

Patron: Dick Johnson

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	0417 717 627	mattea.richard@au.sika.com
SECRETARY			
Elaine Hamilton (Vern)	3893 2438	0418 870 782	vprojects@uq.net.au
ASST SECRETARY			
Steve Pyott (Lesley)	3204 6354	0418 726 885	spyott@bigpond.net.au
TREASURER			
Carly Mattea (Richard)	3325 0409	0410 310 452	moffmat@bigpond.com
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John Davies (Diane)	3341 6798	0402 393 278	johnedavies@ozemail.com.au
Gary Goulding (Narelle)	3351 3506		ggo99522@bigpond.net.au
David Homer (Helen)	3341 9323	0417 755 747	dmwmsport2@optusnet.com.au
David Robinson (Jeanne)	3255 9037(w)		robo25@bigpond.net.au
Peter May (Debbie)	5495 5187	0412 813 071	peterlmay1@optusnet.com.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 (Delia)	0407 693 947
CAMS Delegate	Ann Thomson	3378 1368	National Meeting	Lesley Pyott	3204 6354
(Alternate)	Gary Goulding	3351 3506	Co-ordinator		
Chaplain	Ken Trudgian	3886 3409	Point Score	Peter Rayment (Delia)	0407 693 947
Club Captain (Social)	Ron Clydesdale	3263 6575	Webmasters	Glenda Crew	3341 4397
Club Captain (Competitive)	John Walker	3300 2914		Rick Miles	
Day Runs	David Miles Midweek	3892 2699	Wide Bay Chapter	Ian Bryant	4124 9771
Co-ordinators	Pat Walker Weekend	3300 2914	Darling Downs Chapter	Trevor Watkins	4635 8682
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		0431 678 319	

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

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

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

President's Report

Pat Walker, "with a little help from her friends" the Clydesdales, instigated yet another "best ever" with her "Christmas in July" weekend at Cherrabah, membership has reached another all time high, and even the "Winter Wednesday Working Bees" are showing some promise! Owen McNeill (the quiet achiever) and his helpers ensure that improvements and maintenance continue at the clubrooms, Mal Kelson's toasted sandwiches on Friday evenings are great, and recent Mid Week Day Run numbers have exceeded those on Weekend Runs. Hill climb facilities continue to improve under the watchful eye and guiding hand of Dino Mattea and his helpers, and another "first" in July saw the clubrooms hired out for a member's family party. "What else can we ask for?" may well be the question, but the answer is, as always, "More Workers!" In a club which now boasts 565+ members, it's more than a little disappointing that so much work is still left to the same old few. You must help.

This issue contains nomination forms for positions of President and Committee Members. While my intention is, if required, to stand for one more year, there are a number of those currently serving whose intention is to stand down. We need, therefore, nominations from members who are willing to offer some time, expertise and energy to take the MG Car Club into the future, building upon the solid foundation laid by the current committee and its predecessors. Being a Committee Member means that you are able to contribute to the social, financial and administrative aspects of this club, a club whose activity and financial status could challenge that of many small businesses. It means that you might argue strongly and passionately for a particular point of view, but still apply that same energy to the execution of an opposing view should that be decision of the majority. Don't nominate if you have just one particular personal issue to champion, but do nominate if you can both contribute to the wider well-being of this club and take responsibility for a particular aspect of our many activities. Fresh ideas from new faces are required in order to maintain our position as Queensland's premier car club.

In addition to the need for more Committee Members, there are many other ways in which members and their partners can help. Equipment and supplies need to be taken to Mt Cotton, Mal needs help with the Friday night BBQs and toasted sandwiches, bar volunteers, house committee and

numerous other jobs beckon. Those who are very committed to families, businesses and work may be able to donate, procure or assist with some product or service. Tradespeople might donate some time or material to a particular project. There are many ways, none of them insignificant, that one can help. Make known to myself or one of the committee how you can assist; no offer is too small! Just imagine if every member was able to contribute just a little!

As part of our continuing growth and desire to become more self reliant, your committee recently accepted an offer to purchase a Toyota Town Ace van whose primary role will be to transport our canteen supplies and timing equipment to Mt Cotton, thus dispensing with the familiar trailer which has become somewhat unsuitable. The logistics have changed, and it was becoming a problem trying to attract volunteers with suitable towing vehicles. The new van will be fitted out internally to satisfy our current and future needs, and there are plans to use the exterior to further raise the profile of MGCC and Mt Cotton Hill Climb. It is hoped that some of our operating and maintenance costs might be recovered by offering advertising space on the van, with special rates for those already supporting us with signage at Mt Cotton.

Those who compete at Mt Cotton will be aware that environmental concerns regarding noise have been raised and that we must, for our own future and for the welfare of our neighbours, ensure that noise level restrictions are strictly observed. Recent experience has shown that it only takes one or two new-to-the-area residents to make things very difficult. Please ensure your vehicle, and the way you operate it to, from, and at Mt Cotton doesn't attract the ire of those eager to complain. As Steve Pyott, in charge of our applications for government grants, our canteen volunteers, and all who endeavour to do any worthwhile community work know only too well, it is much easier to attract criticism from our bureaucrats than to attract assistance.



David Miles
 (President)

Editorial

A long time ago I was told that everything about cars and their engineering was simply a bunch of numbers requiring an understanding of what lots of other people had experimented with and gathering-up their numbers and applying them to any given automotive problem. Well, that was the theory anyway; reducing complex, often contradictory sets of problems to hard numbers. This idea also applies in competition and two very different competitions, Concours and the QHC, held recently by our club produce a result based on numbers.

The annual Concours competition seeks to establish the car in the best condition by having judges assign a number to different aspects of the judged car's component groups. Weird as it seems, the judges are required to quantify the intangible; how the hell do you assess the condition of a gearbox (for example) by looking at it? Truly a Concours Judge must inspect and judge condition with the strange animal of originality tagged onto the tail of the scoring sheet. This seems to confuse and even upset some members: I wish this wasn't the case; so far as I am concerned let the tube polishers polish and the advocates of BMC satin black go their respective ways and sit back and enjoy the different fruits of their labours.

That said, the reality is that a result is generated regardless, on the basis of numbers. Largest number wins.

In the case of a Hill climb, smallest time wins. The QHC was a spectacular success in every respect. The battle between Peter Gumley and our Alan McConnell resulted in a completely amazing 37.57sec drive which will not be easily forgotten by all who witnessed it. Back to numbers though; I'll bet Alan wasn't thinking about numbers at the time, but I know that all sorts of data is collected by the McConnells after every drive for continued assessment and refinement. Every run at the Hillclimb is timed to the hundredth of a second and as I seem to spend most hill climbs these days sitting in the timing shed sometimes the numbers just seem to overwhelm and stop meaning a whole lot. This was definitely not the case this time!

A good friend calculated that as the course is 946m long, a 37.56 second run equalled an average of 90.67 km/h. I'll bet Alan and his team hadn't looked at those spectacular numbers which are even more impressive when you consider the course has a standing start, the steepest inclines of any hill climb in the country and includes at least one very slow corner!

Both the Concours and the QHC were very different types of events proudly promoted by our club by, and for, its members. The spirit of competition and comradeship that makes our club the special institution that it is was to the fore in both and both were determined by a collection of numbers!

Graeme Walker

Some words from Elaine...

Well, I think we have a bumper Octagon for you this time thanks to the contributions from a number of people. We have articles by Bev Clydesdale, Kim and Gary Deane, Peter and Delia Rayment, Bruce Ibbotson, David Miles, Peter Kerr and Michael Plant. As well as this, photographs have been contributed by Malcolm and John Campbell, Ian Fettes, Cyril Bennett, Roger Paltridge, David Robinson and the Deanes. We've even had three letters to the Editor! This all helps to make the Octagon much more representative of the Club and its activities so, please, keep up the good work!

There are three reports on the Weekend in Warwick. One is the 'standard', one is from the Darling Downs Chapter which joined in the weekend and the other one is written from the perspective of fairly new members, Kim and Gary Deane. We'd love to receive more of this type of article!

Profiled in this issue are Ian Bryant (Wide Bay Chapter), Trevor Watkins (Darling Downs Chapter) and Peter Rayment who has probably filled every position possible in the Club and is currently Membership Secretary and Points Scorer. Because Peter and his family have been deeply involved in the Club for so long, a profile cannot do justice to their story so it is being serialised as their personal history of the Club over this and the next two issues. We hope this will encourage others to take the time to pen their own personal history of their club activities.

Also included is an article on Regularity events which are always included in race meetings conducted by the Club. The article explains the origin of the concept and how the event 'works' and invites all Club members to take part in the events at the next race meeting to be conducted by the Club at Morgan Park (Warwick) in November. Those attending the Winter Weekend in Warwick who chose to run at Morgan Park on the Sunday morning, may like to put that experience to work again at the race meeting and also have another weekend away in Warwick.

As a special feature for the opening of the Clubrooms, now almost a year ago, people attending were asked to bring along photos to give to the Club as a memory of the night. As space permits, we will reproduce a selection of those photos for you. Interestingly, most members delved back into the past for their photos. In this issue are two photos donated by Don Webster; both show him in action at the Hillclimb in the very early years. You will notice reference to Don in the Rayment article.

Also included in this issue, is information from Bruce Ibbotson about wheels and, as promised last issue, the MG Octagon pattern is included for late winter knitters.

Our cover photo is of Denis Thomas arriving at Mary Cairncross Park on a mid-week run and typifies the spirit and the scenery of these outings.

Closing date for material for the next Octagon is 30 Sept.

Notice Board

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

- **13 Aug** Hillclimb. Tighe Series Rd 4
- **23 Aug** Midweek run to Toowomba. Meet at Evan Marginson Sports Ground (UBD Map 216 N12) at 9 for 9.30. Coming from the City, take the first exit (Redbank Plains Church St) after the junction with the Logan Motorway. A smorgasboard lunch (including seafood) at Weis's restaurant is available for \$39.50. Bookings for lunch are essential so please advise Bruce Ibbotson (Ph 3366 1889) by 16th Aug if you wish to lunch there.
- **10 Sept** Join us for the Sunshine Coast Bushland Day Run to our home at 32 Coveys Rd Tinbeerwah (UBD Sunshine Coast map 6 M18). The run leaves the BP Caboolture Service Centre Bruce Hwy (UBD Brisbane map 58 L18) at 8.30 am. Smoko (about 10am) will be at the Maroochy Bushland Botanic Gardens Palm Creek Road (UBD Sunshine Coast map 77 M17). There are some interesting roads which are suitable for all cars. We'll be in our TC. During the run, members from the Wide Bay Chapter have indicated that they hope to join us. Hope to arrive at the lunch spot (about 12.30 1.00pm) and later, after lunch, you may get involved in a game of slopy (who knows) cricket, garage inspecting, art gallery visiting, bushwalking, or simply just vegetating on the back verandah looking at the view. BYO smoko and lunch. BBQ facilities and Hot Water available at lunch stop. Folding tables and chairs could be useful. If you don't want to rush home in the traffic we might put on a sausage sizzle before you depart. It is about 1 hour 15 minutes to the Gateway Arterial Turnoff at Bald Hills. If you intend to come or need further details contact Delia or Peter Rayment on 0407693947.
- **17 Sept** Day Run to 'Speed on Tweed'. Meet at BP Waterford at 7 am for a 7.30 start. Contact Roger Paltridge 07 5572 4735 or Mob 0418 450 003.
- **17 Sept** Pre-War and T-type run. Ph Dino Mattea 3263 2625.
- **20 Sept** AGM at Clubrooms, 7.30 pm, followed by General meeting
- **22 Sept** Ironman night run
- **23 Sept** Ironman motorkhana and sprint; Qld Raceway. (Interclub challenge)
- **24 Sept** Ironman hillclimb
- **27 Sept** Midweek run. Contact David Miles 3892 2699.
- **1 Oct** Run to, and display, at Mt Gravatt Retirement Village. Contact Ron Clydesdale 3263 6575.
- **8 Oct** Timekeeper module training (9 am - 4 pm) at the Clubrooms for those interested in being accredited as a timekeeper for CAMS events. Contact Elaine Hamilton (3893 2438) for more details.



Membership

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

Andrew Badley
Robyne Boyd
Lenore Gordon
Anthony Kenwick
Neville Stewart
Raymond Cuff
Adam Forrester
Bruce Hill
Steve Walkinshaw

Ross Barnes
Ian Drewett
Shaun Henrich
Keith McKavanagh
Kay Strickland
Anthony McNamara
Darren McCahon
Peter Rafter
Alan Greenbury

John Biddle
Ainsley Fitzgerald
Peter Jordan
Leo Ossendryver
Kerry Johnson
Trent Steinberg
Luke Best
Andrew Tanner

Gregory Boyd
Geoff Frizell
Irena Morgan
Brian Phillips
Robert Tynan
Robert Snell
Michael Gascoigne
Montague Campbell

We also welcome back to the Club Fred Sayers, Mark McLaughlin and Glen Carpenter.



