

Official Journal of MG Car Club of Queensland Inc.

The



# ctagon

No. 6

December 2005



Part of the display at the RQYS Open Day

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<b>Event Sec.Asst.</b>	David Robinson	3255 9037(w)	<b>Marque Rep.</b>	David Homer	3341 9323
	Richard Mattea	3325 0409	<b>Membership Sec.</b>	Peter Rayment (Delia)	0407 693 947
<b>CAMS Delegate</b>	Ann Thomson	3378 1368	<b>National Meeting</b>	Ron & Bev Clydesdale	3263 6575
<b>(Alternate)</b>	Gary Goulding	3351 3506	<b>Co-ordinators</b>		
<b>Chaplain</b>	Ken Trudgian	3886 3409	<b>Point Score</b>	Peter Rayment (Delia)	0407 693 947
<b>Club Captain (Social)</b>	Ron Clydesdale	3263 6575	<b>Webmasters</b>	Glenda Crew	3341 4397
<b>Club Captain (Competitive)</b>	John Walker	3300 2914		Rick Miles	
<b>Day Runs</b>	David Miles Midweek	3892 2699	<b>Wide Bay Chapter</b>	Ian Bryant	4124 9771
<b>Co-ordinators</b>	Pat Walker Weekend	3300 2914	<b>Darling Downs Chapter</b>	Trevor Watkins	4635 8682
<b>Hillclimb</b>	John Davies	3341 6798			

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# President's Report

Having been such a busy and significant year, it is no wonder that time for the Christmas Octagon seems to have come around so quickly. So much has happened this year that it is difficult to know quite where to begin.

Firstly, it is important to remember the tremendous work carried out by your committee. These volunteers have consistently put their own business, motor racing, social plans and even their families to one side to do their part to ensure that this club continues to function and grow. Each has presented ideas and propositions of interest, but all have listened to other points of view, and happily accepted that sometimes things are better done another way, or at another time. Assisting the committee, but with a similar, unselfish attitude, have been those with special skills who ensure that their particular tasks are done, and do this so well that they are sometimes in danger of being taken for granted. The Canteen at Mt Cotton never fails to function, just as the lunches for the race meeting officials unfailingly appear, the Clubroom and Hillclimb Working Bees produce what is required, the website is constantly updated, programs for hillclimbs and race meetings are formatted and printed etc. Behind each of these activities are dedicated, hardworking people, without whom the club could not survive. Before we start looking back on a fine year, let's not forget these often forgotten, but ever-reliable people.

I suppose the acquisition of the Rocklea Clubrooms and their transformation into a useable facility must be the highlight of 2005. It took fifty years, but we did make it, and the challenge now is to make this into a more attractive, more functional, and better-patronised facility. The committee is currently taking up this challenge, and some important announcements are imminent.

The opening of the clubrooms by Patron Dick Johnson was another memorable affair, reuniting many past members, just as our 50th Anniversary party did last year. "Friends of Mt Cotton" is just now starting to show the potential of this initiative, having provided a computer and a generator for use at the Hillclimb. Another successful Queensland Hillclimb Championship, another Tighe Cams Series and Dean's continuing commitment for 2006, as well as our much higher profile Concours at Southbank, all have been made possible by the afore-mentioned enthusiasts, most members, some not. The list

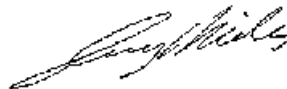
goes on: "Land for Wildlife" registration, our Limited Liquor License, the sponsorship of the "MG Car Club (Qld) Student of the Year Award" at the fantastic SQIT establishment in Warwick, increased attendance for both Mid Week and Weekend Day Runs, new and flourishing "Chapters" in Wide Bay and Darling Downs, and the opening of our excellent library, all have been made possible by the help so generously given to your committee.

Yet there are challenges ahead. Queensland Raceway's new policy of conducting any State Championship Rounds held at QR themselves has denied us access where we have previously enjoyed promoting our well-patronised first and last rounds of the Queensland Championships each year. Next year only one round is available to us, the final of the 2006 Championship Series at Morgan Park, Warwick. New, lower License fees from CAMS, and Morgan Park's much more acceptable hire costs will help, but it can no longer be an expectation that a large income from race meetings each year will continue.

The demise once more of the MG Marque is yet to prove detrimental, but we must be vigilant and watch for, and act upon, these and other challenges ahead. We need to encourage CAMS to take the fight to opposing organizations, so that the future of Clubs such as ours can survive, and that our sport at club level does not suffer from conflicting, commercial interests.

We are in a strong position, financially, numerically and intellectually to face 2006 with confidence, provided that we continue to offer facilities and events which are appealing to ALL our members. This, of course, means that MORE of our members must come forward to assist with, and partake in, our activities. It's up to YOU!

Let me wish all members, all those who have been part of our 2005 year, their families and partners, a very Happy Christmas and a safe and enjoyable New Year.



David Miles  
(President)

# Editorial

David Miles has indicated in his President's report some of the projects undertaken by the Club this year. This extra activity has had an effect on the Octagon as there has been an attempt to report on every event, activity and project and also to allow space for reports from our new Chapters to let us know of their activities. We have even had one occasion in November when the Club, for the first time ever, had two major activities on the one day. This was on the weekend of 19/20 November when the Club was involved in the last round of the State Championships at Qld Raceway both in promoting the event and in having about 20 members competing. Also, on November 20, the Club was invited to be part of a Classic car display at the Royal Qld Yacht Squadron at Manly (see cover photo) and this was successfully combined with an organised run from Colmslie with more than 20 members and cars taking part.

The end result has been twofold: we have had to increase the size of the Octagon and, on occasions, there have been so many events happening that the reporting of these has basically taken up the whole Octagon! This means that a lot of excellent general articles have had to be held over until another issue and that is the case yet again.

The next Octagon is due for publication in February and with the Club being less active over the Christmas break there will be the opportunity to get a lot of these general articles to you in that Edition. If you have sent in an as-yet-unpublished article or are thinking of writing something for the Octagon, please do not be disheartened as all contributions are all kept on file and will be used as soon as space permits.

This "dilemma" is one that would be welcomed by so many similar publications! We are blessed in that the Club is just going from one success to another and that, of course, generates further interest. A wonderful snowballing effect.

It may be necessary in the future to reduce the length of some of the reports so that a balance

of reports/general articles is maintained so, if this happens, please understand why the Editorial pen has taken these "cutting" actions.

This issue features our traditional Christmas message from Club Chaplain, Ken Trudgian, an unsung and truly Christian worker for the Club. Thank you once again, Ken, not just for your Christmas message but for all the support, comfort and cheer you bring to those of us at all times but particularly in times of need.

Graeme

*Editor*

## **Closing dates for material for 2006 Octagons will be:**

### **February issue**

11th Feb (to allow Presentation of Trophies to be included)

### **April issue**

17th April (to allow National Meeting to be included)

### **June issue**

4th June (to allow QHC to be included)

### **August issue**

last day of July

### **October issue**

last day of September

### **December issue**

3rd Dec (to allow the final Hillclimb to be included)

# NOTICE BOARD

- **9 Dec** Final Noggin 'n' Natter for 2005 - Christmas get-together and BYO BBQ. (Last night at Clubrooms until 13 Jan)
- **13 Jan** Clubrooms reopen; first Noggin 'n' Natter for 2006. Sausage sizzle from 6.30pm. Special Guest speaker will be Bill Westerman from the Historic Racing Car Club (Qld) who will be talking about the progress on their circuit at Kilcoy.
- **20 Jan** Tighe Cams Series presentation of trophies.
- **5 Feb** Come and try (a.m.) and Test and tune (p.m.) day at the Hillclimb Contact Gary Goulding 3351 3506 (A/H) or 0407 163 063 (B/H) (Please note that there will be no canteen functioning for this event.)
- **11 Feb** Annual dinner and presentation of Trophies at Annabelle's of Albion (Full details will be posted with membership renewal notice)
- **22 Feb** Midweek run
- **24 Feb** Working bee for theme night costumes for National Meeting at Clubrooms at 7.30pm
- **10 Mar** 1st Birthday of the Clubrooms Noggin 'n' Natter
- **17 Mar** Working bee for theme night costumes for National Meeting at Clubrooms at 7.30pm



(Chapter and Pre-War dates are listed in their reports.)

A comprehensive calendar for the year has been included in the centre of the 'Octagon'. This gives you the chance to plan ahead for events including those for which points are scored for the annual trophies, the Tighe Cams Hillclimb series and those for which the Club will enter teams for the Interclub challenge. The dates for the Pre-War and T-type group and also for the Chapters (as far as they have been planned ahead) have also been included. This is a proposed calendar and while most dates will not change, please note that some may.





# Membership

Membership is now in excess of 500! Ken Henry was the 500th member and has received his Car Club keyring to commemorate that milestone.

You will be receiving your membership renewal notice soon from Membership secretary, Peter Rayment. Also in the mailing will be the full details of the annual dinner and presentation of trophies. In the meantime, mark the date, 11th February, in your calendar.

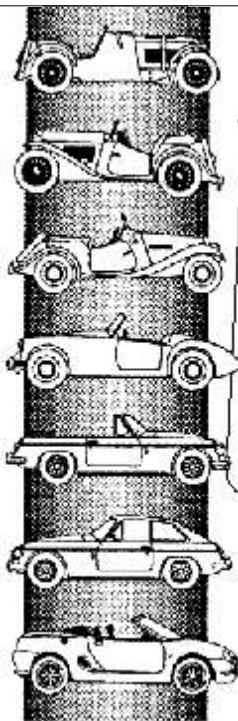
The following new members have joined the Club in the past two months. We welcome them to the Club and hope that they enjoy their membership to the full!

