



THE OCTAGON

Official Journal of the MG Car Club of Queensland Inc.
Affiliated with Confederation of Australian Motor Sport

Patron: Dick Johnson

www.mgccq.org.au

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	Graeme Walker 3511 0206	3852 1658	0403 462 052
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	Glenda Crew		

All enquires to the editors C/- G.P.O. Box 1847 Brisbane 4001

Clubrooms: 14 McLennan Street Albion

Hillclimb: Gramzow Road, Mt Cotton - Ph 3206 6303

E&OE

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PRESIDENT'S REPORT

Well here we are again as busy as ever with Club activities as usual, which seems to be a recurring statement of mine.

A case of 'Murphy's Law' applied to the occupation of our Donkin Street clubrooms, when we received notice that we had to vacate the rooms by the 31st January. This event came right at the last stages of preparations for the National Meeting and could not have come at a worse time. Many thanks to the workers who shifted all of our gear at short notice. Special thanks to David Robinson for providing the hopefully very temporary storage of said gear.

On the clubroom front, we are about to lease a church hall as a temporary home. The location is Albion Baptist Church hall, 14 McLennan Street, Albion.

Everybody should still keep working on a permanent home, but the temporary home buys us more time to continue searching for the elusive permanent home.

The February Presentation Dinner was an opportunity for Club members to congratulate all of the winners of the Club perpetual Trophies. A very enjoyable evening at a great location was enjoyed by all.

Thanks to Kerry Strange for all the hard work of organising a great night.

Organisation of the Warwick National Meeting is proceeding well, despite some last minute hitches. It is always the way even with the best of forward planning.

This National Meeting will see the largest attendance at any National Meeting of our members. It is all to do with the enthusiasm of our members and only partly to the proximity of the location.

I have previously asked for a lot of help, as forward planning is the key to success, but we still need more help. If you can help, please have a look at our website for the contact details of the person who is looking after the area of your interest. It is not too late to help.

Members are asked to attend, and also extend an invitation to any and all motorsport enthusiasts, Round 1 of the Mt Cotton Hillclimb Series. The Series will be launched at the first hillclimb for the year on Sunday 14th March 2004.

The hillclimb has again been booked by the Historic Racing Car Club for another historic hillclimb on Sunday 28th March 2004. This is the week before the National Meeting when many members will be preparing, or have left, for the National Meeting. Many of these people generally work at the hillclimbs.

We need other members to assist with the running of this event, so please volunteer your services just this once.

Elsewhere in this issue of the Octagon I have written an account of the events behind, and rationale leading to our decision to cancel our running of the first round of the State Racing Championship. A most distressing occurrence impacting negatively on what has become something of a tradition in the Queensland motor racing community.

In the light of those events, your Committee will shortly be conducting a review of our core business and the activities in which we are engaged. The input of members will be expected and sought.

It was sad to hear of the recent passing of Brian Tebble, a long time member. David Robinson's dad Mark also passed away recently. Sincere sympathies to all families.

That's all for now,

John Davies

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From the Editor's Desk

There seems to be a way in life these days where we have more and more helpful people from the (GOVMIT) advising us that there are more and more controls on what we can or cannot do.

This is true in all phases of life and in all aspects of our interests.

In private industry where competition is genuine, we have fair-trading and one is able to investigate a situation to come up with an economic solution.

It is not many years ago we could get a sporting driving licence from our own club for a worthwhile number of dollars. Then we had the event of federalism when all the control was handed to the central people and things just escalated. The cost of a competition licence doubled, then doubled again and thank heaven for the masses though competition has come back by a massive 20

%. We seem to have more middle managers who are churning out more and more very interesting material to keep the ordinary members informed.

With the escalation of cost, we have more managers in (bureacrats in GOVMIT) justifying their existence and putting off making a decision.

Here's hoping we get some more competition and reduce the effect of federalism or we will gradually opt out and find another sport or hobby to enjoy (perhaps surfing or fishing, although they are being controlled),

'Safety Fast'

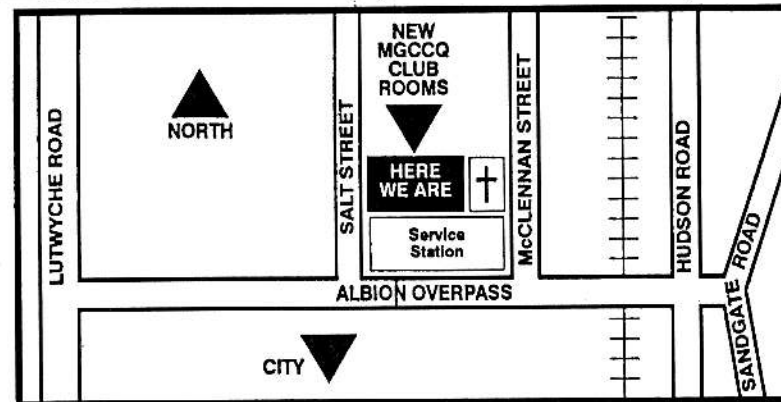
Bruce Mutch - Editor

MG Car Club - NEW Club Rooms

After many years of the demolition cloud hanging over the Donkin Street, West End clubrooms, the shadow of the DEEN BROS is over the building.

Due to the efforts of many of our astute MG Members and particularly Owen McNeil, we have new clubrooms in the -

BAPTIST CHURCH HALL, 14 McLENNAN ST, ALBION.



Cover Photo - MG Y Converted Utility. David Wands Abington Motors Annerley Q

**NOTICE BOARD****NEXT MID WEEK
DAY RUN**

Wednesday, 25th February, 2004. Please advise
David Miles (39815922) for details.

A JOLLY BREKKIE RUN

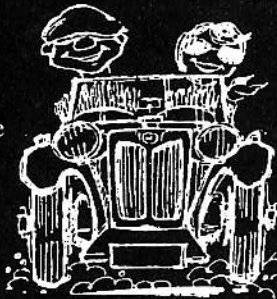
Time: 7.00am for a 7.30am start, Sunday 29
February 2004

Meeting place: Car park at the Roma Street Parkland (Enter from Wickham
Terrace/College Road almost opposite the Albert Park Inn OR from Roma
Street near Emma Miller Place.)

Destination: A 27 km run to Jolly's Lookout in Brisbane Forest Park

Facilities: Large shelter shed, picnic tables and seats, BBQs (some wood
provided), toilets, great view

Contact: Paul Lupton H 3394 2010 M 0409269770 Pat Walker 3300 2914

**BACKGROUND TO CANCELLED
MGCCQ RACE MEETING.**

The Club members and other competitors are owed a detailed explanation of MGCCQ action in withdrawing the application for an organising permit to conduct the Round 1 State Championship Race Meeting on the 21st - 22nd February 2004 at Queensland Raceway (QR).

The following is my recollection and understanding of the frantic negotiations and discussions that occurred and resulted in the withdrawal.

At the 6th November 2003 CAMS 2004 calendar meeting, it was arranged for MGCCQ to promote both Rounds 1 and 5 of the State Championship Race Meetings, the venue to be Queensland Raceway (QR).

It has become something of a tradition for MG to run both the first and last race meetings for the year. MGCCQ has run these meetings at QR, and Lakeside, for many years and based on these years of experience, has a 'smoothly oiled machine' to conduct such meetings.

Preparation and submission to CAMS of the Supplementary Regulations proceeded on the agreed basis.

It is understood that on the 20th December 2003, CAMS National Office moved the goal posts, without consultation with any promoters other than circuit owners, by issuing a notice of changes to the 2004 Track Licences.

The change was to include in the circuit owners Track Licence, a component based on the sum of the event Permit Fees paid to CAMS for the previous year, eg 2003. CAMS would still issue the Event Permit, but the circuit owner would collect the Permit Fee. QR management did not accept the CAMS National Office imposition, and refused to pay the Track Licence fee. It is understood negotiations are still proceeding on the matter.

The Club had not received formal notice of any threat to conducting the event at QR, but rumours prompted a call to the National Office in Melbourne for clarity. The response was that since QR had not paid the Track Licence fee then CAMS events would not be permitted at QR. The Club proposed a temporary Track Licence for the 2 days of our race meeting in the event that the matter was not resolved beforehand, as is done for the Hidden Valley circuit in the Northern Territory. The response was that the granting of such temporary licence was 'unlikely'. CAMS events cannot be held on any circuit without a CAMS Track Licence.

The Queensland CAMS State Council was also concerned at the developments. It is understood that the State Council meeting came to a decision at their Thursday 15th January meeting. The decision, as relayed to the Club, was to change the venue from QR to the Morgan Park circuit, which the Warwick District Sporting Car Club (WDSCC) had made available. The reason being that QR did not have, nor had the prospect of having, a CAMS Track Licence by the meeting date.

The National Office had advised the State Council that a temporary Track Licence would not under any circumstances be issued.

MGCCQ had until midday Friday 16th January to notify the CAMS State office of our intentions and indicate whether we would conduct the meeting at the alternate venue of Morgan Park.

