE

The Club wishes to thank those who have responded to the invitation to join "Friends of Mt Cotton" and advise them that they will receive correspondence and a receipt from the Club very soon.

The response to the proposal has not been as fast as hoped; obviously the festive season plus the tsunami disaster have had impacts of people's financial commitments but we hope that those of you who have considered joining may soon feel that the 'time is right'. It is also now apparent that some members are planning to apply some time in the near future. The payment for membership may be deferred until December, but we cannot plan without this knowledge so please advise Dino Mattea on (07) 3263 2625 if that is your intention.

Amongst improvements planned at the Hill which can be hastened with funding from the Friends of Mt Cotton are the de-bottlenecking of scrutineering and the down ramp section, a second set of concrete steps near the water tank and water supply upgrade.

The people we are hoping to get to contribute to this fund are not necessarily the current competitors or Club members; we would welcome suggestions of people who have competed at the hillclimb in the past and have happy memories of their days there and also of people, or businesses, who wish to help the hillclimb prosper.

Contact person for Friends of Mt Cotton is Dino Mattea.

What a night it was!

Well, the 50th year of the Club culminated in the biggest way possible when the special General Meeting on 20th December not only authorised the Management Committee to purchase a building for the Club but also proposed that the Club purchase a particular industrial building located in Collinsvale St Rocklea.

How important the issue of having our own Clubrooms is to members was evident by the number who attended the meeting and by the number who sent proxies - 45 members were there in person and 35 in spirit via their proxies.

There was general discussion about the need for a building and also about its location. Many good suggestions were made and many valid questions asked by members but it was evident from the answers given that the Committee had thought through all possibilities and issues and had done their homework well even to having exact costs itemised. Thus, it was no surprise when the meeting gave a whole-hearted go-ahead to the plan to invest in the building.

What was a pleasant surprise was the quick and willing response from members to form a House Committee to be responsible for the development of the building, its basic maintenance

P.S. Purchase of the building was finalised on 11th February. A couple of "before" photographs, one of the exterior and one of the interior, have been included so that, sometime in the future, we can look back and see what we have achieved in turning a soulless building into something which reflects the character of the Club.

etc. Many thanks to Mal Kelson, Owen McNeil, Geoff Wigg, John Walker and Graeme Walker for volunteering for this job. We understand that they went to look at the building within a few days and wanted to know when they could get started!

Such was the mood of the night that the two current vacancies on the Management Committee were also filled and many thanks go to Andrew Lake and Steve Pyott who took on this task knowing that fortnightly trips to Rocklea will become part of their lives quite soon!

The Golden Anniversary Year of the Club has most certainly been a very busy, productive and exciting year!



Gold Coast MG Rover & Lotus



Be the first to own
the new MG ZS from just
\$39,990*

3 year/100,000 km warranty
2.5 litre V6 quad cam • 133 kW Extreme MG Sports Sedan

QUEENSLAND MG CAR CLUB MEMBERS RECEIVE
10% DISCOUNT ON MG MERCHANDISE AND ACCESSORIES

* Prices exclude dealer and statutory charges

Gold Coast MG Rover & Lotus
17 Ferry Road (cnr. Spindelove St.),
Southport Phone 07 5557 7333
www.goldcoast.mg-rover.com.au



ANOTHER 50TH ANNIVERSARY!!

Another Club celebrating its 50th Anniversary in 2005 is the Grafton Sporting Car Club with whom many of our members have been associated for many years with visits to the hillclimb starting way back in the early 60s. The main celebrations will be held on the weekend of 27/28 August.

The celebrations will begin with a reunion and display on the Saturday afternoon. The display will have large collection of photos dating back to the early days with videos of events, mainly Mountainview hillclimbs, newspaper clippings and a collection of memorabilia which includes the four generations of timing equipment used over the 50 years of speed event timing. The Saturday functions will be held at the Function Centre of the South Grafton Ex-Servicemens Club, Wharf Street South Grafton.

Subject to Police approval, the Sunday program will begin with a rally of historic cars from Grafton to Mountainview. If their application is approved, the rally will proceed under Police escort and, on arrival at Mountainview, the cars will participate in non competitive display climbs. A barbecue lunch at Mountainview will conclude the celebrations. We have a mailing list of past members and competitors which continues to expand. A newsletter will be mailed to those on the list seeking a response from those interested in attending the Celebrations and joining the historic car rally.

If you are interested in attending or want further details, contact Gordon Poynter at gpoynter@ceinternet.com.au or by mail to Mr G Poynter PO Box 177 Grafton NSW 2460

"OCTAGONE"

OR A RIDE DOWN MEMORY LANE

Some more steps down the memory lane of old Octagons...

This is a collection of interesting pseudonyms adopted by contributors to the Octagon who obviously tried to remain anonymous

Dust E Throat (reported on a gymkhana in 1959)

Ripoff Tredsky (reported on a 1960 gymkhana)

A Clue (reported on a Scavenger hunt 1961)

Mud Bath (reported on a gymkhana 1961)

Teddy Boy (reported on the ATC held at Lowood in 1961)

I spy (reported on a Treasure hunt in 1961)

A Member (reported on various activities)

Annie Ominous (reported on the Beat night held at the clubrooms in Aug 1965)

I Spin (reported on a Motorkhana in 1966)

Crumpetcatcher (a prolific contributor in the early 70s)

Other regulars included Henry Money III, Featherfoot, Jolly Roger, Spinner Thomas and Ace Junior Scoop Reporter

Scratchy Penman

...And you may be interested to know that Richard Croston was "rambling" in the Octagon as early as 1978

Sump Plug

At the first Committee meeting of this year there were letters/cards from five people congratulating the Club on either its purchase of a building, the website, the Octagon, the 50th anniversary celebrations or just the fact that we are a great Club. These are wonderful to receive and we thank these people for taking the time and trouble to tell us when we are doing things well! It is much appreciated.

The MG Car Club of Qld, on behalf of its members, donated \$1000 to the Tsunami Relief Appeal.

With the finalising of the Club's purchase of the building at Rocklea comes the realisation that we need items to stock it. If anyone has items they are prepared to donate to the Club for use in the building could you please contact David Miles on 3892 2699. Items needed include a refrigerator, TV, microwave, comfortable chairs etc.

The last Noggin and Natter to be held at the Albion Clubrooms will have been held by the time you read this. The March Noggin and Natter will be the first to be held at the Rocklea building.

Hillclimb entrants who drive MGs should note that this year there will be a change of classes with the addition of one for greater capacity cars. Classes will be up to 1600cc, 1601-2000cc and 2001cc and over.

We have information from two

websites offering services to MGCC of Qld members. If you are interested, look at <http://My105.com> or contact Matt Cook at matt@zenithcreations.com and also www.motorgate.com.au where the contact is Adrian Kemp (Adrian@motorgate.com.au).

The MG Car Club of Newcastle Inc is celebrating its 50th anniversary this year and their reunion dinner will be held on 4 June 2005. For more information contact Judith Rae Ph/Fax 4944 7356, mobile 0413 333 105 or by email hoorae@optusnet.com.au

If you go to the "Links" page on the Club's website you will see that there is a new section with links to the webpages of race photographers, such as Wayne Reed of Osella Photography, who are regular photographers at Club events.

Interested in being part of the MG Car Club team for the Interclub Challenge? Contact Dave Homer on email at dmwmsport2@optusnet.com.au or phone 3341 9323 (home) and for information about the Challenge, go to their website www.icg.org.au.

Check the calendar carefully for any changes. There are some relating to points scoring events. Points score rules remain the same as for 2004 and are available on request.

Entry forms for Motorkhana Series Rd 1 for Sunday 27th February are available

from our website at [Http://www.mgccq.org.au/entry.htm](http://www.mgccq.org.au/entry.htm)

Anne and Roger Paltridge are pleased to announce that their 15 month ground-up restoration of their 1960 MGA 1600 is nearly complete and will be ready in time for the trip to the Hunter Valley at Easter. The body is back on the chassis and motor and mechanicals are all in and, except for some minor ailments, it is running like clockwork. The only hold up is the trimming, soft top and carpet which has been ordered and is yet to arrive from Moss Motors in the US. Does anyone know of a way to hurry them up??