Letters to The Editor

Dear Editor

I would like to thank the wonderful MG Club and its members for all their best wishes during my recent lengthy period of hospitalisation. I particularly appreciated those members who went to all the trouble of visiting me in hospital and it was very nice to see them there. I am now out of hospital and I'm feeling a lot better but the skin graft that was carried out there still requires daily dressings and it will probably take quite a while to completely heal up. Since leaving hospital I have really enjoyed the warm welcomes and good wishes I have received from Club members at Committee Meetings and the Friday night Noggin 'N' Natters. Life is now slowly returning to normal for me and I have been able to return to attending MG Club Committee meetings and also take up a part time teaching position at Moreton Institute of TAFE.

Steve Pyott

Dear Editor

Nanjing Automobile Corporation recently announced it will build an MG TF Coupe. NAC President & Vice President Yu and Wang (Messrs Jianwei & Biao) said the Coupe would be built in Oklahoma, USA. John Thornley would be thrilled.

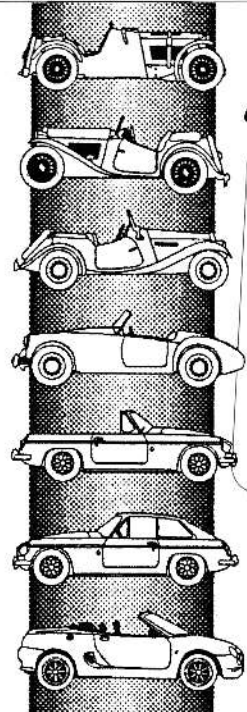
Peter Kerr - Owner of an Abingdon built TF

Dear Editor

We really enjoy and look forward to the Octagon. Keep up the excellent work!


We've enclosed a picture taken at Launceston of the three Rs waiting their turn for the motorkhana, all looking splendid in black.

Thanks guys
Roger Paltridge



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Bits & Pieces

On Friday - July 7th David Miles was contacted by Kaj and Maria van Ginkel who, along with Kaj's father Leen, were visiting our East coast from Holland. Kaj, who owns numerous MGs, is a member of the MG Car Club of Holland whose membership stands at around four thousand! Holland also has a T type club and an MGA club, so enthusiasm for the Marque in that country is obviously very strong. David was able to show the trio a little of Brisbane in the short time available and they also enjoyed the company of those present at the clubrooms that evening. It was very nice to meet the van Ginkel family, and to introduce them to some of our Queensland members as they journey by motorhome from Cairns to Melbourne.

The brake specialist company, Rotors and Drums Australia (www.rdbbrakes.com.au), is offering Clubs a rebate if any of their members purchase goods from them and we (the Club) are registered to be in the scheme. The mechanics of this is that if you buy one of their products, you fax a copy of the invoice with their product identified on it, to 03 9701 5111 and advise them that are you a member of the MGCCQ. The Club is then rebated a certain amount depending on which product you purchased. Further details can be found on their website in the section titled 'Car Club Program'.

A Pre56 MG Rally is to be held in January 2007 in Oamaru. The Rally is a biennial event, first run in 1977 and open to all MG models first produced before 1956, that is up to and including MGA and Z type. Participation levels are usually around 80 - 100 cars.

Oamaru is the main town for the Waitaki District, North Otago, and is situated on the east coast of New Zealand's South Island. A number of the Rally activities will centre on the town's Victorian Historic Precinct

A copy of the entry form is available on the News page of our (MGCC of Qld) website. Please direct any queries to

Pre'56 MG National Rally
 37 Longhurst Tce, CHRISTCHURCH, NEW ZEALAND
 Email: mgcc.canterbury@paradise.net.nz
 Ph: Dren & Di Errington Home 03 942 0251 mobile 021 133 7894



The Club took another big step along the road to increased recognition this week with the imminent purchase of a second hand van (pictured) to transport equipment to and from our Mt Cotton Hillclimb, and for other transport needs.

It is planned to signwrite the vehicle with club and hill climb logos, etc., the committee feeling that the time is right for increased exposure and recognition of our club and the Mt Cotton Hill Climb venue. While the catering trailer has served us well in the past, increased difficulty in obtaining volunteers with a suitable towing vehicle was a major factor in the committee's decision.

And more good news! The Confederation of Australian Motor Sport and Shannons have formed a unique partnership designed to benefit their mutual interest group,

Through this new association, Shannons will offer all CAMS-licensed competitors and officials 'Special CAMS Mates Rates' on insurance for both their cars and bikes. CAMS members will also receive the added incentive of Shannons' multi-policy discount when their home and contents insurance is obtained through Shannons. For further information and to download the free no obligation quotation form, visit www.cams.com.au/go/SHANNONS.

Dave Homer (Interclub Challenge co-ordinator for us) congratulates our hillclimb team and reports that with the MGCCQ winning the Interclub Challenge hillclimb event, we are now leading the series for the first time ever. It would be fantastic if a few of the competitive drivers amongst MGCCQ could keep this momentum going by representing the Club in the future rounds.

The next event is a day road rally (Saturday, August 26th) with various stage events and some navigation between stages (this is the best value for money road rally event of the year!!!) It has in the past included an old hillclimb section of road in Toowoomba, a 1/8th mile drag strip run, motorkhana stages, a couple of stages round a Dam on narrow bitumen roads etc etc and is excellently organized by BSCC and it would certainly help MGCCQ if we can field a full team (five entrants) for this event. The Interclub challenge points scores to date and information on the Sherrin Motorsports Interclub challenge can be found at www.icq.org.au.

If you would like to be part of this event contact Dave Homer (3341 9323 or dmwmsport2@optusnet.com) or Club Captain (Competition) John Walker on 0431 678 319. Entry forms are also available on our Club website.

Valvemaster lead replacement is now available at Clubrooms. Protect your valve seats from the effects of ULP by using this well known and proven product.

- 250ml Valvemaster - \$10.00
- 250ml Valvemaster Plus - \$15.00
- 100ml Valvemaster applicators - \$3.00
- 500ml Valvemaster - \$22.00

More good brake news! TBS (18 Smith St Capalaba) sell the above products and are offering Club members good discounts on both RDA products and EBC brake pads. Just produce your membership card when purchasing.

Speed on Tweed have advised us that entry fee to this year's event can be discounted to \$15. This rate is available for Club cars displaying a Shannons sticker (relevant to those going on the day run to the event) or by purchasing Earlybird tickets on line at www.speedontweed.com.

Leyburn Sprints are having a Show and Shine at their sprints on Sunday 20th August. Entry charge for the Show and Shine is \$20; however, the driver of the car gets free entry to the event while passengers paying normal entry fees.

The Club also has another new acquisition, though somewhat smaller than a van! It is a purpose-built box for displaying and storing small items of Club regalia. We are trying to make access to purchasing these items easier for Club members so the Regalia box will be at most Club events. Take advantage of the opportunity to purchase your Club keyring, sticker, wine-stopper, badge etc.

A warning to any of you advertising goods on the internet using an email address. Members with a car for sale recently nearly fell for a scam where the supposed buyer was really trying to get money from them. Fortunately they became suspicious before it was too late. Please treat any email responses to your ads with caution.

Targa Tasmania invites Car Club members to be part of the Tour section of the event in 2007. To find out more go to <http://www.targa.org.au/>



There was a first for the Club when the Clubrooms were hired out for a member's family party on Sunday 23rd July. (see photo)



▲ **The winning team;** Richard Mattea, Warwick Hutchinson, Des Edwards, Alan McConnell & Bill Norman



▲ **Three generations of Duffields** ▲



▲ **Ron Woodbridge and keen pitcrew, son Steven**



▲ **A relaxed Pauline Graham awaits her run** ▲



▲ **Bill Norman and a serving of Special K**



▲ **Carly Mattea ready to do her personal best** ▲



▲ **The Best of British . . .**



▲ **Alan and Warwick compare notes** ▲

2006 Tighe Cams Hillclimb Series July 9th - Round 3

By Ace's Apprentice

With this round of the Tighe Series also being a round of the Interclub Challenge, the line-up of 80+ competitors included some not normally seen at the hillclimb. Not surprisingly, the MG Car Club were the winners of this round of the Interclub Series.

On a day which started off quite chilly then warmed in the middle of the day, a number of records fell. This makes the competition as the top of the Tighe Series points table quite interesting as Glen Wesener and Bill Norman each broke their class records twice giving them 6 'bonus' points and boosting them near the top of the table which now has Vern Hamilton leading with 54 points, followed by Danny Mischok (51), Glen Wesener (49), Craig Hornibrook (48) and Bill Norman (47).

The Top Six competition is also close with Warwick Hutchinson accumulating 29 points, John Boyce 25 and Alan McConnell 23. These three are clearly ahead of Vern Hamilton (13), Bruce Horey and Richard Mattea (12) and Bill Norman (11). Other contenders are Michael Collins (9), David Homer (5), Des Edwards (3), Danny Mischok and Harry Doling (2) and Robert Haines, Russell Newman and Ivan Tighe (1).

A number of personal best times were set on the day and, with Ace Reporter not being there with pen in hand all day, not all may have been brought to his Apprentice's attention. Those of which Ace is aware include Carly Mattea who recorded a 63.92 bettering both her previous best time of 64.17 and Richard's in the Midget! Richard also had his moment, posting his PB of 44.91 in the Bulant, breaking the 45 sec barrier for the first time and coming close to the class record of 44.38. But that was before Bill Norman set the barrier higher (or should it be lower?) by cutting .8 sec of Vern Hamilton's 1998 record of 44.38 with a 43.55 run, a time he lowered even further (43.41) in the top six (which doesn't count for records).

Ian Wells in his Group S Jensen Healey was consistently lowering his times through the day going from a 64.5 on his first run to a 60.49 on his fourth. It looked like he might break the 60 mark on his fifth run until he decided to add an extra 360° loop at the hairpin.

Ken Fazakerley in his WRX Sti reduced his personal best down to 46.08. Ken and Pauline Graham had a close contest in their class with Ken's 48.06 just beating Pauline's best ever time of 48.20.

Before a broken piston ring land put a halt to John Broadbent's runs, he achieved a 51.73 his best time of the 'modern era'. John set the record for this class in 1994 with a 49.93, a record now eclipsed by Des Edwards in his Westfield at 45.16.

Glen Wesener, in breaking his record for Group N cars, actually broke his old record on four runs but didn't manage them in the right order to get maximum points as the fastest times were set on his second and third runs. Chief rival in his class, Neil Lewis, came close to the old record time with his run of 49.09 but a broken crankshaft brought his day to a premature end.

Bruce Horey, back 'at home' in his RX7, reduced the class record to 45.76 while Barry Evans, running within the same class in his MGB GT V8, reduced the MG record to 49.57.

It was a case of 'many heads make four cylinders work' for Vern Hamilton who, after a miserable first run on which the Elfin's engine refused to run happily, broke his class record after the 'many heads' decided he should try a different rotor in the distributor.

The other record breaker on the day was Dave Homer who brought Craig Hornibrook's recently established record down from 46.84 to 46.49.

Close class encounters occurred between Glenn Sullivan (54.83) and Russell Mirfin (55.83) in the Gemini class; Alex Cowie (47.49), brothers Ben (47.52) and Tyson (49.97) and Darren Duffield (47.90) in the Sports sedans up to 2000cc class; Daniel (51.48) and John Gibson (52.49) in their Mitsubishi GSR Lancer; Kevin Charlton (50.07) and Andrew Buzaglo (50.80) in Formula Vees; Jeff Oldham (50.24) and Jim Peall (51.80) in Road Reg (1601 to 2000cc); Ron Woodbridge (52.67) and Ross Devencorn (52.98) in Group O; Brad Kirkness (48.58) and Glynn Pointon (48.78) in Marque sports 2001 to 3000cc and Dave Homer (46.49) and Craig Hornibrook (47.72) in Road Registered 2001cc and over.

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Those whose day wasn't quite as happy included Ross Devencorn who sustained damage to his radiator mounting and Ken Krenske who had his first close encounter with the nuts, the result of the car being unwilling to stop because the front discs had become glazed. Alan McConnell and his Van Diemen achieved a near Club record with his 38.83

run before the motor declared it a day. It was a mixed day for John Walker who had his MGA back on track after a short absence; however, the MGA fought back and tried to knock some sense into John when the bonnet unleashed itself and flew backwards onto John's helmet on the last run.

Class winners were: (* = new record)

Group N	Glen Wesener	Torana LJ GTR	48.44*
Gemini	Glenn Sullivan	Gemini	54.83
Group K	Barry Smith	Ford V8 Special	57.37
Group M	Peter Quayle	Jolus Minx	50.76
Marque sports up to 1600cc	Des Edwards	Westfield SEI	45.73
Sports sedans up to 2000cc	Alex Cowie	Ford Escort	47.49
Improved prod up to 1600cc	Daniel Gibson	GSR Lancer	51.48
Improved prod 1601 to 2000	Danny Mischok	Ford Escort	46.64
Improv prod 2001cc & over	Ken Graham	Datsun 1600	48.06
Formula Vee	Kevin Charlton	Blitz	50.07
AWD turbocharged	Russell Newman	Nissan GTR	45.29
Marque sports 3001cc & over	Bruce Horey	Mazda RX7	45.76*
Road Reg up to 1600cc	Derek Holstein	Mini GT Clubman	49.92
Road Reg 1601 to 2000cc	Jeff Oldham	Datsun 1600	50.24
Formula Libre 1300cc & over	Alan McConnell	Van Diemen 87	38.83
Group O	Ron Woodbridge	Lotus 23	52.67
Group Q	Vern Hamilton	Elfin 623	44.55*
Group S	Ian Wells	Jensen Healey	60.49
Sports cars up to 2000cc	Bill Norman	Special K	43.55*
Marque sports 1601 to 2000cc	John Walker	MGA	49.81
Marque sports 2001 to 3000cc	Brad Kirkness	Mazda RX7	48.58
Road reg 2001cc and over	Dave Homer	Suzuki Swift	46.49*

FTD went to Alan McConnell (38.83), Best MG to Barry Evans and most improved to Ian Fettes (BMW Z4) who consistently reduced his times on his first competition run at the hillclimb from 59.41 (first run) to 56.67 (final run).