Within the designated time frame, we formally withdraw the application for an organising

**Club Members !!!
"Noggin 'N' Natter"**

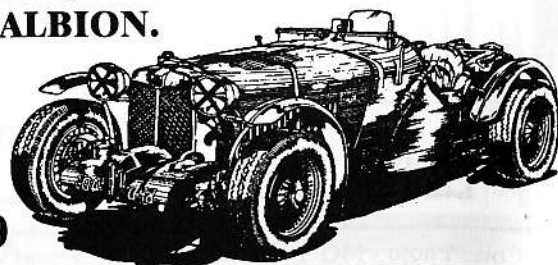
**Don't forget to attend the Noggin 'N' Natter Night
- March 12th 2004**

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Bring some nibbles
and enjoy an informal,
fun evening.

**Contact David
Miles 3892 2699**



**BACKGROUND TO CANCELLED MGCCQ RACE MEETING. (Cont)**

permit for the Race Meeting and declined to conduct the event at the alternate venue of Morgan Park, Warwick.

The Club has the expertise to conduct the meeting but declined in consideration of a number of factors which included;

- 1 The time frame was 5 weeks out from the race meeting. In the same period we had to vacate the Clubrooms and many of the members are busy with the final organisation of the National Meeting.
2. MGCCQ has never conducted a race meeting at Morgan Park. We have no information on the logistics, eg race duration, so as to schedule the number of races, lap dimensions etc.. Whilst we could have obtained such information, it would have taken more time and effort than we had available.
- 3 Our volunteers attend the QR events on a daily basis. The 160 klm travel to Warwick would have been an imposition.
- 4 There were concerns re financial viability. The short notice of the venue change may have resulted in a reduced entry. We are cognisant of the complaints from competitors and officials re travelling distance and accommodation expense. There were significant additional expenses for official's accommodation expense and similar.

The Club is not in the business of subsidising motor racing and will NOT run a meeting at a dollar loss to our members.

The hire of the track for the February dates was cancelled with QR.

The Club has still retained the booking of QR for the scheduled 27th -28th November Race Meeting in the hope that the matter can be resolved.

A letter from the Club has been sent to State Council stating our disappointment at the management of the Track Licence process.

The circumstances which arose were not of the Club's making. It appears that we have been embroiled in a conflict between the CAMS National Office and another organisation. It would also appear that the strategy of changing the management for the issue of Track Licences has been ill advised.

I am of the opinion that CAMS efforts should be directed to keeping QR within the CAMS family. QR was started by a group of Queensland enthusiasts so that we had at least 2 racing circuits in Queensland. It would be a shame to lose the use of a circuit because of a bureaucratic wrangle.

John Davies



MG Car Club of Qld

Presentation Dinner

The Presentation Dinner was arranged at the Diana Plaza Hotel at Woolloongabba on Saturday Night 7th February 2004. There were over 50 members and wives attending and enjoyed the cuisine and camaraderie on the night.

The dinner was ably arranged by Kerry and Paul Strange and we again thank you sincerely.

THE TROPHIES:**CONCOURS D'ELEGANCE****GEARY SPORTS CARS**

Glen & John Boyce 1st

LADIES TROPHY

Kimberley Tomkinson 1st

Mandy Tomkinson 2nd

**NIGHT RUN DRIVER -
GC REED TRIALS TROPHY**

David Robinson 1st

Henri van Roden 2nd

David Homer 3rd

NIGHT RUN NAVIGATOR -**V & J APPLEBY NIGHT RUN TROPHY
- NAVIGATOR**

Kimberley Robinson 1st

Brant Rayment 2nd

Carly Mattea 3rd

**MARQUE SPEED - PETER
USCINSKY TROPHY**

Des Edwards 1st

John Walker 2nd

Graeme Walker 3rd

RACING DRIVER

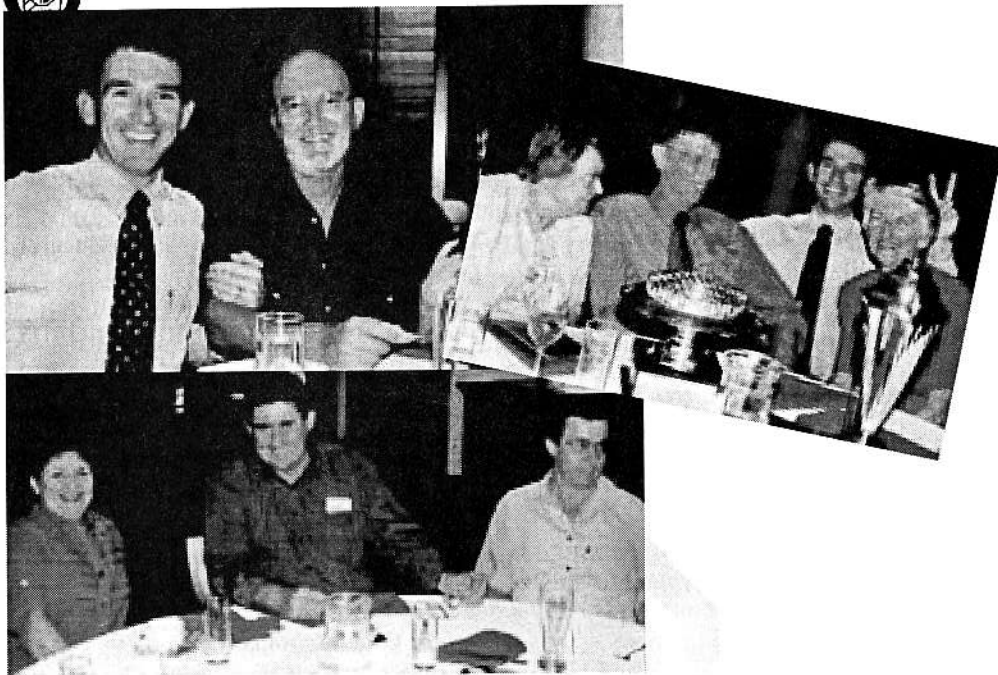
Doug Chappie 1st

John Campbell 2nd

Sharne Andree 3rd

Brian Ferrabee 3rd





Trophies (Cont)

Mothers Help – The Miles E Hunter Trophy for Centre Achievement

Owen McNeill

Speed – MGCC Speed Trophy

Des Edwards 1st

John Walker 2nd

Andrew Buzaglo 3rd

Motorkhana – M E Hunter Motorkhana Trophy

Brant Rayment 1st

Peter Rayment 2nd

Scott Sadler 2nd

MG Motorkhana – McConnell Motorkhana Trophy for MGs

Peter Rayment 1st

John Walker 2nd

Mal Spiden 3rd

T-Type – T series register

Cyril Bennett 1st

Peter Rayment 2nd

Bill Ferguson 3rd

MG Trophy – Best MG

John Walker 1st

Peter Rayment 2nd

Graeme Walker 3rd

Best all Round – The Howard Trophy for Annual Competition

David Homer 1st

Kimberley Robinson 2nd

Door Prizes

Cyril Bennett

Barry Evans



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Mount Cotton

2004

Hillclimb Series

1. MARCH 14

2. APRIL 25

3. JULY 11

4. SEPTEMBER 5

5. OCTOBER 3

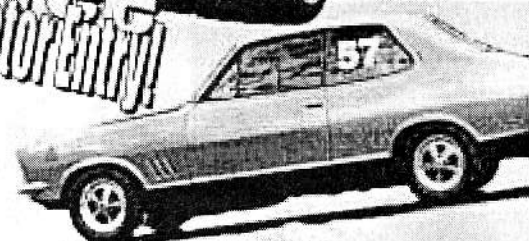
6. DECEMBER 5

32 classes - 1 winner
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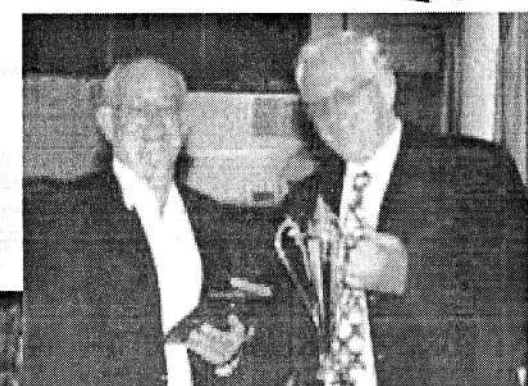
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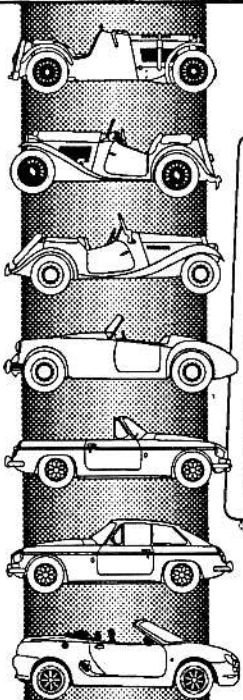