A different perspective on hillclimbing? The slowest driver at the Test and Tune day was heard to say that going slow at the hillclimb provided better value for money as you got more tracktime than the faster runners did!

Heard that one of our willing helpers at the Test and Tune weekend was *Tested* by a left-hand threaded fitting but soon *Tuned* into the new concept.

Who was the experienced MGB driver/new dad/architect/son of series co-winner who could not work out to connect up the gas cylinder for the hot dog boiler in the canteen at the Test and Tune weekend? Aren't there any left hand threads in an MGB?

Members comments -please email to editor
Bmutch@bigpond.com.au

The 2005 Queensland Interclub Challenge Trophies and Prizes at EACH round!

The 2005 Queensland Interclub Challenge has an even bigger and better year planned ahead with trophies and prizes at each round for top scoring competitors!

This year the Queensland Interclub Challenge committee has created a simple scoring system to ensure rapid results and parity between classes and outright positions. This also means that trophies and prizes can be given at the event presentation that, in most cases, is on the day.

Contact Dave Homar Ph: 3341 9323 for details

PROPOSED CLASSIC SPORTS CAR CHALLENGE

The Club has received information on a proposed series of motor races and speed hillclimbs for pre-1980 sports cars manufactured by a recognised sports car manufacturer to be run by the Classic Sports Car Challenge Committee of the Production Sports Car Racing Association. At this stage, they are trying to seek responses to find out whether or not it is viable for them to set the series in motion. If you are interested, or want further information, contact Mick Roberts at 47/181 Clarence St, Sydney, NSW 2000 or mickroberts@netspeed.com.au

COWIE PERFORMANCE ENGINEERING

Specialising in motor sport cylinder heads.

Phone Alex Cowie

3208 5539

11 Brennan St, Slacks Creek 4127

The House Of



- Sales
- Service
- Spares
- Trim & Body



150 Logan Road
Woolloongabba QLD 4102

Ph (07) 3391 4061

Ph (07) 3891 6843

hmg@ozemail.com.au

www.ozemail.com/~hmg/index.htm

END OF AN ERA

No, this is not about the beginning of a new era with the Club purchasing the building; this is about the end of an era in hillclimb timing. For more years than can be remembered, Peter Rayment has been responsible for the timing at the hillclimb.

Peter has done this as well as take on duties over the years as Club President, Vice-President, Octagon Editor, Club Captain, Points Scorer and Membership Secretary! He has also competed regularly at the hillclimb since its first year (1968) whilst juggling his competition desires and timing gear responsibilities, with the latter

certainly taking priority. He has always been assisted in coping with all these responsibilities by his wife, Delia.

Being the long-time and still current Club Captain, Membership Secretary and Points Scorer means that Peter is still very actively involved with Club activities. We thank both Peter and Delia for their many years of dedication to the timing and hope that the Club's purchase of the new timing gear will result in their being able to concentrate on competing and enjoying the fellowship of the day whenever they come to the Hill.

Did you ever stop and wonder...

Why do toasters always have a setting so high that could burn the toast to a horrible crisp, which no decent human being would eat?

Why is there a light in the fridge and not the freezer?

If Jimmy cracks corn and no one cares, why is there a song about him?

Can a hearse carrying a corpse drive in the T2 fast lane?

If the Professor on Gilligan's Island can make a radio out of a coconut, why can't he fix a hole in a boat?

Why do people point to their wrist when asking for the time, but don't point to their bum when they ask where the bathroom is?

Why does your Obstetrician, Gynaecologist leave the room when you get undressed if they are going to look up there anyway?

Why does Goofy stand erect while Pluto remains on all fours? They're both dogs!

What do you call male ballerinas?

If Wile E. Coyote from the Road Runner had enough money to buy all that ACME crap, why didn't he just buy dinner?

If quizzes are quizzical, what are tests?

If corn oil is made from corn, and vegetable oil is made from vegetables, then what is baby oil made from?

If electricity comes from electrons, does morality come from morons?

Why do the alphabet song and Twinkle, Twinkle Little Star have the same tune?

Stop singing and read on...

Do illiterate people get the full effect of alphabet soup?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him on a car ride, he sticks his head out the window?

Source: Business Trader, Aug/Sep 2004

Australian Hillclimb Championship report

from Alan McConnell

Whew, what a week here is a quick summary of the week.

The 2004 AHC was held in Morwell, Victoria so at 9 pm on Tues night Mr Mac (dad), Terry Scharf, David Bevan and myself headed off. We drove straight through to Morwell with only a few stops for fuel and food taking the coast road to Sydney, then to Canberra, over the mountains (Chris and Simon Lake passed us on the road at this point, at least we knew we were on the correct road!) to Lakes Entrance where, despite the HUGE storm going on with reported wind gusts of 120kph !!, we filled up on fish and chips. The last few hundred km were driven with failing lights as the alternator had failed but we finally made it to Morwell at 10pm.

Thursday was cold, windy and wet for practice; the Landcruiser was in for repair, but we were at the track by 2pm. The hillclimb course is tricky but fun, the start is uphill accelerating in 1st, 2nd and 3rd up to 150 kph over a hill through a right then dropping away through a left, then another left, into a 1st gear right hand loop that almost comes back onto itself, a quick flick to the left and into 2nd and 3rd gears through a uphill left hand sweeper, brake hard for a blind right 2nd gear corner, over a crest followed by a really tight left then a right 1st gear corner into the finish - I loved it.

Running on my old tyres for the practice day, I spent my time on setup of the car and getting used to the track. We wanted to get there for Thursday practice because we had changed the back end of the car and spring rates after our last Mt Cotton and had not had the chance to test it; also Paul Masterson at Stafford Tune gave it a quick dyno tune to find the source of the misfire we have had all year. Paul found and rectified the problem in one hour, thanks Paul.

Friday practice was more of the same but the weather was better. I had a few runs practice in the morning and was quite happy with the car so I left it till late in the day to have another run. After watching some other cars go around the hill I decided on a front spring change and have one last practice run, but when we went to start the engine it made a horrible crunch, yuk, so back to the pits and started pulling bits off the engine to try to find the problem. First the clutch came out, everything fine there, then the clutch drive gears, fine there too, hmmm. Sump off and looked at the gears in the box, no teeth missing so we were stumped. I phoned John Coonan of Wynnum Motorcycle Repairs who built the engine and had a chat and it was put down to a bent selector fork in the gearbox and it was picking up two gears at the same time, bummer so we were out of the event before it started.... or were we? I phoned John Coonan again and asked if we can drive it in any other gears and the answer was yes, BUT never pick neutral or first or you will need a bucket to bring the bits home.

We changed the front sprocket so we could get off the line in second and use third in the fast bits, back to second for the tight stuff, great in theory but we wouldn't know how it would work until the first competition run.

Saturday dawned and, with the first run looming, we couldn't get the car started.

Remember we can't use first or neutral gears and it needed to be started in gear. We tried but it wouldn't fire so we pushed and pushed it around the pits which achieved nothing except exhaustion for David and Terry, so we towed it with the Landcruiser and finally it fired up but we did miss the first run because of it.

On with the new tyres and have a go, 2nd gear off the start, third down the hill, back to second for the tight stuff Car, please ... I said back to second for the tight stuff ... come on car, please... I said back to second for the tight stuff, but it was not listening. I could not change back to second gear so I was stuck in 3rd gear for the rest of the run; in the tight sections I was sometimes as low as 1800 rpm in 3rd gear trying to get out of the corners (the cars idles at 1800 rpm). Despite the problem the time was surprisingly good and I was off the class record by only half a second. Not once on Saturday could I go back a gear so the day was basically wasted. After some thought on Saturday night we changed the final drive gearing again to try to use 3rd and 4th and see if that worked for Sunday.

