



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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	Glenda Crew		

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Clubrooms: 16 Donkin St West End

Hillclimb: Gramzow Road, Mt Cotton - Ph 3206 6303

E&OE

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



PRESIDENT'S REPORT

The third year of the new millennium has proved to be as hectic for the Club, as the first 2 years of the millennium. We have again had another successful year !!

A troubled year on the international scene, but we can be thankful that our hobby and interest in MGs and 'grass roots' motor sport is above these squabbles.

I strongly believe that our positive and 'can do' approach and the way we start each year optimistically looking forward to building on the previous year's successes, is the reason we are successful as a Club

We almost cleaned up at the Shepparton National Meeting, going very close to again winning both the Wratten and Nuffield Trophies. We brought home the Lord Nuffield Oceania Trophy, Ron Clydesdale won the Cecil Kimber Trophy and Bill Ferguson won the Golden Gudgeon for T types. Well done to all attendees.

Roll on Warwick in 2004 where we will make a very strong effort retain those trophies.

The social events were all a big success with attendance numbers the largest seen. Congratulations to all involved.

The 2003 membership numbers 416 at the moment, which is more than the 2002 figure of 410, which was the previous ever highest membership figure

On the competition front, the November Race Meeting was a success with 216 entries being the biggest ever number of competitors

at an MG race meeting. The meeting was the last round of the 8-round State Championship series. Many of the class State Champions were only decided at the meeting. Congratulations to all of the State Champions.

The 2004 Championship will only be over 5 rounds and we are hosting 2 of the rounds.

The Mt Cotton Hillclimb continues to provide an outlet to satisfy member's competition urges. The big news is the inaugural Mt Cotton Hillclimb series over the 6 multiclub hillclimbs in 2004, excluding the QHC. The Series winner can only come from a class winner.

The November Stuart Turner talk on running the BMC and Ford Competitions Departments in the 60s to 80s was most interesting. It was also interesting to note that Stuart shares similar views, as expressed here previously, on the necessity of car clubs collaboration for mutual benefit. Stuart was pleased that many members from other Car Clubs attended his talk.

I can strongly recommend a good read as being Stuart's book 'Twice Lucky'.

Finally, to all, I wish you and yours a very Merry Christmas and a Happy New Year.

Please note the dates in the Calender

Contact: David Robinson 3255 9037

MT COTTON

Hillclimb Circuit - Gramzow Road Mt Cotton
Action Starts 9.30 AM

Sump Plug



It must be the season for car swapping again.

Vern & Elaine Hamilton have sold out of JMW's and purchased a relatively ancient Elfin 623 (They wanted to retrieve their 622, alas to no avail) appropriately now Log Booked as a Historic Group R.

Owen & Mary McNeill having let David Robinson have his evil way with their beautiful Y-Type, now have acquired a MGB GT.

One rumour doing the rounds for some time now, concerning Fast Freddy Douglas' Marque Sports Car MGB growing 4 extra cylinders can be finally, officially confirmed. What the rumour mill failed to mention was the amazing level of re-working the shell received to accommodate the additional rubber required to make the high-powered V8 conversion worthwhile... The new package should return to the racetracks early next year and should also leave all of the ever-expanding MX-5 flock behind!

Eagle-eyed MG watchers may have also noticed young Mister Spiden parading around in a blue MGB GT. No need to panic my friends, the faithful BRG Mk 2 still lives on. It seems that Mal was seeking a spare-parts supply for "old faithful" and found the GT to his liking. Of course, the Mk 2 had a sulk as soon as the GT appeared and promptly broke it's clutch!

Peter & Delia Rayment have married off their daughter, Samantha to Mark "whippet" Wallace (aka. Wally) The ceremony was held at Noosa Botanical Gardens and Peter delivered the Bride-to-be in the TC. Now the Noosa Hillclimb road just happened to be on the way and of course Peter couldn't help completing a serene tour along the track. All of which was fine until near the finishing point a rather large tree was blocking progress, forcing the dynamic duo to back-track to the main road. And all of us just thought the Bride was being customarily late to the ceremony!

Thinking about Club Members in the family way, The Plug is pleased to report that David Ivers & Michelle have produced a slightly undersized baby girl, Danika who has since grown rapidly and already attended her first Hillclimb at Mount Cotton. Meanwhile Graeme & Helen Walker have created the slightly over-sized "Milk-Monster" Christopher, who was lucky enough to enjoy his first real Hillclimb strapped into his 4-point baby harness at Noosa prior to timing the event. Walker Seniors can now officially be called Grandparents, a title that matches their "Grey-power" hair!

The Noosa Historic Hillclimb was timed by Peter Rayment, assisted by the Mattea, Lapworth & Walker families, which meant that Peter had to make a clearing in the bush behind the timing shed and set-up the official MGCCO Crèche to accommodate the superabundance of under 4 year olds. It was noticed that both Peter & Delia seemed to be getting in some baby-handling practice during the weekend!

Planning for the 2004 National Meeting in Warwick is well advanced and Ron & Bev Clydesdale seem to be coping with managing the many-headed serpent that is the event's organizing committee. Mind you, many hands make light work and plenty of stuff still to do, so don't be backward in coming forward when the call for help goes out!

Many members enjoyed Stuart Turner's informative and humorous talk at Yeronga TAFE College. I wish he actually explained how they successfully fitted 4 large adults into a MGA coupe for a 60 mile trip - that rally crowd must have been a friendly, hardy and flexible mob! The reason for this squashy drive was because one of Stuart's drivers rolled a rented Morris 1000 (during a reconnaissance) so far into the scenery that they gave the rental company the map grid reference point as opposed to a street address!

Stuart also spoke passionately about the necessity of encouraging younger people to get involved in Club's like us, so to ensure their relevance and survival, a message not lost on the relatively elderly attendees.

As I write this, after another successful Race Meeting, a few days before the last Hillclimb for the year, Christmas must be just around the corner! So, thinking about the festive season, The Plug wishes all members a safe and happy Christmas. Just remember to keep sending in any truths, half-truths or scurrilous un-truths, if not for printing for the Editors entertainment!



From the Editor's Desk

An interesting evening with Stuart Turner recently provided much food for thought. Although he outlined the successes which had been achieved with the cars provided, there came a time when everything ground to a halt because there was no continuity of supply of new ideas or models.

This was the reason many a good marque has floundered.

Engineers didn't listen to sales who in turn, did not listen to the people. The old adage that the grass across the fence is greener looks true until one sits down in something that is quite similar.

We see in our own MG marque, the release of new models during the years up to the 1960's. There continued to be improvement through the T Series to the MG A and then the MG B, with an eighteen-year run out and modifications and updates to the same car. Then it was cancelled due to the lack of sales

support The revamp in 1992 was not all that successful.

However, a new marque, the MG F and its followers has taken some time to gain acceptance with the older members but is now gaining some momentum.

The same can be said of motor sport when we had simplicity in our sport and plenty of fun. Nowadays, the controls, which have been placed on our sport with insurance, workplace health and safety, are making it very difficult for the organisers to cope with all the ramifications required by the beaurocrats.

Stuart Turner made some very worthwhile comments as he and many of the club have seen many changes over the past years.

Bruce Mutch - Editor

MG Car Club Tour to UK

We have had a number of expressions of interest in a possible tour to the UK. We would visit places of interest to the members of the MG Car Club. We would as a group assess the places and dates of motoring events on the British calendar. This would be co-ordinated with the Home Centre in Britain.

Following letter from Tim Harbutt - AgTour Australia

We've heard back from our associates in the UK regarding the tour, and can give you an indicative cost, based on the following inclusions:

- **Return airfares, including taxes, tourist class to London**
- **All ground transport in luxury touring coaches**
- **Accommodation in good 3-4 star hotels on a twin share basis**
- **All breakfasts, come lunches and dinners**
- **Services of an expert guide throughout**
- **Allowance for admission to visits**

An indicative cost for a tour of 17 days (14 days/nights in the UK) for a group of 20 people, would be AU\$ 7290.00 per person. Please regard this figure as a guide only, as it is subject to changes in airfares, hotel rates, exchange rates, and of course, your requirements as far as visits are concerned. The time you travel will also have an effect on costs.