Next round of the series is on August 13th



▲ Richard in active conversation with Neil while waiting scrutineering



▲ Dave Homer's car takes a well-earned rest

MEMBER PROFILE : Brigadiar Ian Bryant AM (Ret)

An aficionado of the Marque since first scooting around Singapore (during one of many military tropical postings) in a T-type in the 1960s, Ian convened a group of Hervey Bay friends in late 2004 to create a Chapter of the MGCCQ for the Wide Bay region. With a professional cavalry background, tinkering with MGs (and, earlier, equestrian interests - true!) seemed to follow on from fiddling about with armoured fighting vehicles. He restored his MG TD over 1971 whilst still in harness. Since finally retiring in 1998, Ian and Helen now spend many happy hours with their friends, roaring around the Wide Bay region in older MGs, exploring the area's historic pubs, or simply sitting by the side of a road contemplating the sourcing of scarce spare parts. In this regard, Ian is currently partly restoring Helen's 1966 MG B.

A favourite photo is one of children James and Emma (then aged 3 and 2 years respectively) strapped in the

back 'seat' of his Singapore T-type; it is matched only by a similar shot of two of the four grandsons similarly mounted in the Hervey Bay MG TD.

Ian and Helen have spent many years in the tropics or abroad and now call Hervey Bay home. They have no wish to flog about the world any more and therefore their garage bulges with an MG TD, two MGBs (one a GT) and a Spridget. Two bicycles are parked despondently nearby.

Ian should not be confused with Luigi Emgee, another Hervey Bay motoring identity.



Ian Bryant

MEMBER PROFILE : Trevor Watkins

My first contact with the Club was in 2003 after buying a Mk2 MGB GT. I was retired, had sold the obligatory 4WD and caravan and, with my wife, Dell, had just returned to Toowoomba after a 35 years absence. My first MG was a TC that I raced in Toowoomba's 1961 Carnival of Flowers road race meeting. During the 60s, I campaigned a 1953 Customline and a Simca Aronde; the former at the Prince Henry Drive hillclimbs and sprints on the Lowood circuit, the latter in hillclimbs conducted at Echo Valley. After joining the RAAF, I was active in a number of car clubs both in Australia and overseas not only as a competitor in motorcross, motorxhanas, hillclimbs and rallying but also as an administrator and event

director/marshall. My last motor competition activity was racing sprint carts in Canberra during the 1990s. I am, at present, the inaugural Coordinator of the Darling Downs Chapter of the Club and am enjoying the social interaction and administrative activity of the role.



Trevor Watkins

MEMBER PROFILE : Peter, Delia & Samantha Rayment

Peter bought his MGTC in July 1965, had his first visit to 620 Wickham Street clubrooms with two work mates in October 1966 and joined the Club that night. Since then he, and then later with his wife Delia and daughter Samantha, has been a constant hard worker and competitor for the Club. He has competed in every type of event including every one of the 30 Ironman events ever held. He, with Delia's support and help, has held almost every official and unofficial position in the club. They have been constant attenders at National Meetings with Peter missing only three in the past 30 years. He is currently Point Scorer for the Club and Membership Secretary, a job he has been doing for more than ten years.

(The above does not even scratch the surface of the Rayment story. However, Peter and Delia have detailed for us their memories of their many years in the club. As these amount to a personal account of Club history they will be published, in parts, starting in this issue.

Hopefully, this will inspire some of you to put pen to paper or fingers to keyboard and recount your memories of Club life for us too.)



The Rayment's

They are pictured at the 1994 National Meeting conducted by the Hunter Club at which the Miss MG competition, won by Samantha, was held for the last time.

REGULARITY

Challenging, Safe and Fun

If you are one of those people who would love to give motor racing a try, one who has competed in the past, or even one looking for a new and different challenge, why not give "Regularity" a try?

As the name suggests, Regularity is a CAMS sanctioned event designed initially to allow historic vehicles to compete on race circuits so that spectators could experience the sights and sounds of this bygone era without severe risk of damage to the cars or their drivers. This concept of "regular" or "consistent" lap times proved very popular, and "Modern Regularity" has been sanctioned in order to allow more cars and drivers to enjoy this particular motor sport discipline.

The general format when Regularity events are included in a motor racing programme is that the regularity competitors will be given a practice session, just like all other entrants. Times are recorded and made available for study by the individual competitors so they may each nominate their own "target" time for the events scheduled in the day's programme. Regularity competitors are formed up in the marshalling area, and, when instructed, enter the circuit in the ascending order of their nominated time (i.e. faster cars first). Nominating an appropriate lap time is one of the most important skills of regularity as one must predict track conditions, traffic density and make allowance for the "red mist" which inevitably descends once the event gets underway.

When underway, it is important to match engine revs, gear change points, braking points and cornering lines and apex points; not always easy

when there are other cars about, all intent on the same thing! Overtaking opportunities need to be carefully judged, and the driver must be ever vigilant of faster cars overtaking. In both situations, experience is invaluable as both manoeuvres must be carried out so as not to lose or gain time.

In what will seem no time at all, the chequered flag will be displayed, and it's back to the pits to relive the excitement of it all, and to wait apprehensively for the computer to produce the results. Points are deducted for variations from the nominated time for each driver, and the competitor losing the least points is declared the winner.

In a typical MG Car Club Race Meeting, Regularity Competitors will be given a ten-minute practice session followed by three or four 3 to 5 lap events. Only a Level 2S license is required. The driver must wear the regulation clothing and approved helmet. Cars must be roadworthy, carry an approved fire extinguisher, additional bonnet catch, battery designating blue triangle and regulation numbers.

MG Car Club of Queensland has a policy of including regularity events at every State Championship Round it conducts, which, we believe, is in keeping with the original philosophy of the MG Marque, motor sport at reasonable cost. The next MG Car Club round will be at Morgan Park, Warwick, on 25th and 26th November.

Why not give it a try?

For more information, and entry forms, contact David Robinson on (07) 32559037.



▲ MGs participating in a Regularity event at Morgan Park

Origins of the sacred Octagon

by Graeme Walker

Ever wondered where on earth all of the great marques symbols and motifs came from? Perhaps you are aware of some of them including Henry's ubiquitous blue oval, the General's lion, BMW's "spinning propeller" (stolen, I should add from a 1912 Robert Delaunay painting; a Frenchman no less), Mercedes Benz's elegant tri-star, Citroen's chevron cut-gears; the list is endless and they invariably have their own beautiful little tales to tell.

But what of the sacred octagon, a motif unmolested by the ravages of time and stylistic abuse committed in the name of updating or modernizing?

Try this one out. Ask any MG nut to name who was actually responsible for designing the deceptively simple octagonal motif containing a very angular MG? They may offer Cecil Kimber, the man almost responsible for so much MG folklore; the more thoughtful may admit uncertainty and the very considered may reply that no one really knows for sure.

It's an interesting question and one not fully explored that I'm aware of.

Cecil Kimber was largely responsible for the total marque image; remember that initially Morris Garages was a minor off-shoot of a burgeoning empire that "old-man Morris" was rapidly expanding during the post great-war period. Kimber essentially inherited, in a business sense, Oxford Garages (soon to be renamed Morris Garages) which was essentially all about marketing. The first MGs were effectively badge-engineered Morris Cowleys.

The marque's elevation beyond that is an extraordinary story in itself, and speaks volumes for Kimber's ability to surround himself with the right people and effectively deploy them to achieve their greatest potential. In doing so he gave rise to the legendary Marque. Kimber, apart from having a marvelous sense of design, was an extremely talented organizer of men and materials.

Kimber had octagons on everything, from dip-stick ends to oil tank lids, radiator caps to instrument bezels; they were embossed in upholstery, chromed, paint-filled, printed and stamped. If this wasn't enough, the octagon theme was even pushed (screaming in some cases I should add) into the third dimension with semi-octagonal tappet covers, artfully splayed (but possibly uncomfortable) octagonal gear change knobs, highly sculpted octagonal aluminium gear change extension casings, the litany is endless..

This obsession didn't stop on the cars, either. MG's famous executive lunch room had octagonal napkin rings, embroidered linen napery and placemats. These chaps pre-dated contemporary image saturation by about 70 years.

But who actually came up with the Octagon and developed it into the motif we all know?

There are lots of folkloric suggestions as to who actually designed the octagon - company illustrators, outside cartoonists and designers - would you believe a cost accountant employed by old man Morris!

According to an article I chanced upon by the late Jonathan Wood, in the March 1982 issue of "Thoroughbred and Classic Cars", a young man called

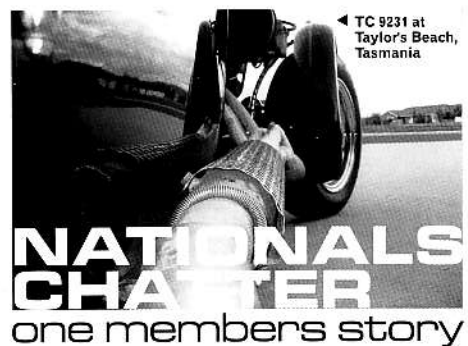
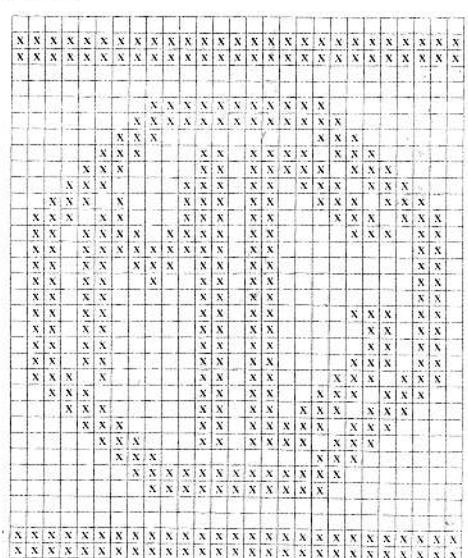
Ted Lee had been employed by William Morris at about the same time as Kimber (1922-3) and it was Ted who designed the sacred octagon. Ted was known to Kimber prior to this, and Kimber had assisted Lee by paying half of his accountancy tuition fees. Apparently, after discussing plans for Kimber's latest project in 1924, Ted set to drawing-up the very first octagon, with a little ruler that he had bought during high school (wonder if that "little ruler" and that scrap of paper is still around in a museum case somewhere?) Kimber saw the motif and immediately said "that's just the thing", it's angular art-deco style reflecting contemporary fashion. William Morris was then presented with the design and Lee remembers him saying it was "the best thing to come into the company", adding "and it will never go out of it".

Truer words have seldom been spoken. Now over 80 years later the octagon survives petty much just as Cecil Kimber first saw a small drawing made by an accountant.

Want to knit an MG jumper, beanie or whatever and incorporate the octagon into it? Delia Rayment has made the MG Octagon pattern available. The recommendations that come with the pattern are:

Use any standard raglan-sleeved pattern using 8 ply yarn. Proceed as directed until 2.5 cm before the armhole decrease. Commence with the pattern. It needs an uneven number of stitches. The motif has 25 stitches. Allow two stitches between motifs (79 stitches for 3 motifs) and adjust the balance of stitches at both ends of the row.

The motif uses approx 50 g of yarn. Strand colours by carrying the one not in use loosely across the back of the work.



TC 9231 at Taylor's Beach, Tasmania

by Peter Kerr

Running an old MG at the Nationals may not be a walk in the park. I went to the MG Rover receivers' auction in Melbourne but kept my hands in my pockets; life would be much easier if I'd bought a new MG. Here is my story.

I wanted to go to NZ for the Warplanes rally at Easter but decided to make a contribution to our club Wratten points and thank Ron & Bev for their 10 year stint as Nat meet co-ordinators.

I entered my MG TC in class D, but then correctly moved to class X for the competition events. Let me outline some of the difficulties of competing so far from home. I drove my TC onto the ferry in the rain, so had to contain all the gear within the car, as I had no support vehicle or trailer. The first hiccup occurred when I bounced off the ferry. At scrutineering, 2 broken spokes were found. This may have happened at the ferry exit. How do I get replacements on Good Friday?