Sunday was fine and hot, the first run was downgraded to a practice run as the timing computer crashed so this gave us a no pressure chance to try the theory out, and work it did. We were in the event with a chance with only 3 runs left of the event, so have a go I did, and on the first run I managed to lower the class record by half a second and share the class lead (and record) from Victorian champion Ashley Cutchie in a Swift with both of us on exactly the same time of 30.98.

Run two on Sunday and I pushed harder and managed to take the class lead and 3rd outright with a 30.48 run; only Garry West in his Lola was quicker on that run.

Run three (for me) and the last for the event was a "go for broke type of run". I got a great start, held it flat out under the bridge and down the hill to record the 2nd fastest speed trap time of the meeting of 151kph compared to the Lola (560 bhp beast) at I think 157 kph, got a good drive out of the hairpin and up the hill to skyline, a little sideways but good drive out of the corner but then I overshot the apex of the tight left hander down the hill and pushed the front wide into the dirty outside of the corner, a shame as the rest of the run was a beauty - compared to my best run I was

half a second up to that split, oh well that's what you get for trying. The run was a 30.59. I managed a class win and new class record by a full second so I was happy with that, especially considering the problems we had to drive around.

The last run saw a few position changes when Andrew Howell in the Pillbeam pipped me for 3rd outright on his last run with a time of 30.21. Garry West in his Lola drove his best with a winning time of 29.66 including a spin as he went through the timing beam!

Other Queenslanders at the event were Chris and Simon Lake, Lindsay Hay and David Homer. Unfortunately due to the problems with our car I was unable to see many runs so the following is a brief summary.

The Lakes have been on this track before and went well from the start, Simon giving the Suzuki heaps for a great time of 31.36. Chris reached his personal goal to get into the 33's. There were a lot of local cars with bike engines and despite this Simon managed 3rd in his hotly contested class. Lindsay Hay driving his Farrell did not stop smiling all weekend; he adapted well to the challenging nature of the track and finished with a 3rd in class at a time of 35.86. Early in the event I asked David Homer what he thought of the track, the reply was not favourable but as the event went on David warmed up to the place. He finished with a 2nd in class (bet he is not used to coming 2nd). As I said earlier I was not able to see many runs but we always knew when David was on the start line because it would go dark in the pits as the sun disappeared behind the burnout tyre smoke! At the presentation David was given several bottles of wine for his burnouts, they loved it.

All in all the Queenslanders went well at a new venue; we had a ball and can't wait for the next one. How about some more Queenslanders come and play? There were a total of 31 open wheel race cars not including historic, 70+ sedans and a bunch

of sports cars.

We had a good time as despite the problems as we were still highly competitive in the biggest field of open wheel race cars in years.

Special thanks go to -

- Mr Mac for building a fantastic chassis and car.
- Terry and David for the invaluable help.
- Lindsay Jenkinson for his ongoing support.
- Paul Masterson of Motec Queensland (Stafford Tune).
- Tsubaki Chains for the best chains around.
- PM Lubricants for protecting the engine, diff and chain with superior lubrication.



The Lakes took their own quick-lift jack with them.

PRESENTATION OF *Trophies*

The presentation of trophies for 2004 was held at Annebelle's of Albion on Saturday 12th February. With this being the day after the completion of the contract on the Club's building at Rocklea, it was a time for double celebration.

As this was the last event of the 50th anniversary celebrations, a special feature of the evening was the presence of a number of early Club members who were invited along to present the trophies. These people included Peter Uscinski, Joan Appleby and Alan McConnell (trophy donors) and early competitors or trophy winners Tom Armstrong, Ian Michels, John Muller, Terry Kratzmann, Greg Newton, John Cranley, Keith Anderson, Ray Lovejoy and Nigel Stevens. Nan Beanland (nee Hunter), daughter of Miles and Nessie Hunter, was also there representing her mother, the winner of the first Ladies' Trophy. Apologies were received from Denis Geary, Ian Hamilton, John Gill and Gordon McNicol for their inability to attend and present trophies.

Thus, along with the celebration of the achievements of the 2004 Trophy winners, there was also a great deal of nostalgia and celebration of the past. It was also a well-organised and happy event thanks to the excellent organisation of Kerry and Paul Strange and Elaine Hamilton.

**Trophy winners were as follows:
Concours D'Elegance trophy donated by Geary Sports Cars**

Winner: Bruce Jackson
Presenter: Tom Armstrong

Ladies Trophy

Winner: Mandy Tomkinson
Runner-up: Helen Walker
Presenter: Nan Beanland

G C Read Trials Trophy for Night Run Driver

Winner: Richard Mattea
Second: Graeme Walker
Third: John Walker
Presenter: Nigel Stevens

V and J Appleby Night Run Trophy for Night Run Navigator

Winners: Carly Mattea & Helen Walker
Third: Kimberley Robinson
Presenter: Joan Appleby

Peter Uscinski Trophy for Marque Speed

Winner: Des Edwards
Second: John Walker
Third: Mal Spiden
Presenter: Peter Uscinski

Racing Driver Trophy

Winners: Carol Jackson, Dean Tighe and Greg Fahey
Presenter: Ian Michels

The Miles E Hunter Trophy for Centre Achievement (Mothers Help trophy)

Winner: Dino Mattea
Presenter: John Muller

The MGCC Speed Trophy

Winner: Des Edwards
Second: John Walker
Third: David Homer

Presenter: Terry Kratzmann

The M E Hunter Motorkhana Trophy

Winners: Brant Rayment and Mal Spiden
Third: Graeme Walker
Presenter: Greg Newton

McConnell Motorkhana Trophy for MGs

Winners: Brant Rayment and Mal Spiden
Third: Graeme Walker
Presenter: Alan McConnell

T Series Register Trophy

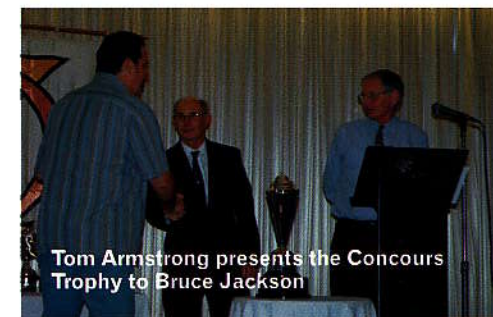
Winner: Cyril Bennett
Second: Bruce Jackson
Third: Bill and Lenore Ferguson
Presenter: John Cranley

Best MG Trophy

Winner: John Walker
Second: Graeme Walker
Third: Mal Spiden
Presenter: Keith Anderson

The Howard Trophy for Annual Competition for Best All Round

Winner: Graeme Walker
Second: Mal Spiden
Presenter: Ray Lovejoy



Tom Armstrong presents the Concours Trophy to Bruce Jackson



Mandy Tomkinson responds after receiving the Ladies Trophy from Nan Beanland (Hunter)



Richard Mattea explains how to win a night run with a pregnant wife and two young children on board while Nigel Stevens inspects the trophy and David Miles looks on in awe.



Joan Appleby, presenter of the Night Run Navigator Trophy, listens to Carly Mattea's acceptance speech while Graeme Walker inspects the Trophy he has accepted on his wife's behalf.



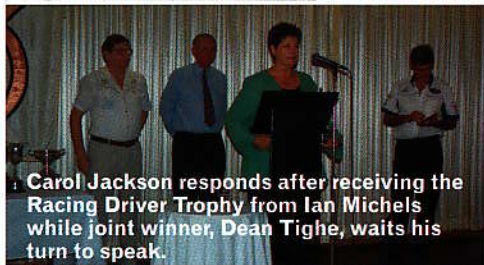
Greg Newton presents the Motorkhana Trophy to joint winner, Brant Rayment



Peter Uscinski presents the Marque Speed Trophy to Des Edwards



Brant, in accepting the MG Motorkhana Trophy from Alan McConnell, invites Alan to compete in motorkhanas again.



Carol Jackson responds after receiving the Racing Driver Trophy from Ian Michels while joint winner, Dean Tighe, waits his turn to speak.



John Cranley congratulates Cyril Bennett, winner of the T Series Register Trophy



Dino Mattea expresses his surprise at winning the Trophy a second time.