Tim Harbutt - AgTour Australia

Contact: Bruce Mutch

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Contact: Paul & Kerry Strange 3367 2243

BREAKFAST RUN - February 1 - 2004

Contact: Pat Walker - Ph: 3300 2914



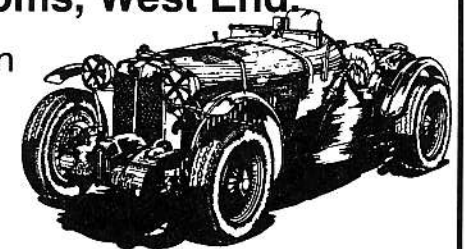
Club Members !!!

"Noggin 'N' Natter"

**Don't forget to attend the Noggin 'N' Natter
Night - January 9th 2004
Donkin St. Clubrooms, West End.**

Bring some nibbles and enjoy an
informal, fun evening.

**Contact David
Miles 3892 2699**





A "PEACEFUL" CHRISTMAS MESSAGE.

Wouldn't it be nice to be able to sit back, relax and simply enjoy some peace? Especially when we consider how quickly the year has flown. Wasn't it only a few weeks ago we look down the Christmas tree and lights? It certainly seems that way for me.

It sure has been one busy year. The preparations for, and going to the National Easter meeting; well for those who went. Some of us had other things to do, but looked forward to hearing about the wins and excitement. Then there's been the hill climbs, day runs, night runs, midweek runs; hey when do we service the MGs; and everything else that happens in this club. Not only that, there's the preparations for the "BIG ONE", the National meeting at Warwick next Easter, and not even Christmas yet! I know some people have been burning the midnight oil just trying to make sure we're ready. Special thanks to Ron and Bev for their fine work, they need all the help they can get.

Thinking about midnight oil; what about those babies? I'm sure there are some new and not so new parents up at all hours of the night and it's not to work on MGs, or is it! The good thing is the new members down the track, congratulations, they are beautiful children. OK, I know Christmas won't be peaceful, feet up and sleeping in for a few years yet.

As one listens, there seems to be the thought going around that "once this is over" it will be feet up and peaceful, even if it's not this Christmas. But I think I've heard it all before, and many of our members are still busy. It's a great club with a lot of people doing a wonderful work so that others will enjoy our facilities for a long time yet. Through all this, even our older members don't seem to be slowing up and here I think of Joan and Ann. The MG motto is "Safety Fast", so it must also be in the owners.

Yes there is a lot happening in the MGCC of Qld., and it's good to be a part of it. But may I encourage each of you to find peace this Christmas. Put aside the business of club things, take a break from work, turn off the radio and TV with "terrorist" happenings, and reflect on the joy of Christmas and family.

The first Christmas was about family and a baby, Jesus. It's still the same today. Back then the Angels sang of tidings of great joy and peace on earth. We can experience it now as well. The first Christmas was a time of persecution and terrorists, a time of business everywhere, but through it all, God brought PEACE to the world then and for now through Jesus.

Take sometime to think about the Christmas message and the peace it brings. I'm sure you'll find yourself smiling, at peace with yourself, family, friends and God; and the things of the world will grow strangely dim in the light of His Glory and Grace.

Have a happy, blessed and peaceful Christmas, and look forward to what the New Year will bring.

Your Chaplain, Ken.



Letter to the Editor

Dear Sir,

I was encouraged to read your article about Lakeside in the September issue of the Octagon.

Here are some facts about the present situation regarding Lakeside International Raceway.

1. The present Heritage Listing of Lakeside is prudent, without it the property would have already been re-developed.
2. Heritage Listing of Lakeside does not mean that no one will be able to do anything with it - far from it. Lakeside Motor Racing Enthusiasts Incorporated (LMRE) is working with the Heritage Council and others to counter the Pine Rivers Shire Council's second challenge to the Heritage Listing.
3. LMRE Inc. seeks to have club level motor racing returned to Lakeside as soon as the appeal application is finalized.
4. The State Government is very aware of the cultural and physical value of the race track. The heritage documents, obtained under Freedom of Information, consist of over one thousand pages, thanks in part to the number of supporters who filed positive submissions in support of the heritage listing.
5. The local Chamber of Commerce is now becoming aware of the cost to businesses within the Shire, since the closure of Lakeside.
6. Closing Lakeside is not progress, in fact, it is the opposite. The noise and water pollution arguments have little basis and both are minor challenges, which are able to be resolved.
7. Where do you find an internationally acclaimed race track in a low density housing area, within walking distance of a railway station?

You can visit the LMRE web site at www.lakesideraceway.com for a comprehensive and up to date review of progress.

Or better still, join LMRE - it will only cost ten dollars, applications are on the web site, and help play your part in protecting one of the best race tracks in the world.

- "If you can ride a bike fast around Lakeside, you can ride a bike fast anywhere in the world". - quote by Mick Doohan, Queenslander and five times 500 cc world champion.

Regards

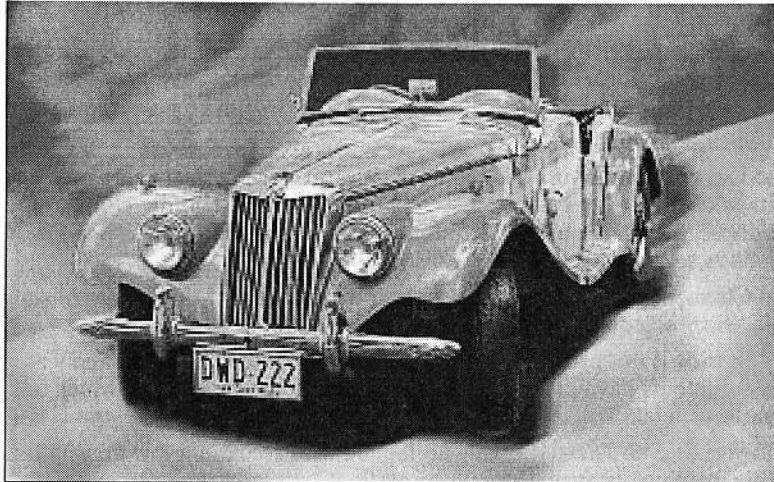
Richard Croston.

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Mid Week run

24th September 2003

A brilliant day starting from Ferny Grove Tavern with mid week stalwarts Bruce & Tip Ibbotson - MGC GT, Ken Cook - MGB, David Miles - MGB GT, Bruce Mutch - MGB raring to go.

Firstly up to Mt. Glorious which is always a wonderful drive - Catch me if you can. Smoko was to be at the Wivenhoe Lookout at the top of Mt. Glorious but two shortsighted souls didn't read instructions and headed off down the mountain.

Two things happened, firstly the people on the mountain heard them go, and secondly, those who went were trying to catch the "Phantom" MG's in front. So there it was, down the mountain along the North Parkway to Somerset Dam and then to the SPIT. Smoko and catch up for a spell because by that time, it was quite hot, particularly in an open car.

The drive was excellent although the country was very dry and really in need of rain ... then on to Kilcoy for lunch. The local well known Pie Shop was well frequented and then we retired to the local Park for a pleasant sojourn.

After lunch we headed off in different directions to head home. Some over Mt. Mee and some down the Brisbane Valley.

Another mid-week run successfully completed.





Letters to the Editor

Dear Pat & John

Just a note to say thank-you for all your hard work in organizing the weekend at Warwick.

We really enjoyed ourselves (even if we did get there a bit late – but at least we could enjoy using the MGA).

Our Motel was very comfortable and we thought the food at the dinner and breakfast was very good.

Thank-you for making us welcome. We enjoyed talking to all the other members too and look forward to future gatherings.

*Kind regards,
Peter & Norma Upham*

Dear Pat & John

Just a short note to let you know how much Jean & I enjoyed the

Warwick Weekend. It has been many sleeps since we had that much pleasure, the members of the Qld MG Club are like extended family members. It is pleasing to see the attention despite her problems that Jean gets. She feels a part of the activities.

God willing, we will enjoy many more runs with our friends from the Qld MG Car Club.

*Many thanks,
Barry & Jean Smith*

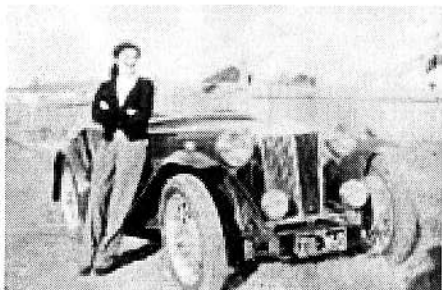


50th Anniversary

Barry & Jean are now enjoying their 50th Wedding Anniversary and the congratulations of all members of the club are extended to this wonderful couple.

This wonderful photo of Jean aged 17 years showed a continuing association with the MG Marque.

Congratulations !!!