Trophies (Cont)

Speed Trophy	Hill	PI
2781 Des Edwards	88	1
482 John Walker	74	2
3260 Andrew Buzaglo	73	3
3230 David Homer	67	4
2770 Alex Cowie	60	5
3326 Jason Crew	58	6
2997 Scott Sadler	58	6
1224 Barry Smith	58	6
2940 Richard Mattea	58	6
2435 Brian Hunter	56	7
3145 Chris Sloane	56	7
2787 Graeme Walker	55	8
2118 Warwick Hutchinson	54	9
869 Peter Rayment	52	10


Ladies Trophy	Ttl	PI
2975 Kimberley Robinson	34	1
3314 Mandy Tomkinson	15	2
2447 Glen Boyce	14	3
2067 Kerry Strange	8	4
2330 Helen Kingcott	8	4
3072 Carly Mattea	6	5





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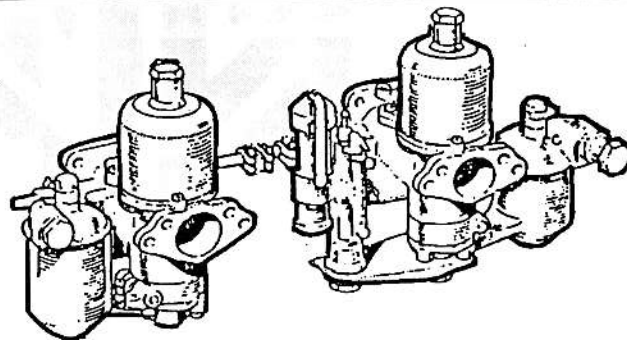
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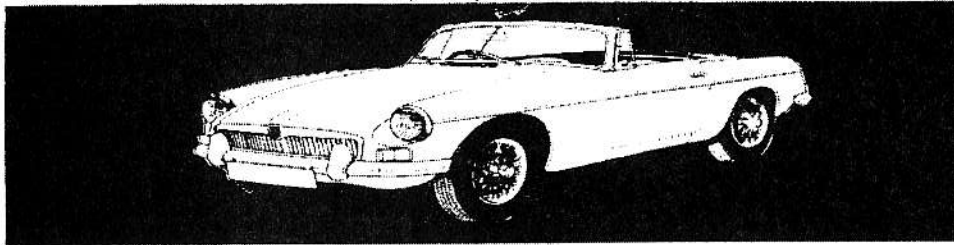
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Trophies (Cont)

Best MG Trophy	Dvr	Nav	Hill	Mot	Run	Con	TTL	Place
482 John Walker	2	0	62	8	30	8	110	1
869 Peter Rayment	1	0	52	10	12	10	85	2
2787 Graeme Walker	0	4	43	0	12	8	67	3
3326 Jason Crew	0	0	58	0	0	0	58	4
1790 John Boyce	0	0	11	0	30	12	53	5
2933 Rodney Lapworth	6	0	13	1	18	10	48	6
2447 Glen Boyce	0	0	2	0	30	12	44	7
2484 Ron Clydesdale	0	0	16	0	12	10	38	8
2885 Chris Carswell	0	0	0	0	24	10	34	9
2740 Gary Lawrence	0	0	0	0	24	10	34	9
818 David Miles	0	0	0	0	24	10	34	9
1688 Errol Hoger	0	0	0	0	24	8	32	10
3237 Barry Smith	0	0	0	0	24	8	32	10
1178 Mal Spiden	0	0	26	4	0	0	30	11
3270 Geoff Cohen	0	0	0	0	24	6	30	11
2392 Bruce Mutch	0	0	0	0	18	10	28	12
2801 Dino Mattea	1	0	10	1	6	10	28	12
2168 Cyril Bennett	0	0	0	0	18	10	28	12
1305 Peter Andrews			28		0		28	12
2938 Barry Evans	0	0	18	0	6	0	24	13
3253 Paul Trower	0	0	0	0	12	10	22	14
3169 Bob Bear	0	0	20	0	0	0	20	15
3289 Ken Cooke			0		12	6	18	16
1245 David Robinson	0	0	7	0	0	10	17	17
2544 Neil Mills	0	0	0	0	6	10	16	18
1868 Wayne Henman	0	0	0	0	6	10	16	18
1977 John Davies	0	0	0	0	6	10	16	18
3317 John Gardner			0		6	10	16	18
2579 Nigel Pemberton	0	0	14	1	0	0	15	19
2067 Kerry Strange	0	0	0	0	6	8	14	20
1987 Paul Strange	0	0	0	0	6	8	14	20
3233 Roger Paltridge	0	0	0	0	6	8	14	20
2833 Nick Holman	0	0	13	0	0	0	13	21
2412 Phillip Hills	0	0	0	0	12	0	12	22
2551 Godwin Caruana	0	0	0	0	12	0	12	22
2011 Graham Waters	0	0	0	0	12	0	12	22
2926 Frank Windsor	0	0	0	0	12	0	12	22
3174 Bill Ferguson	0	0	0	0	12	0	12	22
600 Bruce Ibbotson			0		12	0	12	22
3280 Tom Pugsley			0		12	0	12	22
3279 Bevan Harris			0		12	0	12	22
2921 Lex Franks	0	0	0	0	0	10	10	23
2658 Michael Gehde	0	0	10	0	0	0	10	23
3347 David Broadbridge			0		0	10	10	23
2013 Peter Cahalane	0	0	0	0	6	0	6	24
2157 Ray Edwards	0	0	0	0	6	0	6	24
2391 Ross Evans	0	0	0	0	6	0	6	24
1267 Guy West	0	0	0	0	6	0	6	24



MG CENTRE OF SYDNEY



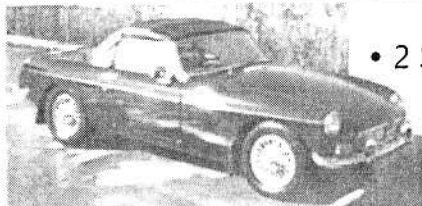
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Trophies (Cont)

Best MG Trophy		Dvr	Nav	Hill	Mot	Run	Con	TTL	PI
2923	Peter Smith	0	0	0	0	6	0	6	24
3130	Peter Roberts	0	0	0	0	6	0	6	24
3180	Peter Upham	0	0	0	0	6	0	6	24
3232	Jon Holman	0	0	6	0	0	0	6	24
3221	David Dixon	0	0	0	0	6	0	6	24
3316	Lenore Ferguson			0		6	0	6	24
3344	Neil McMurtrie			0		6		6	24
3259	Geoff Wigg			0		6		6	24
3349	Tim Waterson			0		6		6	24
3148	Stewart Armstrong			6		0		6	24
3325	Steven Pemberton			4	1	0		5	25
1674	Len Melrose	0	3	0	0	0	0	3	26

Marque Speed Trophy		Wrk	Mars	PI
2781	Des Edwards	12	88	1
482	John Walker	12	74	2
2787	Graeme Walker	12	55	3
869	Peter Rayment	0	52	4
1305	Peter Andrews	0	28	5
3227	Henri Van Roden		28	5
1178	Mal Spiden	6	26	6
3169	Bob Bear	0	26	7
2484	Ron Clydesdale	6	24	7
2938	Barry Evans	12	22	8
3163	Anthony Jones	9	20	8
2579	Nigel Pemberton		20	9
2833	Nick Holman	6	19	10
2933	Rodney Lapworth	0	18	10

Motorkhana Trophy		Mot	PI
2711	Brant Rayment	12	1
2997	Scott Sadler	10	2
869	Peter Rayment	10	2
3227	Henri Van Roden	8	2
3145	Chris Sloane	8	2
2975	Kimberley Robinson	6	3
482	John Walker	6	3

2003 MG Motorkhana Trophy Car		MGM	PI	
869	Peter Rayment	Midget	12	1
482	John Walker	MGBGT V8	10	2
1178	Mal Spiden	MGB	8	3
2933	Rodney Lapworth	MGA	6	4
3325	Steven Pemberton	MGBV8	4	5
2801	Dino Mattea	MGA Coupe	3	6
2579	Nigel Pemberton	MGBV8	2	7





Trophies (Cont)

Racing Drivers Trophy

	Rttl	Pl
3223 Doug Chapple	76	1
893 John Campbell	70	2
1805 Brian Ferrabee	58	3
2918 Sharne Andree	58	3
3227 Henri van Roden	52	4
2978 Don Lake	46	5
1830 Dean Tighe	40	6
2097 John Kingcott	40	6
2680 Carol Jackson	40	6
3307 Steve Riley	40	6
3172 Hans Spits	34	7
2416 Guy Bedington	34	7
1931 Keven Johnston	32	8
3219 Jon Hope	26	9
1349 Ken Wasley	8	10