Presenter Keith Anderson listens intently to John Walker's speech on being awarded the Best MG Trophy.



Des Edwards expresses his happiness at winning the MGCC Speed Trophy



Graeme Walker, winner of the Howard Trophy for Best All Round, after accepting the trophy from Ray Lovejoy.

Tyre@works

Bruce & Karen Bone

Ph: (07) 3879 0055

Fax: (07) 3879 0166

39 Partridge Street Inala Queensland

Silver Sponsor
National Meeting
2004

GT RADIAL

LIDDLE'S

CYLINDER HEAD ENGINEERING

Cylinder Head Repairs and Reconditioning
58 Bullockhead Street,
Sumner Park, Qld.

Phone:
(07) 3376 2991



CRAWFORD CRASH REPAIRS

- Panel Beating • Spray Painting
- 2 Spray Booths • Autorobot Body Aligner

- 24 Hour Towing -

48 Airy Street, Wacol Qld. 4076

Jim Douglas & Dave Taylor

Ph: (07) 3271 3018

Wacol Muffler & Brake Shop

"For the best sounding
'MG' in Brisbane"



Ph: 3271 5044

Unit 1, Cnr Progress Rd &
Industrial Ave, Wacol

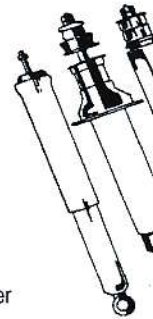
ACCURATE SUSPENSION SERVICES

Phone Ken Graham Now for an
Obligation Free Quote!
2/13 Timms Court, Woodridge Q. 4114
(07) 3808 2878

Perfect Handling Means Perfect Performance

- Competition Modified for Race, Rally and Road
- Computerised Wheel Alignments
- Wheel Balancing
- Rack and Pinion Service
- Competition Coil Sprints Made to Order

Koni - Cofap - Columbus - Bilstein - Boge - Monroe



MG CENTRE OF SYDNEY



**ALL YOUR MG PARTS & SERVICE NEEDS
IN ONE EASY TO FIND LOCATION.**
RING STUART OR SALLY RATCLIFF MG CAR CLUB LIFE MEMBER
26 COWPER ST GRANVILLE
PH: 9682 6655 FAX: 9637 0199
DELIVERY AUSTRALIA WIDE

TEST AND TUNE WEEKEND

5/6 FEBRUARY

Most motorsport participants go home from a circuit wanting more but those who took the opportunity to 'test and tune' their cars and themselves at the hillclimb on the 5th and 6th February went home feeling more than totally satisfied with the amount of driving they got.

The combination of two days of access to the hillclimb, a relatively small number of participants, good organisation and a new timing system which allows a faster 'turn-around' of competitors found drivers getting as many runs as they could cope with.

The 'test and tune' concept also applied to the new timing system which, with its visual display for spectators, certainly got the 'thumbs-up' by all.

It was good to see a mix of 'old' competitors taking the chance to prepare for this year's competition through to a number of people new to the hill including some who had got the taste for this type of competition at the 'Come and Try' day the previous weekend. It could be summed up as a very relaxed, happy and productive weekend.



Above: Chief timekeeper Ann Thomson and Clerk of Course Mary Caplet get familiar with the new timing gear.

Below: John Davies and starter Andrew Lake wait to give the weekend the 'green light'.



JOHN WALKER'S HILLCLIMB SERIES WINNING MGA ITS KNOWN HISTORY

This car was imported into Australia around 1995 by Sports Car Connection Co in Adelaide where it was put up for resale. When it did not sell after a certain period, the owner contacted MG Workshops in Melbourne and requested that they try to sell the vehicle. I am unsure what happened next whether the car remained unsold or whether Neil McDowall (father of Andrew and General Manager of MG Workshops) decided to purchase it for himself. However, Neil became the new owner. The car was CAMS log booked (Marque Sports Car) on the 6th September 1997 and Neil McDowall drove it in ten race meetings at Phillip Island, Sandown and Calder, the last one on 9th November 2002.

I have tried to find out the car's history, but I find that the further these people are from Brisbane the less they remember or are

prepared to forward to me. I did receive the original roll bar that came with the car from the USA and it only had two readable scrutineering stickers attached and these were for the 1989 Willow Springs Race Meeting and the 1990 San Diego Historic Grand Prix. I believe that the original owner in the USA sold the car to some US TV star that he couldn't recall (apparently easily forgettable) and he had the car on Jay Leno's Tonight show.

My first sighting of this car was in 1998 at MG Workshops, Melbourne, when we were on our way to Hobart for the MG National Meeting. Andy McDowall gave a few of us a quick tour through the many cars in their workshop and pointed out the extensive work taken to lighten this derelict looking MGA.

The next time I saw the car was in late November 2002 when my wife, Pat, sent me on an errand to the local shopping centre to purchase an ingredient needed for her baking in progress. While there, I slipped into the newsagents, thumbed through Australian Classic Car advertisements and saw the MGA that I recognised from 1998. I immediately thought that the car looked like a promising project and telephoned Fred Douglas who had been competing in race events in the south and had seen the MGA in action. He informed me that the car, driven by Neil McDowall, had recorded times similar to those of Fred's own BRG racing MGB at Sandown.

I telephoned Andy McDowall as soon as possible to get their sales spiel. Basically, the car's suspension and brakes had not been altered from the way it came from the USA; however, the 1800B motor had had the crossflow head removed and the motor reconditioned after cylinders were increased by 60 thou and the normal B head and single Weber fitted. The gearbox

internals were replaced with a factory straight cut close ratio set and the differential was converted to a quaff style limited slip type.

Thanks to the generosity of Dino Mattea who lent me his car trailer, Graeme and I were able to drive to Melbourne and collect the car in early December 2002. My test drive of this left hand drive, unregistered, no trafficators, full race cam motor around midday in heavy traffic in East Bentleigh, Melbourne, was an adventure in itself. I did have a dealer plate hanging somewhere on the car and the old driver, who doesn't claim to be a navigator, eventually found his way back to MG Workshops.

Since 2002, the car has competed at Queensland Raceway, Morgan Park and Mt Cotton hillclimb.

John Walker Member 482

PS My wife has never sent me on a shopping errand since November 2002.



Wayne Reed Osella Photographics



Presentation of trophies for 2004 Tighe Hillclimb series



Glenda Crew presenting the inaugural Russell Crew Memorial Trophy for Best MG to John Walker.

The inaugural Tighe Hillclimb series finished off in style with the function at Tighe Cams premises on 28th January at which the prizes and trophies were presented.

Not only did most of the winners attend the presentation but a number of them also brought their cars. This was most appreciated by all as it takes a lot of effort to get a trailered car to and from a function. However, the effort was well worth while as it certainly added to the atmosphere of the event. The sight of the two outright-winning cars flanking a table loaded with trophies was also something to behold.

The event was relaxed, informal and happy and was highlighted by the presentation of trophies and the announcement that the series would be held again this year. The biggest news of all was the announcement by Dean Tighe of an increase in prize money for the 2005 series which will have a prize of \$1000 for the outright winner and \$500 each for the winners of best racing car, best sports car and best touring car categories. There was also a very moving moment during the presentations when Glenda Crew presented the inaugural Russell Crew Memorial Trophy for Best MG to John Walker.

The Car Club and all competitors thank Tighe Cams for their support of the 2004 series and their increased support for the 2005 series.



Dean Tighe, centre, flanked by outright winners Michael Collins and John Walker and surrounded by all the other class winners.