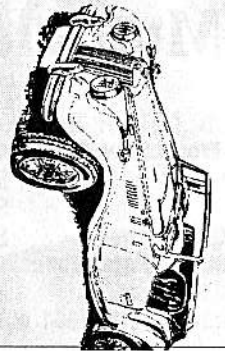


High Rise TF

Qld University Student proudly owned an MG TF and lived on the third floor of an apartment block. He went to visit his sister in Sydney for a few days holiday.

His very helpful friends decided while he was away to strip the TF and piece by piece took it up in the lift, then re-assembled the car in his flat.

Imagine his surprise when he arrived to find his pride and joy in the middle of his living room, three floors up!!!



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I plan to place this order early in the New Year so they will be ready before the 2004 Easter National Meeting.

If you are attending the Easter Meeting for the first time, you will probably want to have a club shirt to wear.

Please phone Pat Walker on 3300 2914



MG Car Club of Queensland Inc.

Multiclub Hillclimb 31st August 03**Official Provisional Results****All Wheel Drive Turbo Charged**

211 Michael Collins	Subaru WRX	1
33 Mick Jones	Subaru WRX Sti	2
16 Craig Newell	Subaru WRX	3

Marque Sports 3001cc and over

7 Bob Bear	MGB	1
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Marque Sports 1601 to 2000cc

2 John Walker	MGA	1
25 Henri Van Roden	Mazda MX 5	2
12 Graeme Walker	MGB	3

Sports Cars

1 Richard Mattea	Bulant Mk 7	1
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Marque Sports 2001 to 3000cc

5 Glynn Pointon	Datsun 240 Z	1
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Marque Sports up to 1600cc

121 Des Edwards	Westfield SEi	1
80 Bruce Chamberlain	Westfield SEi	2
47 Peter Rayment	MG Midget	3

Road Reg. Series & Imp. Prod. To 1600cc

49 Lee Hayes	Suzuki Swift GTi	1
68 Jeff Oldham	Datsun 1600	2

Formula Vee

72 Andrew Buzaglo	Spectre	1
9 Brian Hunter	Mako	2
172 Noel Buzaglo	Spectre	3

Road Reg. Series & Imp. Prod. 1601 to 2000cc

19 David Homer	Suzuki Swift GTi	1
3 Chris Sloane	Datsun 1600	2
201 Graeme Adair	Datsun 120Y	3

Sports Sedans up to 2000cc

76 Alex Cowie	Ford Escort	1
89 Donn Vidler	Morris Cooper S	2
176 Ben Cowie	Ford Escort	3

Formula Libre up to 1300cc

111 Paul Van Wijk	Zip GP	1
44 Relief Simon Lake	Axtell Suzuki	2
23 Relief Simon Lake	Hatma Yamaha	3

Road Reg. Series & Imp. Prod. 3001cc & over

57 Glen Wesener	Torana LJ GTR	1
17 Glen Anable	BMW 2002	2
14 Andrew Bear	LC GTR Torana	3

Road Reg. Series & Imp. Prod 2001 to 3000cc

332 Warren Skelton	Mazda RX 7	1
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Group N

45 Neil Lewis	Ford Cortina Mk 11	1
24 Relief: Michael Gallway	Morris Mini	2

Gemini

60 Glenn Sullivan	Holden Gemini	1
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Group O & S

4 Jason Crew	MG B	1
46 Lee Morrissey	Alfa Romeo GTV	2
72 Alan Telfer	Lotus 7	3

Formula Libre 1301cc & over

112 Bill Norris	Hawk Mk 2	1
7 Warwick Hutchinson	RPV J4F	2
57 Gary Goulding	Van Diemen RF85	3

Best MG to 1600cc

Peter Rayment	MG Midget
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Best MG 1601-2000cc

John Walker	MGA
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Best MG 2001cc & Over

Bob Bear	MGB
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Best MG

John Walker	MGA
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Top Six

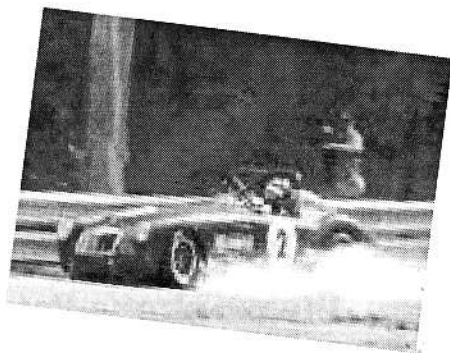
Warwick Hutchinson	RPV J4F
Paul Van Wijk	Zip GP
John Boyce	Kaditcha VW
Des Edwards	Westfield SEi
Michael Collins	Subaru WRX
Alex Cowie	Ford Escort

Most Improved

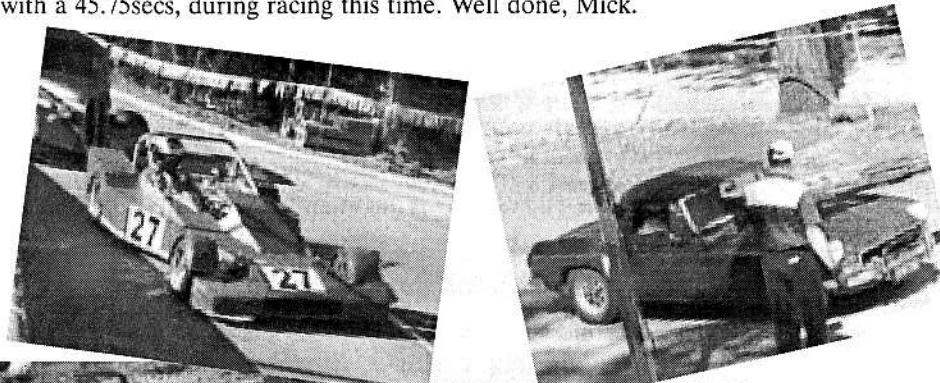
Gerald Cullen

Fastest Time of Day

Bill Norris	Hawk Mk 2	41.06
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**HILLCLIMB, MT COTTON,****31 August, 2003**

Beautiful sunny, warm weather saw a large number of cars eager to try out the track after more than a month's break. All cars had five runs by 3.30pm and there was some hot competition in the WRX's again, with Mick Collins finally breaking the record officially, twice, with a 45.75secs, during racing this time. Well done, Mick.

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1. The Series will consist of 6 Multiclub Hillelimbs, hereinafter referred to as "The Event", and shall be conducted under the International Sporting Code of the FIA, the National Competition Rules of the CAMS Ltd and any further regulations issued by Organisers for each specific event. Each Event will be conducted under a Permit issued by CAMS.
2. The Organisers reserve the right to alter or abandon their Event in accordance with the National Competition Rules.
3. Competitors UNDER 18 YEARS OF AGE must have written permission from a parent or guardian to compete.
4. ALL RUNS WILL BE OFFICIAL. MAXIMUM NUMBER OF ENTRIES PER VEHICLE: (3) THREE.
5. Re-runs should be taken as soon as possible after notification to the Organisers. Re-runs should not be taken less than 11 runs after the competitor's previous run.
6. CLASSES FOR COMPETITION: Recommended categories and classes are listed below, but entries may be taken for any CAMS Manual Categories and classes, at the Organisers' discretion. Eligibility for all classes will be as described in the 2004 CAMS Manual.