A second problem occurred at scrutineering. This related to my race helmet. I did not bring my own helmet from Queensland as I preferred to bring race spares for my 60 year old MG (I did not want to be stuck in Tassie waiting for spares to be sent down from home). I borrowed a full set of race gear from a Commodore Cup colleague who lives in Launceston. At scrutineering, I needed the blue sticker of approval for the helmet. I did not expect a problem as the helmet had a current Bathurst sticker of approval. A blue sticker was attached, but the supervisor removed it, and the helmet went upstairs for review. The young scrutineer with my MG cooled his heels by going over my car from stern to stern with a fine tooth comb for half an hour while he waited on the Chief Scrutineer's decision from above on my helmet. I was not happy. He came up with queries like: "Were my rear axle half shafts the same as MGB?" I said they had been cut on a lathe by a GM engineer and were keyed, etc. He persisted with the investigation so I said he could look at the MGB in the next booth and make his own comparison. From the list he was compiling I could see there would be no scrutineering clearance this day. It is quite off-putting to come so far to have a long rectification list in a strange town. My helmet finally appeared from upstairs but it did not have the required blue sticker. I went shopping for things I could eliminate from a list I managed to extract from the scrutineer. I bought some blue stickers from the newsagents and then headed to PABS, which was open as I went in to scrutineering but, too late, the shutters were down. After all, it was Good Friday. I started to eliminate items from the list, but I didn't mention to the owner of the Bathurst approved helmet that it had been knocked back in his home town! I am glad I didn't submit the racesuit, gloves, or raceboots! I was also fortunate to have my MG in a garage and wondered how others were managing in a motel forecourt. I was able to work till midnight but had to skip the prewar dinner. I had not come to Tassie for this sort of pressure.

Our Club Competition Captain, John Walker, kindly offered me his race helmet so I faced the scrutineers at the track hoping to get an approval sticker. I had not come this far to not run the Symmons track. I had won the prewar class last time, and was really looking forward to driving on the new hotmix surface. I reminded Fritz Norden he had rolled his TC here last time on the rough surface. He was very casual and said it was only bent metal. That made me put my worry beads away! My cousin had done the ring around for Borani spokes but there were just none in Tassie. I overcame all the other items on the list and was approved to run with the John Walker helmet. They had run out of stickers! I had to sign a disclaimer on the scrutineering sheet to say that they would not be liable for a wheel collapse. I figured these wheels were built to withstand V12 Ferrari acceleration, so my little MG should survive. I had taped the broken spokes so they could not puncture the tubes under my new Falcen tyres. Ian Edgar confirmed all spokes were intact when he fitted these tyres a week earlier in Melbourne. (I will refit my Pirellis on return to the North Island and replace the spokes at that time.)

I told my cousin the Magnette would come down next time. We had planned to run the TC in the Targa but it all became too hard. In 1992, we ran 2 cars in Targa, but that event has also become too structured now. I said I would be MGed out after the wind down tour. I promised next year, next year. It was a good call and each day it rained I said: "Now I know why I live in Queensland." At that meeting, my memories of 1992 have been shattered. My 70 year old MG went straight through scrutineering and I won my class at Symrnons and also at the Georgetown motorkana. I tried not to let the events thus far spook me. However, the monkey had been put on my back and I did have one ear on the rear wheel as I skated round Symmons. My pre-1955 special class was also a worry. Trying to keep up with a V8 and then matching braking became a major task. On the back straight corner I could not brake like my disc braked leader and hit the ripple strip and skidded into the paddock. My headlight unclipped and the lens, Lucas tristar, and all else sprayed over the track after the hairpin. It was all well trampled by following competitors when I came around for the last time. My friendly flaggie showed me where the debris had been swept away. I walked the track and actually located everything. A piece of clingwrap replaced the tens of course.

My MG TC was built specifically to accelerate up to top speed on the banked Calder track for the 6 hour challenge and use gravity as a slingshot. As a Porsche eater, in that environment, the features built into the MG were superb. At the motorkana, it became another challenge altogether tiptoeing around witches hats set up in small carparks. My problems were exemplified when I took my foot off the accelerator. The supercharged unburnt fuel poured out and ignited as it exited through the hot exhaust pipe in front of the rear wheel. As I swung the steering wheel at the witches hat, I put my hand out to cover the exhaust pipe end and extinguish the flames, before booting up the next side of the square, only to brake at the next witches hat, etc.

Taking the TC to Tassie was suddenly worth it as I drove the 5 day wind down tour at the speed limit with 2000 revs on the tacho all day with the hood down. Each day it rained, I said to myself: "Where is the exit to Queensland." The Gold Coast in 2007 should be a breeze!



▲ Peter's TC shared a cosy garage with a 1934 Riley Imp ▲ Input/output segment of the TC 9231

The weather was miserable but what a great weekend! For most of us, this was our first experience of a weekend away with the home club. The venue was well out in the bush near Warwick but we found that it was quite suitable for the 100+ participants. Well chosen Pat Walker! As arranged, the Toowoomba contingent of five cars met up with around 28 cars from Brisbane at a very foggy Picnic Point on the Saturday morning. By foggy, we mean foggy! The plan that had been cooked up with Ron Clydesdale was for all of us to travel out of Toowoomba together along a scenic suburban route that also avoided traffic as much as possible. Due to the conditions, it didn't take long for things to change. Ben Cain led off into the fog taking the first left hand turn out of Picnic Point expecting a stream of cars to be closely following. However, second-in-line Steve Baker, who lives a few doors down from Picnic Point, decided to slip home to pick up a forgotten bit and carried straight on. It is believed Steve was followed by our visitors who had lost Ben in the thick fog. Leaderless and once swallowed up by the fog the convoy didn't take long to break up exiting Toowoomba by a variety of routes. Nevertheless, it was reported that all arrived safely at the resort but at well spaced intervals.

The home club had organised a Christmas in July theme for the dinner which was well supported by many participants dressing appropriately and wearing decorative hats. Our small contingent was made most welcome with the result that we look forward to doing this again next year. Unfortunately, the damp conditions the following morning reduced opportunities to explore the resort attractions so most people headed off to Morgan Park to watch the sprints before setting off home. It was lovely to hear the crackle of MG exhausts in the early morning as cars were warmed up ready for departure. This brought back many memories of race meetings and hill climbs of years ago. Our competitors for the Morgan Park sprints were Rob Callow (MGB GT), Ben Cain (MGB) and David West (MGF). They were cheered on by those in our contingent who made it to Morgan Park raceway. The exception was the Watkins GT. The car experienced a rotor button failure on arrival at Morgan Park. Despite the efforts of a number of MG owners and the RACQ to trace the fault, the car had to be towed to the RACQ workshops where it was eventually repaired a couple of days later. Overall, it was a well organised weekend by the home club that has every chance of becoming a fixture on the Darling Downs Chapter calendar in the years to come.

DD Chapter participants were: Pam & Guy West, David West, Wayne Henman & Donna Hardy, Doug & Elizabeth Partington, Steve & Sharmaine Baker, Rob & Ferne Callow, Ben Cain, Trevor & Dell Watkins, Roger & Jo Anderson, Michael & Liz Simmers.

Weekend at Warwick



from a new member's view

It was great to arrive at Cherrabah Resort after a very misty and foggy stop at Toowoomba. Everyone arrived safely (although some more damp than others!) and we all sat down to a nice hot lunch and some drinks to warm us all up. No one's enthusiasm seemed to be dampened by the weather and, as at whatever event we attend, we were made to feel very welcome.

The Christmas dinner brought out all the handy work with the Christmas hats. It was good to see so many people had gone to the effort of wearing some type of hat (even though Gary didn't want to wear his antlers!!)

Sunday morning came and my nerves were already playing havoc as to how was I going to drive around a race track with all these experienced people around me. I knew that I shouldn't have worried. We all have to start somewhere. With a lot of encouragement and support I took to that track very cautiously. What great fun!! I was so worried that I would get in someone's way but everyone was great. I think my second go out was a little faster and more fun as the nerves had gone a little. I don't think I am going to be able to stop Gary now; he couldn't stop smiling every time he came in from a run.

Thank you to everyone for the great organisation of the weekend and for the chance to experience something I have always wanted to do. It was a great weekend with a great bunch of people.

Kim Deane



Christmas in July...

by Bev Clydesdale

With the threat of rain looming, there was an exodus of 25 cars in two groups from the Club rooms prior to 9.00 am on Saturday morning 15th July, destination Cherrabah via Toowoomba to meet with the Toowoomba Chapter members for morning tea and travel on together.

Well-needed rain was falling in copious quantities and by the time the Toowoomba range was reached, tentacles of thick pea soup fog were quite evident. Needless to say a few people missed the turn off to Picnic Point and some hilarious conversations ensued over the CB radio.

Some hardy souls participated in morning tea huddled together in the Picnic Point rotunda, almost expecting the legendary ghost ship to come floating out of the mist. The less adventuresome (or more clever) basked in the warmth of the restaurant.

Following morning tea, the departure from Toowoomba was tedious with the fog having thickened even more, making visibility of the car ahead extremely difficult. After several wrong turns by some and a flurry of mobile phone conversations and CB calls for directions out of Toowoomba, we arrived at Cherrabah Resort to join the group already ensconced since Friday for a delicious buffet lunch.

Unfortunately horse riding, tennis or any outdoor activities were washed out so several private 'happy hours' in either the units or around the lovely fire in the main building, and even little catnaps, passed the afternoon away.

Christmas dinner with lots of appropriate decorations and staff dressed suitably for the occasion gave the feel of the festive season. Small prizes were presented to some of the quite exceptional Christmas hat creations, one to a tiny, delightful 96 year old lady, (honorary MG member for the night) Maud, who wore a hat donated by Norma Upham, reading 'Party Animal'. If she thought she was to have her normal quiet stay, the 90 MG members foiled that plan but she really enjoyed herself nevertheless. It was possibly a little disappointing that everybody did not participate, as it really helps when the person seated next to you looks as crazy as you do.

Participants at the dinner were:

Richard, Carly, Alexandra,
Ashleigh & Jeremy Mattea
Brant & Selena Rayment
Graeme Walker
Cathie & John Curlie
Jim & Sandra Armstrong
Ron & Bev Clydesdale
Peter & Gillian Smith
Steve & Sharmaine Baker
Rob & Ferne Callow
Trevor & Dell Watkins
Roger & Jo Anderson
John Walker
David Miles
John & Maisie Campbell
Malcolm Campbell & Renate Koehn
Vern & Elaine Hamilton
Kerry & Val Horgan
Paul & Gai Wilson
Bruce Mutch
Peter & Norma Upham
June & Barry Evans
Ann & Phillip Terry
Barry Smith & Carolyn Green
Paul & Kerry Strange
Doug & Elizabeth Partington
John & Diane Davies
Gary & Kim Deane

Toyota Kluger
Ford Falcon XR6
MGB Mk I
Saab 99
MGB Mk I
MG Midget
MGB GT
MGB Mk II
MGB GT Mk I
MGB GT Mk II
MGB MK II
MGB GT V8
MGB GT
BMW M3
Mazda MX5
MGB GT
Mazda MX5
Mazda 626
MGB Mk II BL
Lotus Elise
MGB GT V8
MGB L Mk II
MGB GT
MGB Mk II
MG Y
MG 1100
MGF

Winners of the hat competition were John Boyce, Loretta Tanner and Wendy Hoger. A special presentation of an MG wine stopper was made to frequent Cherrabah visitor, Maud Lowe, who happily joined in the spirit of the weekend.

David Robinson organised a raffle with lots of prizes including items donated by Cyril Bennett, Ron Clydesdale, Dino Mattea and David himself. Many thanks to them for their generosity from all of us but particularly from the winners Paul Van Wijk (Vehicle workshop guard cover), Norma Upton (a book, The Jack Brabham Story), Paul Kelly (jigsaw in metal container), David West (wireless inside and outside thermometer), Barry Smith (clock) and Paul Kelly (12 volt travelling kettle).

Still the rain kept falling overnight but eased off a little around breakfast time with a weak sun trying to indicate the run at Morgan Park was to be a more positive event. Some people were able to go bushwalking, spotting small wallabies, hares and even a tortoise, others involved in trying their hardest at Morgan Park for the day.

Luckily there were no serious calamities within our group. Our newest members, Andrew and Loretta Tanner, arrived in their 'new' TC completely sodden but took it in good spirits and dried off with the assistance of a hair dryer. Graeme Walker was obliged to travel home with his car on a trailer as one of the valves in the engine came loose as was David Miles whose car suffered clutch problems. Jim and Sandra Armstrong, having travelled from Moura, were unable to restart their car after only one run, due to low voltage in the battery; computers are a marvellous invention when they do what you want them to do. Trevor and Dell Watkins experienced a break down en route to Morgan Park.

One of the nice things to happen was Susanne Sommer meeting up with a cousin she had not seen for 12 years and who by chance was staying at the Resort and was the original builder of Cherrabah returning on a nostalgic holiday.

Pat Walker capably organised the event not realising she had previously booked ballet tickets and unfortunately missed a great weekend which I am sure was thoroughly enjoyed by all who attended. Several people indicated a repeat next year would be most acceptable, especially if it were to be not so damp of course. Who knows????