Leanne Scotcher  
Roger Anderson  
Stephen Baker  
Patrick Collins  
Desley Collins  
John Wakefield  
Ron Hardie

Scott Auld  
Bill Fuller  
Ken Henry  
Aubrey Ross  
David Smith  
Paul Wilson  
Michael Carr  
Raymond Appleby


Steve Austin  
Samuel Behan  
Harry Keegan  
Des O'Toole  
Lloyd Muller  
Gai Wilson  
Graham Moore  
Elizabeth Simmers

Chris Cornish  
Gary Lawrence  
Alan Quinlan  
Michael Tiley  
Philip Tuesley  
George Wolrich  
Graham Bell  
Paul Wilson



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# Ken's Christmas Message

There's something about just getting into the MG and going for a drive; somehow it seems to make your day. Then there's the thrill of waiting at the start line; the orange light, then green; it's the expectation of the run ahead. Every fibre of your body seems tense, in your mind the Hill's waiting to get you, while in your mind you're the master. No matter what it is, there's an element of excitement and it makes your day. Whenever you think about it, you can just about hear Clint Eastwood's words "make my day"!

Well, what made your day? Or perhaps I should ask, what made your year? Now that Christmas is so close it may be worthwhile to look back over the past year and ask ourselves that very question.

For some there would be no hesitation; it was so good it's a memory that will be etched in your brain for the rest of your life. Possibly for many, you'll have to stop and think about it. It may be the combination of many things that, all put together, made the year worthwhile. Then there will be those who will look back and ache with the agony of an event that has left a scar of pain that just won't seem to go away. Whatever it is, it has been the most memorable aspect of the year.

May I say that if it was good, I rejoice with you; if sad, my prayers are with you.

Whatever it was that made your year, it's all part of life. It's worthwhile stopping sometimes to

reflect on those past events as they are the building blocks of life. You can sometimes brush them aside; however, they can also enhance your character. The more mature, and that's not always by age, will use them as a foundation. Youth sometimes forgets just how important those aspects of life can be.

They may be treated like a snapshot in the digital camera, glanced at, then deleted; or perhaps transferred to the computer and forgotten. Age sees them as paintings etched with the colours of life; something each artist has pondered, to highlight part of the image to stand out. It is then hung in a prominent place as a reminder.

Christmas and Easter are the canvasses that mean the most to me. They remind me of a love far greater than that for any MG or race. Within them I see the extreme joy and agony of God's love and my part within them. They are the foundation building blocks for all my life no matter what else has happened. The Christmas season enables me to look back at each, and yet look forward with an eager expectation to the next to further build on those foundations. They certainly make my year. What will you do with them?

May I wish you all God's Gracious favour for this Christmas season and the New Year.

Your Chaplain, Ken.

## SQIT Trophy Presentation

On Tuesday 22nd November MGCC President David Miles presented the inaugural MG Car Club shield to South Queensland Institute of TAFE Motor sport Student of the Year, Jarrod Bowles. In addition, as part of the MG Car Club award, Jarrod received an engraved pewter tankard and a package of automotive tools.

The ceremony took place at Warwick TAFE, with guest speaker Campbell Little from the Triple Eight racing team introduced by Doug Partington, sharing his experiences as a team mechanic and engineer both in Australia and Overseas.

The presentation was followed by an informal

lunch where the students were able to chat with Campbell as well as with representatives from local business and industry that also supported the famous TAFE initiative in Warwick. Representing the Warwick Chamber of Commerce was our long-term member and supporter, Greg Newey.



Jarrod, of course, has ambitions to work in the motor sport industry, but not before he adds an engineering degree to his TAFE diploma. We wish him, and all the other Motor Sport Diploma and

Cert.3 graduates, all the very best, and MG Car Club of Queensland is extremely proud to be involved with this initiative.



# REPORT: DARLING DOWNS CHAPTER

**By Trevor Watkins**

In its first month, the Chapter responded to an invitation to participate in a street parade and organised its first monthly run. Three well turned out MGBs and a pristine Ford Model A represented the Chapter at the annual Crow's Nest Shire Community Festival street parade. Interest in the Chapter cars was high given that this was the first time that MGs appeared in the parade. During the post parade period, spectators asked many questions about the cars thus providing the owners with an opportunity to outline the objectives of the Chapter. Participants were Trevor Watkins (MGB GT), Ben & Anji Cain (MGB), Rob Callow (Ford Model A), Roger & Jo Anderson (MGB)



On the day following the street parade, the first monthly run was held. The turnout exceeded expectations and the run organisers were delighted with the response and want it made known how much they valued the participation and support of David and Meryl Miles. In all, thirty-two people in seventeen cars assembled for the start at the Toowoomba Information Centre with fourteen cars from Brisbane, Miles, Toowoomba and Warwick undertaking the run. The first part of the route took in the scenic region below



the escarpment through the village of Ma Ma Creek to the rest area on Heiffers Creek. After morning tea, the participants followed the road to Cambooya via Clifton and Nobby. The run ended at Cambooya where lunch was taken at the lovely old Bull and Barley hotel. Participants were Trevor & Dell Watkins (MGB GT), Harry & Juanita Keegan (Mercedes Benz), Bob & Mavis Marsh (MGB), Graham & Lyn Cope (MGB), Ben & Anji Cain (MGB), Tom & Carolyn Armstrong (MG TD), Ian Strickland (MGB), David & Meryl Miles (MGB GT), Sandy & George Wolrich (Austin Healy), Brad & Robyn Davies (MG TC), Roger & Jo Anderson (MGB), Rick Nevile ( M G B ) , Malcolm & Russell Spalding (MGB GT), Emily & Jim Tanner (MGB), Steve & Sharmaine Baker (MGB), Gary & Janis Lawrence (MGB), Lyall & Pam McEwin (Nissan Patrol).

The Chapter's second run, and last for the year, left from Warwick in warm and humid conditions. A large contingent of MGBs and MGFs assembled at Leslie Park with a number of Chapter members appearing for the first time. David Miles attended once again as did Gary & Dawn Lawrence from Brisbane. Judi Haidley was not confident about the weather proofing of her MGB roadster so opted to sit out the run. This proved to be a very wise move. The turn out was a credit to the Warwick convener, Pam West, and the run organisers, Graham Cope and Bob Marsh. The run followed the extremely scenic Settlers Route through Yangan and Killarney to Queen Mary's Falls and finished in increasingly warm and humid weather with a picnic lunch at Boonah. The Toowoomba group who had planned to return via Rosewood changed their minds when a severe storm was sighted over Ipswich.

The run home via Cunningham's Gap was exciting due to the frequency of storm cells that eventually forced Gary and Janis Lawrence to acknowledge defeat and erect the top of their MGB roadster. All arrived safely having had a great day out in enjoyable company and are now looking forward to the next run in the New Year. Participants were Trevor & Dell Watkins (MGB GT), Graham & Lyn Cope (MGB), Bob & Mavis Marsh (MGB), David Miles (MGB GT), Gary & Dawn Lawrence (MGB), Ben & Anji Cain (MGB), Rob & Ferne Callow (MG-F), Don Lampre (MGB), Pam & Guy West (MGB), Wayne & Donna Henman (MGB), David West (MG-F), Chris & Adrienne Guymer (MGB), Gary & Janis Lawrence (MGB)

As this is also the last report for 2005, I would like to take this opportunity to join with the members of the Darling Downs Chapter in wishing you a safe and joyous Christmas and a happy New Year.

### Program of Events

Date	Run Type	Organiser	Comments
29 Jan 06	Breakfast Run	Ben Cain	Meet 7.30am, Toowoomba Info Centre
26 Feb 06	Breakfast Run	Pam West	Meet 7.30am, Leslie Park Warwick
11/12 Mar 06	Joint Chapter Run	Trevor Watkins & Ian Bryant	Kingaroy Weekend (Full details on Internet)
26 Mar 06	Local Run	Rick Nevile	
30 April 06	Local Run	Pam West	

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Email [classic@halenet.com.au](mailto:classic@halenet.com.au)



**Profiles:** In the last issue we profiled Honorary Life Member and Club legend, Joan Appleby. In this issue and forthcoming ones, we will give you a quick look at the people in the engine-room of the Club, the Committee and other office bearers.

## MEMBER PROFILE :

### David Miles

I first joined the MGCC in May 1967 as a pimply youth and proud owner of a far from concours black MGTC. I can clearly remember arriving at the Tingalpa Motorkhana Grounds, extremely apprehensive as to what type of idiot I would prove to be, when an "old" gentleman offered some friendly advice and encouragement to make the afternoon most enjoyable. That gentleman was the late Vince Appleby. This friendly encouragement continued to flow from many other members as I came to enjoy the night runs, motorkhanas and working bees at the far away Mt Cotton property, where there would, one day, be a Hillclimb.



David Miles

I competed in the very first Hillclimb in the TC, and soon was bitten by the "Racing Bug" and purchased my Centaur VIII in 1968. As well as racing and hillclimbing the Centaur, I served on the committee from 1970 and became President in February 1971 before serious illness forced my retirement in 1973. Marriage and a young family meant the end of club membership for some time before rejoining in 1997, competing again in sprints, regularity trials and hill climbs in a Rover SE, MGB GT or son Richard's Triumph Dolomite. I became Vice President in 2000 and then President in 2004.