<ol style="list-style-type: none"> 1 Formula Libre Cars up to 1300cc 2 Formula Libre Cars 1301 and over 3 Formula Ford 4 Formula Vee 5 Marque Sports up to 1600cc 6 Marque Sports 1601-2000cc 7 Marque Sports over 2000cc 8 Sports Cars (except Marque) up to 2000cc 9 Sports Cars (except Marque) over 2001cc 10 Saloon Cars 11 Improved Production Cars up to 1600cc 12 Improved Production Cars 1601-2000cc 13 Improved Production Cars over 2000cc 	<ol style="list-style-type: none"> 14 Road Registered Cars up to 1600cc 15 Road Registered Cars 1601-2000cc 16 Road Registered Cars over 2000cc 17 HQ Holdens 18 Gemini 19 Sports Sedans up to 2000cc 20 Sports Sedans 2001cc and over 21 Historic Sports & Racing up to 1965 22 Historic Sports & Racing 1967 onwards 23 Historic Touring Cars 24 Superkarts 25 All Wheel Drive Cars
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The club reserves the right to expand the categories & classes at their discretion.
8. **Series Registration:**
 - a) A register of competitors for the Series will be maintained. Only registered drivers will receive points in the Series, and the times of unregistered drivers will not affect the placings of registered drivers.
 - b) Drivers may register for the Series any time during the year, but they must be registered for at least 3 days before any given event in order to qualify for points in that event and subsequent events.
 - c) A registration fee will be paid by each competitor on the properly completed form. An applicable fee of \$25.00 is payable to become registered for the Series.
 - d) All competitors' vehicles must display the 2004 Series identification sticker.
 - e) An automobile may be entered three times in a Series Round. Any one driver is entitled to the same number of class runs as other drivers.
 - f) There is *no provision for relief drivers* to be Series Entrants.
9. **Points scores:**
 - a) Class point scores shall be: 1st-10pts 2nd-9pts 3rd-8pts 4th-7pts 5th-6pts 6th-5pts 7th-4pts 8th-3pts 9th-2pts 10th-1pt
 - b) Should a dead heat be recorded in a Round, points for the positions in question will be the same value and equal points allocated to each competitor
 - c) Competitors who break an existing Club record will receive one bonus point. (If the record is broken by the same competitor twice on the same day then that competitor will receive 2 bonus points etc.)
 - d) Loyalty points (5) will be awarded at each Round of the Series to each competitor who successfully completes one run at each of the six events. (Possible total of 30 points)
 - e) MGCC of Qld Inc. will appoint a Points scorer, who will record event results and calculate points after each Round.
 - f) The Series Winner will be the competitor with the Highest Aggregate Score.
 - g) Judge of Fact regarding point allocation will be the Club's Event Secretary.
10. **Combination of Classes in Series Rounds:**
Classes may not be combined, with the exception of Group N(a), N(b), N(c), and Group C. If there is a single entry in any Group N or C class, the organisers may place this entry in the Group N/Group C class which matches closest the single entry. Organisers may use their discretion, either combining the single entry with later year vehicles or combining with the most appropriate group after consideration of all Group N/Group C entries.
11. **Annual Awards:** Awards shall be presented at the annual Presentation Dinner.

The cost of prizes and annual awards for the Series will be taken from the Series Registration fees or any donations or sponsorships received.

 - a) Annual awards shall be made for 1st to 5th Outright
 - b) Outright placegetters are eligible for category prizes.
 - c) 1st Outright Prize - \$250.00 (Not applicable to 5th Category Vehicles - Trophy)
 - d) Annual awards for Classes shall be determined according to the number of point scoring competitors as below:
 - e) For a competitor to be eligible for an annual class award, he/she must compete in at least three (3) Rounds of the Championship in that class.
 - f) In the event of a tie, both drivers shall receive equal awards.
 - g) The Top Tin Top Award will be awarded for first to third placing for the best overall performances by sedans. Eligible vehicles will be drawn from the following categories only: Historic Touring Cars, Sports Sedans, HQ, Gemini, Improved Production, Road Registered.
 - h) MG Series Awards: 1. MG up to 1600cc 2. MG 1601-2000cc 3. MG over 2000cc
 - i) Additional awards may be presented at the discretion of the Management Committee of the MG Car Club of Qld. Inc **Results:**
- 12) The progressive provisional results will be made available for publication on the web site, the timing shed wall at the following event and other publications as deemed necessary. Organisers of each event shall, within 120 hours after a Series event, forward to all registered competitors that do not have access to the website and CAMS a list giving the Fastest Time of the Day, times of each official run for each competitor (such times listed in class order of finishing and noting the outright placing of each competitor). It is the competitors responsibility to advise the point scorer of his lack of internet connection
- 13) **Official Runs:** All runs will be official on the day of the event. At each climb competitors must have available to them at least three (3) runs, unless, through force majeure, it becomes impossible for competitors to complete the official runs, in which case the Clerk of Course may, in his discretion, decide that certain classes have completed an additional run, then the times recorded for that run for those classes shall be scored for class awards only. Any official runs in excess of four shall be announced prior to the commencement of the fourth or previously announced last run, as the case maybe.
- 14) **Curtailement:** If the event is to be curtailed due to delays or for any other reasons, preference will be given to registered Series competitors to complete their runs.



"From M1 to Mt." or "From Mt Gravatt to Mt Warning"

the mid-week Day run, 26th November.

As rookie run-organisers we (Vern and Elaine) came up with a new rallying point at the Mt Gravatt Showgrounds on Logan Rd – more convenient for some, less convenient for others. Eight cars assembled there (with the aid of their drivers – a bit of the current journalistic licence here which we are familiar with every day in our newspapers which report on 'cars losing control') and headed south along Logan Rd to join the M1 motorway. This task was made a tad more challenging than normal as the 'leader of the pack' put everyone in the wrong lane! More apologies to all who were following and to all those other motorists who probably wondered about the motoring skills of MG drivers! (The lane louts were in a Honda; what a dastardly disguise!)

The route took us down the M1 to Oxenford where we peeled off to take a more countryside route along the Maudsland Rd to the Hinze Dam for morning tea. From there we went along the Numinbah Rd, over the border, and down to Chillingham where we had a brief stop to make sure that no-one had gone astray while admiring the wonderful views as we came down the mountain into the caldera of the old volcano. From Chillingham we skirted through and around Murwillumbah in the process providing the locals with the spectacle of a trail of cars doing one long U-turn after taking a wrong turn. We resembled a big snake having convulsions. (Apologies once again from rookie organisers!) before heading off on the Kyogle Rd towards Mt Warning. There had been recent rain and the countryside was wearing a beautiful fresh rich green colour as we motored along the valley before turning off to the Mt Warning National Park road and our lunchtime picnic area.

After lunch, we dispersed for the trip home, some electing to take the back road through Canungra, some to return the way we had come, some to take the 'soft option' of the Pacific



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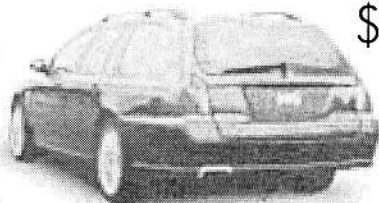
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"From M1 to Mt." or "From Mt Gravatt to Mt Warning" (Cont)

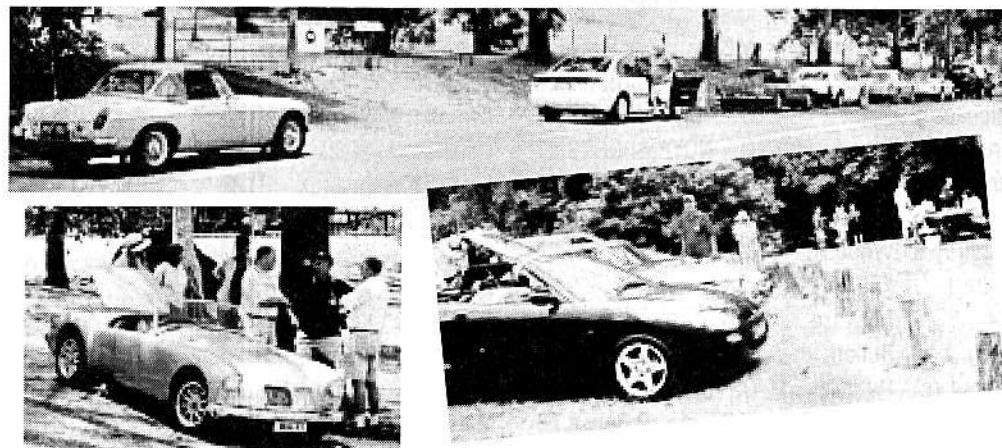
Highway, and others, including us, to take the very picturesque route to the Currumbin Valley via Tomewin and then the Old Coach Rd to Mudgeeraba where we joined the motorway madness of the M1, leaving behind the tranquility of a day on the country roads.

Many thanks to all who participated both for your appreciation of our first efforts at run organisation and for your tolerance of our errors along the way. We enjoyed the run, your companionship and the chance to make new friends. Hope to see you again on the day runs in 2004.