Concours Trophy

	TTL	Pl
2447 Glen Boyce	12	1
1790 John Boyce	12	1
2168 Cyril Bennett	10	2
3347 David Broadbridge	10	2
2885 Chris Carswell	10	2
2484 Ron Clydesdale	10	2
1977 John Davies	10	2
2921 Lex Franks	10	2
3317 John Gardner	10	2
1868 Wayne Henman	10	2
2933 Rodney Lapworth	10	2
2740 Gary Lawrence	10	2
2801 Dino Mattea	10	2
819 David Miles	10	2
2392 Bruce Mutch	10	2
2711 Brant Rayment	10	2
869 Peter Rayment	10	2
1245 David Robinson	10	2
3253 Paul Trower	10	2



Trophies (Cont)

T Type Trophy

	Cta	Run	Hil	Mot	Con	Ttl	Pl
2168 Cyril Bennett	0	18	0	0	10	28	1
869 Peter Rayment	0	12	0	0	10	22	2
3174 Bill Ferguson	0	12	0	0	0	12	3
3347 David Broadbridge					10	10	4
2658 Michael Gehde	0	0	10	0	0	10	5
3316 Lenore Ferguson			6			6	6

Best All Round

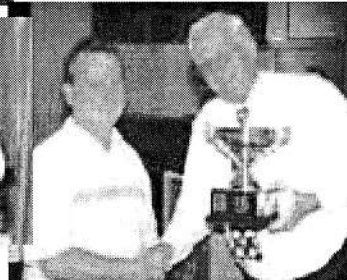
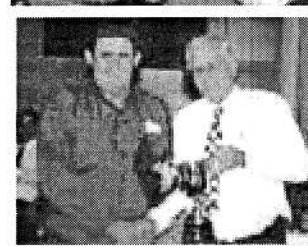
	Dvr	Nav	Hil	Mot	Con	TTL	Pl
3230 David Homer	9	5	8	4		71	1
2711 Brant Rayment	10	10	0	12	10	42	2
2975 Kimberley Robinson		18	10	6	0	34	3

Navigators Trophy

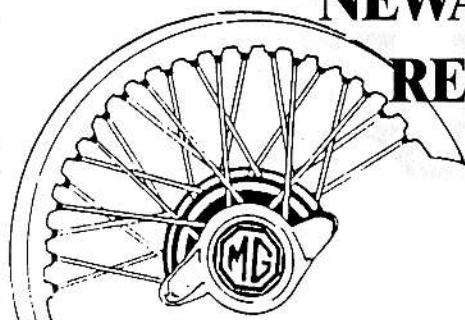
	Nav	Pl
2975 Kimberley Robinson	18	1
2711 Brant Rayment	10	2
3072 Carly Mattea	6	3
2787 Graeme Walker	4	4
1674 Len Melrose	3	5

Drivers Trophy

	Dvr	Pl
1245 David Robinson	18	1
3227 Henri Van Roden	10	2
2711 Brant Rayment	10	3
3230 David Homer	9	4
2933 Rodney Lapworth	6	5
2997 Scott Sadler	4	6
2940 Richard Mattea	3	7
482 John Walker	2	8
869 Peter Rayment	1	9
2801 Dino Mattea	1	9
2811 Robert Patterson	1	9
3314 Mandy Tomkinson	1	9
3145 Chris Sloane	1	9



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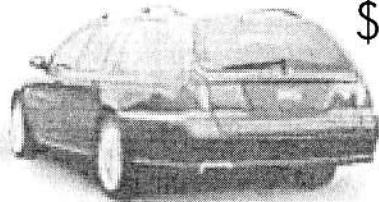
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National Meeting 2004 News



The accommodation booked for the MGCCQ members is from Friday 9th April to Tuesday morning 13th April. If you plan to arrive/depart other than these dates, would you please let me know by 20th February if you have not done so already.

A casual dinner on Sunday night 11th April (steak, sausages, salads and sweets at approximately \$16 per head) has been arranged for Queensland Club Members. If you are interested, please let me know as soon as possible.

The costumes for the Theme Night have now been completed, thanks to the band of volunteers. Please include the \$10 per person cost in your Registration entry. Members of the MGCCQ only will be able to complete their Registration and Scrutineering between 9am and 11am on Friday morning 9th April.

As the MGCCQ no longer has Club rooms at Donkin Street, regalia will be available for collection for those members who have ordered through the Registration system on Friday 26th March at the Cams Office, Cnr Castlemaine & Caxton Streets, Milton between 7pm and 8.45pm.

Bev Clydesdale

Phone: 3263 6575 - or 3863 3375

Friday 9th April 2004-02-09
Registration Noggin & Natter

Saturday 10th April 2004
Concours "Leslie Park"
Theme Night

Sunday 11th April 2004
Speed Event - Morgan Park
Observation Run

Monday 12th April 2004
Motorkhana - Woolworths
Presentation Dinner

Tuesday 13th April 2004
Farewell Breakfast



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Concours Awards

What's the Problem?

Entries decline, the same gorgeous cars win with an almost indecent regularity. The owners of cars used every day complain that they cannot compete with the perfect cars and the owners of the perfect cars have to strive harder each year to stay on top.

Concours D'Elegance was not designed for owners of shiny old cars restored to better than new condition but was intended to motivate the racing teams of yesteryear to make their racing cars more presentable. Before a race started, the cars would line up and the most V.I.P. dignitary of the day would inspect each car and present a small trophy for the best turned out model.

Over the past few years and especially since the classic car movement started, every club, event or even local fete looks for and expects some sort of Concours event. Various cars of different year, model and size are lined up and much as at a local bonny baby show. The winner goes home delighted and the other contestants complain. There's madness too! At a very rainy Classic Car Magazine Concours, an owner with an umbrella in one hand, ash leather in the other, feverishly trying to get the best shine from his Daimler sports. At a Rolls Royce Club Meeting, the final solution in judging between the top cars was to test the engine oil for swarf. Concours has become a problem, friends have fallen out, members have resigned in disgust from their clubs and scores of marriages must have suffered as a result of the owners' dedication towards their cars.

When one rather famous concours winner was asked why he liked entering so much.

"My job is a pretty ordinary one and my friends are either local or from work. Before I started winning prizes I was just another chap. In the mid seventies, I went to Donington with my MG and was persuaded

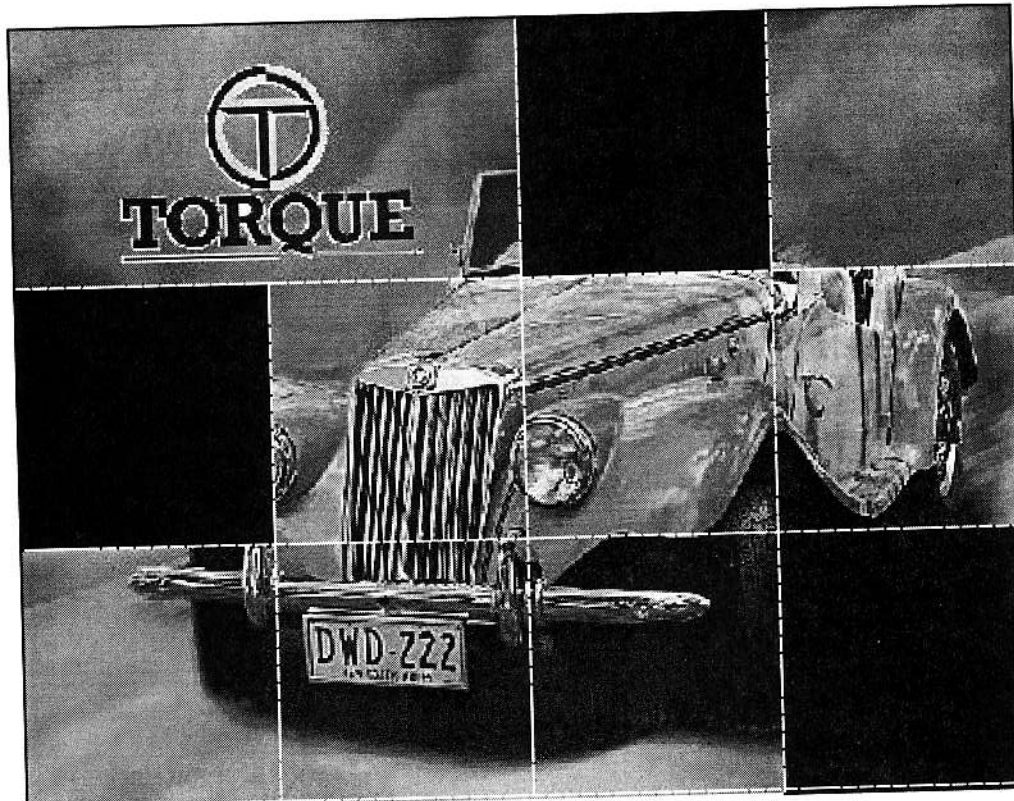
to enter it in the concours. To my delight, it won and I was proud and pleased. I entered for other general classic car events and won some and lost some, but I thoroughly enjoyed myself. I've been entering concours competitions for several years and as a result, I have made friends from all over the world. People know me because of my car and my successes, and owners who are trying to improve their cars ask me for advice. I get a lot of pleasure from entering my car and I hope that my car gives a lot of pleasure to others."