## MEMBER PROFILE :

### Elaine Hamilton

I joined the Club in 1963 (pre-marriage; my name was Swan) and have had continuous membership since then (Member number is 711). I can't believe that I had the courage to mount those steps beside AW Barr's in the Valley by myself on my first visit to the Clubrooms. Fortunately, the wonderful Hunter family were there and made me feel very welcome. In my early days with the Club I was involved in sprints (at Lowood), gymkhanas (Tingalpa) and hillclimbs (Grafton and Tamworth). I joined the Committee (at the exciting time of the purchase of Mt Cotton) and was Minutes Secretary and also, for a short time, edited the Octagon (in the days when they were typed on Roneo stencils). On marriage to Vern, my energies were then channelled into his motor racing career (which also involved a lot of competition at Mt Cotton) and then into our joint careers as parents. Now, having recently retired from work, I have been pleased to be able to give something back to the Club for all those years by rejoining the Committee as Secretary (at the exciting time of the purchase of the Clubrooms), becoming involved in the Octagon once again and helping in the setting up of the Library. These are all tasks in which I can use the skills I gathered in my working life as a high school teacher of English and Maths, teacher-librarian and author of textbooks. I hope I can be of assistance to the Club for a long time to come. PS We are finally MG owners, having recently purchased the Holmans' MGBGT.



Elaine Hamilton



## MEMBER PROFILE :

### Richard Mattea

I joined the club in August 1998. I had purchased my second MG A roadster which Carly and I still own after trading up from my MG A 1500. Our current MG ownership stands at 2 with a 1970 MG Midget being recently added to the fleet.

I managed to get myself roped onto the management committee because my then girlfriend, now wife, had managed to get herself dragged onto the committee by Paul Strange in 2001!!!! Neither of us has managed to get ourselves off since!!! My current status within the club is that of Vice President. I'm also involved in the organisation of the club's many sporting activities, most notably the Mt Cotton Hillclimb and the organisation of the State Championship Race Meetings. When the time permits I get a lot of fun out of driving my Bulant Mk 7 Sports 1300. Unfortunately these days this tends to be only at the hillclimb and the occasional sprint meeting.

Outside club life I work in the concrete industry, an industry that is currently in the middle of an extended "boom". My role is a national one that generally takes me away from home about once a week. As many of you would know I am married to Carly and I'm probably solely responsible for her involvement in the club and motorsport in general. We have three small children, Alexandra who is 3 going on 23, Ashleigh 2 and Jeremy who will have just turned 1 when you are reading this.



Richard Mattea

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# This was the year that was...

As the year comes to a close, it seems a time to reflect on the achievements of the year. David has made mention of a number of these in his report. This has been a big twelve months for the Club and we thought we should let you know about just some of the things which have been occupying the Committee.

These are in addition to the usual activities of organising and promoting hillclimbs and race meetings, maintaining the venue at Mt Cotton, organising social events including day runs (weekend and mid-week), the weekend away, National meeting, Concours etc. The list goes on and on and many people other than Committee members are involved in making these happen and happen successfully. Our heartfelt thanks to them all.

# 2005

- Purchase of the Clubrooms (December 2004)
- Transforming the building into a venue suitable for Club use by the House Committee
- Formation of two Chapters, one at Wide Bay and one on the Darling Downs
- Setting up of the Club's library of over 1000 resources at the Clubrooms
- The successful application for a restricted liquor licence
- Setting up of the support group "Friends of Mt Cotton"
- The successful application to have the Mt Cotton Hillclimb registered with the Land for Wildlife programme.
- Successful receipt of a grant of approximately \$900 from Redlands Shire Council for a brushcutter for the Hillclimb
- The purchase of new timing gear for the Hillclimb.
- The ongoing application for funding to improve the facilities at the Clubrooms.
- The ongoing discussion/planning/preparation of plans for improvements at Mt Cotton.
- The initiation of an MGCCQ Trophy for the Student of the Year on the Automotive Diploma Motor Sport program run at the SQIT in Warwick by Doug Partington.
- The initiation of a yet-to-be finalised award for a student undertaking study or research at the CARRS (Centre for Accident Research and Road Safety) at QUT.
- Competition in the Interclub Challenge
- Increased promotion of the Club leading to the membership topping 500 for the first time ever.
- A very successful annual dinner and presentation of trophies at which early winners/donors of trophies attended to present trophies. A variation of this format will be used for this year's function.
- Increase in the size of the Octagon to provide more space for reporting on the increased number of activities undertaken.
- Come and Try/Test and Tune days at Mt Cotton
- Increase in the number of non-Club promoted Hillclimbs at which we assist (e.g. Indy Rally)
- Introduction of initiatives to increase usage of the clubrooms including its opening every Friday night, the Friday night sausage sizzle and the invitation to other Clubs (currently being issued) to come along to the Clubrooms on the first Friday of each month on a rotational basis.
- Introduction of a Club "business card" and promotional brochure. All members will receive some of these on renewing their membership.
- Introduction of a Club keyring to add to the range of regalia available for purchase.



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### **MG F Step Speed**

2001, Anthracite, Auto/Semi-Manual, removable hard top 61,000 km.  
This is the cheapest auto we have ever had. \$29,990

### **MG F 1.8i**

2001, Platinum Silver, update model 93,000 km.  
At last an update well under \$30k at only \$25,990

### **MG F 1.8i**

1997, BRG, with removable hard top 89,000 km.  
Was \$25,990...now reduced to clear at \$22,990

### **MG TF 120**

2003, Anthracite, 'hamburger w/the lot', director's wife car  
1,000 km only. Over \$55,000 new...reduced to \$42,990

### **MG TF 160**

2003, Trophy Blue, high performance 116kW engine  
8,500 km only. Cheapest TF 160 left...was \$49,990 now \$39,990

### **MG ZR 160 Only 3 Left**

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# Library News

By Elaine Hamilton

## Book Reviews

Now the Library is a reality, it's time to whet your appetite with some book reviews.

### FICTION

#### 1. 'Gridlock' by Ben Elton.

The cover blurb describes this novel as a "thirty chapter, plot-charged, word-injected comedy thriller with a GPC (gags per chapter) ratio superior to any other novel currently in the showrooms" and this is certainly close to true. It is set in England against a background of increased traffic and pollution and the main story line concerns the invention of a pollutant-free engine which, you would think, everyone would want to see developed. But, of course, there are always people with other agendas, and that is where the action comes in. In between the action-packed plot, though, Ben Elton takes time out to divert the reader with an entertaining account of his opinions of the state of the world.

*In summary, thought-provoking and entertaining.*

#### 2. 'Formula One' by Bob Judd

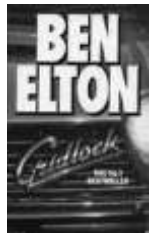


This is just one of a number of books by Bob Judd in the MGCC Library. The others have titles such as 'Indy' and 'Monza' so they possibly contain more of the same. 'Formula One' is, yes, about Formula One racing but it provides the background to the action and the plot rather than the plot itself. The main character is a Formula One driver with a struggling private team. He is going through a rough patch with off-course excursions and strange behaviour on track which he declares to be the result of some type of sabotage. The main plot line is concerned with his efforts to clear his name as he, of course, now has the reputation of a driver no-one else wants to be on track with. As with all good novels designed to sell well, there is always a beautiful female in the story and, for good measure, Bob Judd throws in a few. There's some local interest, too, in that the action culminates at the last round of the championship in Adelaide.

*In summary, a rollicking good yarn with a plot somewhat bigger than life.*



**Lesley Pyott checks out a book to Paul Strange, the first to borrow from the library.**



# Memories...

from Tom Storrie

It must have been early 1963, I had just joined the MG Car Club after being befriended at a meeting at the Wickham Street clubrooms by my still very good friend, Kerry Horgan, who at that time owned a great Austin Healey 6. Kerry had chosen for his race car a retired 1950's Ford Custom, and on this particular week-end I was invited to drive up to Lowood with some other members of the club, so the Custom could be test driven to check out two of our 'unique innovations'.

The first was one we had dreamed up to keep the V8 engine cool: an MG SU fuel pump mounted up front with one piece of fuel line going to a water reservoir, and all you had to do was flick the switch on the dashboard of the Ford, which in turn would start the SU fuel pump. That, in theory, would deliver a fine water spray over the radiator in the hope that it would cool the V8 beast and stop the

overheating problem we had. Now don't all laugh at once. It did work, for a while.

Innovation number two was one of mine. You see I had the idea of cutting out black and white discs, and the racing numbers of the relevant size, from the then new product on the market 'Fabulon'. Do you remember it? This done, I mounted numbers 71 on the Custom's doors. I thought this was a marketable idea, but Kerry thought it would never take off. Maybe he should ask my friend Peter Mulder from Race and Rally in Sydney, was the idea a good one?

We all arrived at Lowood safely, Kerry, Dick Johnson, Doug Partington, Dane Horgan, Iain Corness, and yours truly. Kerry drove up in his Austin Healey 6, Dick, I am told, drove the Ford Custom and the rest of us were in Dane Horgan's car.

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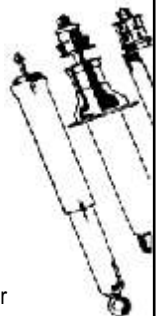
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Tom, Dick and Harry (sorry, Kerry) got together again at the Official opening of the Clubrooms on September 30.

After a few hours testing, I got into the Custom's passenger seat with Doug Partington driving, and off we went to do a few laps of Lowood for my first real time in a car on the race track, as everything I had done was in club events back in my home town of Townsville.

Everything was going well until the second or third lap, when I felt a bit 'squeezy' from all the engine fumes coming into the cabin of the car which had been totally gutted. I reached for what I thought was the window winder only to find that this particular handle had been mounted on to the door release. The door immediately flew open just as we entered the bends between BP and Bardahl, and I went out the open door with the movement of the car into the corner.

We weren't all that safety minded in those days and only the driver had a seat belt. I grabbed the edge of the open door and the B pillar to stop me from going right out of the car, but my backside was precariously close to the bitumen. Doug suddenly realized what was happening and let go the steering wheel with his left hand and grabbed hold of me while steering through the corner at speed with his right hand on the wheel. He steered at speed through the corners, but not before we brushed up against a tyre wall throwing tyres skywards. The rest of the group in the pits, watching all this happen, thought we were 'gone'. But no, Doug dragged me back into the car, got the car under control and drove safely back into the pits. Everyone looked relieved to see us drive in and stop, but it was a talking point for a while, and even today if you ask

Doug partington about that day he will right away tell you 'I saved his life'.