(See Pictures on Page 20)

Andrew & Loretta Tanner
Ben Cain
Mark & Debbie Buchanan
Wayne & Donna Henman
Paul & Cheryl Kelly
Michael & Liz Simmers
Peter & Merle Roberts
Gary & Dawn Lawrence
Ray Alcorn
David West
Guy & Pam West
John & Glen Boyce
Steve & Jenny Austin
Mal & Chris Kelson
Susanne Sommers & Ann Paltridge
Ray Edwards & Roger Paltridge
John & Heather Smart
Ian Fettes
Errol & Wendy Hoger
Allan & Joyce Tebbutt
Cyril & Marie Bennett
David Robinson & Gary Melton

MG TC
MGB Mk II
MGB Mk II
MGF
MGB Mk I
MGB Mk II
MGB Mk I
MGB Mk I
Mazda SP23
MGF
MGB
MGF
Renault
Mazda MX5
MGF
MGA
MG TD
BMW Z4
MGB L
MGB L
MG TF
Commodore

Those who came on Sunday to Morgan Park include:

Ross & Brodie Devencorn
Geoff Frizell
Ross & Judy Barnes
Lloyd Muller
Greg & Karen Voltz

Elfin Mallala Replica
Elfin Mallala Replica
MGB
MG TC
Toyota MR2

Midweek Run 28th June

A beautiful day, a well-planned and scenic route, an interesting mix of cars, a lot of happy and relaxed people - these made the day run a great one!

An initial line-up of 23 cars assembled at Waterford ready to see what Bruce and Tip Ibbotson had planned for the day. They probably didn't imagine that their run would have the record number of runners for a mid-week run, an achievement of which they can be proud as they have been strong advocates of mid-week runs and were instrumental in having them included in the Club program.

The cars which rolled into the assembly area were diverse within the MG marque and outside of it. MGs included an MGY, a TD, a TF, many Bs and an F. Non-marque cars were as diverse as a Ford Ka, Bentley Continental GT, three Mazdas (2x MX5, 1 RX7), a Lotus Elise, a Honda CRV and a Sunbeam Alpine.

The run went from Waterford through Tamborine Village to Canungra for morning tea. Val Horgan produced a delicious birthday cake to celebrate El Presidente's 60th birthday. As John Smart (MG TD) had also had his 60th birthday a few days earlier, it turned out to be a double celebration. One guest runner set off a little early to enjoy his run and ended up arriving last for morning tea after being stopped to have an expensive chat with a guardian of the peace (and speed limits) on the way.

Will Charlton joined us at morning tea and our run then took us to a park near Will's home in Bonogin via Springbrook, a picturesque mountain run appreciated by all. We were joined for lunch by Greg Boyd in his MGA which added to the variety of MGs in the carpark.

After lunch Will led a procession of cars to his home for an inspection of his 'work in progress' in his garage.

Those on the run were:

- | | |
|-----------------------------------|------------------------|
| Bruce and Tip Ibbotson | MGC GT |
| Catherine and Lloyd Cree | MGB GT |
| John Weatherley and Bianca Jordan | MGB |
| George and Lynne Cook | MGB |
| John and Glen Boyce | MGF |
| Denis Thomas | MGB |
| John Smart and Beryl Smith | MG TD |
| Errol and Wendy Hoger | MGB |
| David Miles | MGB GT |
| Tom and Ailsa Storrie | MGB |
| Trevor and Ann Mills | MGB |
| Bill and Lenore Ferguson | MG TF |
| Bill and June Spall | MG Y |
| Roger White | MGB |
| Bruce Mutch | MGB |
| Robin Belford | MGB GT |
| Greg Boyd | MGA |
| Vern and Elaine Hamilton | Honda CRV |
| Tricia and John Cranley | Bentley Continental GT |
| Malcolm Campbell and Renate Koehn | Mazda MX5 |
| Ron Duffield | Sunbeam Alpine |
| Kerry and Val Horgan | Mazda RX7 |
| | (Maybe it's American!) |
| Paul and Gai Wilson | Ford Ka |
| Peter and Norma Upham | Lotus Elise |
| John and Marian Tait | Mazda MX5 |
| Will Charlton | Mercedes 270D |



1) Gathering for the run 2,3,4,5) Morning tea in Canungra 6) on the road to Springbrook 7,8,9) Lunch at Bonogin 10,11,12,13) ...and then to Will's

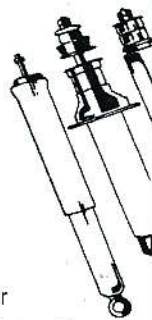
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John Boyce and his prize-winning hat with the Deanes



Honorary Club member, Maud, got into the spirit of the night



Kerry Horgan looks upset with his team of reindeers



The Pres finds time to relax with John and Maisie Campbell and Val Horgan



Sue and Ray getting their just desserts

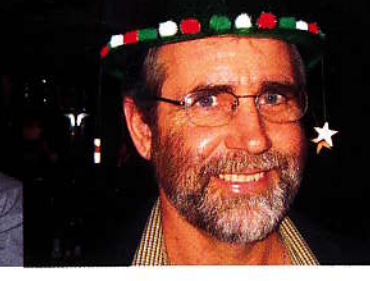


Joyce Tebbutt admires Wendy's winning hat



Christmas in July...

A good night was had by all!



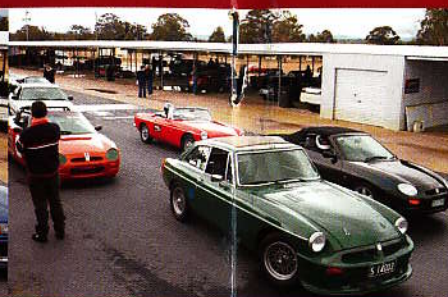


▲ Lloyd Muller's 'newest' car

▲ Drivers' briefing

▲ Colour in the pits

▲ Greg Voltz gets a different perspective of starting



▲ Ross Barnes's B and the legendary 1100

▲ The Campbell cars

▲ A colourful bunch

▲ Two of a kind

@ the track...

...on the road



▲ The President's and Secretary's GTs see 'eye to eye'

▲ An interesting mix of cars at check-in time

▲ under wraps

▲ the road in



▲ part of the Walker collection

▲ the new and the old

▲ the old and the old

▲ early morning

▲ the Deanes' amerinth MGF



Another perfect Queensland winter day made Errol and Wendy's "brunch" run to Hinze Dam and Sharp Park at Canungra one to remember for those who attended.

It was fresh, cool and clear at the Ikea Springwood starting point when the enthusiastic group of new and experienced day runners, all in MG's except for the lone Falcon, headed south along the M1 to compete with the early starters for the beach.

Not too long, though, before the Oxenford exit and the quiet roads that make these runs such a pleasure.

In less than an hour the convoy arrived at the Hinze Dam car park where Roger and Ann Paltridge were waiting, and the multi-colored and shiny group made an impressive display.

Time then for a casual "brunch" and chat, before the second, and very scenic run up to Beechmont and down to Sharp Park on the outskirts of Canungra for afternoon tea and another chat.

Participants then left at their leisure for the early afternoon run back to their respective homes, having enjoyed the friendship and fellowship for which MGCC (Qld.) is so famous. Thanks, Errol and Wendy for a great day.

Participants were:

Wendy and Errol Hoger
 Joyce and Alan Tebbutt
 Godwin Caruana and Emily
 Greg and Rhonda Hannant
 Meryl and David Miles
 Bruce Richardson
 Clive and Ann Mulder Makala and Kelvin
 Steven and Sue Locke
 Neil Mill and Hayden
 Gary and Dawn Lawrence
 John and Glen Boyce
 Bruce Mutch
 Cyril and Maree Bennett
 Roger and Ann Paltridge
 Steven and Jenny Austin
 Garry and Kim Dean
 Ray Edwards and Sue Sommers

MGB BL
 MGB BL
 MGB V/8
 MGA
 MGB GT
 MGB Mk2
 MGB GT V/8
 MGF
 MGB GT
 MGB Mk2
 MGF
 MGB BL
 MG TF
 MGA
 MGB BL
 MGF
 Falcon EF

The history of the Club; a personal perspective Part 1

by Peter Rayment



▲ Peter and Delia with TC 5643

I bought my MGTC in July 1965 for £180 from Mal Willis who lived only half a mile away from home at Hamilton. I knew of the MG Car Club of Queensland, but I didn't know where it met. I first went to 620 Wickham Street Fortitude Valley clubrooms with two work mates, Bruce Toms (AH Sprite IIA) and John Moorehead (MGTF 1500), in October 1966. I put in my application to join the club that night. The next week I said to them "Are you going to the club?" and they said, "No, there is nothing on." So I went off anyway and there were all these old members, the eldest would have been at least 25 years old! Anyway I kept turning up and got to know who most were. Some of these old members were John Fraser, Kerry Horgan, Geoff Hawley, Geoff Gettons, Will Charlton, Jon McCarthy and Ray Lovejoy, to name just a few. This then occupied my Friday nights for the next 30 odd years except for when I was out of town, Delia was in hospital or I was crook.

Here are a few first events I tried with the club in those early years.

- The first was a Touring Assembly with Bob Mallon as a navigator. The club used to have 12 touring assemblies a year in those days.

- The first speed type event was a driving school out at Lowood Racing Circuit. What a fun day, and we learnt a lot. Somewhere, in our new shed, I have some standard 8mm movies of the day.
- My first working bee at Mt Cotton was in 1966. There was no bitumen to be seen anywhere. The access road came in from the bottom of the hill; you can't make it in that way at present.
- My first official speed event was at the second club event at Mt Cotton. That was on the 28 April 1968 and I recorded a time of 67.9 seconds in the MGTC. I had been working up-country when the previous events were held.
- My first All Night Run was in 68 also. It ended up at Somerset Dam. It was great fun in the middle of winter.
- The 1968 Annual Presentation Dinner was my first; it was held at the Yacht Club at the end of the Story Bridge. Don Webster won the T Type trophy, so next year I decided I was going to have a go at winning it. So in 69 I ran in as many club events as I could

including touring assemblies, motorkhanas and hillclimbs. A good result for 1969, as I won both the T Type and the best MG for the club. All three of us (myself, Delia and Samantha) have done fairly well over the years at the Annual Trophy Presentation Night. We usually entered any event the club ran.

In 1969 I bummed a lift in a Cessna 170 from Townsville and saw Peter Holinger do an incredible 47.4 in his Holinger Vincent at the Queensland Hillclimb Championships (QHC). By this time I was involved with Will Charlton and Jon McCarthy with their Centaur Clubman cars.

About 1971 I joined the committee when most a number of 'old' members disappeared overseas. I had already been involved in helping set up at the hillclimb. This involvement lasted until about 1990. I became Vice President in 1971 or 1972 and then President in 1974.

1971 saw my first electronic (TTL) timing clock being used at the hillclimb. This ran in parallel with the mechanical clocks for some time. Occasionally we had some problems from cars whose ignition radiated too much. The electronic clocks went through many

modifications including new technology (CMOS) and this eliminated the problem. These worked for many years until I introduced another new timing clock and new sensors. These sensors were later upgraded to an infrared unit as they used less power but to improve reliability I still took the old sensors and spare clocks to each meeting, because no timing, no hillclimb. The club used my equipment until 2005 when the club purchased the present system.

Following working bees at the hillclimb we would end up at Ann Thomson's place for a sausage sizzle and to play 500 until the wee hours of the morning. We could nearly have had a committee meeting any Sunday night as there were enough there to form a quorum.

May 13 1973 saw me equal the under 1500cc MG Class with a 59.3 in the TC.

Wanting a bit more grunt, I bought the ex-Tim Harlock (my technical racing guru) Cooper Ford from David Tait and, at the QHC, did a 49.6 sec, an improvement of 10 seconds in one meeting. I broke the closed record with a 48.7 sec in November that year. The Cooper Ford last ran in 1988 when I blew up the clutch. At present it is now in the shed, awaiting re-assembly, after we



▲ 'So, which wheel goes where, Peter?' asks the mystery man. Who is he? The answer is on page 41.

finish building our new home. A bit like Dave Robinson's Cheetah.... One day!

When I lived at home Mum had to know details of the club events so she could answer questions from callers. When I shifted to The Gap in 1974 that task fell to Delia once we got the telephone on.

I first met Delia in 1966 whilst working at Hervey Bay at the Radio Station. The attraction then, I believe, was my funny little old red sports car apparently (MGTC). We still have the TC today. We saw each other periodically over the next 8 years but it wasn't until 1974 that we truly got back together again and I introduced her to the club. She joined in February 1975 and until the 90s acted as my navigator in Touring Assemblies etc. Then, when her eyes and stomach played up, our daughter Samantha took over. Samantha's previous experience was that of being thrown around in the back of the car or of being left asleep on the clubroom floor in the charge of the director of the event.

From the late 1970's to the mid 1980's Delia worked as Secretary of the Meeting at Mount Cotton, though, like me sometimes, she could not be a named official as she competed as well. During this time we helped conduct not only closed events but also Queensland and Australian Championships. Besides being Secretary of the Meeting Delia was involved in PR work through the Redlands Bay paper and others as well as obtaining sponsorships for these events.