Indeed his sentiments are probably echoed by most of the owners of the top award winning cars. For others, Concours can be a problem. Here's another true but anonymous statement.

"The worst thing I did was to enter concours events. I used to enjoy my car and use it regularly. It had a few blemishes but for its age, it was in very good condition. Then I decided to restore it and spent three years and thousands of pounds/I can't even imagine how many hours it took but at the end, I thought it was worth it. I won local event prizes and even got a 1st at a National. The car is probably worth around ten thousand pounds or so but that's not the point. I can't use it as I used to and if I did, it would be ruined. You can't imagine how much work I have to do if it rains on the way home from an event. I'm thinking about keeping this car for showing and buying another one to use every day."

When I get into conversations with MG owners who tell me that they are going to restore their MG's to concours winning standards, I try to talk them out of it. I urge them first to inspect the winning cars at the National Events and then to think hard.

"If you want to win prizes and keep your car in a garage between shows, then go ahead and spend the time and money. If you are



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**Concours Awards (Cont)**

good, very good in fact, you might win but also consider that many of the owners of award winning cars spend each winter stripping and rebuilding their cars for next season."

"Oh no" they say "I don't want to go that far, I just want to rebuild my car to as perfect a condition as I can, but still use it everyday." Well the answer to you my friend is to do just that but don't expect to win the top club concours events ... cause you won't!

What we in the MG Owners' Club are seeing is a steady improvement in the quality of award winning cars as their owners strive for perfection. We are also witnessing a decline in entries or shows for the simple reason that owners of very nice and well presented cars are put off competing because they'll never beat the likes of the top cars unless they too spend countless hours and small fortunes on their cars. What they (and you) say is that we should have a class or competition for perfect MGs and a separate competition for the cars used regularly and not in show class standard. That brings me to the next problem.

The date is now June 1989 and we've bowed to pressure and based on previous experiences in our Club and other Clubs, we've organised a competition for MGs used regularly. The top award cars still have their competition so they are happy, but now we are at a National Event and before us are two hundred MGBs and GTs, a hundred and fifty MG Midgets and cores of MGAs, Magnettes and T Types, all with proud owners who definitely swear that they use their cars regularly.

After much arm-twisting cajoling and blackmail, we've come up with a few judges who will 'just this once' help out. Armed with sheaves of judging sheets, they realise that they have just three hours to inspect, judge and total the marks before the presentation and they are obliged to give eighty percent of the entries, a cursory glance before going back to the remaining twenty percent who in their opinion, are worthy of a second look.

"I say - excuse me! My car hasn't been

**Concours Coming Up**

judged" Someone carefully explains that with so many cars and so little time, the judges have to sort the excellent from the very good and not so good with a brief glance in "Miss World" style, the many competitions are briefly perused and the judges pick the best few for a chat and further inspection. "Your car, I'm afraid didn't get through the first part of judging."

"I am not impressed with that mate, I use my car every day not like those owners and it's bound to have dirt on the underside and a non-immaculate engine ... stands to reason."

The entrant is thus disgusted and is convinced that the winning cars are entered illegally. Now we go to the next problem. The judges have picked two very nice and well-presented MGBs for the chrome bumper class. One has an all-original interior trim but it's a tiny bit shabby. He loses one or two points. His rival has a new interior but it's not original as it is in leather with carpet half way up the door. The judges give good marks for interior trim but knock off a couple of points for non-originality. So far so good. Under the bonnet, the cars are inspected again and one has a standard compartment which merits say 8 out of 10. His rival has a beautifully chromed engine bay which you could eat your dinner off. Again the judges mark on presentation and originality but the improved engine bay

**Concours Awards (Cont)**

earns 9 out of 10. The non-standard car wins by a point and the original car owner goes mad.

"This is a farce. My car is totally original yet the car with the non-standard trim, an alloy rocker box cover and chromed dashpots is the winner. Your judges are a joke!" Disgusted, the owner goes home whingeing all the way.

On the MGA side, there's another crisis. An obviously totally restored MGA roadster has earned 90 marks overall. The owner swears that the car is used regularly, but everything is new, there's not even a scuffmark on the pedal rubbers. The winner with 92 marks is a well-maintained coupe with 105,000 miles on the clock. The owner obviously has cared for the car and it's original. The MGA class judges don't believe the restored owner's claim that he uses the car everyday and when they asked him the tappet settings, he had no idea. The owner is now jumping up and down and demanding a new judge and is becoming menacing as he realises that he's not being believed.

Over in the Midget class, a tearful owner is putting the judge's sleeve. "My Bridget's used every day and has never broken down, it's totally original. I've never even had it resprayed." The judge nods in agreement but his winner is a very presentable car with a recent respray. He looks again at the fading Midget and the distressed owner and is persuaded to mark the bodywork at 7 out of 10 instead of 5.

At the presentations, owners of absolutely standard cars are dismayed when cars with some non-original parts have beaten them. Likewise, the owner of a car which has had every conceivable extra, fitted to an otherwise immaculate car is peeved when a totally original but nevertheless untidy car beats his. The winners go home delighted and the others are disappointed.

In the knowledge that however hard we try, we will not please everyone, we still endeavour to provide an interesting and fair competition to attract owners of well presented MGs.

**Concours Judging**

It would appear that Concours D'elegance across the world is the same no matter what happens. This article's an extract from "Enjoying MGs" and is typical of Australian conditions.

At the 2004 National meeting at Warwick, our hard working Concours Committee have attempted to modify our Concours judging to a more quantifiable result and have initiated a manual in an endeavour to "maintain the Bread". Their efforts are commended, as we have to have some means of handing down to our next generations the finer points of our great Marque

Editor



E B C "GREEN ST~F" FAST ROAD PADS & SHOES.

Believe it or not these excellent pads and shoes are made in England of a kevlar etc. composite material and are much more like the good brakes we used to have before asbestos was declared a danger to man and beast.

E B C make a complete range from just above ordinary to full competition types, but for club and road use the "Green Stuff" pads and shoes are the go. They have two major advantages over the current common brake materials. First they are clean, no more dirty wheels and car and Secondly they are much better at stopping the car than normal materials. I got mine from "Greg Tuns "tall Mechanical" at Cleveland Ph 3821 0622 who are a distributor of all E B C products.

For the MGC the pads to use are late TR6 Part # EBC 2291 about \$105. The rear shoes on the "C" are identical to a Capri V6 3000. I have fitted our BMW with E B C pads and now can clean the wheels with the chamois, no more filthy black wheels. I will fit both cars with "Green Stuff" front and rear.

Bruce Ibbotson. 1 Sep.03.

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MGB & MGC BATTERIES.

For more than 35 years I have stuck to 2 Six Volt batteries without thinking anything about it until our "C" would not start for our club run on the 13~ of August. So once again the BMW was called into service. Next day I rang Century- Yuasa only to find out that they had no Type 03 (MGB & Early VW) batteries available. So time to think about a 12 Volt modern battery to replace the traditional MGB six volt units.

First a ring around to discover that a couple of "C's" were using a 12 Volt battery without any problems, including a 4.6 L V8 on 9.7:1 compression. Step 1; carefully measure both battery boxes, which turned out to be identical, to discover that the maximum length is 202mm, width between mounting rubbers 175mm and height up to 225+mm.

Step 2; Look up the B & C Workshop Manuals. The B has a lock in current of 340 amps and running current ~ Starter speed of 1000 rpm of 250 to 270 amps (cold cranking amps, expressed as CCA by battery manufacturers). The C has a lock in current of 465 amps and running current ~ Starter speed of 1000 rpm of 260 amps.

I have always fitted the biggest capacity battery to fit the mounting and usually get 6 to 7 years life, so without thinking assumed that the 2 sixes would have a similar capacity to a 12 of slightly less length. This was a very incorrect assumption as applies to Type 03 traditional batteries.

Step 3; Check with Century about battery capacities. Type 03 have a CCA rating of 270 amps only; why don't you fit a single 12 said the helpful person at the end of the phone. Because the battery box will only take a 200mm long battery says I; that's no problem said the phone we have 2 batteries that long, one with 280 CCA and a European type with 300 CCA. The battery most suitable is type "M96- 12" 200mm long 1 75mm wide 1 75mm high. With both terminals on the same side: + on the outside and - on the tunnel side. The distance between the mounting rubbers is 175mm so this battery fits perfectly with one small modification. Most cars these days (European ones anyway) mount batteries by clamping to the base of the battery. The - end clamp needs cutting off with a hacksaw as the overall length at the base is 206mm. Cut off 5mm and the battery fits perfectly.