But the adventures of the day didn't stop there. Dick's version of the rest of the story, according to Doug was, that seeing Dick was regarded as head mechanic on this project and Doug his offsider, Dick's reward was to be allowed to drive the Ford Custom back to Kerry's home in Park Road. Doug went with Kerry and the rest of us were in the remaining car.

Just outside Ipswich at Blacksoil, the left-hand front wheel decided to 'pop' off and lodge itself up under the mudguard, with Dick driving. Of course everything and everyone ground to a halt to see what had happened. Then someone, who maybe had been watching too many TV westerns, remembered an old stagecoach trick and with a few tugs on a nearby tree branch, made the necessary repairs by lifting the front left side of the car off the ground and lodging the tree branch through the suspension mounts. Dick then drove the car to the nearest garage to have some bodgie repairs done, then drove on to Park Road.

So ended a memorable day of testing. Well I'll remember it, with apologies to those who think I got it all wrong. Thanks Doug.

Oh, by the way, with regards my idea about stick-on discs and racing numbers: Doug Partington relates, in his own words via Elaine Hamilton, that at one race meeting Dick borrowed the number '71' from Kerry's car and affixed them to his car as '17'; the beginning of a legend.



# DAY RUN: October 2nd



John and Pat Walker's excellent planning for the October 2nd Day Run even included perfect weather, and a good turnout of MGs, a Mazda and a Rover assembled at Ferny Grove Tavern before departing for morning tea at MacGavin View, passing through Samford and Dayboro en route.

MacGavin View boasts excellent picnic facilities and a view across the dam to our often visited Bullocky's Rest. The MGs were able to line up in an impressive manner, while the non marque vehicles kept a respectable distance.

Following morning tea the convoy departed for Bribie Island, where heavy traffic was encountered before the welcome turnoff to Bribie, but all made it to the lunch spot on time. It was an excellent, easy run which left plenty of time to chat with new and old members.

### Those who went along were:

Keith Bedford	MG Midget	Yellow
Cyril Bennett	MG TF	BRG
Tony and Helen Best	MG TD	Red
Ron and Bev Clydesdale	MGA	Red
Paul Gray	MGB	Red
Vern Kretschmann	MGB	Harvest Gold
Gary and Dawn Lawrence	MGB	Red
David and Maryl Miles	Rover	V8 Blue
Bruce Mutch	MGB	Camino Gold
Steve and Lesley Pyott	MGB	Blue
Peter and Merle Roberts	MGB	Red
Alan and Joyce Tebbutt	MGB	Blue
Graeme, Chris and Alessandra Walker	Mazda	Blue
John and Pat Walker	MGA	Red
Sandra Walker	MGB	Blue





1.



2.



3.



4.



5.

1. the MGs flocked together at morning tea time
2. Morning tea break at Lake Dyer
3. David Miles makes a graphic point
4. John Boyce and Bruce Ibbotson make new members Pat Collins and Paul Wilson feel welcome
5. The Cranleys and the Uphams wait for lunch to be served

## Midweek run: October 26th

Due to the hot and humid conditions and high probability of rain, only five of the eleven cars which went on the run were MGs but the non-MG marque cars included a Lotus Elise, Honda NSX and a Mazda MX5 so it was quite a diverse range!

Bruce and Tip Ibbotson had spent nearly a whole day preparing this run and it proved to be time well-spent as it was a fascinating route covering over 200 km that they plotted to take us from Gailles to Beadesert. The route took us along the M1, the Ipswich Bypass section of the Warrego Highway before turning off to join the famous Pine Mountain Rd, then Glamorgan Vale Rd and through Lowood and Forest Hill for the morning tea stop at Lake Dyer.

Mindful of the time still required to reach Beadesert for lunch, no time was wasted at morning tea, and Beadesert was ultimately reached via Laidley, Grandchester, Rosewood, Warrill View and Boonah, the last stretch being along an excellent road from Coulson to Beadesert RSL.

It was a very enjoyable drive with lots of very nice people including a number of new members. No rain fell along any part of the route, but the high humidity justified those whose decision was to bring an air-conditioned car! Thanks to Bruce and Tip for a run which goes down as one of the best-planned ever.

### Participants were:

Bruce Mutch  
 Ken Cooke and Dudley  
 Bruce and Tip Ibbotson  
 David Miles  
 Barry Grey (Welcome visitor from the Gold Coast Club)  
 Vern and Elaine Hamilton, Pat and Desley Collins  
 Paul and Gai Wilson  
 Glen and John Boyce  
 Peter and Norma Upham  
 John and Trish Cranley  
 Malcolm Campbell and Judy Dennison

MGB  
 MGB  
 MGC GT  
 MGB GT  
 MGC GT  
 Honda CRV  
 Mazda  
 Holden SS  
 Lotus Elise  
 Honda NSX  
 Mazda MX5

A diversity of cars

# BREAKFAST RUN

## SUNDAY 6TH NOVEMBER

Report by David Miles

The first ever run to commence from our clubrooms at Rocklea began early, in light drizzle, following a photo line up to mark this important occasion. Few were deterred by the threatening weather, although some MGs were left garaged as owners elected to use "other vehicles".

Starting from the clubrooms gave the opportunity for those unfamiliar with the club's location to find it in daylight, as well as the chance of a quick tour of the premises before the run commenced. The toilets, too, were a popular destination before the run commenced!

Ray and Sue's plans had the twelve MGs and seven "Other vehicles" proceed along the Warrego Highway as far as Plainlands, no doubt trouble free under blue skies, but heavy rain and Paul Gray's "B" with fuel starvation problems was the reality of the morning. Once past the Plainlands turn off, however, and with the "Gray MG" abandoned and Paul becoming Bruce Mutch's passenger, the rain cleared as Laidley fell behind and the convoy arrived for breakfast at the Bill Gunn Dam and Lake Dyer. Here, Ray and Sue were waiting, complete with portable BBQ and dry wood, enabling some very exotic and well prepared breakfasts to be prepared and eaten.

Wonderful to have new members and some new cars along, and we hope that everyone enjoyed the morning and subsequent visit to Bruce Gilmore's old home, now cared for by Ray and Susanne.

### Taking part were:

John and Pat Walker	MGB GT V8
Keith Bedford	MG Midget
David and Meryl Miles	MGB GT
Paul Gray	MGB
Errol and Wendy Hoger	Ford Territory
Brian Hunter	Toyota Camry
Cyril and Marie Bennett	Toyota Camry
Peter and Merle Roberts	MGB
Roger and Ann Paltridge (and Molly)	MGA
Ron and Joan Hardie	MGB
Vern Kretschmann	MGB
Graeme Walker	MGB
Chris Carswell and Dee Andersen	Peugeot
Kevin Trower	Holden SS
Bruce Mutch	MGB
Paul and Kerry Strange	MGB
John and Glen Boyce	MGF
Ray Edwards and Sue Sommers	Ute with BBQ
Paul and Denyse Trower	MGB





This proved to be an interesting and challenging day as a result of three things; some patchy weather which gave the 'topless' runners the odd damp moment, some 'challenging' route directions and a water-leak problem with a Westfield which needed care and attention from some of our other runners.

Despite that, everyone enjoyed the last run for this year and the good turnout justified Bruce Ibbotson's initiative in instigating these runs a few years ago.

The route took us to Dayboro and up to Mt Mee for morning tea at the "Gantry" picnic ground where the multicoloured groups of cars looked spectacular in the currently lush green setting. From Mt Mee the route went down the hill to Woodford then left through Villeneuve and on to Kilcoy for a stop at the bakery. After that it was off to Somerset Dam where, unintentionally, the group split into two groups picnicing at separate areas. After lunch, it was off home with everyone looking forward to more of these events next year.

Thanks, Bruce, for your initiative in starting the runs, thanks to David Miles for making sure they happen and thanks to others who have helped out by organising routes.

#### Those participating were:

Bob and Alana Bear	MGB V8
Peter and Norma Upham	Lotus Elise
Barry Smith and Shirley	MGB GT
Steve and Anna Pyott	MGB
Vern and Elaine Hamilton	Honda
Bruce and Tip Ibbotson	MGC GT
Bruce Mutch	MGB
Bruce Window	Westfield
John O'Reilly	Westfield
Keith Bedford	MG Midget
Ken Cooke and Dudley	MGB
Alan and Joyce Tebutt	MGB
Don and Vern Doyle	MGB
David Miles	MGB GT
Dennis Thomas	MGB
Paul and Gai Wilson	Mazda





# Social Run

**November 20**

All who took part on the run and the display on November 20th would have been grateful to Keith Anderson for the invitation to be part of the Open Day display at the Royal Queensland Yacht Squadron grounds at Manly. It was a wonderful venue at which to show off the many MGs of various models which assembled at Colmslie and then made their way to the grounds beside the harbour.

The colourful sight of the MGs, and other classic

Ron McLeod	MG TC
Scott & Eathen Ramsay	MG TF
Nick & Gwen Holman	MG TF
Alan & Joyce Tebbutt	MGB
Keith & Joy Schafferius	MG F2
Lloyd Muller	MG TC
Owen & Mary McNeill	MGB GT
Peter Upham	MGA
Norma Upham	Lotus Elise
Alan &	
Carolyn Robinson	MG SA
Errol & Wendy Hoger	MGB
Dino & Margaret Mattea	MG L2



# Car Display

cars which were there, against the backdrop of the Clubhouse on one side and the harbour on the other on such a beautiful day was a wonder to behold and certainly drew lots of admiring attention.