Neil McNeil (President) and I used to take holidays in the week before the Championships for many many years and scrub up the hillclimb with little expense to the club. Steve Austin (deceased) used to organise the grader from the Redland council to do the road on the Friday. At this stage I was trying to set up a new house at The Gap. Most of the earthworks, retaining walls etc at home was done at night, the only free time I had. Our tent was used for many years as the canteen where Mum could also be seen helping feed the hordes. After each hillclimb the tent would have to be re-erected at home and washed down to get rid of the food smells and cooking grease etc. This was until Bev Cossor ably took over the role. The Cossors put up the old canteen from bits and pieces. Jeannie Robinson then looked after the canteen and now it is Pat Walker's turn. I remember one championships Joan Tighe and I cut up 2½

sacks of onions. Peter Tighe used to work the bar b que with fireproof gloves so as not to burn his hands.

For about a decade Samantha and Delia would physically muck in with the boys with their trusty rakes, shovels etc at working bees at the Hill. I remember at one championships, on the Saturday night, we were out with torches until about 10 pm painting a white line around the edge of the track, where some new bitumen had been laid. It was certainly pleasant camping down there but the mossies were often so insistent that they would wake you up with their buzzing and banging on the mossie net!

One person who deserves more credit for the tireless work done at Mt Cotton is Barry Smith (Ford V8 Special). Barry planted many trees and plants and made walls out of tyres. He was always trying to improve the hillclimb surrounds with no money but just sheer hard work, recycling and determination. At championship meetings he organised the parking and used to get lots of cars parked quickly, efficiently and safely.

1976 saw me win the first actual Castrol Ironman competition. It started at Castrol's depot at Winstaines for the Night Run with Delia navigating for me. Then there was the sprint and motorkhana at Lakeside and the Hillclimb at Mt Cotton. I have since run at every Ironman competition. For a few years previously we had had Sprints at Lakeside and the hillclimb the next day. I devised a new scoring system for the Touring Assembly after crunching many times for the competitors over the four events. This was all before computers. Later the best two times were used for the hillclimb also.

1976 saw me record the slowest FTD time at the hillclimb 66.0 seconds. It was fairly wet and most of the track was still pebble bitumen and as a result it was a wee bit slippery.

The timing shed has become a second home to us during the last 40 years as we've helped people like Jim Peters, Bob Wilkinson. Joan and now Ann. We weren't the main timekeepers because we wanted to compete.

Next issue will cover Clubrooms, motorkhanas, race meetings, day runs and National meetings.

RV8

CARS AUSTRALIA



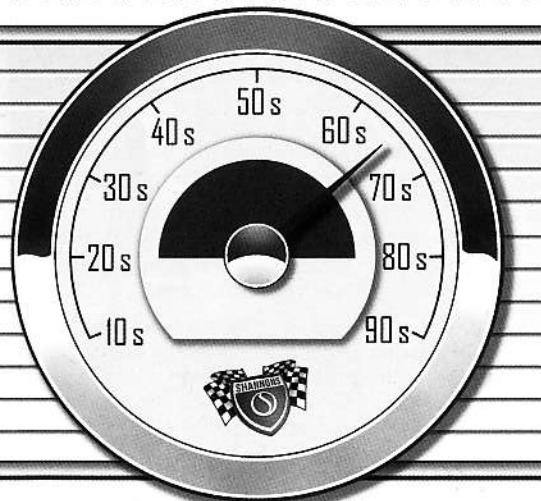
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Sump Plug Plug

John Davies took part in the inaugural sprint meeting held at Maryborough in June and was successful in winning his class which, rather fittingly, was sponsored by a Whale Watchers organisation! Someone saw him coming!

Sump Plug heard that Darling Downs member, Trevor Chappell, was recently put up on blocks in a big garage in Brisbane to have his shock absorbers replaced. He was then to return to his own garage in Toowoomba to wait for them to settle in before venturing out on the roads again.

Sump Plug has also been told that Kim Deane has also had to spend some time hospital; she is keen to be fitter than ever and ready to participate, along with husband Gary, in the Come and Try day at the hillclimb in October.

On a recent mid-week run one of the participants took the name 'run' literally and chose to go from the lunch stop to Will Charlton's home (about 3 km) at a brisk pace on foot. She managed to arrive looking as fresh as the daisy on her hat! Maybe it was the 'beep from a Bentley' along the way that put a spring into her step?

Passed on a mid-week run was an ugly-looking quarry truck appropriately bearing the humorously punny name 'Rockwheeler'.

John Smart had his first trip to the hillclimb recently for a midweek working bee, a gesture that was greatly appreciated, especially by David Miles who has initiated these in order to enhance the hill. Sump Plug wonders if this is the first time in the 'modern era' that someone has arrived at a working bee in a TD..... any responses???

Vern Hamilton is starting to get embarrassed at the number of times he has won the raffle at the hillclimb. Perhaps Elaine should start buying the tickets in her name instead?

'Hawk-eye' Barry Smith was able to come to Alan McConnell's rescue at the recent hillclimb. Alan's trusty piece of carpet on which the Van Dieman

sits between runs was unintentionally left at home. Fortunately, 'Hawk-eye' Barry had spied a roll of abandoned carpet near Gramzow Rd on his way in to the hill. After a quick trip back down Gramzow Rd by Noel Caplet, the status of the carpet soon improved from 'unwanted' to 'very welcome' under the fastest car at the hill.

John Broadbent reported that the smoke from the spittfire on the 4th run at the last hillclimb was coming from the breather. He says 'We took the car back to Chris John's, had the engine out and dismantled before John Davies even had a smell of his first beer. Problem was a broken piston ring land. New pistons have been located in the USA.' Ed: John Davies has probably smelt a few beers and a few reds since then!

Apparently Bruce Horey clipped the Armo just past the finishing line on one of his runs at the July 9th hillclimb. Maybe he was atoning for his sins when he attended the midweek working bee the following week.

Congratulations to Paul and Belinda Van Wijk on their recent marriage! Paul seems to think that now he has this extra responsibility in life he should be eligible for a sponsored drive at the hillclimb. Sump Plug thinks that he will discover that most drivers at the hillclimb are sponsored by their wives! Talk to Belinda...

John Davies describing his vehicle as MG 1100 (Gentleman's stately carriage) does lead Sump Plug to pose the question 'Why, then, is John driving one?'

In listing his car at the Winter Weekend in Warwick, Ben Cain described it as 'MGB Mk II (BRR)'. Was he describing its colour or commenting on the weather in Warwick??

Sue Sommers got more than she expected from the Weekend in Warwick. In a very happy coincidence, amongst the very few other guests staying at Cherrabah on the night the Club was there was her cousin, Steven, whom she hadn't

seen for 20 years. He had gone to Cherrabah with his wife on a nostalgic trip as he had built the fire places at the resort back in the 70s.



The Club photographer is under strict instructions from John Davies not to photograph him in profile (see item one in Sump Plug!) so was forced to get a different perspective on him!

However, he forgot to tell everybody else!

An unfortunate coincidence of dates had Weekend in Warwick organiser Pat Walker unable to attend the event. Thanks to the Clydesdales and John Walker for their part in ensuring Pat's organisation was carried through.

Ever had your night's sleep disturbed by thinking about David Miles' clutch? No? Well, apparently John Campbell did recently. Hasn't he anything

better to dream about? Such as Maisie perpetually driving around Morgan Park pretending to be looking for the exit road?

Seems that Maisie's only disappointment was caused by husband, John. She thought you paid \$35 each time you ventured on to the track. If she had known otherwise she might still be circulating.

One intrepid photographer (notice that his hand was shaking with shock as he took the photo) managed to get proof that John Walker does open his wallet occasionally. He reported that no moths flew out, probably because the wallet was never open often enough for them to get in!



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This sad photo was sent to Sump Plug by a Gold Coast member who wishes to remain anonymous. Sump Plug wonders why ...



Jim And Sandra Armstrong trailered the supercharged, fuel injected 8 port head B from Moura so that Jim could get a few laps under his belt with his new wheels and sticky tyres. All was not looking good on Saturday and early Sunday morning with the rain continuing to fall. Jim thought that perhaps they should have stayed at home and prepared for his upcoming trip to the US on business. The rain stopped around 7.00 ish Sunday morning and the wind began to pick up, leading Jim to think that perhaps the track at Morgan Park may just dry out.

On arrival at MP the track looked to be drying quickly. Jim decided to have a sighting run in the B; all seemed to be OK. When Jim's next turn to run came he went to start the B without success. What could the problem be? He did remember running through a patch of standing water during his run, could have that caused some damage to the High Tech B? Out comes the computer. All seems OK except for a low battery, just under 12 volts, can't work out what's going on... Oh well best to load the B back onto the trailer and head for home, that's motorsport for you.

A bit further down the road Sandra requires a comfort stop. Jim thinks, 'Perhaps I should look at the manual for the engine management computer and see what it says'... Manual reads... 'in case of low battery voltage change XYZ setting and car should start'. Jim changes XYZ setting, and you guessed it... the car starts!!!

If only he had read the instructions..... Better luck next year Jim...

Seems that El Presidente was overheard at Warwick reminiscing with John Campbell and Kerry Horgan about the dreadful treatment they meted out to their parents' cars, particularly to their clutches and gearboxes, in the 'good old days'. So why did El Presidente's car return to Brisbane on a towtruck? Perhaps he forgot it was his car, not his father's, that he was driving when he did the clutch in on its first run at Morgan Park!

News is that Steve Riley has a broken ankle, the injury sustained, not whilst having fun at Mt Cotton, but on the first day of a motor bike ride from the Cape to Cairns. The bike ride then turned into a plane ride and a different view of the countryside from the one anticipated.

Recently two Magnette Sedan campaigners went to pick up a sprite rolling shell for the collection. Now off went the large white van (often seen at the Hillclimb) with the large white trailer (not seen for some time) in the rain. Said Sprite was loaded and off they went to pick up some steel; but alas, experienced operators could not get the trailer and van up the hill on Appleby Road off Stafford Road, Stafford. Driver had to back trailer 75 yards or so down the hill with the other young!! man directing traffic in both directions. Then back driving again, with much talk about wheelspin and clutch slip. Rig did not like any hill. Eventually arrived home to unload Sprite and, on uncovering trailer, realised that the two pieces of round two inch plate that they had loaded in the trailer at the very back had been lifting the van wheels off the ground. Some slightly embarrassed and red-faced should-be-knowledgeable members. Now who said that age brings wisdom. Not with this pair. Kaos!!

Heard that Mandy Tighe has the dream gig as bag carrier for Ivan Tighe who is off to Taiwan and USA to the Historic Car Meetings. Also heard that Mandy has cleared the credit cards for maximum carnage whilst away. Keep working, Dean, we have heard how Mandy shops.

"PEC" also known as call sign "Apache" has given birth to a new (but old) blue Midget. It's already had the breath of go-fast-life breathed into it. Could be name changed to "Geronimo", fast

Apache. Might not be one of the slow cars on the highway. Watch this space for more.

Now we have all heard the phantom stories of John Davies' and David Robinson's racing cars being wheeled out again shortly. I heard recently that John is having to attempt a life altering change to fit behind the wheel again. I heard that his life long crew member Ian Fettes (who has recently competed in his BMW sport at the hill) has mentioned that he should have no trouble fitting behind the wheel even if John can't! Will that be sufficient encouragement for the "old trouser" to make it behind the wheel of the DBF? The white Cheetah may win this race yet.

Congratulations to Ron and Bev Clydesdale who became grandparents again on August 1st; another thoroughbred!

Sick car time. Mal Spiden's MGB GT spun a bearing (in its new motor), his B roadster has been officially "written-off" and is being disassembled for "good-bits". John Walker's MGA had a little bonnet-remodelling completed during the July Hillclimb, presumably as revenge

for the gearbox and brakes receiving undue attention... Graeme Walker's B roadster, not to be left out of the carnage, conveniently picked the Warwick week-end away to drop a valve and earn a trailer-trip home (thanks to Wayne Henman for the trailer and Brant Rayment for the tow car).

Sick weather time. What about the pea-soup fog at the Toowoomba's Picnic Point smoko-stop on the way to Warwick! Wet and cold too, perfect MG weather; no over-heating and next to zero visibility rendering the range road's speed-cameras ineffectual...Plenty of radio-chat requesting the running of car lights, so following drivers had something to aim at! Some still managed to get a little bit lost in the fog! Much too wet for David Robinson though. After being cleaned-up for wedding transport duties at the van Wyk wedding the previous week, David Robinson's Y-Type was left safe and dry in the garage. As Maggie (Magnet) is still broken and Kimberley is busy with "her" Escort, Dave's mate Gary kindly volunteered his Commodore to become the Iron-maiden for the weekend. I heard that Gary wasn't kind enough to let David drive it at Morgan Park though!

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Pre-war and T-type Run

FORT TO PORT 23/7/06

The weather forecast for the day was rather indefinite but most people braved it in open cars except Aubrey and us, who took GTs. Matthew and Gloria French came to the start at Vic Lucas Park in the newly acquired white rubber nose roadster.

We all took off armed with the route instruction sheet and its devious questions. The route was easy to follow but there were MGs stopping every so often with drivers and passengers peering at things, going in both directions.