"Runners" (don't laugh, Tom and Marjorie!) were -

David Miles	MGB GT	Bruce Mutch	MGB
Tom and Ailsa Storrie	Subaru	Bruce and Tip Ibbotson	MGC GT
John and Glen Boyce	MGF	Phillip and Donna Hills	MGA
Ken and Marjorie Cooke	MGB	Vern and Elaine Hamilton	Honda CRV

Many thanks to Vern & Elaine for an enjoyable Day Run (ED)



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NEW MEMBERS

Bill Norman	O	TC2 CLUBMAN,02	Tim Waterson	MG	F,VVC,98
Craig a Williams	MG	B,Mkl,67	James Scheidler	MG	BL,Mkl,72
Mandy Tomkinson	O	ESCORT,RS2000,7	Doug Daniels	O	COMMODORE,83
Calum Ballinger	O	PEUGEOT,405,89	Steven Oakley	O	LOTUS,ESPRIT,77
Lenore m Ferguson	MG	RV8,94	Trevor w Watkins	MG	B,GT,Mkl,70
John Gardner	MG	B,Mkl,70	Debbie Shaw	MG	B,Rnose,79
Humphrey Maltman	MG	TC,49,TF,53	Jason Hayes	O	HOLDEN,UTE,03
Brett s Rice	O	SUBARU,BRUMBY	Paul Taylor	O	?
Michelle Barnard-lake	O	MAZDA,MX5,94	James b Gaffney	O	TOYOTA,SUPRA,94
Glenn p Street	O	FIAT,XI-9,78	Robert b Mcvicker	O	NISSAN,SKYLINE
Kerry Theodoratos	O	?	Gary r Hogg	MG	B,Mkl,69
Brian Woodhams	MG	B,GT	Neville Bailey	MG	B,Mkl,69
Janine Woodhams	MG	B,GT	Victor p g Ranosch	MG	B,Mkl,69
Steven Pemberton	MG	B,V8,Spl	Anne Paltridge	MG	F,98
Jason r Crew	MG	B,Mkl,66	Jonathan m Thompson	MG	A,1600,Mkl,60
Michael g Plant	O	DATSUN,1600,71	James Bergmuller	O	FF,95
Bruce Bloodworth	O	NOTA,SPORTS,57	Christophe Black	O	
Ian m Johnston	O	HILLMAN,IMP,67	Leonie d Bullock	O	BMW,318i,03
Dwayn a Taylor	O	HOLDEN,HX,77	Jeff James	O	MITSUBISHI,FTO
Geoffrey b Woodside	MG	TF,54	Ron Mcleod	MG	
Robert Fulker	MG	A,1600,59	David r Strow	MG	B,Mkl,70
John Milward	MG	TF,54	Terry Kratzmann	O	CORDIA
Greg Bullen	O	PRB,03	Denis Thomas	MG	B,Mkl,70
Darren m Duffield	O	MINI,72	Owen a Timms	O	DATSUN,1600,71
Leslie Jones	MG	B,Rnose,78	Mary r Wilkinson	MG	TD,51
Malcolm b Spalding	MG		Ronald t Mcelwaine	MG	B,Mkl,67
Andrew p Bear	O	MONARO,HK,68	Dean Wanless	O	?
Margaret Bromham	MG	B,Mkl,65	Gregory k Dare	MG	A,58
Neil f Dedrie	O	PEUGEOT,205GTI	Thomas King	O	PEUGEOT,306,95
Chris Guymer	MG	BL,Mkl,71	Geoffrey r Kington	O	TOYOTA,SUPRA,85
Joseph f Kaiser	MG	A,COUPE,58	Judith e Bartley	MG	B,Mkl,68
Wayne m Kirwan	MG	TF,54	Donovan m Bear	O	HOLDEN,TORANA71
Neil r Mcmurtrie	MG	B,Mkl,66	John Clements	O	COOPER S,69
John p Wagstaff	MG	TF,54	Murray b Dowman	O	FORD,FALCON,96
Keith u Bailey	O	FORD,FUTURA,93	Keith d Morris	MG	A,57
David r Broadbridge	MG	TD,51,ZA	Steven j Mcgrath	O	FORD,XP170,65
Philip s Dudley	O	?	Dennis Reading	MG	ZB,59
Warren j Skelton	O	MAZDA,RX7,81	Matthew j Smith	O	DATSUN,120Y,75



An Evening with Stuart Turner

Thursday 20th November 2003

With no original family connections with motor sport in Britain, the first involvement with the sport was in pushing "Romulus" an ERA owned by Prince Bira of Siam. This was as a boy and really did not assist his progression into rallying, which was his forte.

He has now had 50 years involvement in the sport and the point, which gave him most pleasure, was out of navigating. At this, he was a natural.

He originally chose the Triumph TR2 and TR3. Tractor engined vehicles, which rallied well at the time. The first trials 50 years ago were plotted and from map references, then the trial route was formulated.

He was invited to navigate a Mercedes Benz in the Mille Miglia, which turned out to be one from Kenya and not a works car as anticipated. The fact that stood out in the young navigator's mind was the absolute 'Passion' shown by the drivers and the spectators alike. It is something still seen with the top drivers today.

Through his "passionate" involvement with the sport, he was asked to join BMC as competitions manager with the company based at Abingdon, working with the BMC and MG people and John Thornley who was a great motivator.

The sport of rallying changed during the 1960's, from one of gentleman to the professional driver.

Some of the well-known professional drivers, Paddy Hopkirk, Altonen and Makeninen were involved and drove Mini Coopers to three successes in the Monte Carlo rallies. Jackie Stewart was another BMC rally driver.

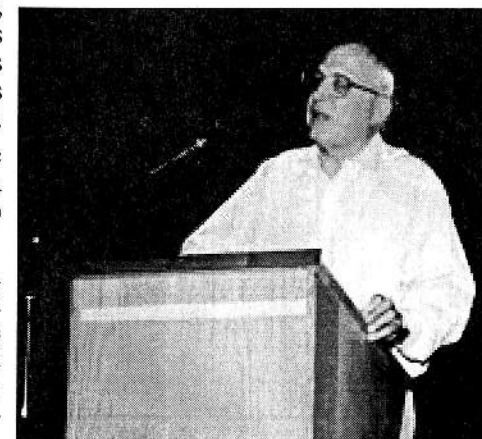
Following the successes of the BMC Mini Coopers, the company really did not have the cars to back them up, although the competitions department tried many things.

With the writing on the wall, Stuart left BMC and joined Castrol for a couple of years and was involved with the development of the London to Sydney Rally, which was won by Andrew Cowan in a Hillman Hunter.

Ford then invited Stuart to head up the competitions department for the development of the Ford Escort. The measure of a good rally driver was assessed when the driver had no practice, but was a natural at the start. Roger Clarke was one of these exceptional drivers. Ford Escorts with the Mexico and RS 2000 were great cars and have been heralded as some of the best ever.

They won major rallies throughout Europe and the gruelling London to Mexico rally (via Europe, South America (Andies and all) to Mexico.

Motor sport with Ford had three main categories of success. Firstly, the Ford Sierra Cosworth, which followed a visit to the Cosworth Factory when Stuart by chance eyed off a 16 valve head for a four cylinder motor. This transpired to be the evolution of the turbo-





An Evening with Stuart Turner (Cont)

charged Ford Sierra Cosworth and 5000 were built to meet the requirements for the market. The racing success of this vehicle particularly in the hands of Dick Johnson, our own Australian Icon, was for all to see. Dick was invited to race at Silverstone and he put his Ford Sierra Cosworth on pole.

The second success was the RS 2000 Ford Sierra to be used for rallying.

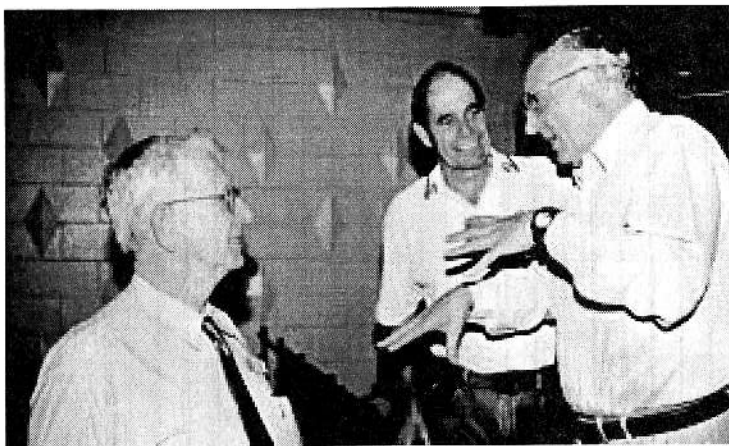
Before these went on the rally circuit, the class was cancelled and some very expensive cars were now obsolete. The marketing department had a dilemma, however, by putting the price up to 53,000 pounds and making them exclusive, the cars sold well.

The third car was the Ford Escort Cosworth, which had great success in rallying.

Rallying successes currently are spread over a number of manufacturers with the Ford still in the event, together with European models from France and a run of very elite cars from Japan.