Remove the interconnect cable and move the chassis cable from the passenger side box to the driver side box, the hole already exists (scrape off the paint). The + terminal is as before. To hold the battery down cut a piece of 2" by 1" by 1/8" aluminum angle to the width of the battery box and mount ~ the back of the battery and the sloping uprights of the box. The battery cannot move with this mounting. Total battery cable length reduces from 8ft to 6 ft and 2 connections disappear. Our car turns over better than ever before and I should have done this years ago. The M96-12 costs about the same as 1 type 03.

Feel free to contact me about this upgrade, I am sure that bigger capacity batteries can be found from other suppliers, there is plenty of height to fit a wider battery if one is prepared to modify the battery box accordingly.

Bruce Ibbotson. 1 Sep.03.

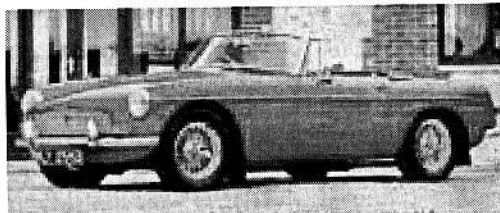


MG 40th Anniversary 2002 B different

The MGB appeared in a number of different guises, some official, others not. Here are just some variations on a timeless theme

MGB Roadster

The original and, to many people, still the best. The first MGB - often now referred to as the Mk1 - was introduced in 1962 as an open-top sports car. The Roadster body style remained fundamentally unchanged throughout MGB production. Today, Roadsters command a price premium over equivalent GTs.



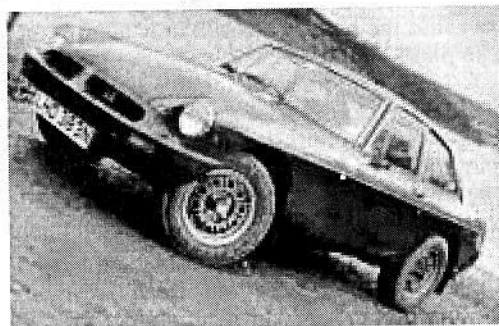
Coune Berlinette

Belgian Jacques Coune saw the potential in the new MGB and, in 1963, transformed one into a mini Aston Martin. A fastback coupe roof and faired in headlamps gave the Coune Berlinette an exotic appearance, some two years before the MGB GT coupe was launched. It is believed that 56 Berlinettes were built for customers over a three-year period.



MGBGT

The coupe version of the MGB arrived in 1965 and opened up the MGB to a whole new market. The closed body with its hatchback rear window and occasional rear seats was an eminently practical solution for those wanting a versatile yet sporty means of transport.



Costello MGB V8

Mini tuner Ken Costello thought the MGB was underpowered, so he fitted a Rover V8 engine into one. People liked it and he ended up building around 200 of his Costellos, as they became known. Most had a distinctive 'honeycomb' grille and early cars had a bonnet bulge. British Leyland took an interest in Ken's Costellos and ended up developing its own official MGB GT V8.



MGB GT V8

Developed with more than a little help from Ken Costello, the factory V8-powered car appeared in 1972, in closed GT form only. The argument was that the Roadster body would not cope with the extra power (although many such cars have since been built privately). Producing a then very respectable 137 bhp, the lightweight V8 engine turned the pretty MG into a true grand tourer.



Rubber soul

The appearance of the MGB changed dramatically in 1974. In order to conform to US impact legislation, it was fitted with so-called rubber bumpers, large black items that were disliked by traditionalists. At the same time, the car's ride height was raised to bring the bumpers to the correct height. Today, the rubber bumpers appear less extreme and are more practical for day-to-day use



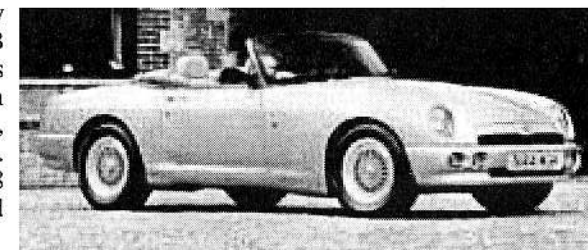
Aston Martin MGB

Production of the MGB ceased in 1980. However, the model almost passed onto a consortium headed by Aston Martin. The Newport Pagnell Company produced its own version of what it thought an updated MGB should look like. With a new grille, extra tail-lights, taller windscreen (from the MGB GT) and a proposed O-series engine, this could have been a viable stopgap before an all-new car was developed. Sadly, it was never to be, although the lone prototype survives.



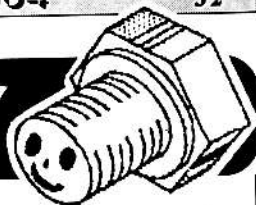
MGRV8

Although strictly speaking a model in its own right, the RV8 of 1992 was very obviously based on the MGB bodyshell, albeit with updated lines and a 190 bhp V8 engine attached to a five-speed gearbox. The interior too, was transformed with leather and elm. Although not a big seller, the RV8 resurrected the MG name and paved the way for the all-new MGF.





Sump Plug



It only seems like yesterday that our intrepid editor, Barry Mulch was demanding the horrible oily sump slurry for the Christmas issue and already ye wants more muck for February!

Fortunately all our members seem to be able to behave themselves during the festive season, or at least nobody dobs them in, so it's always a struggle to fulfil Bruce's request.

Congratulations to all of the annual trophy winners at the Presentation Dinner, again ably organized by Kerry Strange (no one is allowed to call her "the lovely Adrianna" any more). The point scores were compiled and un-scrabbled by Club Captain, Peter Rayment. Both tasks are as thankless as they are crucial to the survival of our Club's wonderful perpetual trophies. Once we are in our new Club Rooms and the Trophy Display cabinet is out, I recommend that you take the time to inspect the "family silver" and the winning competitors engraved on the trophies. Especially as this is our 50th year and some of the trophies are nearly as old!

The company and the food was excellent at the dinner, although the President was heard to lament that his favourite "thick and hearty" pumpkin soup was not available as an entree ...

Glenda Crew was on hand to accept a special award for her excellent work with our web site. This site is working very well for our club, both as an up-to-the-minute notice board, and introduction to our Club and a membership/competitive entry port, saving the club in postage costs.

It looks as if the Baptist Church Hall at Albion will be the Club's new (if temporary) home. This site was "found" by Owen McNeill, whose only reservation was that the venue would be "dry" (as in a Baptist picnic).

We had pleasure in reporting last issue that Sam Rayment was officially wed to Mark Wally Wallace and absconded to Sydney. The latest rumour in circulation is that the Senior Rayments may well be Grandparents before too long! Now, is this merely presumption (yes folks, some couples do wait to be hitched before family extending) or the truth ---- Stand-by for progress reports.

Kimberley Robinson has successfully completed her high school studies and is now commencing University in Toowoomba. Apparently she will be boarding on-site, a safe 120 kms from Mum and Dad. Now is a case of when the cats away, the mice will play and anyway, who is the mouse and who is the cat?

By the way, Kimberley won the Ladies Trophy too. I'm thinking of changing my name to Sumpette Plug, registering as a female and trying my luck, as the other competition is getting too tough!

Not many sleeps to our Warwick National Meeting now. Many National Meeting committee members not sleeping too much anyway at this stage, as deadlines approach and registrations start to pour in. Ron & Bev may survive the experience

Well, that's about it for now, so just remember to keep sending in any truths, half-truths or scumilous un-truths, if not for printing for the Editor's entertainment !!!



Dashing to recall the Sands of Time

Wales - wild land of castles and mythical dragons - now saw MG motors snake through its milk-wood valleys.

The snarling small-cars' serpent was dashing for the Pendine Sands where, many years ago, one of their kind had breathed fire across that magic strip that's neither land nor sea but the domain of the speed dragon.

The Pendine Dash brought 118 roadrunning MGs - one for each mile-per-hour won by an MG Midget on this beach some sixty years ago.

Now a new effort from an old car to gain more glory for the marque was the roadrunner's purpose in dashing through Dyfed.

That famous Welsh seaside town where Malcolm Campbell had had his day - and poor Parry Thomas had his last - would again see the parallel lines and fastest times recorded along its golden beach. For the sands of time had been kind to cars such as the J2 Midget born the same year that wizard of speed, Captain Eyston, drove his Magic Midget down the road to nowhere.

It was car number one in the road run to celebrate speed records broken and speed records made - a part of the living link these 118 MGs forged as they sped along the leafy lanes and snug villages that form this part of South Wales.

It was living through the infectious Kevin Wise reports from South Wales and the Pendine Dash where he witnessed vintage record-breaking enthusiasm of owners prepared to drive what others might call valuable museum pieces hundreds of miles in diabolical traffic and miserable weather just to arrive at the start of a testing run that culminates in a car park drowned two times a day in salt sea water. Hardly a prescription for mechanical longevity.

But they're a special breed these MG enthusiasts who, in living with their cars, keep the past alive and provide for free, a glorious spectacle for others.

A fine sight too, these 118, departing Brooklands-style from the Pont Abraham overnight stop around 9.00am Sunday morning, bound for the Pembroke docks.