We finally arrived at Fort Lytton, had a late morning tea then assembled for the guided tour that Dino had arranged. Our guide was Lee Deighton who is a history buff, which made his explanation of the operations of the Fort tremendously interesting. His knowledge of artillery operation by the different types of guns was fantastic. Dino and I helped out with an explanation of the operation of a Predictor that was in the Museum, drawing on our experience as Ack-ack gunners. The Predictor is an instrument that follows the target either by radar or optical means and transmits data to the guns to enable them to hit or miss the target as the case may be.

Prior to the guided tour we had a play-off to decide the winner of the questionnaire. The contenders were Dino, Ray and I. The task was to drive your car forward two metres exactly. First try resulted in a further shoot-out between Ray and me, and he won by 20mm and was presented with a bottle of port.

It was a great day and the weather obliged. Thank you, Georgia and Ross for the organisation. We finished with a late lunch after the tour and folk headed off in separate directions rather than going on to the Port.

Those attending were:

George Diggles and Maryanne	Green TC
Cyril Bennett	Green TF
The McGhies	Red rubber-nose B
Aubrey Ross	Orange B GT
The Moores	Black TD
Ron McLeod	Cream TF
Dino Mattea	Red L-type
Matthew and Gloria French	White rubber-nose B
The Ke11ys	Yellow VW
The Robinsons	Blue B GT

Next Run - Sunday 17th September.

Meet at Simpson's Playground at the River end of Graceville Avenue, Graceville. UBD 179 A15 for breakfast at 7.30am. Wood-fired BBQ available.

Proceed to All British Day at St Joseph's Sportsground about 8.30am.

For Sale

MG-F 1997 1.8i - This car was originally sold by Trivett Motors Sydney to run in Targa. It is log booked as a 3C RCO (rally car other) but can also be run as Group 2F Production Sports Car. It is in good condition and only has done approximately 20,000 competition kilometres, the rest being standard daily driving (140,000ks total). The car has LOTS of extras and you can see the details at http://www.kalidas.info/MGF_Race.html. Reg: YDR 17B. Contact Greg Freeland on 0400 495 196. \$20,990 ono



1971 MG Midget - The car is in excellent condition, on full Rego. (NSW) with many extras. See photo attached. (more if required) Price \$11,500. Gordon Ellis ellisgandp@pacific.net.au



MG RV8 - 93/94, chassis number 600, multiple trophy winner 04/05 Nationals, colour Woodcote Green, 38,000kms, immaculate condition - going price \$45,000.00 ONO - Ph: Tony Gould (07) 3869 1012 AH

1968 MGB Mk I - Manual excellent condition including towbar and 2 spare spoked wheels. Reluctant sale \$13 800 ono. Ph 0400 353 673

CHAPTER CHATTER

Darling Downs Chapter [June Run Report]

We certainly enjoy our regular monthly run especially when the weather conditions are just right for Sunday motoring in the country. Nineteen cars turned out for the June run which left the Toowoomba Information Centre in cool, sunny conditions. Whilst Delia Morey, Doug and Elizabeth Partington and Graham and Chris Peacock were joining us for the first time, we were pleased to welcome back Trevor Pugh, Peter Moore and David West for their second runs with us.

After a briefing from Don Lampre and the issuing of well presented instructions we left almost on time on a route that took us through Toowoomba suburbs then Top Camp, Preston, Wyreema and Cambooya. There was much coming and going around Preston Peak winery turn off with cars going every which way as navigators sorted out the instructions. It was interesting to observe at this point those who were navigating from the instructions and those who were just following the leader. Eventually all cars turned up at Cambooya's Memorial Park for morning tea thanks to Ben Cain's rounding up ability.

The second part of the route was as well thought out as the first. From Cambooya, Don took us through scenic Downs countryside on excellent roads through Nobby into Clifton. At Clifton, after meeting up with the Partingtons, we parked at O'Shanley's Irish Pub where we lingered over a delicious roast lunch well into the afternoon before separating for home whilst there was still daylight. Our thanks to Don and Anne Lampre and Ben Cain for organising the run. The universal opinion was that it was a most enjoyable day. Participants were:

Trevor and Dell Watkins (MGB GT), Don Lampre (MGB), Rod Alford (MGB), Trevor Pugh and Peter Moore (Porsche 911 SC), Rob and Ferne Callow (MGB GT), Ben Cain (MGB), Roger and Jo Anderson (MGB), Rick Neville (MGB), Gary and Janis Lawrence (MGB), Graham and Lyn Cope (MGC GT), Delia Morey (MGB), Bob and Mavis Marsh (MGB), Malcolm Spalding (MGB GT), Harry and Juanita Keegan (MGB), Guy and Pam West (MGC GT), George and Sandy Wolrich (A/H3000), David West (MGF), Graham and Chris Peacock (MGB), Doug and Elizabeth Partington (MGY).

Coming Runs:

Month
August
September
October
November

Organiser
Stephen Colclough
Pam West
TBA
Roger Anderson

Start Point
Toowoomba
Warwick
Toowoomba



Wanted

If you were on committee pre 1990 and have past minutes then the Club would appreciate same. Contact David Robinson 3255 9037

People to assist at the Australian Motorkhana Championships on 1st October at Willowbank Raceway (behind the dragstrip). Please contact David Robinson 3255 9037.

Someone to take over cooking duties from Mal Kelson on Friday nights at the Clubrooms for two Friday nights per month. Contact David Miles 3892 2699.

Donations of early CAMS manuals for the Club library -

contact David Robinson 3255 9037

Information on current owner and location of 1933 K3752 MG, UK registration JB1269, Aust reg GJP820 by John Dowell who has all the information regarding the car at Brooklands in the 1930s and would like to know if the car still resides in Australia. Contact John by email at rose.hughes4@ntlworld.com

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MUSINGS

from the MGCCQ Wide Bay Chapter

The aphorism, "Queensland. Beautiful one day; perfect the next", has taken a bit of a hiding in the Wide Bay region over the last month or so. Despite a number of our runs coinciding with rain (and therefore producing some dodgy roads requiring that some runs be cancelled), we actually completed some seven runs over June and July. The Rosewarne's local bbq and fly-in will be rescheduled by our hosts, this time without the southern interruption! Both the Sizzler Run to Bundaberg and the "sheepdip X-country" run will be pencilled into the Chapter's programme by the Chapter planners for completion later on in the year.

The Chapter delegation to the Club's Concourse at South Bank, led by Patrick Mulholland, introduced a number of us to the arcane art of MG concourse preparation. A number of Chapter entries saw Ron and Lorraine Mills's stunning MGB win its Class. THAT put heart into those attending and so more members and their cars are likely to make the journey to South Bank next year. Colin (Mr MG) Lloyd who had entered his MG TF knew what to expect; his idle assistant, however, noted that the black-hand judges poked into far too many MG nooks and crannies.

Ron and Lorraine Mills were kind enough to offer their Toogoom home for morning tea prior to a Chapter run to the Torbanlea Pub for lunch on Wednesday, 14 June. Nineteen people and nine cars took advantage of the weather and location to sample the view and the refreshments from the Mills's front deck. Later that week, on Sunday 18 June, the Chapter helped Mavis Lloyd celebrate her 80th birthday with a run to the Woodgate pub for lunch, via Childers. Thanks to Bob

Emslie, all enjoyed the longer run with 25 people, a birthday cake and twelve cars participating.

The planned breakfast run on Sunday, 2 July, diverted from the Boat Club to the Beach House Hotel and thence to Sexie Coffee for a caffeine top up. Again, the Chapter's participating 17 people in ten cars assisted the profits of the local Hervey Bay entrepreneurs.

The morning tea run to "Rhapsody of Roses" and a delightful Devonshire Tea on Wednesday, 12 July, gave the Chapter an opportunity to welcome new Club members Keith and Robyn McKavanagh on their first Chapter (and Club) run. Welcome to you both. Another well presented MG B joins the Wide Bay stable which, given the current "paper" strength of some 25 members and 34 cars (of which 23 are marque MG), seems to be a pretty good base from which to develop. Nevertheless, it is noticeable that there are still a few unaffiliated MGs driving about the region.

The Chapter has an interesting programme for the next two months and the pertinent detail is reproduced below. Of particular note is the scheduled Club BBQ at Maroochy Gardens on 10 September and the two closer Swapmeets scheduled for Nambour and Gympie at which MG parts do surface from time-to-time.

Finally, the painstaking restoration of Graham Scott's MGB is drawing to a close and the Chapter awaits the car's first appearance on an appropriate local run. Graham has done a beautiful job with his ground-up restoration and this car will give the Mills' MGB a good run for its money at the next Concourse. We all wonder what, now, will Graham tackle next!

Chapter Programme of Planned Events

Aug 06

16	Wednesday	MWR	Bob Bruce	Torban Lea & Sexie Coffee
20	Sunday	EMR	Bob Emslie	Lunch run to Cordalba Pub.
19-20				Montville Country Rally (Not a Club run)
29			Ian Bryant	Nambour Swapmeet (Early start. ###)
30	Wednesday	MWR	Ian Bryant	Bring mt for Bauple run

Sep 06

02			Ian Bryant	Gympie Swapmeet (Early start. ###)
06	Wednesday	MWR	A Volunteer	Local run with mornos
10	Sunday	EMR	Ian Bryant	MGCCQ BBQ Maroochy/bushland Botanic Gdns. Bring mt and byo bbq. Later return. Club Run. Local run. Arkarra mt.
20	Wednesday	MWR	Bob Emslie	Lunch run to Hideaway Pub via Tiaro. Bring mt.
24	Sunday	EMR	Ian Bryant	BBQ at the Mills' Toogoom.
30	Saturday	BBQ	Ron Mills	

Oct 06

04	Wednesday	MWR	Helen Bryant	Pepe's Kaff mornos & ?
08	Sunday	EMR	Ian Bryant	Rainbow Beach f&c. Bring mt.
13-15	Friday-Sunday	WEA	Ian Bryant	1770 via Bundaberg. ### See separate running sheet. Byo all.
25	Wednesday	MWR	Lynn Emslie	River Cruise \$15ph with mt

Standing Assembly Point: APEX Park, The Esplanade, Pialba.

Dateclaimers: Emslie's Cup Day bbq, Twilight runs, Chapter Christmas Party.

WEA on 26 Nov 06 at Carbarlah - DD Gp allday BBQ - Ben on 46 966 167

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July Midweek run



Wednesday 26th July produced ideal weather for the Club's midweek run and Bruce and Tip Ibbotson provided another good route. Twenty cars assembled at Nudgee including two to accommodate the Austin family and a couple of BMWs replacing MGs which were out of action.



The convoy headed off through Narangba and Caboolture to Cruice Park near Woodford for morning tea where we joined by John and Maisie Campbell from Buderim. From there it was a great run up the Stanley River Rd to Maleny and on to Witta to visit Kev Baker of KB Classic Parts where the men showed interest in Kev's talk while the women basked in the sunshine. Kev's knowledge of Lucas parts and the history of Lucas is truly mindboggling.

It was then back to Mary Cairncross Park near Maleny for lunch where some partook of the food from their picnic baskets whilst others availed themselves of the items available at the kiosk. Most then made their way home via various routes; however, a group of six stayed on for a 'night away' at Maleny, an abbreviated version of the 'weekend in Warwick' which Meryl Miles had missed due to illhealth.

- 1 The Spalls' Y and Keith Bedford's Midget
- 2 The extended Austin family
- 3 Ron Duffield's Sunbeam and the Austin Mini and B
- 4 The division of interest at Kev Baker's
- 5 Kev Baker is passionate about his topic
- 6 Just two of the cars in the Bakers' carpark
- 7 The Tebbutts arrive for lunch
- 8 Val Horgan with John and Tricia Cranley at lunch
- 9 The Mills' and Thomas' Bs
- 10 On the road

- Participants were:
- | | |
|---------------------------------|------------------------|
| Pat & Desley Collins | MGB GT |
| Allan Shephard & Paul Murphy | MGB GT |
| Varn and Elaine Hamilton | MGB GT |
| Steve & Jenny Austin & family | MGB and Mini |
| Tom & Ailsa Storrie | Subaru |
| Bruce & Tip Ibbotson | BMW |
| Bill & June Spall | MGY |
| Keith Bedford | MG Midget |
| Denis Thomas | MGB |
| Ron Duffield | Sunbeam |
| Trevor & Anne Mills | MGB |
| Paul Wilson | Mazda 626 |
| Kerry & Val Horgan | Mazda MX5 |
| John & Tricia Cranley | Bentley Continental GT |
| David & Meryl Miles | BMW 535 |
| Bruce Mutch | MGB |
| Errol & Wendy Hoger | MGB |
| John & Maisie Campbell | BMW M3 |
| Malcolm Campbell & Renate Koehn | Mazda MX5 |
| John Tail | Mazda MX5 |

The Honda

Zot!