Motor Sport as we knew it has changed dramatically and is going to be in the hands of the Insurers. Health & Safety experts and this is making the organisation of our sport much more difficult.

Stuart Turner and his wife were welcomed by members of the MG Car Clubs (Qld & GC), the Austin Healy Club, Morris Mini Club and over 170 enthusiasts with a two-hour presentation, interspaced with many humorous interludes.



HOW TO LIVE WITH AN MGC - GT AND STAY SANE.

(OR HOW TO DEVELOP THE "C" INTO WHAT IT COULD HAVE BEEN.)

(Article 4 in a series of 4 - "Technical Development".)

This is the final article in this saga; it is of interest to 'C' owners who do their own spannering. Included are items that will be of interest to 'B' owners in particular the rear shock absorbers.

Any MG Club who has MGC owners may run these articles if considered of interest to their members. MGC owners who like to discuss anything about their cars development may contact me on (07) 3366 1889.

(1) THE BIG LUMP~

In article 2, I mentioned the valve guide seals; these are neoprene rubber cups, which fit over the valve stems and plug onto the valve guides, they have a raised bead inside the cup which is supposed to fit into a groove in the guide and stay in position. They come off the guides and work like oil pumps for the inlet valves.

This set up is totally different to all other MG engines. Early cars had the valve guide groove machined in the wrong place (what's new at BLMC) replacement guides were (or should have been) fitted under warranty; unfortunately the cap5 still come off. If you have oily plugs remove the rocker cover and have a look, you can see through the springs if the caps are in position or not. The only good cure is to fit either TRW VP66 11/32" Teflon seals, or preferably Mu Gasket Co #37 Teflon Valve Stem Seals 11/32" Valve Stems - Valve Guide .530". These seals fit directly onto the existing guides, a fitting tool and instructions come with the latter seals. I have used these for years having discovered them while preparing a V8 Ski Boat engine and finding that the guide (including groove position) and stem diameters were the same. These items are available from Yank V8 Specialist parts suppliers.

The original rocker shaft is not much better than mild steel (somebody forgot to write "harden" on the design drawing at Morris Engines? They wear very quickly and severely from new and ruin the rocker bushes so that it is impossible to get correct running valve clearances. After market shafts may look a bit rough, oil holes not all in line, but they are hardened. Abingdon Motors supplied mine many years ago and valve clearances vary only .0005" to .001" over 25,000 Miles.

If you are about to remove the head for any reason it would be worth changing the valve guides to bronze (Hidural 5). I don't know for sure but I believe,

Mini Cooper 'S' guides are fitted in my Downton head as it arrived. You would need to get a Mini Cooper and a 'C' guide and check. My head has bronze guides machined the same as the standard iron guides (tight press fit).

The thermostats used in the 'C' fail shut without any warning; if this has happened to your car it will have distorted the head and many have affected the block face as well. My engine would lose up to 1 gallon of water climbing the tollbar at full power in 3rd. After the thermostat problem had been fixed water loss only occurred at peak BMEP under full load otherwise the car would run for months with no loss of water.

In 1983 @ 53,000 Miles I did a full pulldown and after removing the main water gallery cover and the water pump felt through the gallery to pump opening (out of sight) and felt a

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Article 4 in a series of 4 - "Technical Development" (Cont)

sharp edge; investigation with a torch showed a casting web that was only about 2/3 open. The patterns used to cast the block did not meet up properly inside the gallery leaving a thin 1/16" web blocking the gallery behind the pump; a "Gorilla" in the foundry had punched a hold through this web but not removed it.

ANY 'C' OWNER WHO HAS OVERHEATING PROBLEMS SHOULD REMOVE THE WATER PUMP AND CHECK THIS OUT

as this was the cause of my water loss, not only was the primary water flow restricted but the remaining flow would have been very turbulent as well.

I ground out this obstruction and no more water loss, water temp 165 deg F normal running; full power mountain work (which I happen to enjoy) runs the motor up to maximum 190 deg F in Summer

Before assembly I had the Block face and Head surface ground to flat, both were uneven. I usually change my coolant every 2 years and do not need to add water during this time so another problem has been solved. I think the **BLMC** people really wanted this car to be an outstanding failure to keep their reputation intact.

To lighten the flywheel we removed material from the front face (engine side) tapering at 45 deg from the crank boss to about 1/2 inch deep then out about 2 1/2 inches and tapered back to the clutch housing bolt holes, the details have been lost, this removed approx. 25% of the flywheel mass.

I noticed while looking through a *MOSS Catalogue* that they have a sort of copy of the *Downton Dual exhaust system*, also inlet manifolds for *WEBER dual* throat carbs; this would go a long way to making the 'C' into the big 'B' that it is supposed to be. Reread *article 2*, the only way to get this engine to perform properly without resorting to a wild cam and high compression is to address the manifold problem.

The fan not only makes a bloody great roar but wastes a lot of power doing it and this engine needs every little "donkey power unit" it can get. A **BMW** fan hub adaptor part # 11521259805 fits on to the water pump flange and pulley with a little machining of the adaptors and the pulley then an early "3," *Series* Clutch thermal hub bolts to the adaptor and a "5" *Series* fan (with the blades cut down 25 mm) bolts to the clutch hub and is a perfect, if a bit costly solution to the fan problem.

A possible alternative clutch/thermo type fan could be one from a **Falcon** or other local cars; you would have to do the homework to see if it could fit without the hub obstructing the airflow. I used the **BMW** fan as the size etc. worked out just right and required very little machining to fit.

I discovered, many years ago, a *Lucas Contactless Ignition Kit*; checking the distributors covered by this kit, the 'C's' was included. This got rid of the points once and for all. This kit is probably no longer available but worth a try. Lucas Aust Part # AMP 100, Ing. Kit DAB 100. English Part # ERA 125. With this ignition system and properly set up and tuned SU's the car is essentially maintenance free.

In front of the air cleaner intake, in the panel between the radiator and the left wing is a nicely formed hole a little bigger than the air cleaner, but for whatever reason, it is covered by a plate, spot welded on (prior to painting the car). This tacked on cover plate can be removed in our climate to get some cooler air to the carb's and manifolds.



Article 4 in a series of 4 - "Technical Development" (Cont)

The transmission is the best part of the car. There are 2 possible areas to look at:-

1: If in overdrive you experience a tap tap type of noise at 1500 RPM the problem may be the forward screw of the gear lever escutcheon hitting the remote housing beneath it. If the gearbox remote casting is scored or shiny under this screw you have found the cause; solution cut 7 mm off this screw.

2: If you experience gear lever rattle/vibration under power in 3rd, it is caused by resonance in the shift lever. Modern, or expensive, cars have solved this by rubber isolation within the gear lever or by rubber damping around the level. For the 'C' & 'Mk II B', the easy answer is to remove the gear knob nut and boot and slide a 75 mm long 1/2" I.D. piece of thick heavy hose over the lever (hidden by the boot) the best hose for this is *Trailer Brake Vacuum Hose* If you are handy with tools another good thing to do is get rid of the sharp nut under the gear knob; to do this remove the lever, take off the nut then cut 3/4" off the threaded end (mild steel) and round off with a file, measure inside the knob for depth then carefully drill out the knob moving down bit by bit, until the knob screws over the chrome section for a nice non pressure fit; when you are happy use plumbers Thread Seal (*PTFE*) tape around the thread and position the knob. Result the lever is 3/4" shorter the sharp nut has gone and it looks and feels much better. The shorter shaft does not rattle.

(2) FRONT SUSPENSION

The front suspension can be a source of rattles, at low speeds on any road surface, the cause of which evades everybody and all attempts to locate the rattle fail. Our car had this problem with the left front from new; surprise, surprise, one of the first parts to run out after production ceased was, swivel pin & bush kits. When I finally replaced the swivel pin & bushes I found the real problem.

Factory clearance for the bush to pin is .0025" to .003". The special tool for reaming the bushes is probably set to give this clearance. The normal clearance for a 1" shaft running in bronze bushes is .001". The factory spec is designed to make a loose assembly; don't use the special tool, have an experienced machinist ream the bushes to a minimum fit consistent with minimum friction & set the end play to minimum without being tight and all the rattle problems magically go away. (See why I titled these articles as I have.)

(3) STEERING

In the steering column, there are 2 items for probable attention.

1.1: The universal yoke and bearings/cups are probably dry and rusty.