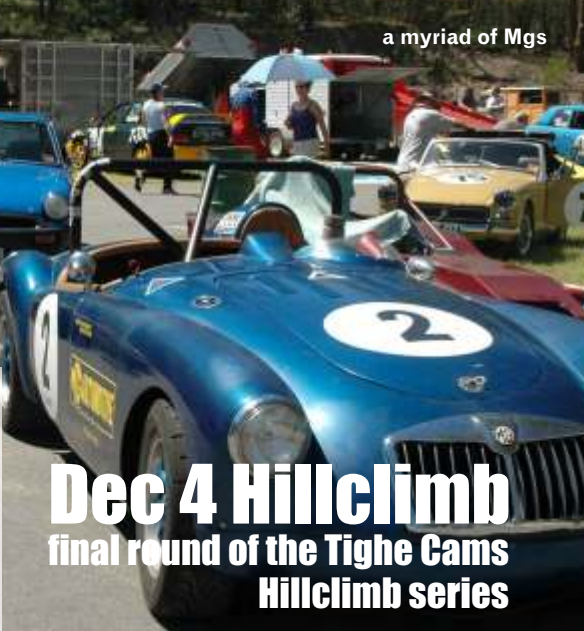
Thanks go to Keith Anderson and the RQYS for the invitation and to Dino Mattea who organised the run and encouraged such a good and varied attendance.

Those participating included:

- |                       |          |
|-----------------------|----------|
| Cyril & Marie Bennett | MG TF    |
| Barry Harvey          | Peugeot  |
| Chris Carswell        |          |
| & Dee Anderson        | MGC      |
| Bruce Mutch           | MGB      |
| Bruce Jackson         | MG TD    |
| Ross Kelly            | MG J3    |
| Peter Kerr            | MG NA    |
| Aubrey Ross           | MG TC    |
| Tony & Helen Best     | MG TC    |
| Paul Gray             | MGB      |
| Steve & Lesley Pyott  | MGB      |
| Gary & Dawn Lawrence  | MGB      |
| Stewart Armstrong     | Ausca MG |







With local newspapers giving the event good publicity there was a greater crowd of spectators than usual and this certainly added to the atmosphere of this very hot but fine day.

Bill Norman had already established an uncatchable lead in the Series but, nevertheless, still came from Murwillumbah to compete and, despite a constantly deflating left rear tyre, still recorded times consistently within a second of his class record. Alan McConnell once again took out FTD but the Top Six went to Warwick Hutchinson.

Although no records were broken on the day, a number of competitors posted personal best times. Notable amongst these is Club VP, Richard Mattea, who modestly failed to acknowledge this achievement during the presentation of trophies over which he presided in the absence of President David Miles. Richard recorded a 45.25 to arch-rival Lindsay Hay's 45.70 in a class which consistently provides closely fought battles.

Other classes in which competitors posted very close times included the Duffield duo in Sports Sedans up to 2000cc and the Daniels brothers in Sports Sedans 2001cc and over. In Road Registered 1601 to 2000cc, Michael Buckley just came in ahead of Alex Toomey in the same Datsun 1600. Ken Fazakerley (48.77) edged in ahead of Ken Graham (Improved production 2001cc and over) and Graham Meade (Pirahna HC1) in a time of 45.27 just beat Simon Lake in the "for sale" Axtell Suzuki.

The first round of the 2006 Series will be on 26th March with Tighe Cams once again sponsoring the Series.

# Dec 4 Hillclimb

final round of the Tighe Cams Hillclimb series



the old and the new



a very select group of spectators



Raymond does some pitwork on Joan's tyres

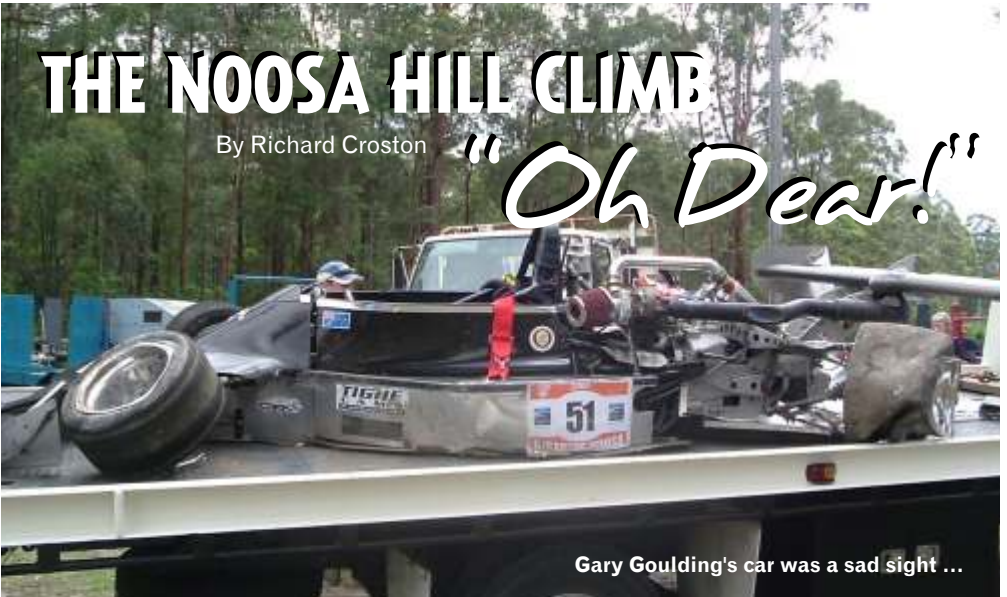


The course car and Glen Wesener ready for action

# THE NOOSA HILL CLIMB

By Richard Croston

*"Oh Dear!"*



Gary Goulding's car was a sad sight ...

Noosa's hill climb track on the old Gwyndier Drive is in the "tuff" unforgiving style not unlike the famous Lakeside Race track in that it is fast flowing with no room for error. Make a mistake here and one pays a high price. The concrete walls punish the cars that get too close. A number of our regular Mt Cotton competitors found out the hard way---very hard.

First victim was the super enthusiastic Bob Haines in his turbo-charged HRC Mk 1 crunching the front wing and nose cone. Bob also found out what it felt like when the crutch strap works!

Kevin Heffernan had a frustrating weekend . I first encountered Kevin and John straightening the tie rod from the steering of the Jackson transporter on Friday afternoon after having successfully dragged the luckless transporter from a bog in the chaotic Noosa hillclimb pits. The tie rod managed to get itself caught up in the tow chain. On Sunday morning on the first run of the day the orange XU1 went a little wide on the exit of turn 9, dropped a wheel over the side of the hot mix, hooked the car sideways and gave the concrete scenery a substantial clout reducing the left front corner of the car to scrap metal. The ever-efficient medical team sent him off to the local hospital for a precautionary check-over. Fellow XU1 driver Bruce Drummatt

helped out with transport to his workshop.

Gary Goulding also came to grief in the first Sunday run damaging his Van Diemen quite badly. If someone has any Van Diemen bits lying around I am sure Gary will be most appreciative of them.

So what was good about the hill climb? The 956 Porsche was spectacular at the start. I don't know how many times one can load up the drive shafts like that before replacing them. Wow! It went something like this. Idle up to the line simply sounding like a hot road Porsche. Open the throttle and make the pop-off valves on the twin turbos go crazy with foot long flames belching out each side. The engine must be spinning at least 9,000 rpm. Pop the clutch and floor the throttle---and---away---we---go! The GT40 was pretty good too, as was the big bad Bathurst Monaro.

The KM200 ran pretty well; we had a good dice with Alan Telfer's Lotus 7. A funny thing about Lotus 7s is that in this part of the world they don't change hands much. The same owners have owned them for 30 years or more. MGs were well represented by Peter Kerr in his 1935 Magnette, Pip Bucknell in his supercharged 750cc twincam, 3 MGBs, Steven Fawcett in an MGC V8, George Diggles in his ZB sedan, and Anthony Gould in an RV8.





Scott Auld returns to the pits after his first run in his F Ford.



Ken Wasley returns to the track with his F2 Kaditcha



Bill Tottey chats with John Walker as his Anglia awaits him



Darren Harris and his FF Kookaburra sought out the shade



Club member Jacob Brackenridge and his Gemini



A hub of activity - the race office



David Miles in action at Qld Raceway in his MGB GT  
(Photo by courtesy of Wayne Reed of Osella Photographics)

# Race meeting Nov 19/20

There was a bit of nostalgia at QR on the weekend on Nov 19/20 as this may have been the last MG Car Club-promoted round of a State Championship to be held there as the management at QR has stipulated that all State Championship rounds to be held at QR in 2006 will be promoted by QR. Thus, in 2006, MGCC will be promoting only one round, the final round, which will be held at Morgan Park.

However, for this final round of the 2005 Series, there was a good entry of over 200 competitors despite a number of championships having already been decided.

The MGCC had 18 members amongst the competitors including one of the newest members, Scott Auld, who went to great efforts to get himself ready for the meeting. Scott comes to the Club and racing with a pedigree of great success in karting at an international level. We wish him every success as he makes the move into Formula Ford.