Awards for the 2004 Series

Outright

1 st	John Walker	MG A
	Michael Collins	Subaru WRX
3 rd	David Homer	Suzuki Swift GTi Turbo
4 th	Scott Rayment	Renault 12
	Des Edwards	Westfied SEi
	Glenn Sullivan	Holden Gemini
	Darren Harris	Kookaburra
	Paul Van Wijk	Zip GP

Tin Top Award

1 st	Michael Collins	Subaru WRX
2 nd	David Homer	Suzuki Swift GTi Turbo
3 rd	Scott Rayment	Renault 12
	Glenn Sullivan	Holden Gemini

MG Awards

Russell Crew Memorial Trophy for the Best MG	John Walker	MG A
1601 -2000cc	John Walker	MG A
2001cc & Over	Bob Bear	MG B V8

Class Awards

Formula Libre Up to 1300cc	Paul Van Wijk	Zip GP
Formula Libre 1301 and Over	Gary Goulding	Van Diemen RF85
Sports Cars Up to 2000cc	Jim Peall	Ford Anglia
Sports Cars 2001cc & Over	Bill Norman	TC2 Clubman
Marque Sports Up to 1600cc	Des Edwards	Westfied SEi
Marque Sports 1601 to 2000cc	John Walker	MG A
Marque Sports 2001 to 3000cc	David Dumolo	Triumph TR 3A
Marque Sports 3001cc & Over	Bob Bear	MG B V8
Sports Sedans Up to 2000cc	Darren Duffield	Mini Clubman GT
Sports Sedans 2001cc & Over	Jeff Daniels	Ford Escort
Road Registered Up to 1600cc	Scott Rayment	Renault 12
Road Registered 1601 to 2000cc	Peter Longden	VW Golf
Road Registered 2001cc & Over	Andrew Bear	Holden Torana GTR
Improved Production Up to 1600cc	Michelle Le Garde	Honda Civic
Improved Production 1601 to 2000cc	Gary Pitt	Ford Escort
Improved Production 2001cc & Over	David Homer	Suzuki Swift GTi Turbo
All Wheel Drive Turbo Charged	Michael Collins	Subaru WRX
Formula Ford	Darren Harris	Kookaburra
Formula Vee	Brian Hunter	Mako
Group N	Glen Wesener	Holden Torana GTR
Gemini	Glenn Sullivan	Holden Gemini



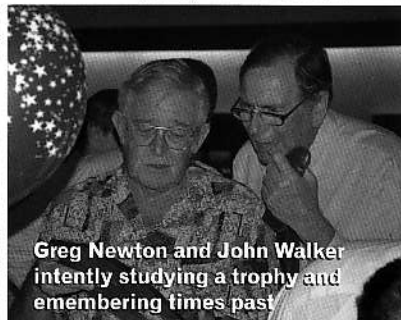
A table full of trophies before the presentations.



And a table where a lot of the trophies were after the presentations



The Bear family enjoying the evening



Greg Newton and John Walker intently studying a trophy and emembering times past

Shannons. Insuring vehicles from all eras.

Talk to an enthusiast at Shannons. Our very competitively priced insurance includes features like agreed value, choice of repairer, lifetime maximum no claim bonus, lifetime guarantee on all repairs, no blame-no excess and pay by the month premiums.



This insurance product is issued by Australian Alliance Insurance Company Limited ABN 11 006 471 709. AFS Licence No 235011. You can get a Product Disclosure Statement by phoning 1300 139 006 or from any of our offices. You should consider the Product Disclosure Statement in deciding to buy or hold this insurance product. Shannons Limited ABN 91 099 692 636 Authorised Representative No 239594

FOR A SPECIAL QUOTE CALL 1300 139 006

www.shannons.com.au

A BRIEF CHRONOLOGY of the MG Car Club of Queensland

The MGCCQ Inc. was very proud to be able to celebrate its 50th Anniversary in 2004. The Club has prospered under the magical influence of the MG name and like any organization it has had plenty of highlights as well as some much less auspicious times.

The intention here is to present a sample of some significant events in a chronological form.

The problem with "history" is it tends to be written by people other than those who actually made it, with the obvious result of some inaccuracies. My defence is to imply that this is not anything like a complete history, but a brief illustration of the range of activities and preoccupations that the Club has enjoyed at different times during the last 50 years.

This chronology was compiled with the assistance of a number of long term club members and doesn't highlight any members (by name) in particular. This approach seeks to avoid problems with oversights and omissions of characters not mentioned who have an equal claim to infamy!

1954 The Australian Grand Prix was held at the Southport (Gold Coast) road circuit and inspired like-minded MG & motor sporting enthusiasts to form the MG Car Club of Queensland.

Initially consisting of five members, the Club met at Howards (Brisbane's MG Dealer) in Adelaide Street and later in a small room over the Fortitude Valley pool.

The Club's current mailing address, GPO 1847 Brisbane was originally obtained in 1954 and has been in continuous use for the last fifty years.

1955 Membership quickly rose to 104, although the committee had to be careful balancing the number of MG-owning and non-marque members, so as to maintain our affiliation with the Home Centre. The Octagon magazine was also launched and has, through the Club's ups and down, survived since in many formats, sizes and processes.

1956 The fledgling club organized its first race meeting at the old Strathpine airfield circuit where facilities were crude to say the least. Race control and the timers worked on trestle tables erected on the tray of a flat bed truck. The circuit was regularly used for sprint meetings by the club until 1959.

1957 620 Wickham Street, Fortitude Valley was procured by the Club and its "jail-house" barred doors led up a narrow stairway to a bare room that became our Club's home until November 1978. MGCC Home Centre presented our Club with the Lord Nuffield Oceania Trophy for centre achievement, primarily because the club was promoting MG motor sport events. The club eventually won that same trophy again 43 years later at the Newcastle 2000 National Meeting in a vastly different context.

1958 The club established a Motorkhana ground at Tingalpa on what was in those days Brisbane's outskirts. The property was owned by a farmer who trained trotters on part of the land and the condition of use for the Car Club was to keep the area clean and the grass mown. Most competitors' enduring memory of those times, apart from the tremendous sense of fun, was air heavy with dust and dirt encrusted cars! About the same time a club member's wife made a large satin flag emblazoned

with the new MGCCQ insignia. At the time some members thought it was a shame that such a beautiful flag was made from a material which would not last - the same flag is still hanging in our clubrooms today.

- 1959 MGCCQ hosted the Inter Car Club Motorkhana at Tingalpa. Old dress-makers fabric (cardboard) tubes were used as markers with tennis balls on top, which fell off when a competitor touched the marker. Events were not timed in those days 6 cars were run at a time (on 6 separate but identical tests) with the first 2 finishers advancing to the finals! The day always ended with an Autocross and the most lucrative part of the competition was the "bob-a-ding", in which drivers "paid" the club to drive (thrash?) somebody else's car...

As Strathpine was no longer available, the club began conducting sprints at Lowood, another disused airfield circuit. The sprints were typically run on the main straight and cars were timed for both standing and flying ¼ mile distances as well as timed laps.

- 1961 Queensland's first purpose-built circuit, Lakeside International Raceway, was opened with many MGCCQ Members competing, officiating, marshalling or attending as spectators. Membership had risen to 289 on the nationwide wave of enthusiasm for motor sport. Still there were not that many active MGs competing in all club events and the success of the club was largely built on non-marque members, who wanted an MG but drove something else. One of them competed in other people's cars (at age 14), ended up making a bit of a name for himself racing Touring Cars and later became the Club's Patron!

- 1963 Unfortunately the Hillclimb at Whites Hill (suburban Brisbane) had been closed and as no other Hillclimb was available, MGCCQ's decision to develop Mt. Cotton Hillclimb was to fulfill an important niche in Queensland motor sport. By then there were only two other circuits operating in Queensland, Lakeside and Lowood. Two adjoining parcels of land were purchased at Mount Cotton with a view to establishing the Hillclimb circuit. The Club owned the mortgage on one of them and a Club Member made a significant personal investment in the other, making the land available for the complex free of charge. Later that piece of land was bought by another Club Member, who has continued this benevolent arrangement to this day.

- 1965 Lowood became unavailable as a "proper race circuit" although MGCCQ continued to use parts of the track for sprints and driver training until the very early seventies. Work continued on the Mt. Cotton Hillclimb circuit. One of our leading female competitors was occasionally seen driving a rather large earthmoving bulldozer instead of her usual Lotus 15 mount. That said, a lot of the back-breaking work was completed by hand!