1.2: The steering column locates through the rubber damper into the universal yoke. The end spigot on the shaft should be free to rotate (a few degrees) in the bush in the universal. Not in car from 17 Miles apparently. I had to drive the shah out of the bush to release it, all nice and rusty and little sign of ever being lubricated prior to assembly. The simple answer again is to replace the universal yoke bearing & cups which are readily available from bearing supplies and remove the shaft from the yoke, this will require some effort, Emery off the rust, ease out the bush to clear rust etc. For a free rotating fit then use Molycote or similar grease to lubricate and water seal the bearing. Now the steering will be less inclined to rattle.



Article 4 in a series of 4 - "Technical Development" (Cont)

II: Check the alignment of the steering rack to the chassis mounting brackets. In the 'B' there are shims fitted on one or both brackets to allow the rack to mount without being twisted. In our car the holes for attaching the shims are there but (you guessed it) no shims were ever fitted, so the rack was under a twisting load from day one; adding 1 brass washer allowed alignment to be achieved. This car must have had a big 'Australian Export' sign on it or something, I can't believe Quality Control could be this bad, even at BLMC.

(4) REAR SHOCK ABSORBERS & LINK ARMS

N. B. THIS APPLIES TO MG8 'S. The lever arm dampers are OK when new but don't stay that way for long, about 35,000 miles on the 'C'. When we replace these wonderful 1930's devices we (or should that be I) don't carefully check the condition of the two important rubber bushes on the connecting link between the spring plate and the lever arm.

When I replaced the original Shocks I just transferred the connecting arms over to the replacement shockers. When I replaced these wondrous devices with real Shocks (KONI), I just put them away and forgot about them. I remember thinking how much better the car rode and handled on the Koni's but that was that. In my periodic clean out's I decided the old shocks and connecting links could hold down the Wheelie bin, but first I mounted the shock in the vice and checked the overall free play. I should have done this when I replaced the original set. There is over '1/2" free play in each direction by light hand pushing. So on the car there is at least 1" of suspension travel with NO damping at all. Does your car jump about on ridges, ripples and little bumps? The best answer is to join the modern age and fit Telescopic Shocks, in the parts list at the end; you will find details of KONI part numbers. The rear shocks and mounting brackets are available, same on 'C' & 'B' the front shocks for the 'C' are not stocked locally but are probably available in the UK. Bilstein also make shocks for the 'C' available in the UK.

(5) DIFFERENTIAL

The diff. is not a source of concern except for 'B V8's'. The thing to look at is the roll pin in the Pinion pin; it holds the pinion pin into the diff cage. I was advised years ago that 'B V8's' and Tuned 'C's' can end up with crown wheel & or pinion damage because the roll pin (very hard spring steel) can come out or split and if this gets in the works goodbye quiet diff The answer is simple, remove the cover plate and fit a split pin through the hollow roll pin; this stops it coming out. It is cheap insurance for all MK 2 'B's, and C's.

(6) FRONT BRAKES

Check your front hub disk mounting flanges for run-out, you may be surprised. If your disks run out by more than .003" check the hubs before replacing the disk. The left front hub on our car ran out .0025" causing the disk to run out over .005". This was only discovered when I replaced the disks with Brembo's, run out on the left, good on the right; swap over the disk & still run out on the left.

NOTE: Healey 3000 MK II disks are identical to the 'C' disks. The Brembo disks are a much better material; they don't rust and pock mark under the pads when not used daily. The downside is that they tend to scream/squeal. Many 'C's' have a tradition of noisy brakes.

The answer to brake squeal is to fit Turner Enterprises (USA) Part # SH 301-9 Brake Shim Kit, available from brake specialists, these are self-adhesive shims that are cut and fitted to the



Article 4 in a series of 4 - "Technical Development" (Cont)

pad backing plates. They work by reducing the resonance caused by the disk pads and the hollow pistons in the calliper. Keep the Stainless Steel shims, which were fitted as new and have nice quiet corrosion free brakes. The brake pistons are hard chrome plated mild steel and though not leaking or causing problems will by now be very rusty. Easy answer, have them copied in Stainless Steel (not Expensive). If you do this you will need the Turner Shim Kit. Stainless pistons are more resonant than mild steel originals.

(7) HANDLING & CONTROL

From article 3 a lot can be done for not too many \$'s to change the driveability of the 'C'. With roll bars for the GT 7/8" front and 5/8" for the rear, (ideally 9/16" rear). For the roadster the 7/8" front with no more than 'A" rear; too strong on the rear may cause oversteer problems.

KONI or Similar shock absorbers should be fitted as a first step. In the Workshop Manual reference is made to fit shims (from memory 1/8") to the top 'A' arms of the front suspension to allow for the bushes to settle. The bushes don't settle so the cars came with positive camber. In our car as described we took out all the shims to end up with -1 deg on the left and -5/8 deg on the right. This not only vastly improves turn in but also lightens the steering and gives plenty of clearance for 185/65 tyres.

(8) TUNING

This engine is critical of being over-advanced; (pre-ignition around 3000/3500 RPM under load, ie. Max BMEP), the original advance springs in the distributor causes too much mid range advance. In "SAFETY FAST" magazine way back in 1968 was an article on this problem complete with the correct spring set part number. Try as I might I could not find any in OZ. The best I could do was have the existing springs adjusted (on a LUCAS distributor service machine) to as near as possible to the Workshop Manual figures. I feel that we are still not correct at mid-range. This over-advance at max BMEP causes pre-ignition which can lift the head enough to cause water loss (sound familiar) so it is better to be slightly retarded at max RPM to protect the engine at Mid Range RPM. *Downton* advised that with the WESLAKE combustion chamber design, ie. all BMC 60's engines, 0.5 deg too much advance is detrimental to performance and the engine; but you can be up to 4 deg from optimum advance without adversely affecting performance. I feel it is better to err on the side of caution and run the 'C' at about -6 deg (not -8 deg as in the data even with the new RON 98 fuel from Shell) to cater for the wrong factory spring choice. I find either BOSCH W6DC or NGK BP6ES plugs a good choice they have a more tolerant heat range than N9-Y's.

The Editor Needs Your HELP!**WANTED**

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

Please submit your contributions to the Editor: Bruce Mutch C/- G.P.O.
Box 1847 Brisbane 4001 A/H - Ph: (07) 3376 1384 Fax: (07) 4632 0499

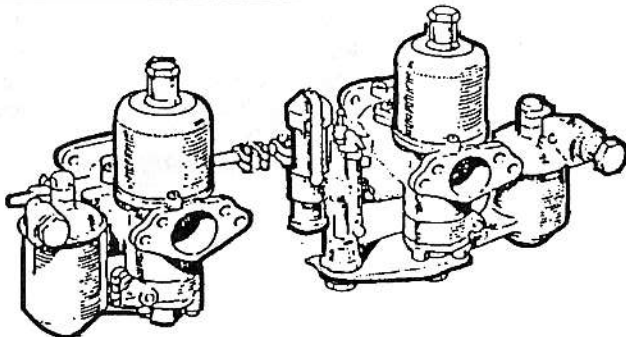
Email: bmutch@bigpond.com.au



Article 4 in a series of 4 - "Technical Development" (Cont)

(9) PART NUMBERS for reference.

- KONI front shocks 80-2053
- KONI rear shocks 80-1244 (Check MGB part number).
- KONI rear mounting kit 6-320A. Same as MGB.
- Fuel Pump FEDERAL - MOGUL CARTER P60504. Supplied by AKSES.
- Top Radiator Hose REPCO RCH 613 (Falcon XM-XP 1964/66).
- Bottom Radiator Hose REPCO RCH 898 (Corolla KE 20 1970/74).
- Head to Heater Hose REPCO RCH 1656 (Holden Barina ML 1986/88).
- Valve Guide Seals Mr Gasket Co # 37 Teflon Valve Seals 11/32" guide 0.530" O.D. (After-market YANK IRON suppliers).
- Alternatively TRW VP 66 11/32" Teflon (From GP cars).
- Rocker Shaft (After-market item) from ABINGDON MOTORS.
- THERMOSTATS. ANY BRAND EXCEPT WAXSTAT.
- Brake Shim Kit Turner Enterprises (USA) Part # SH 301-9.
- Brakes "Green Stuff" EBC Kevlar type front EBC 2291 (late TR6)
- Rear EBC same as Capri 3000 V6

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Article 4 in a series of 4 - "Technical Development" (Cont)

(10) GOOD REFERENCE BOOK on the 'C'

MGC Abingdons Grand Tourer, Graham Robson 1996. ISBN # 0951942336. Limited Edition 1,000 copies.