A straight road with the luxury of a dual carriageway might not be considered the ideal element for sporting thoroughbreds with low gears and high spirits.

Nevertheless this device allowed a swift penetration of the hinterland and the marshy drains feeding Carmarthen Bay with an ample surge from the rain that falls as no stranger to the country.

But it was taking a rest this Sunday morning; though few runners folded their hoods and screens to fully embrace the bright greyness that too often passes for a late summer's day.

Over the swollen Taf the train of MGs left behind the open straights that cut straight through rock - like the railway track that everywhere seems to have been ripped up to the detriment of car drivers - and now the green country closed right in.

The smooth A477 would not lay back like the A40 and A48 before it. Here was a magnet for MGs that pulled and pushed like a roller coaster, all the while hemmed in by trees and high hedges. Some steady third-gear climbs, too, for the older Midgets as organiser Geoff Shirt took his runners past the Pendine turn and on to Pembroke and the sea.

It was a modern Midget - one of the 16 or so representing the latest definition of the car they had all come to honour - that first sped across the bridge over the picturesque inlet that ran before Pembroke Castle.

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Dashing to recall the Sands of Time (Cont)

The local dinghy club tested the water below the ramparts; and locals emerged for their morning papers. They needn't have bothered for there was MG reading to be had here as A, B, and C rolled across this old bridge. To be followed by much of the MG alphabet; including a nice blue Magnette.

This old car - which must have covered 350 miles just getting to the start - had come down from York with owners Jim and Susan Boldry. Only a run of oil from its bonnet louvres dulled its gleaming two-tone paint after covering 57 miles of the run. Thoughts of gasket failure evaporated as Jim opened the bonnet at this Welsh castle convenience stop to find the oil filler cap had worked loose. "It'll stop the rust", quipped one Barbour-equipped bloke! More cars stopped -including J. Dinsdale's 1934 PA from Tiverton that parked beside the 1939 TB Tickford of Mr. Douglas of Barnsley -while others roared through town making the left shown in the clear route instructions that nevertheless led a few astray on the approach to the town centre.

"No instruction means straight on", one runner affirmed in defence of what appeared a well-marked guide. There were eight pages in all for this nigh-on 80 mile run, with runner number 80 appropriately a Welshman named Jones. From MerthyrTydfil, his 1975 MGB helped swell the ranks of this most popular roadrunner.

Past the sweet singing in the churches and chapels lining the twisting road, Mr. Lovatt's black YB headed for the sea, slowed only by Sunday drivers in mundane cars.

Tenby trapped some of the MG tourists in its narrow shop-lined streets, by now filling with the last of the summer harvest of holiday-makers driving the local economy as surely as our runners drove their cars. Others pressed as quickly as the traffic would allow round this sea-front loop, catching just a glimpse of the sands and the sea below, before heading out of town to tackle the steep grades that were the price paid for the spectacular backdrop of heavily wooded hills tumbling down the unspoilt coast between Saundersfoot, Amroth and Pendine. Testing terrain and rugged beaches were always going to be this run's strongest features. Low gears then high revs as the flashing line approached Pendine. And glimpsing the silver strip caught in kind sunlight they climbed once more now over the proud promontory that had witnessed the whole record-breaking story.

Dashing in climax down the steep road, the elated runners passed through the sea wall to run down the same salt crusted slipway used by George Eyston and EX.1 27; and all the other Pendine record-breakers.

Overlooking this madding scene, the whitewashed facade of the Beach Hotel had seen it all before. It was here the MG speed team stayed in February 1932 and here we had been guests of the Pendine Dash organisation the previous evening.

Crossing the threshold and moving over the blue Wilton patterned with Parry Thomas's Babs racer, this 150-year-old hostelry, with walls adorned with pictures of sand racers, soon filled with familiar faces. Geoff Shirt and Maureen, the organisers, played host to this hard core of enthusiasts who were not only reliving history in their Thirties garb, but intent on making it the following day.

But whereas the 1932 MG team had factory backing and seemingly unlimited time, these latter-day glory boys and girls had but their own equipment and ingenuity; and just a few hours between tides.

Why Pendine in the first place? MG's record run here was the result of Cecil Kimber's desire to see one of his baby cars attain 120mph. His firm's first racer record breaker EX.1 20 had beaten Austin to 100mph days after Sir Malcolm Campbell - having made a World Land

**Dashing to recall the Sands of Time (Cont)**

Speed Record of 246mph - had taken the Class H Flying Mile to a standstill 94mph at Daytona Beach, USA, in 1931.

England's equivalent sandstrip was Pendine, South Wales. And it was to here the record race shifted in the new year, with the new car EX.127, after George Eyston had taken it ever nearer the vision of two-miles-per-minute with pre-Christmas runs round Montherly that still left Flying-Mile and Kilometre records; and the promise of that magic 120mph.

Closed for winter repairs, Brooklands was out while Montherly, the French track, had not been cleared for these both-way-flying distances. Kimber's impatience turned attention to the scene of earlier World Land Speed Record attempts by the aforementioned Campbell - Pendine.

With the team installed in the Beach Hotel and EX.127 in local shopkeeper Wilfred Morgan's barn, preparation for the 120mph attempt began with measures to minimise the sand's adverse effects on such a piece of finely-tuned machinery as the Magic Midget.

Removal of the undershield made more ground clearance while running a differential-less solid rear axle would reduce wheelspin on the fluid surface of the sandy straights. The body was sealed against sand and water ingress with gauze covering the cooling aperture in the nose and also the carburettor intake. Keeping the spray off Eyston's face was an aircraft-type deflector screen built into a new cockpit cover.

When the nostalgic ambience of the Beach Hotel, full with plus-fours and feather boas and the promise of a great day to come, could be cut with the cake knife, in walked our hero clothed in an immaculate white racing overall set off by a red dickie. Nostalgia be damned. This 1992 show was for real, as was the Superintendent of the Combined Services trails operation controlling the seven-mile stretch of beach for the MOD. Appropriately Mike Lowry's work also involved the high speeds aimed for by the men and women gathered here this evening. He thought the big rock at this end of the beach exerted a powerful force to make drivers running East-West lift-off in deference to its apparent nearness. We would see; but it's the sands that have made Pendine a powerful magnet to speed men ever since RAC approval in 1924. A succession have come and gone like the tides that forever change the pattern of sands on this living surface that, at its best, can be like Tarmac or, at worst, a ploughed field.

The science of the sands led Cecil Kimber to Wilfred Morgan, the Pendine villager who could read the beach and understood the tidal and weather conditions likely to produce the best running surface for EX-127.

Sure enough, the Sunday morning brought a local character in his Sunday best. Of mid-European extraction and thick moustache to match his accent, he'd brought along his snaps of Babs and tales of Thomas and clearing the beach of crustacean debris that might shred the runner's tyres. He was in the clutches of a television crew that formed part of the milling scene spread round the observation gantry erected at the half-kilometre point. Here the pristinely restored cream and brown works high-speed van made the perfect platform for the tiny electronics suite that, together with light beams and cable, constitutes modern timing equipment.

Able operated by time-keepers Robin Hutton and assistant Francis Shortall, this Royal Automobile Club/Motor Sports Association contingent was overseen by RAC steward Neil Eason-Gibson - the man with overall responsibility for the runs. With fire engine, ambulance and 6 x6 Supacats in attendance, all contingencies had been covered.

The kilometre/mile course - three miles including run-ups - had been set out by surveyors using theodolites capable of the highest half to one millimetre accuracy over 90 miles; the

**Dashing to recall the Sands of Time (Cont)**

relevant distances all now crossed by light beam timers made to measure the "crowding of miles into minutes" as Eyston so ably described the speed business.

By noon, crowds of MG enthusiasts gathered round the two MGs warming up for the day's endeavour.

Baby cars almost lost on this

big beach, biggest now at low tide and lit ever brighter by the thinning overcast. Air conditions were ideal with T-shirt temperature and only very light South-Easterlies blowing up the beach.

A four-wheel drive down to the timing station in the dry soft sand adjacent to the course served to show the self-steering effect of the sand as we inexplicably swayed one way then the next at only moderate speed. Who could say what it would be like driving twice as fast through the hard wet sand to our right?

Before the Beach Hotel, the MG echelon stretched across the wet sand - a proud vanguard to the two racing MGs preparing to do the business. One undoubtedly looked the part whilst the other had the parts but no look.

Contemporary of EX.127 was Barry Foster's off-set drive single-seat C-type, also sprayed up green and covered with large H - for International Class H - roundels having small dayglow orange sighting spots within them. Like Eyston's Magic Midget, Barry's shared off-set drive but unlike his almost fully faired machine, Mr. Foster would sit in an open cockpit beside the sidewinding Brooklands fantail exhaust.