- 1968 After an extraordinary amount of work by a relatively small number of members over an extended period of time, the first Hillclimb at the MGCCQ's own circuit at Mount Cotton was finally run on the 18th February. Lord Nuffield sent a letter of congratulations to the Club for developing the Hillclimb and "actively promoting the use of MGs for what they were conceived to do" in motor sport. The circuit included many innovative safety features (contemporary leading international authorities on circuit safety were consulted) including chain wire catch fencing and the famous macadamia nut shell trap. Apparently the CAMS track inspectors took a lot of convincing at the time but finally granted a Track Licence.

By bizarre coincidence the Hillclimb, like Lakeside, was forced to be run in the

reverse of the original design, with the start located where the finish was originally envisaged. This shortened the designed length of the course although, in hindsight, the very steep descent before the last corner may have been too challenging for cars, if not drivers.

- 1970 5 members from the MGCCQ competed in the first MG Car Club's National Meeting in Sydney. This consisted of a Concours at Vacluse House, and a Hillclimb and dirt circuit at Amaroo Park. Two of those competitors have not missed a single National Meeting since and their TC's record (driven at Sydney 1970) is nearly as good! The Australian Hillclimb Championships were conducted at Mount Cotton after many years of being held in the southern states. The very best times at the 'Climb were just under 50 seconds.

Unfortunately, the farmer who owned the Tingalpa Motorkhana field sold the land and the Club lost the use of the ground.

MGCCQ membership slumped during the 1970s, as MG's contemporary reputation as performance cars diminished and senior club members (the 30 year olds!) became less involved, while they concentrated on their families and homes. As a consequence of this waning interest and therefore funds, the Club almost became bankrupt paying back a \$10 000 bank loan that developed the Hillclimb. A call for assistance went out and some members gave unreservedly and the other MG Car Clubs throughout Australia contributed to help keep the Queensland Club afloat.

- 1973 The hairpin at Mount Cotton became so torn up by use it had to be re-surfaced. The original racing surface was merely spray seal gravel and was fairly thin (and remarkably slippery).

- 1976 The Club promoted a number of annual competitive rallies which raised considerable funds for the "Paraquads", the sporting wheelies association. Some of those Paraquads competed in their own (modified) cars along with MGCCQ Members. In addition to these rallies, "Table-Top" rallies were organized by the MGCCQ with the Paraquads.

The inaugural MGCCQ Ironman Weekend was conducted in July. The competition for the Castrol Trophy consisted of a Saturday Sprint (standing 400m, standing lap, flying 400m & flying lap times) and Motorkhana. On Sunday a Hillclimb at Mt. Cotton was held. This event has been run every year since and retains its position as many Club Members' major individual competition highlight. The sprint and motorkhana has been held at various venues since, including Lakeside, Brisbane Airport, Willowbank Short Circuit (dirt), Darlington Park and more recently Queensland Raceway.

MGCCQ promoted Queensland's first All Historic Race meeting at Lakeside. MG ran these for more than a decade. Members will remember the "heady" Friday night "fun" of running off and collating more than 750 programs on an ancient Gestetner, followed by a full weekend of actually running the event!

- 1977 Probably (almost certainly) the world's only macadamia nut shell trap at Mt. Cotton was burnt out by a bush fire and the club had to wait for sufficient waste nut shell supplies to be accumulated to rebuild the safety device. Many of those replacement nuts were transported to the circuit in racing car trailers.

The Friday night competitive touring assembly event was added to the Ironman Weekend, just to make sure everybody was really tired by Sunday afternoon...

- 1978 On the debit side, the Valley Clubrooms became unavailable. This had been our

Two questions:

1. Your bank manager's name?

2. Your bank manager's phone number?

If you can't answer these two simple questions, maybe it's time to switch to a bank that still puts bank managers in touch with customers. Contact your local Bank of Queensland branch and talk person2person™ with a real bank manager – the number is in the phone book.

**Bank of
Queensland**

"home" since the earliest days of the Club and had been open every Friday night for members. Apart from the obligatory Shell & Castrol Motor sport film nights (which was the standard in motor racing entertainment before TV, video, DVD and satellite communication) many famous guest speakers had attended and countless hours of MG and motor sport spoken by members. The Club arranged for the temporary use of the kiosk at New Farm Park for meetings.

1979 Membership had declined to as low as 142 during the seventies, and yet the club survived though the dedication of some long term club members.

The 44 second barrier was broken at Mt. Cotton (43.30)

1980 Part of the Nash Street Rosalie RSL was rented as Club Rooms from April 1980.

1980s Club members provided cars for the "Miss Showgirl" competition parade at the annual RNA Showground. This was invariably followed by the MG member's dodgem-car Grand Prix in side show alley.

The Club also participated in the annual February Motorshow, also held at the RNA Showgrounds. This provided an excellent opportunity to display our cars and promote the varied activities of the club and membership gradually grew again. My enduring recollection of these displays was the bizarre combination of ancient MGs beside almost brand-new formula fords, all belonging to the same club. The background cacophony was provided by a Club Member's video of his own high-speed in-car footage of a tour around Mt. Cotton (in his sports sedan) which seemed to the untrained eye to be a never-ending corner.

1987 Attendance by Queensland members at the MG National Meeting slumped to an all time low with only 2 competitors travelling to Perth. The same couple also went to Sydney in 1970.

The 40 second barrier was finally broken at Mt. Cotton Hillclimb (39.87).

1990 Queensland hosted the National Meeting in Brisbane. Unfortunately the Concours field had been rained-out (eventually held in a shopping Centre car park) and the pit area at Mount Cotton Hillclimb was fairly muddy whilst the then brand-new State Government training complex beside the Hillclimb was an excellent, although damp, Motorkhana venue. The theme night highlight was a trip to the recently opened Dreamworld on the Gold Coast.

1992 The Club relocated their Nash Street Club Rooms across the road to the small office previously occupied by the CAMS State Office.

1990s The Club's fortunes improved further with many older members returning (accompanied by grown up children) in addition to new members, who became free to buy the MGs they always wanted but couldn't afford. There were more active MG-owning members in the club than ever before by a dramatic margin. Large numbers of MGs and their enthusiastic owners regularly attended Day Runs, Hillclimbs, Sprints, Competitive Night Runs and Regularity Trials.

The Club gained the right to promote two State Championship Round Race Meetings per year, held initially at Lakeside and more recently Queensland Raceway. These events were and still are usually quite financially lucrative, as holding the first and the last rounds of the championship ensure good entries and crowd attendance. Regularity Trials containing many MGs, similar sports cars and 5th Category Historic Cars are always a feature of MG Promoted Race Meetings,

Technical Book Shop

295 Swanston Street Melbourne 3000 Australia

Phone 03 9663 3951 - Fax 03 9663 2094

Web: www.techbooks.com.au Email: info@techbooks.com.au



Did you realise that members are automatically entitled to a 10% discount at Technical Book Shop. It's one way we like to thank our grass-root supporters!*

Caroline Radford Managing Director - Sales & Marketing

*Discount does not apply to lower-margin items such as magazines, some videos and sales/discount items.

WATCH & CLOCK REPAIRS

- ALL WORK GUARANTEED
- HASSLE FREE PARKING
- REPAIRS TO ALL BRANDS
- CLUB DISCOUNTS APPLY!

BRISBANE WATCH SERVICE CENTRE

Ph: **3393 1533**

cnr. Leonard & Annie St, WOOLLOONGABBA



providing a competitive opportunity for our Members and an interesting diversion for spectators.

The proliferation of Historic Sprints and Hillclimbs in Queensland promoted by other Clubs, such as Leyburn (site of 1949 Australian Grand Prix) and the Noosa Historic Hillclimb provide many opportunities for MGCCQ Members to exercise their cars. MGCCQ Members are also involved in official duties (timing, for example) at many of these events.

1998 New Clubrooms are procured (finally) at Donkin Street, West End and have been our home until this year when the wheels of inner-city development finally caught up with the premises.

About the same time, a MG 6R4 actually won a sports car race at Lakeside in very wet conditions. This was probably the first outright win by a MG in competition (in Queensland at least) for many years.