## MGCC entrants:

Name	Category	Car
Scott Auld	Formula Ford	Van Diemen RF 91
Greg Fahey	Formula Ford	Van Diemen RF 95
Darren Harris	Formula Ford	Kookaburra
John English	Supersports	Welsor Clubman
Bill Tottey	Sports sedan	Ford 105E Anglia
Jacob Brackenridge	Gemini	Holden Gemini
Russell Bruncker	Gemini	Holden Gemini
Brad Stratton	Group N	Holden Torana
Craig Lind	Group N	Datsun 1600
Carol Jackson	Group N	Holden Torana XU1
Ken Wasley	Group R	Kaaditcha 76 F2
Alan Don	Regularity	Triumph Spitfire
George Diggles	Regularity	MG ZB Magnette
Ian Johnston	Regularity	Hillman Imp
Andrew Bear	Regularity	Holden Torana GTR XU1
John Curlie	Regularity	SAAB 99 EMS
Bob Bear	Regularity	MGB
David Miles	Regularity	MGB GT

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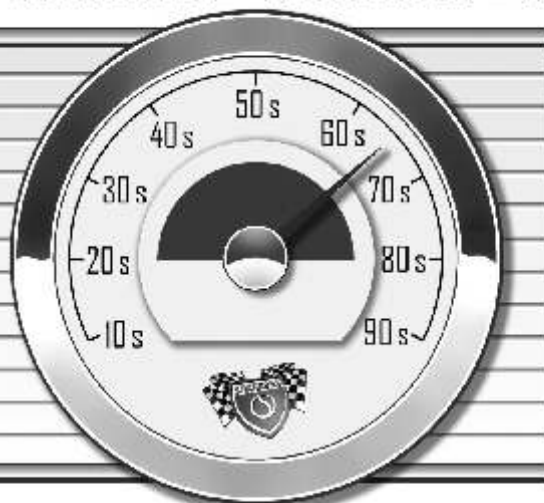
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# Bits & Pieces

The Club is in need of an industrial strength vacuum cleaner for the Clubrooms. If anyone has one, or knows of where one can be obtained at a good price, please advise David Miles.

The Committee would like to have guest speakers at Noggin 'n' Natters (second Friday of each month). If you would like to volunteer or you know of someone with something interesting to say please contact David Miles with your suggestions.

Two more venues are offering street sprints next year. They are Roma (10-11 June) and Wide Bay (Maryborough 24-25 June). Both organisers are asking for people to register expressions of interest. A form for the Roma sprints can be obtained from Roma Miles Tourism Development Unit, PO Box 166, Roma QLD 4455; the form for the Wide Bay event can be found on their website at [www.wheelsonwidebay.com](http://www.wheelsonwidebay.com)

David Miles was invited to and attended the launch of a new Shell fuel recently. It is called Shell Optimax Extreme and is a 100 octane fuel formulated with 5% ethanol. More information is available at [www.shell.com.au/extreme](http://www.shell.com.au/extreme).

Melinda Both, the co-ordinator of the Interclub Challenge, has resigned from the position and the organisers are seeking a new co-ordinator. If you would like to help out with this, please contact Dave Homer (Ph 3341 9323)

After many many years as Club Captain Peter Rayment has handed over the job not just to one person, but to two. With the increase in Club activities, it has been decided to split the role and so we now have two new Club Captains: Ron Clydesdale as Club Captain (Social) and John Walker as Club Captain (Competition). Our hearty thanks go to Peter for carrying both of these roles for so long and to Ron and John for agreeing to step into Peter's shoes!



Ken Cooke helped to make a lifetime wish come true when he took Gillian Parslow for a one hour drive around Muddapilly, Purga and Peak Crossing as a 70th birthday present organised by her daughter, Vicki.

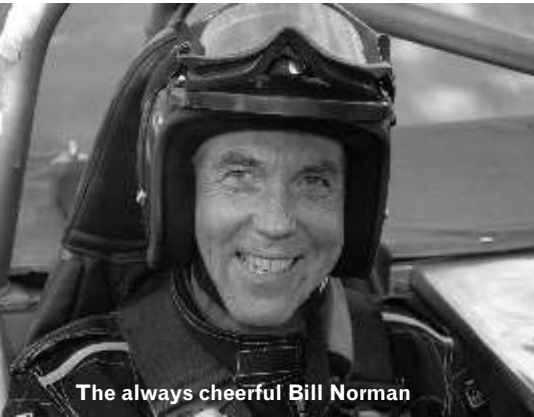


Shown here is the Youlden TF which has been winning prizes in the Best British Sports Car category since its restoration in 2002.

We have received the news that a book "History of Rob Roy Hillclimb 1937 to 1961 - the hill, the drivers, the cars" has just been released for sale. Hardbound copies are available at \$75 plus \$11 p&p and there is a limited edition leather bound version (100 only) available for \$125 plus \$11 p&p. More information and an order form are available from the News page of our website or by phoning 0437 970 358.

The Inaugural Pre-56 MG rally is being held on the Sunshine coast from 22-26 January. For further information contact Peter Kerr on 0407 624 449 or download the forms from the news page of our website.





The always cheerful Bill Norman

*(Months ago Dino Mattea asked me for an article about my father (which is easy, since Dad was an interesting fellow) and about myself (which is much more difficult, hence the delay). So here goes...)*

Handicapping was normal in the early days of Australian motor racing - a fact which sometimes saw ordinary sports cars winning pre-war Australian Grands Prix. But the 1950s brought proper "first across the line" racing, ending any chance that a privateer driving an Austin 7 could finish at the pointy end of an AGP. At Albert Park in 1953 a new Austin Healey finished sixth outright, but Jaguar XK120s and indeed all other road-equipped sports cars were nowhere to be seen ...until the TR2, that is.

When Eldred Norman's new TR2 finished fourth outright in the 1954 AGP at Southport it was the best AGP result for any proper sports car in the outright era. Eldred also won outright both sports car races at Southport, and this after an epic 1500-mile journey from Adelaide, towing 88 gallons of methanol on a trailer hitched behind the TR2.

Fathers tend to present a godlike image to their children, but with the wisdom of hindsight I know mine was, by today's conformist standards, an outrageous larrikin. As a motor trader, Dad naturally had "trade" number plates, but his idea about number plates was a trifle unconventional. He regularly tested monopostos in the Adelaide hills with trade plates around his neck.

Dad's first racing car was the Double V8. He

# MEMORIES OF ELDRED NORMAN

## A LARRIKIN INNOVATOR

By Bill Norman

built the monster from WW2 parts obtained in Papua-New Guinea from the departing Americans in 1946. (To give you a clearer picture of Eldred, he also brought back a submachinegun and 1000 rounds of .45 ammunition. This was only ever used to hammer in the soil around fenceposts when building Collingrove Hillclimb. For years a case of hundreds of bullets lay open in the shed for the three children to play with. Also in the shed was a quantity of gelignite which Dad finally disposed of when it began to weep nitro.) The Double V8 used two sidevalve Ford V8s in line astern, joined by a large four-row drive chain. A sprocket with two rows of teeth replaced the front engine's flywheel, while a second sprocket with two rows replaced the rear V8's front crankshaft pulley. Some of the chassis and running gear was based on a Dodge weapon carrier and the two different aluminium bodies derived from warplanes. Suspension was eventually all independent and the brakes were water-cooled via an SU fuel pump.

The Double V8 was SA- registered and driven long distances to compete at tracks such as Fisherman's Bend, Victoria, though contemporary photos show no sign of mufflers. The drum brakes were laughably inadequate and the V8s overheated in long races, but the car did briefly lead the 1951 Australian Grand Prix at Narrogin, WA.

Dad sold the car to Syd Anderson after the 1951 AGP. He bought a pre-war 1.5litre Maserati from a visiting Englishman, thereby sowing the seeds of a lifelong contempt for small capacity engines with multiple camshafts. The supercharged Maserati made lots of noise but was never very fast; worse, it had an insatiable appetite for pistons. Replacing a melted piston was difficult, as I should know. At the age of six Dad employed me in an honorary capacity tightening the Maserati engine's many inaccessible nuts, one-sixth of a turn at a time.

By 1953 the Maserati was gone and SA's first Triumph TR2 was on order. Ours was a very early model which I was told weighed only 15.3 hundredweight due to a part-aluminium body. It was registered SA 1435, originally having disc wheels and no overdrive, white body and red interior. The TR2 was always intended for competition; both wires and overdrive were ordered immediately and Dad began building a supercharged, methanol-burning TR engine. The engine was encouraged by a GM 271 Roots blower driven 1.1 times engine speed for 12psi boost. Eldred experimented with home-made fuel injection, eventually returning to a 2" SU carburettor. Despite using four vee belts for drive, belt-slip was a problem in long races. (At the end of the AGP boost was down to 8psi.) Engine internals were largely standard but the crankshaft was ground undersize, then built up with hard chrome.

Aged 7, I remember going for long test runs in the Adelaide hills with rain pouring in between hood and windscreen at high speed. I would kneel on the passenger seat and steer with one hand - oh joy! The overdrive was manually operated by a lever beside the transmission tunnel - no risky solenoid for Dad. And as for tyres, why would you want anything better than Adelaide-made Hardie cross plies! Their virtue was they were free and in fairness the Hardies never did blow out, despite running at up to 125mph on the TR2 and 140mph on the Zephyr Special. The body of the TR2 was completely standard, apart from a passenger tonneau, single aero screen and headlight tape. No roll bar or seatbelt in

those days of course, and the 'fireproof race suit' was a pair of cotton overalls.

Motor racing was a gentleman's sport in the 1950s so all forms of on-car advertising were banned, but rivalry between the States was absurdly intense, causing competitors to record their state of origin on each car. The car proved stunningly fast and reliable at the Grand Prix, and without any rebuild it then towed the trailer, trophies and prizemoney 1500 miles back to Adelaide, rattling gently from cracked pistons, but otherwise ready to repeat the performance. You will recall that at this meeting the mighty Maybach broke in half at two chassis welds, depositing Stan Jones in the scrub at 100mph. He survived to win the 1958 AGP at Longford. Typically, having engineered a race winner Eldred completely lost interest in the TR2. The car was raced briefly by his good friend Andy Brown (also long deceased) then disappeared from the planet. The TR2 has not been sighted since and may have been wrecked.