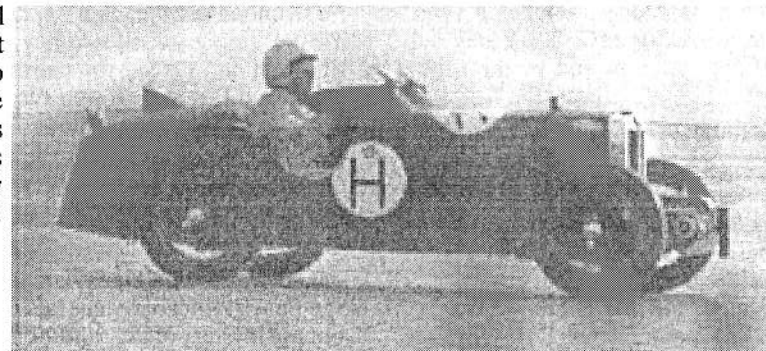
There it stood primed and ready, this 61-year-old car whose only concession to modernity was the short vertical blade mounted before the supercharger fairing with which to strike cleanly the beams of light that marked the timing intervals. One of only 44 built by MG, this racing Midget was simply the real thing.

Parked beside it was an altogether different proposition. John Bannell's new, black-painted, aluminium-bodied special made with MG pre-war parts and fitted with Class I record-breaker Mike Hawke's super-charged engine. Their target: one of the eight 250-500cc records not held by Mike: lighter Mike tackling the standing starts and John doing the flyers.

The third significant vehicle at Pendine was Ken Rees's light-blue C-type, which served as Barry's reserve car and beach taxi for significant people like Bob Jones, who'd prepared the engines for today's runs.

Completing the racing machinery present were two more recent MGs in the very different shapes of the first GTs, MBL 546E, and the last MG racing car in the unlikely form of an overgrown Metro called 6R4.

With players, Press and public all present on the fully-exposed Pendine flats, the timed runs began West to East.



Barry Foster - MG C Type



Dashing to recall the Sands of Time (Cont)

Eyston's run was made on a Monday. He, Kimber and the team were out for 120mph for the first time for MG. That they did it when the timing wasn't working must have been a big disappointment and by the time it was the tide had turned the course maritime. However, their 118.39mph was the fastest yet for 750cc and fast indeed over the puddles.

Today the sand looked flat and hard with only a surface shine left by the long-gone sea, but Morgan knew of the sands' quick properties and not those just conducive to forward motion. The 1932 works team had used boards and Reg Jackson even locked the steering of his service van, leaving it to do first gear pirouettes in the sand rather than stopping to let it sink while he serviced the Magic Midget between runs!

And it was the misfortune of one non-MG driver to find himself up to the axles in wet sand, much to the amusement of the crowds at the Beach Hotel barbecue laid on for the roadrunners. A Supacat was this gentleman's solution but the mystery of the sands remained for the runners.

Both cars did practice runs: the Class H contender going well but plagued by what could be called loud wet bangs, which one of our entourage beneath the gantry attributed to water and sand, getting sucked into the supercharger; whilst the black sand creeper buzzed like an insect for what seemed an eternity compared with the C-type as it crawled across the course with what appeared to be a classic case of clutch slip.

Nevertheless, at least it was action to break the waiting. "Record-breaking is like watching paint dry", quipped one inactive cameraman - a stark contrast to all the others who were determined to get a picture of something, if only their colleagues taking pictures of them. If it was boring at this end, what about the large gathering at the start of the course?

Mr. Thomas had come from Brecon in his MGB but he'd been determined to drive a little further to see some action:

"Nobody seems to know what's happening"; he said shrugging his shoulders.

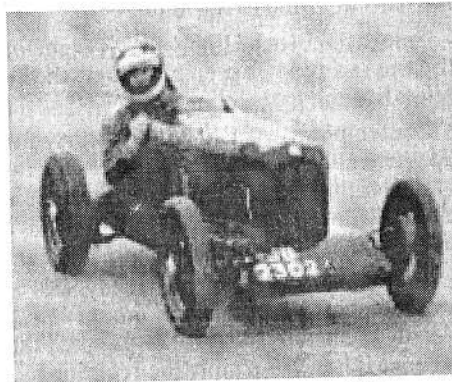
"Green car coming", shouted the man on the radio. "White helmet", shouted another who'd remembered his binoculars - a must for this game.

The bluebottle on the horizon is Barry Foster: his spray plume, the wings, his engine, its buzzing. Louder and bigger until it magically transforms into a magnificent MG before diminishing once more into the lower order. Somehow this demon has charged-up; those little boxes in the back of the high-speed van, for a crowd has been

drawn before its gaping doors. They anxiously scan the yellow digits displayed. Meanwhile, down beach, Barry blips the throttle, down shifts and turns East to West.

Record times are the average of two timed runs taken in opposing directions.

"That was a good run coming back. East-West good", announces the tall bewellied figure of timer Hutton. This information is relayed to the start, advising Barry to turn straight back round for a consecutive run. The show is repeated, and this time there's no misfiring right up to the time trap.

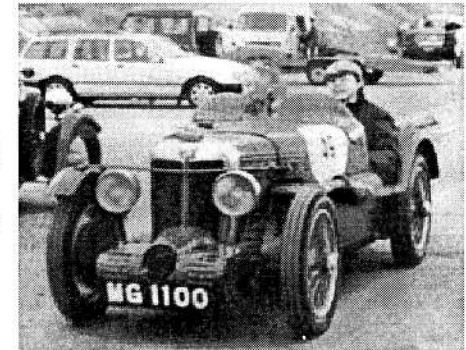


John Bannell MG Special



Dashing to recall the Sands of Time (Cont)

Think of those old racing posters advertising Grand Prix and the like. The look of the cars at speed. How the artist bends the whole car forwards to convey this. Out of a wide open canvas, with a golden sepia mirror as its base & a bright translucent wash above it, comes a flat-out racing MG; its tiny shaft-driven overhead cam supercharging through a mist of salt spray and six decades of time. Really leaning forward as it broke the beam, Barry Foster's C-type at speed on the sands set a new Class H half-kilometre flying start record of 80.55mph before my very eyes. Times like these are worth waiting for.



Ken Rees - MG C Type

We caught up with Barry at the barbie where this likeable MG racing driver was taking well-deserved refreshment.

He'd found the going soft compared with the hard-packed surface the works team experienced in February. "Up to 60 it was pretty rough, then it smoothed off.

The resistance of sand and water was really something. The car's done 115mph at Silverstone so it was disappointing; but it's a pleasure to be here. Great fun," he said.

His best run had been East-West and the misfiring we heard was caused by the hot cadmium metal plug electrodes preheating the incoming charge mixture from the supercharger at the critical rpm/boost phase. Overcooking.

From the smoke of the well-cooked meat, we returned to the timing station under a warm sun where elated organiser Geoff Shirt pronounced: "This morning there was one record in the RAC book: now there's three." Under straw hat, Jean Kimber Cook's eyes twinkled with her smile.

Mike Hawke and John Bannell had kept the special going and in so doing set new Class I records. In anybody's book the Pendine Dash had been a unique event: the road run, the record-breaking - the privilege of seeing a C-type racing along Pendine Beach. Surely the nearest thing to time travel this side of MG Heaven.

Enjoying MG - 1992

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BITS and BOUGHT and SOLD

Club Chaplain Ken Trudgian has sold the Icon Suzuki GSX1100R-engined hillclimb open-wheeler to somebody on the Sunshine Coast.

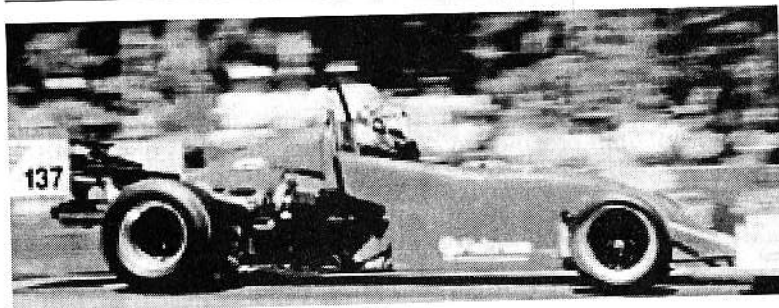
I wonder if Ken is planning a return to Formula Vs ?

Fred Douglas is due shortly to resume racing in the Mazda beating V8 MGB.

John Wynne recently returned to competition in with a 180bhp Suzuki Haybusa engine in his JMW open wheeler. Less power than the blown Kawasaki John? Maybe a little easier to drive ?

Rumour has it the driver of the now-sold Fubar, has built a secret sports car weapon - supercharged V8 auto-gearbox Suzuki Mighty Boy ????

It is now 10 years since David Robinson last ran his Cheetah.



Noosa thrills

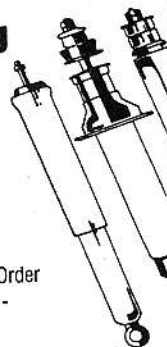
Hutchinson's awesome RPV J4F clocked new Noosa record with run of 56.33 seconds.

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