1999 Our first 2-day-run weekend away in Dalby, hosted by one of our country members, included a tour of one local farmer's muscle-car collection, our Host's Wife's doll collection and our Host's enormous collection of ancient 4WDs, motorcycles, ex-military AWD trucks and MGs. Some intrepid Members had lots of fun sampling the equipment.

Queensland Raceway opened at Willowbank, although MGCCQ did not promote an event there until February 2001.

2000 The Qld Centre finally won the Wratten Trophy for the first time at the Newcastle National Meeting - for 30 years some members have been trying to bring home this award and still refer to it as the "RottenTrophy".

Christmas-in-July was organised by a country member at Warwick in this year. The trip included clay-target shooting (just for something completely different) and a practice day at Morgan Park Raceway (some things don't change). This weekend has continued since and has become a much anticipated annual event.

2001 After years of patch and mend repairs to the Mount Cotton Hillclimb racing surface, the circuit was completely re-surfaced in time to conduct the Australian Hillclimb Championships. Enormous capital expenditure was required to complete the circuit improvements and much earnest discussion between club members took place debating the high cost of the works.

2002 Mount Cotton Hillclimb upgrade continues including new return road and pit area road works.

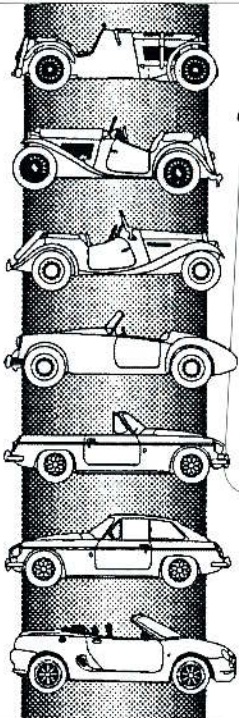
The Mt. Cotton record is now under 39 seconds (38.59)

2003 Re-achieved affiliation with the MG Car Club Home Centre, after original affiliation lapsed in the early 1970s. Membership now over 400!

2004 MGCCQ hosts the National Meeting at Warwick. Our Club has been represented at every National Meeting since its inception. Attendance by Queensland members has varied from 2 to about 125 at this National Meeting. For a relatively small club we usually make a lot of noise supporting our competitors and are very proud of all of our achievements in the national arena.


2005 MGCC of Qld Inc purchases its own building and prepares to move on to even bigger and better achievements!

By Graeme Walker



Safety Fast!



- Our workshops are staffed with UK trained mechanics able to repair all British built cars.
- We offer in-house coachbuilding, panel and paint repairs, and complete trimming facilities.
- Licensed motor dealers - audited trust account for resale vehicles.
- British Motor Heritage Approved 
- Moss authorised distributor for over 38 years with access to comprehensive illustrated parts Catalogues.
- Huge range of 'off-the-shelf' new and used parts at competitive prices.
- Correct wire wheel balancing and factory SU test bench.
- Always a large range of MGs for sale.

A company run by
enthusiasts for enthusiasts



ABINGDON MOTORS

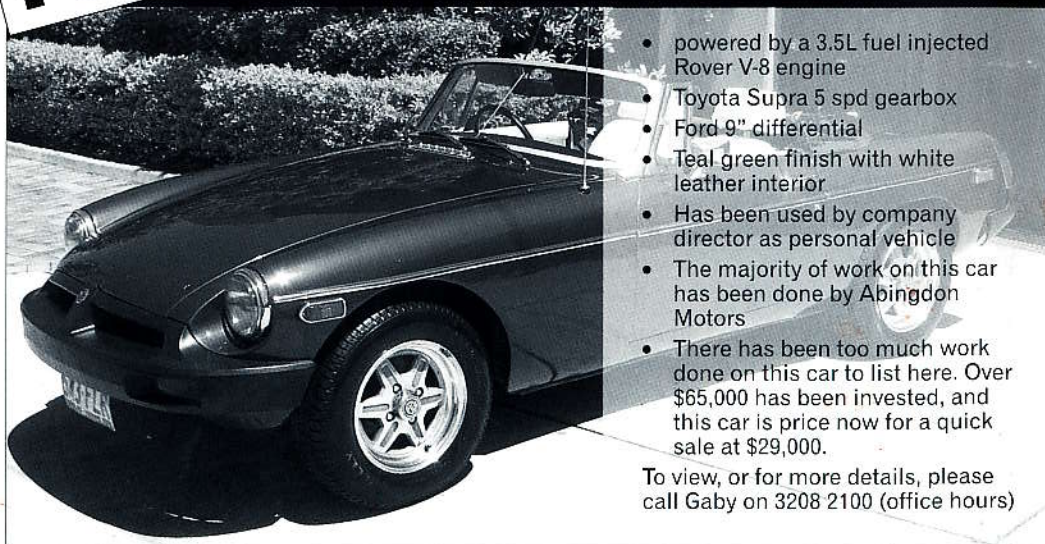
(INC. ABINGDON SPARES)

192 ANNERLEY RD, DUTTON PARK, BRISBANE Q 4102
TELEPHONE (07) 3844 2881 • FAX (07) 3844 8278
Email: abingdon@mgcity.com.au

ABN 26 703 994 388

FOR SALE

1976 MGB Convertible



- powered by a 3.5L fuel injected Rover V-8 engine
- Toyota Supra 5 spd gearbox
- Ford 9" differential
- Teal green finish with white leather interior
- Has been used by company director as personal vehicle
- The majority of work on this car has been done by Abingdon Motors
- There has been too much work done on this car to list here. Over \$65,000 has been invested, and this car is price now for a quick sale at \$29,000.

To view, or for more details, please call Gaby on 3208 2100 (office hours)

FORMATION OF WIDE BAY CHAPTER

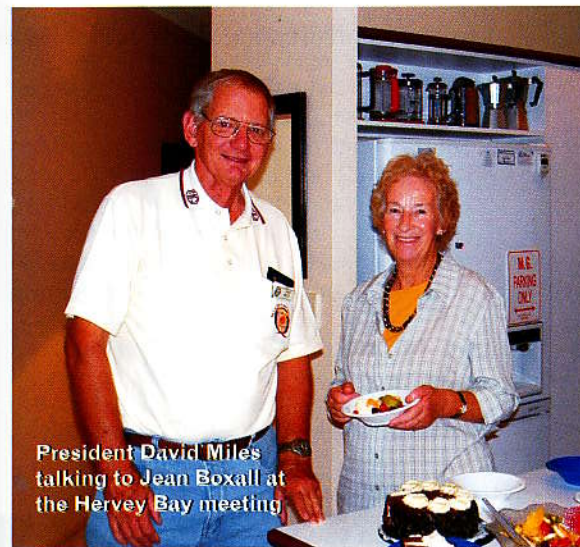
David Miles visited Hervey Bay on Australia Day to discuss the formation of a Hervey Bay chapter of the Club. The following press release put out by them is fairly self-explanatory!

STATE MG SUPREMO FLAGS START OF NEW LOCAL MG CAR GROUP

The State president of the MG Car Club of Queensland, David Miles, flagged the start of a new local Chapter of the MG Car Club at an informal function in Hervey Bay on Australia Day. Attended by over 20 local MG enthusiasts, the inauguration of the Wide Bay Chapter of the MG Car Club of Queensland "held the promise of being a model for the start up of other chapters throughout Queensland", David said. Accompanied by his wife, Meryl, David outlined his thoughts on the way the Chapter could operate, stressing that the MG Car Club of Queensland was a well-managed club whose 400+ membership consisted of those whose interest in the MG Marque was the principal criterion for membership. He wished the Chapter well, welcoming those present into the State and world MG fraternity, remarking too on the friendliness and interest shown by the Australia Day gathering.

The Wide Bay Chapter of the MG Car Club of Queensland will hold its first planning meeting on Sunday and appoint a Coordinator for point of contact and program purposes.