I started the Honda Z360 "Zot" back in 2000. I didn't choose the Zot in particular, it sort of chose me. Darryl Carsburg started the project and then handed it onto me to finish. It was a steep learning curve for me as this is the first race car I have ever built. I had only a small budget to work with and that is why it has taken so long. I guess this gave me research time at least. I've always wanted to race but never had the money and this gave me an opportunity to slowly build one. I didn't think it would take this long, but anyone who has built a race car knows the costs mount up

and there is always something else to do. I would like to thank my understanding wife at this stage. I wanted to build the best possible car I could. The hardest part for me was the panel and paint. I'm not 100% happy with the finish but I figure no one will see the imperfections on the track. I plan to do some sprint events and take it to Mt. Cotton. Hopefully it will perform as expected and be competitive.

Daryl Carsburg and his brother Vince (Some MGCCQ members might remember him at the hill) started the project by installing the engine. Darryl originally went for the Suzuki Swift engine as it was light and you could get good horsepower out of the twin cam version. Darryl needed to make room in his shed for another car and offered the Zot to me. I had no experience in building a race car but I had a lot of passion and enthusiasm. With some direction from Darryl and a lot of research, the project is now ready for the track and further development.

The car fits into the CAMS class of 2A closed sports car. Its first test is next Wednesday at Morgan Park and I should have it out for the 16th of July at the Warwick weekend. The first race action should be Leyburn Sprints, should my entry be accepted.

I would like to say that the only parts of the car not made by me were the roll cage, which was built by Profab (Toowoomba), the mounting of the engine and the shortening of the shocks. The rest is my own engineering.

The following is some more technical info on the car.

Honda Zot, or more correctly Z360, was originally a 360cc motorcycle powered front engine and front wheel drive vehicle. The basis takes this Honda Z360 platform and grafts a Suzuki Swift G13a engine into the rear, adding large tyres and big brakes for a very respectable power to weight ratio.



The Car Body

This differs from a standard Zot in that the guards and front air dam are hand made fibreglass items of my design. Their design and manufacture was long and tedious, as the whole shape was constructed by making a 'plug' then taking a mould off it and then laying up the final product.

New steel sections added to the car include filling in unnecessary holes, new sill panels and window frames, while all the time concentrating on keeping the car as light as possible. During the design, weight and handling are the two focus points. All windows except for the front screen are 'Lexan'. All unnecessary brackets and steel has been removed and although the car has not been officially weighed it is expected to come in at around 450kg. Several coats of French racing blue were applied in acrylic for the final finish.

The Suspension and Brakes

Honda supplied the basis of the front and rear suspension. The 'Zot' uses Honda Civic hubs and uprights, all be it 3" shorter than the originals which are mated to the original lower control arm. The rear also utilises parts from the front of an early model Honda Civic, with it supplying the lower control arms, uprights and disc brakes. Braking at the front consists of a match between Mitsubishi Verada discs and Holden Commodore callipers. All brakes are controlled by a modified Ford Escort pedal box which has been heavily modified and includes a Wilwood balance bar, separate master cylinders for the front and rear and braided line throughout.

The Engine and Transmission

Driving the 225/500R13 slicks is a single cam Suzuki Swift engine and 5speed gearbox, which is solid mounted in front of the rear axle. It runs a set of Mikuni vacuum flat slide carburettors of a Suzuki GSXR750 bike mounted to a custom manifold. A small camshaft and tuned mandrel bent extractors are the only other modifications to the engine at this stage. Gear changing is taken care by a custom shifter, linkage setup and hydraulic clutch.

Future plans are to put in a twin cam and then possibly supercharge it.



THOUGHTS ABOUT wheels & tyres FOR MGBs

by Bruce Ibbotson Member # 600.

Last year I used a lot of time trying to find out who was fitting what rims and tyres to MGBs and found out that very few owners were giving information from actual experience, some quoting various books etc. but not first hand data.

As a result I took on a 'witch hunt' to try to obtain information from people who had done anything with their own cars. While doing this exercise I found out some useful things about what will and what will not fit.

The B and C are basically the same as far as body and wheel well dimensions were concerned. The C has a front track 20mm (3/4") wider than the B, the rear is the same on both cars even with the 15 inch wheels on the C so 15" can replace 14" wheels.

At an Historic Meeting at Lakeside I checked a C Roadster with 185/70 tyres on standard 15/5" wire wheels. The outside front sidewalls had distorted the turn up in the front left wheel arch and pushed out the wing slightly, so I never tried 185/70 tyres, going to 175/80s instead. Two sets of these worked well, Pirelli then Michelin.

I did a lot of measuring and ended up with 185/65 Michelin MXV-3As which have adequate clearance everywhere with 15/5 inch wires; this is after giving the car 1° negative camber, without this the front clearance would be marginal at best and probably foul the turn up inside the wheel well. I did find a slight touch off the paint in the left front wheel arch turn up from the 175/80s. This was before setting the camber to maximum negative possible, 1° negative.

One book says that 185/70s or 195/65s will fit the C with correct ride height and with 'as new' rear springs and bushes with the need to possibly turn up the inside wheel well edges if the tyres rub.

Tom Pugsley (Canada 'C' Register) said everybody who has tried to fit 195 section tyres found that they rubbed somewhere and that 185s were the maximum width to use; he uses 185/65 on his Roadster on 5.5" Alloy rims.

I started to observe what owners had on their MGBs and saw mostly 185/70 tyres on standard 14/4.5" rims. I also saw 195s and on one Rubber Bumper there was 205 section rubber. The 195s were on 5.5" or 6" rims; 5" is the recommended minimum for 185 section tyres and 5.5" the minimum for 195 section tyres.

How old are your wheels? What do they look like inside, under the rubber protector band and under the tyre bead?

Chrome Wire Wheels from the factory are made by Dunlop with very good quality chrome plating of considerable depth and outside can still appear very good. Next time you change tyres have a good look at the spoke nipples and the spaces between the nipples and be prepared for an unpleasant surprise. "Painted Wires" will probably have been replaced, at least once, by now.

I got this nasty surprise when I had to replace a tube and took the rim home to replace a couple of spokes. This encouraged me to look at Alloy "Centre Lock" rims seriously and this is what I found out.

Each 1/2" increase in rim width = 1/4" wider sidewall so 1/2"

less margin to the turned up edge of the wheel well. This is the critical point of tyre contact.

Each 10mm increase in tyre width = 1/4" wider sidewall. (1/4" per 10mm.)

If your rear axle is exactly set up within the wheel wells a 185 section tyre on 5" or 5.5" rims will have sufficient side clearance for safety allowing for side loading of the springs etc. Our car has 11mm and 12mm clearance.

A 195 section will only have about 6mm (1/4") clearance with 5.5" rims which is not sufficient for safety or to avoid potential fouling within the wheel well. The minimum recommended rim for 195/60 section tyres is 5.5"; 6" rims are preferred. For 185/65 section tyres, minimum rim is 5" and optimum is 5.5".

"Minator" Alloy Wheels (UK) are made for MGB and MGC with 5.5" rims so they have "been there done that" before. 185/65 tyres on 15/5.5" Minator rims fit very nicely on the C and therefore will be the same on the B. NOTE CAREFULLY: A lot of rear axles in MGBs are not fitted symmetrically in the chassis. Measure the side clearance in the wheel well turn up before thinking of changing rims or tyre size. Some cars vary by over 12mm. One B owner told me that his rear axle is 20mm off centre.

The B has 10mm extra clearance at the front so fouling should not be a problem. (Track Width on the B is 41 1/4". The C is 42" hence the 10 mm extra clearance for the B). Measure this carefully, front and rear, before doing anything.

There are many possibilities with bolt-on Alloys, if you have a car with disc wheels. Carefully check that the offset is the same as your wheels.

In the 70s and 80s 14 inch wheels were a common size, now 15 inch wheels are small wheels. Current wheels are 15 or 16 inch and upward as lower and lower profile tyres become standard factory wheels.

If you are in the position where your wheels will need replacing consider fitting 15/5.5" wheels with 185/65 section tyres. This will give the same rolling radius as 185/70s on 14 inch rims (same rolling radius as the original tyres, same speedo reading and same ground clearance) and give you a better choice of tyres in future years. 185/65 R15s are still a big volume seller for almost all brand names. 65 section tyres are becoming tall tyres today.

Minator Centre Lock Alloys (also available as bolt on) are a copy of the famous minilites. Alloy 15/5.5" Centre Locks are about 1kg heavier than 72 spoke wires but this extra weight is all in the centre hub section. Have a look at the UK MG Owners Club Web Site to see details.

Alloy wheels don't flex like wires. Tubeless tyres don't lose pressure like wires. Wheel wobble and shaking steering wheels become a thing of the past. Driving at 100 and 110 is pleasant just like a modern car. Handling is much improved with bigger section tyres on the correct width rims and steering effort is lower as there is more rubber to turn in with. It seems strange but more rubber on the ground = less slip angle required so results in lighter steering. My C with the Minators and 2.9:1 HR rack plus Mota Lita 15" wheel is no heavier to steer than it was when new with the huge 16.5 inch steering wheel and totally inadequate 165/80 section SP41s.

So the whole point of this exercise is that if you have a B and wheels need replacing, give serious consideration to changing from 14 to 15 inch wheels. Keep the old ones with sufficient tread to go to a "Show & Shine". Should you still prefer wire wheels, 15/5" wires with 72 spokes are much better than 14/4.5" 60 spoke original wheels as they are much more rigid and take more torque and side loads. It is easy to clean alloys, no grease, no rust, and for enthusiastic drivers, no more broken spokes.



Library News

By David Robinson

The library has continued to grow with more books, recently received from the UK, now on the shelves. Remember that the full list of books is available off our website for those who would like to browse in anticipation.

Just a reminder that not only are there books on most MG models, there are manuals and handbooks also. We have endeavoured to keep a Reference copy of each manual in the clubrooms so that information will always be available.

The library has books on how to repair, restore, improve your vehicle whether it is an MG or other. There are books on suspension, carburetors (SU and Webers), trim including prewar vehicles, paint and panel repairs, wood restorations, small component remanufacture and repair. The children have a section and there are other books from cut-aways diagrams to how things work. Some of the big kids may find these interesting as well. There are also some humorous books and a selection of fiction relating to motor vehicles.

The club magazines from other clubs are filed and bound by year and these can also be borrowed for some light reading. Many a good article is found by their ever resourceful editors such as our Elaine and Graeme.

Biographies on well known motor racers, history of competition written by well known motoring scribes, videos and some DVDs also grace our shelves.

There's much to be seen when browsing the shelves.

You have seen our library. Just remember, if you have some books others may enjoy, then please donate them to MGCCQ. All books (and other memorabilia, trade manuals, information brochures) donated will have acknowledgement of the donor.

I hope you all continue to enjoy our asset.

MG TECHNICAL TIPS

Correctly Balancing Rudge Withworth Wire Wheels

By Bruce Ibbotson

Have you had wire wheels balanced by your ever friendly tyre dealer to find that they are no better or a lot worse than before you left home?

When MGs, TRs, HEALEYs and JAGs were in everyday use, many of the better tyre outlets had the correct cones to correctly centre wire wheels by the same method as when fitted to the car. This requires an inner cone of the same angle as the splined hub and an outer cone corresponding to the wheel spinner capangle. Only these wheel surfaces are machined accurately when the wheels are manufactured. A 45 degree cone fitted into the inside of the wheel hub and a 45 degree outer cone fitted over the end of the wheel hub will positively off centre the wheel on the balancer.

The "Gorilla" operating the machine will point out with absolute confidence that "your wheel is well out of balance" because, "Mate, look at the rim error, no wonder it vibrates." The fact that wire wheels are out, at the edge of the rim, by 1/8 inch or more is how they left the manufacturer. If you look, or better still measure the error (on your car, not the balancer) at the tyre bead part of the rim you may find the tyre runs true or only a little out compared with the outer edge of the rim which is not a machined surface.

To attempt to balance the wheels without the wheel hub running exactly as when fitted to the

car is a total waste of time and money. In fact even if your wheels are a little out at the rim, due to wear and tear, it won't affect the balance as the error will be accommodated in the balance as long as the centering is correct at the time the wheel is balanced.

Why am I writing about this you ask, well the simple answer is that I have wasted much time and money trying to balance the wheels on my car (all 5) as balance is critical from new on all wheels of my car.

In daily use this was not a problem as tyre staff knew what they were doing, sadly this ended with the computer balance era. All the old machines were thrown out complete with their cone sets for "Rudge-Whitworth" wire wheels leaving us all with the problem of balancing our collectables - wire wheels.

I discussed this problem with Rod Hiley (several times); it must have had an effect as they fitted their computer balance machine with a complete MG splined hub octagonal cap and all, then had the assembly balanced. The result is your wheels can be very accurately balanced off the car which means any wheel can go on any hub.

Rod as most of you know, runs Abingdon Motors at Dutton Park; well worth doing considering the cost of tyres and repair of suspension components.

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For the opening of the Clubrooms, Don Webster, Member 933, brought along two photographs from the early days of the hillclimb.



DON WEBSTER - MG TD
MT COTTON 12/8/68

Don Webster, MG TD,
Mt Cotton 12th August 1968



Don Webster, Cooper MG,
Mt Cotton, 1970

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\$6.50



Size 14-24 Polo Shirts
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80mm cloth badge
\$8.80

MG Information

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

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