Dad's next car was his most innovative - the unique "frameless" Zephyr Special, built in the first 10 weeks of 1955. This car, to the horror of scrutineers, was literally supported and held together by the engine. Eldred bolted an FJ Holden cross member to the front of a Zephyr block and a six inch hydraulic tube to its rear, which in turn carried the rear mounted clutch, transaxle and rear suspension. It was compact, light, rigid, had a perfect weight distribution and low polar moment of inertia. Best of all, the supercharged Zephyr six had so much torque that it could pull an 85mph first



Packed up and ready for the trip home

gear off the grid. Unlike the TR2 the Zephyr is still around, lovingly restored and maintained by Graeme and Robyn Snape of Gundagai. It is certainly one of Australia's fastest formula libre "specials", but is too noisy for today's decibel watchers and has attracted many a black flag for rattling the timing box. Funny how you don't get complaints about the historic ERAs or the Maseratis...

In 1956 Dad sold the Zephyr Special to Keith Rilstone and built a large astronomical telescope in our tin shed, then a rotating observatory in the "plane paddock" (we had an old bomber there, of course). Scientists from the Weapons Research Establishment would visit to see his home-made automatic telescope mirror-grinding machine complete a cycle, watching as it automatically applied paste, water, rotated, oscillated, separated, etc, grinding mirrors to a tolerance of three millionth of an inch.

Despite his best efforts, Dad never lost his interest in cars, becoming a manufacturer of superchargers. He was building me a supercharged Hillman Imp V8 when he died and always believed supercharging was the

cheapest way to useable performance. Sadly Eldred never saw General Motors, Jaguar, Mercedes Benz and Toyota producing blown production cars - he would have loved to see this confirmation of his dreams!

As to me, not much to say...once a journalist, then Sydney-based manufacturer, then a farmer. Started racing at Mallala in a Standard 10 aged 17. Won first race due to handicapping mistake. All downhill since! Second car was Steve Tillett's 1947 MGTC special which had won the 1951 AGP on handicap. Supercharged it twice, got outright FTD at Lakeview Hillclimb in 1965, which may be the last outright win for any MGTC. Lots of cars since - none as nice as my homemade Nissan Clubman TC2!

*(Ed notes: Following in his father's tradition, Bill drives his Clubman to and from the circuits and then takes it out on track and, in the case of the Hillclimb, to break his own record yet again. As well as that, at the September round of the Tighe series, he drove this car to a 2nd place in the Top Six with a 43.27 run.*

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# The Brisbane Experience

by Joseph and Pheona Kaiser (from Florida)



It all started with my first email to MGCCQ when I asked about visiting the new club rooms, whilst in Brissey.

A prompt reply came from longtime member and past editor of Octagon (the MGCCQ newsletter) Bruce Mutch who said "It would be the greatest of pleasures for us to show you around".

As our travel plans evolved I kept Bruce advised. It was agreed that when we arrived we would contact him and go from there. We landed in Brisbane in the dead of winter (75 degrees) on August 17. The day and night view from our hotel window at the Mercure Brisbane was enough to start Pheona talking about living in Brisbane.

When I called Bruce he had it all planned, starting with collecting us at our accommodations the following morning. It was a beautiful Brisbane morning when Bruce picked us at our hotel and we proceeded to see the city and its landmarks. We talked about MGs, the club and Bruce explained that the licensing scheme there allows much lower rates for cars that were driven only for club events or maintenance trips and that a regular license rate was several times higher.

We stopped at a club member's shop and picked up the keys for the club rooms and hillclimb. There we met MGCCQ members David and Jeanne Robinson and Ron Clydesdale. David's display of trophies and awards from MG and racing events decorate the office. Jeanne, who is one of 69 accredited kilt makers in the world, gave Pheona a tour of her realm and products and a picture of Pheona's family clan Duncanson tartan.

After a cuppa off we went to the MGCCQ Hillclimb. WOW - what a facility! From start to finish I was impressed with what the club membership has done. The well groomed grounds accentuate the twin loops with banked and hairpin curves and well located bleachers for spectators.

Next stop was the recently purchased building where the club rooms will be established. Plans for the rooms inside the large building are about complete and some construction has started, with the club's paraphernalia, trophies and excellent library awaiting installation. It is a diamond in the rough on the way to perfection in the willing hands and talents of the membership.

After returning the facility keys we had a late fish and chips lunch then visited several MG shops where a range of MGs of various ages and stages of repair and restoration were viewed. The dedication to preservation of the marque was in evidence! As the Brisbane home bound traffic increased Bruce dropped us back at our hotel on the bank of the Brisbane river. Bruce made this American a very happy member of MGCCQ!

*(Ed: Joseph and Pheona have been generous donors to the Library; we thank them for their generosity and pleased that the Club through Bruce could respond with this type of hospitality.)*

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# Australian Pre-War MG Rally, Beechworth October 1-2

*Graeme Steinfort, a member of the organising committee for the first Australian Pre-War MG Rally, reminisces on the glories of the weekend... (Abridged from the Pre-War MG Register of Australia's Newsletter)*



**Ross Kelly's J3 in Beechworth**

## Draft Queensland (MGCC) Pre-War and T Type Calendar for 2006

Date	Destination
Sunday 12 Feb	Railway Museum, Ipswich
Or Wednesday 15 Feb	Lance Todd Garage inspection + Railway museum
Sunday 19 March	Mayne Event Rally
Sat/Sun 20/21 May	Kenilworth weekend tour
Sunday 23 July	Fort Lytton run
Sunday 17 Sept	Sleeping Beauties and/or Rod Hileys
Sunday 19 Nov	Breakfast run with MGCC (destination to be advised)

From all over Australia, more than 150 people and 60 cars, all excellent examples of the marque from the M-type to the SV and W and the early T series, descended on Beechworth in NW Victoria on the first weekend of October.

An undoubted highlight of the weekend was the presence of Allan Tomlinson, the winner of the 1939 Australian Grand Prix in what would be the first ever MG TA to come into Australia. We were fortunate that Allan was happy to spend his time chatting to MG owners interested in his 1939 activities. As well, we were lucky to have the winning cars from other years attending. These were the P-types driven by Les Murphy. Pre-War AGP entrants in the form of Jim Nilsson's and Adam Berryman's K3s were present and much admired. The two P-types and Allan Tomlinson covered all of the wins by MG in Pre-War AGPs.

The 'display' of the entrants took place in the Police Paddock behind the Court House where Ned Kelly was first tried. Jim Nilsson's prototype K3 ended up winning as one of the "People's Choice" cars that we would most like to take home. This was an outcome shared with the F2 of Marguerite and George Morgan, freshly imported into Australia just in time to make the event. Other popular cars from the voting included the Dino Matteo L2, the Peter Shipside drophead WA, the Harry Hickling F1 and the Graeme Jackson P type.

Queensland was represented by Alan and Carolyn Robinson with their M type, Ross Kelly (J3), Margaret and Dino Mattea (L2), Shez Letten (but without Ross in the PA) and Peter Kerr (with his TC substituting for his NA) who said that whilst the long journey for such a short duration was somewhat arduous, the proceedings made the effort worthwhile.



# FOR SALE



## FOR SALE

**MGB ROADSTER:** 1963. Ideal club competition car. Connaught green, hard and soft tops. Built from rust-free sandblasted shell in 1995. Five bearing motor, Mk 2 overdrive gearbox, approved rollbar, rev limiter, 45 Weber, extractors, Wade cam, balanced and ported engine. Bolt on wheels (2 sets), tele shocks all round. Would qualify for Group Sb. On NSW Club plates; many more features. \$13000 or near offer. Call Jeff Newey on 02 4967 1454 or 0421 903 669.



## FOR SALE: Hillclimb special/Axtell Suzuki.

Suzuki GSX1127R engine (high horsepower professionally built) Makuni flat slide carbs – set up for methanol. Avon slicks – front 13x7, rear 13x11. Aluminium skinned body, Kevlar/carbonfibre wing package. Currently 3rd outright in Qld, Aust class titles, Qld supersprint championships. Numerous fastest times of day and class wins. Mt Cotton 40.30; Grafton 46.05; Gippsland Park 31.36; Noosa 58.11. Price ranges from \$11000 to \$17000 depending on engine configuration. Includes spare parts – phone for list. Need room for new car. Contact Chris Lake on 07 5533 9439.

## FOR SALE

One pair of Avon slicks, 10/22 x 13, A39 compound, 60 % tread, perfect condition, \$200. Phone John on 3345 2530.

**FOR SALE** 1976 MGB GT Rubber-bumper. UK built car, with Britax sunroof and no structural corrosion. Reg. 06/06 Enhanced suspension and motor, including 13/4 in. HS4 SUs. Nice looking car that drives extremely well. Very regretful sale, but I find myself with one MG too many (now that is sad!) Call Graeme anytime 0431 678319



## Trailer/transporter for sale

31ft 6 in trailer which includes accommodation; fully insulated; kitchen cupboards professionally built; 12V/240V throughout; smoke alarms; 4 wheel disc brakes; twin side lockers; tyre racks, work bench; 2 x 100 w loading lights; 2004 Manufacture by Wagner Engineering. \$28 000 ONO. Phone Ian Michels on 07 5496 1784 (home and work). He will consider a conventional tandem trailer as a trade.



# 30th October

The final round of the Interclub challenge was an autocross (basically a dirt sprint) at the Ipswich West Moreton track at Willowbank.

The MG Car Club of Qld was represented by one team of four drivers and two cars; Carly and Richard Mattea and Brant Rayment competed in Carly's Midget and Mal Spiden competed in his MGB GT. Their spectator support came in the form of the three Mattea children, Selena Rayment, Graeme Walker and his two children, Sandra Walker and Vern and Elaine Hamilton. It was probably one of the smallest Club groups there but that didn't deter their enthusiasm.