Ian Bryant



President David Miles talking to Jean Boxall at the Hervey Bay meeting

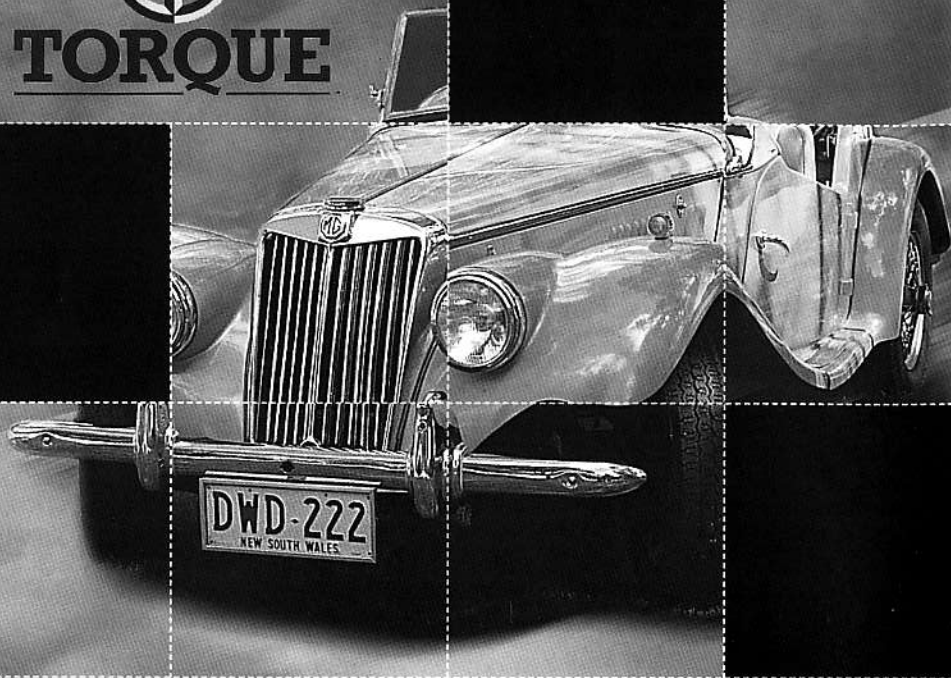
PROGRAMME OF PLANNED EVENTS; MGCCQ WIDE BAY CHAPTER

Feb 02	Midweek run
Feb 06	Early morning run
Feb 09	Midweek run
Feb 13	Early morning run
Feb 16	Midweek run
Feb 20	Early morning run
Feb 23	Midweek run
Feb 27	Early morning run
Mar 02	Midweek run
Mar 06	Early morning run

Standing assembly point is APEX Park, The Esplanade, Pialba.



TORQUE



Select people, Select cars

specialised insurance for classic, modified, imported and prestige cars australia wide.

INSURANCE FOR THE CLASSICS

all claims settled by your local office

Torque to the people who care 1300 369 769*

*for the cost of a local call - mobile rates apply to calls from mobile phones.

This insurance product is issued by Lumley General Insurance Limited ABN 24 000 036 279. AFS Licence No. 241461 and is subject to underwriting acceptance conditions. To decide if it is right for you please carefully read our relevant Policy Wording/Product Disclosure Statement (where relevant) before you make any decision. You can obtain them from any Lumley office or by telephoning 1300 369 769.

Offices in
adelaide,
brisbane,
canberra,
melbourne,
perth and
sydney

Lumley

WIDE BAY CHAPTER OF MGCC QUEENSLAND ESTABLISHED

Appropriately on Australia Day, Club President David Miles flagged away the Wide Bay Chapter of the MG Car Club of Queensland at a sausage sizzle in Hervey Bay attended by over 22 people. Established to cater for the single Marque needs of MG owners and friends in the Wide Bay region, the Chapter presently embraces those members of the Club who presently live in the Hervey Bay and Bauple areas. Over 11 MGs (from MG TC to MGB) and two other classic marques are represented on the Club's Chapter register, and this is expected to grow as word is passed throughout the area. It will not be long before Bundaberg, Maryborough and Gympie MG buffs will seek out Club membership, alerted by Chapter activities and publicity throughout their districts.

Simply put, the objective of the Chapter is to function as an outpost legal entity of the parent Club to support the local assembly of friends whose common interest lies in rallying the MG marque. To this end, the Chapter has submitted its Calendar of Events to the Club Committee and has already conducted a number of planned runs through delegating responsibility to an appointed leader for that day. Essentially, runs are presently planned as midweek runs and early morning runs on a Sunday. Presently, two runs per week are scheduled, with frequency and timings to be adjusted as further experience is gained. Weekends

away will start to appear on the calendar as the weather cools.

The Chapter's inaugural run, a mid-week run, was planned and conducted by Bob Bruce. Five cars attended this run, with six cars presenting for the inaugural Early Morning Run on the following Sunday. A good turnout, given that some of our members are presently unable to attend any events at all. Our programme will continue as we refine frequency and timings. The March programme is already under consideration and will be published in the Club web site in due course.

In the course of time, we see the Chapter being the public face of the Club in the local area, hosting a local run for those Club members who wish to see some of the better areas of the Wide Bay, and simply flying the flag for MG. The Club can expect us to attend, singly or in mass, events in Brisbane as well. We in the Chapter look forward to meeting you in Brisbane or up here.

The point of contact for the Wide Bay Chapter of the MG Car Club of Queensland is Ian Bryant on 41 249 771.

Ian Bryant.
Convener

Club Regalia

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



50th Anniversary Badge
\$50.00



Coasters
\$6.50



Grill Badges
\$33.00



Bumper Stickers
\$1.00



Mugs
\$8.00



Dash Plaque
\$10.00



Lapel Badge
\$9.00



Wine Stoppers
\$18.00



80mm cloth badge
\$8.00+GST



100mm Bumper Sticker
\$1.10



20mm Lapel Badge
\$5.50



Beer Glass
\$24.60



Wine Glasses (Boxed)
\$37.80 pair



Wine Glasses
\$37.80 pair



80mm Name Badge
\$11.00



Men's Polo Shirt
\$34.00



Ladies Polo Shirt
\$34.00



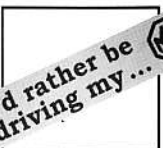
Jacket
\$50.00



Polar Fleece Pullover
\$38.00



Size 14-24 Polo Shirts
\$27.50



Bumper Stickers
\$1.00

I'd rather be driving my...

MG Information

	Name	Home	Name	Home	
Pre-War	Dino Mattea	3263 2625	MGB	Graeme Walker	3511 0206
T-Type	Peter Rayment	0407 693 947	MGC	Chris Carswell	3378 4140
MGA	Richard Mattea	3325 0409		Bruce Ibbotson	3366 1889
MGY	Owen McNeill	3261 7043	MG V8 Rv8	Barry Evans	3425 1695
Magnette Saloon	David Robinson	3255 9037(w)	Midget	Ron Clydesdale	3863 3375
			MGF	John Boyce	3345 2530

Support our Advertisers

Abingdon Motors
Gold Coast MG Rover
MG Automotive
MG Centre of Sydney
The House of MG
Cowie Performance

Liddles Cylinder Head
Engineering
Crawford Crash Repairs (Wacol)
Wacol Muffler & Brake Shop
Accurate Suspension Services
Graeme's Mobile Vehicle
Inspection

Bank of Qld
Shannon's Insurance
Torque Insurance
Technical Book Shop
Tyreworks
Tyretch Australia

MG AUTOMOTIVE

Sports Car Specialists

FOR EXPERT ADVICE

Call Barry for all your parts & service

Ph: 3889 9652

Fax: 3889 9659

- New & Used Parts in Stock
- Full Workshop Facilities
- Restoration
- Mail Order
- Exchange Units
- R.W.C. Inspection Station
- Credit Card & Eftpos Available
- Paint & Panel Repairs



Unit 2 - 32 Deakin St, Brendale Qld 4500
Ph: 3889 9652 Fax: 3889 9659
PO Box 5744 Brendale Qld 4500
Email: barry@mgautomotive.com.au

**Silver Sponsor
National Meeting
2004**