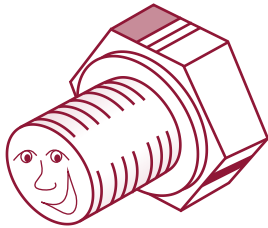
Carly's Midget was probably very relieved when the day was over as, apart from the four regulation runs for each of the three drivers, it seemed to manage to elude the timekeepers on a number of occasions and had more re-runs than any other car. By the end of the day it could probably have successfully completed the circuit without a driver!

Our Club came 4th overall for the year in the Interclub Challenge. The Club thanks those who competed in the events and congratulates Carly Mattea on being presented with an Encouragement Award and Richard Mattea on achieving the Best MG award.





# Sump Plug



There is no photo - the photographer was banned from taking one - but it was a sad sight seeing the beautiful Jackson TD broken down by the side of the road after the Nov 20 run and display. But, then, if you are going to break down is there a better place than on the Esplanade at Manly overlooking the bay on a beautiful Sunday afternoon?

Don't be surprised if baby photos start making their way onto the website as Jason and Angela have just presented webmistress Glenda Crew with a bonny baby grandson! Our best wishes to them all!

And here is a PS to the Profile on Joan Appleby in the last Octagon. Apart from the huge list of activities which were listed in which she has been actively involved she was also a founding member of both the Formula Minor Assn and the Back Seat Racing Drivers' Club.

**Sump Plug at Speed on Tweed (a bit belated but space was a problem last issue)**

Who is the electrician who repaired a wire in a

Cortina distributor 2 years ago at the Murwillumbah meeting, had the opportunity to drive Ron Tauranac in the Friday parade but missed the opportunity as the same wire broke again?

The Kaditcha of John Boyce suffered some slight damage to the upper lip of the rear aerofoil. Seems as the Kaditcha was being readied for the first run on Saturday, John was being push started, the Kaditcha fired and John had to brake quickly. The Kaditcha stopped but not the human "starter motor" who karate-chopped the aerofoil. And this, just as John agreed to double the fee paid for support...but remember, the double of nothing is still.....

"Spinner" Davies gave an explanation for his indiscretion on the Saturday; he claimed the pit crew wound the shock settings the wrong way...must remember that one.

The driver of the Red Bolwell (it's not a tintop, it's fibreglass) told the driver of the Blue Cortina that his car recorded a 51 second run. The driver of the Blue Cortina asked who was driving the car.



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# CHAPTER CHATTER

[By Ian Bryant]

## Musings from the Wide Bay Chapter of the MG Car Club of Queensland

Christmas must be coming up! Various members' cars are being promised all sorts of wondrous additions, from overhauled engines, through seat covers, to new rear vision mirrors. One member has even gift-wrapped six pairs of graduated strength SU carburettor springs for his retuned motor. It was good to hear too that Patrick Mulholland's MGA is back on the road (with due mentoring by George Leciej) and that Graham Scott's MGB is approaching assembly. In addition, I am aware of at least one MG hunting party that departed from its comfortable lakeside lifestyle on a task to "bring back any MGB" from southern sources unknown. Your scribe awaits a positive result.

The Chapter's membership is slowly growing and, provided that our sick, lame and lazy are able to slip into a canter, we have a membership total of 22. There are at least a potential further six members resident in Hervey Bay alone, let alone Bundaberg or Maryborough. A quick audit of the Chapter List shows that we count two T-types, an MGA, ten (soon 11) MGB coupes, three MGB GTs and a modern TF on the MG register. We also boast a further 11 Classics and other exotic motor vehicles. Counting partners, an impressive forty plus MG enthusiasts can potentially crowd any beachside BBQ breakfast on any given Hervey Bay morning. Beautiful one day; better the next!

Our local climate is starting to heat up now and so our programme of planned events, as foreshadowed in the previous Octagon, has

### Program for Dec/Jan

#### December 05

18 (Sun) EMR Ian Bryant Bring breakfast for BBQ at Burrum Heads. Home via Sexie Coffee.

#### Jan 06

08 (Sun) EMR Ian Bryant Boat Club breakfast and run to B/Heads; home via Sexie Coffee.

19 (Wed) MWR Ian Bryant Get-out-of-town run for coffee at some quiet and cool place.

26 (Thu) PARTY Ian Bryant Chapter Oz Day Party and BBQ at the Bryant's place 6.00pm. BYOG.

Diary Dateclaimers:

11 Feb 06. Club annual presentation night, Brisbane Club Rooms.

11/12 Mar 06. Kingaroy o/nighter with Darling Downs Chap.####

been amended to take account of increased fuel costs and the midday heat. To ensure that the Chapter's program planning is sensitive to members' wishes, a quick questionnaire has gone out seeking advice and input to assist the Chapter's 2006 Programme of Planned Events. When supplemented by the (now) routine coffee shop stop 'n' chat, some very good input should result in building quite workable and comfortable runs. It is intended that the emphasis for the next few months will be on early morning half-day runs, with a BBQ breakfast or pub lunch to sustain energy. Longer runs are planned to recommence from 11 March 2006 with a joint run to the Kingaroy wine and food festival with the Darling Downs Chapter.

The Chapter evening BBQ which was held in John Holland's home on 23 October (and as a warm up for the Chapter Christmas party) was a roaring success, as witnessed by the well-patronised car park and bar. It was a most enjoyable event, with John's photograph of the event expected to be a best seller from the Holland roadside souvenir stall. The Chapter's fundraising raffle is also nearly sold out, so those curious about the First Prize, a massage donated by the Emslies, should buy in now. The raffle will be drawn on the evening of the Chapter Christmas Party which is scheduled for 10 December at the Playa Concha resort. The final run for the year will be held on Sunday, 18 December.

Finally, the Wide Bay Chapter people would like to wish the Committee and members of the MG Car Club of Queensland a very happy Christmas and a prosperous new year.



Members of the Chapter enjoying themselves at the home of members John & Robin Holland where a BBQ was held on Sunday, 23 October, with 23 members attending.



# Come & Try/ Test & Tune Day



On a day when everyone was rejoicing in the coming of much-needed sun, twenty odd people got double benefit from the weather as the low numbers at the Come and Try/Test and Tune day ensured that all had more runs than they could ever have hoped for.

The day began with the newcomers walking the hill and discovering that it was much steeper than it looks. This was followed by a drive in the company of experienced hillclimbers including Lindsay Hay, Richard Mattea, John Walker, David Homer, Glenn Wesener, Noel Caplet and event organiser Gary Goulding. All were then able to try out their new cars and, the track being moist (as the Steward described it) it was a good day for people to learn lines and braking points and all had plenty of opportunities to do this. Although the rain continued lightly for the duration of the event, spirits weren't dampened and everyone seemed to have a good, safe and incident-free day.

# Tyreworks

**Bruce & Karen Bone**

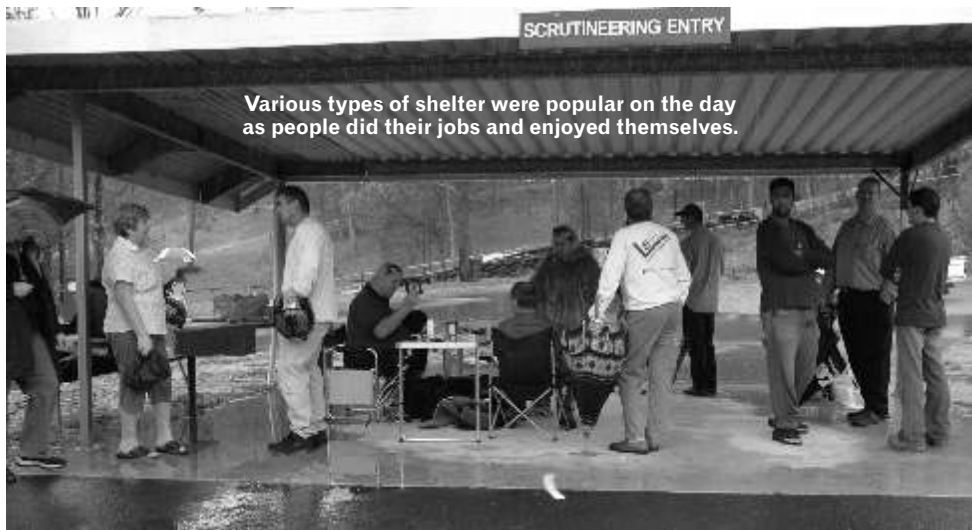
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## MG Information

	Name	Home		Name	Home
Pre-War	Dino Mattea	3263 2625	MGB	Graeme Walker	3342 4542
T-Type	Peter Rayment (Delia)	0407 693 947	MGC	Chris Carswell	3378 4140
MGA	Richard Mattea	3325 0409		Bruce Ibbotson	3366 1889
MGY	Owen McNeill	3261 7043	MG V8 RV8	Barry Evans	3425 1695
Magnette Saloon	David Robinson	3255 9037(w)	Midget	Ron Clydesdale	3263 6575
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# MG CAR CLUB OF QUEENSLAND INC.

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

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

The club's committee organise many types of competitive and social events, including hillclimbs, navigation runs, sprints, race meetings, and motorkhanas which give you a chance to develop your driving skills without harm to either yourself or the car. A large range of perpetual trophies are sought after each year. They cover every type of event that the club engages in, and the winners receive replica trophies which are presented at the club's annual presentation night.



The Mount Cotton Hillclimb, where events are held frequently, is a thrilling bitumen sealed course about 30 kilometres from Brisbane and is owned and organised by the MG Car Club of Queensland Inc. Probably the best part of being a member of the MG Car Club is the friendly and informal atmosphere which prevails. It is not essential to own an MG, owners of all makes of car may join as well as their friends.

The committee and members of the club invite you to join - we know you'll be pleased that you did.

For further information on membership, contact:

Peter Rayment

Ph: 0407 693 947

(No calls after 8:30pm please)



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