I saw this at Abingdon Motors - it covers History, Restoration, Mechanical Restoration etc. at about \$ 60 and it's probably the most complete book ever on the 'C'.

Well that's it, the huge "SAGA" has finally ended. I trust it has been of some use to somebody either with a 'C' or thinking of getting one. Don't be put off by my comments, the cars are now becoming valuable - in the UK and just as the 'A Twin Cam' before them and the 'B V8' & 'R V8' since are all good collectable cars; it's just that of all modern MG's the 'C' got less attention both prior to release and afterwards than any other MG of the 50's, 60's or 70's.

BRUCE IBBOTSON

Breakfast Run

Sunday, 19th October 2003

Our thanks to Gary & Dawn Lawrence and Guy and Pam West for organizing this run. The weather was very uncertain but twenty cars turned up for the early start from Waterford - already a bit of a run for some of the northside participants. A big welcome to new members, Robert McVicker who came in his silver Nissan and to Kerry Theodoratos in his red falcon. Good to see our Canadian friends, Tom and Therese Pugley back in Brisbane and in Chris Carswell's black MGC roadster for the outing.

Attendees:

- Boyce, John & Glen MGF
- Carswell, Chris & Anderson, Dee MGC GT
- Clydesdale, Ron & Bev Honda
- Cohen, Geoff & Debbie MGB GT
- Edwards, Ray & Sommers, Sue MGB
- Henman, Wayne & Donna MGF
- Ibbotson, Bruce & Tip MGC GT
- Lapworth, Rodney, Peta & Rhys MGA
- Lawrence, Gary & Dawn MGB
- McVicker, Robert Nissan
- Miles, David & Meryl MGB GT
- Mutch, Bruce MGB
- Pugley, Tom & Therese MGC
- Smith, Barry & Jean MGB GT
- Theodoratos, Kerry Falcon
- Tighe, Ivan & John, Cam & Oscar Falcon
- Walker, John & Pat MGA
- Waters, Graham & daughter MGA
- West, Guy & Pam MGB





The Ironman Event 2003

Entry numbers this year was below expectations. With only 23 for the night run, 49 for the super sprint, 36 for the motorkhana and 62 for the hillelimb, this meant only 17 were qualifiers for the Ironman.

The night run was held on Friday evening after a short but heavy thunderstorm. Conditions quickly cleared and although dark and wet, were quite good for competitors. The route was set by Linden Cooper and was broken into five sections. The important clue in the directions regarding treatment of roundabout exits proved to be the undoing of many of the navigators.

Phil Hart and Gail made the best effort in their Porsche 911, Henri Van Roden, & Peter Stringfellow (MX5) followed, with 3rd place going to Scott and Brant Rayment (Renault 12). The best performing MGs were Rodney & Peta Lapworth (MGA) in 5th place and John Walker (MGA) in 10th.

On Saturday, the super sprint was held at Queensland Raceway, in very pleasant and conducive conditions. The short entry list allowed time for five runs of the 4 lap event. There were many very good performances, no mishaps and only one problem of mechanical failure.

Notable performances were from Peter Rayment - best MG up to 1600cc (time 249.74 sec & fastest lap 80.7sec); Malcolm Spiden - best MG 1601 to 2000cc (time 243.38 sec & fastest lap 78.98 sec); Barry Evans - best MG 2001 cc & over (time 212.33 sec & fastest lap 68.98 sec); and the FTD was by Des Edwards (Westfield SEi) with a time of 193.06 sec and fastest lap of 62.45 sec.

The motorkhana was run concurrently in the Queensland Raceway pit area. The Holden Sporting Car Club assisted by running this event on behalf of MGCCQ. Competitors could between sprints, move to one of the three disciplines to participate. The events were fairly straight forward but with scope



The Ironman Event 2003 (Cont)



Place	Competitor	Car	Total
1	Phil Hart	Porsche 911	380.80
2	Henri Van Roden	Mazda MX 5	406.41
3	Scott Sadler	Subaru WRX	415.61
4	Richard Mattea	Bulant Mk 7	416.40
5	Mick Jones	Subaru WRX STi	421.94
6	David Homer	Suzuki Swift GTi	423.80
7	Scott Rayment	Renault 12	426.69
8	Bill Black	Porsche 911	433.54
9	Chris Sloane	Datsun 1600	439.24
10	John Walker	MG A/B GT	446.23
11	Noel Caplet	Renault Fuego	447.80
12	Robert Patterson	Mazda RX 7	459.63
13	Melinda Both	Datsun 1600	467.47
14	Neil Lewis	Ford Cortina Mk II	479.78
15	Peter Rayment	MG Midget	493.94
16	Rodney Lapworth	MG A	506.16
17	Dino Mattea	MG A Coupe	517.45
-	Jim Peall	Ford Anglia	DNQ
-	Malcolm Spiden	MG B	DNQ
-	Mandy Tomkinson	Honda City	DNQ
-	Nigel Pemberton	MG B	DNQ

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The Ironman Event 2003 (Cont)



The Ironman Event 2003 (Cont)

for the skilled tyros to exhibit their skill.

The best performance was by Phil Hart (Porsche 911), followed closely by Gary Bradshaw (Subaru Special) and Scott Rayment (Renault 12). The highest placed MG was that of Peter Rayment who brought his Midget into 14th place.

Sunday was another perfect day at Mt Cotton. The track was top condition for the first three runs, but rendered wet after a short heavy rainstorm for the 4th and 5th runs. The track dried for a 6th run and the top 6 "shootout".

Notable performances came from Peter Rayment (Midget) for best MG up to 1600cc and John Walker (MGA) for Best MG 1601 to 2000cc.

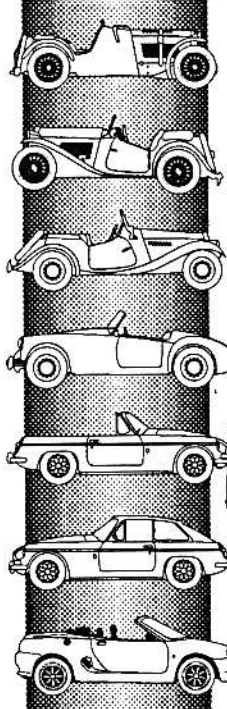
The top 6 in finishing order were Paul Van Wijk (Zip GP); Warwick Hutchinson (RPV J4F); Chris Lake (Axtell Suzuki); Vern Hamilton (JMW 76); Des Edwards (Westfield SEi) and Mick Jones (Subaru

WRX STi).

David Homer continued his good form and established a new record in Road Registered & Improved Production 1601 to 2000 cc with 47.45 sec; and Ian Soloman (BMW 328i Coupe) put in a notable performance in the same class for 2001 to 3000cc.


The Overall (provisional) results showed Phil Hart (Porsche 911) the Ironman winner with an outstanding performance in all 4 events. Second, third and fourth places were very close results with Henri Van Roden (Mazda MX5), Scott Sadler (Subaru WRX) and Richard Mattea (Bulant Mk7), respectively.

Our president John Davies made special comment at the conclusion of the event on the standard of driving exhibited over the weekend. In his congratulations to all who competed, John said the standard was high, there were no incidents and an exhibition worthy of professional motor racing drivers.



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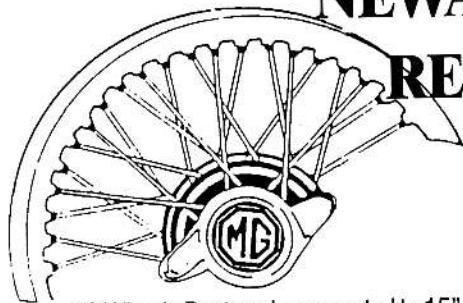
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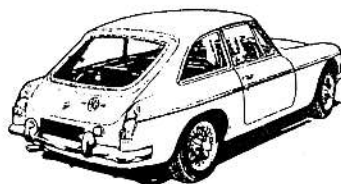


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MG Car Club of Queensland Inc - POINT SCORE for 2004

Hereunder is listed details of our Club's various Perpetual Trophies and how to obtain them. If you have any questions please contact your Club Captain - Peter Rayment.

CLOSED TOURING ASSEMBLIES (DRIVER and NAVIGATOR TROPHIES).

Points allocated to both Driver and Navigator on the basis of outright position. For scoring refer Table A. The setters when financial members shall score 1st position points.

*****Points gained are transferred to the.....Best All Round -T Type - MG - Ladies Award (where applicable)

MOTORKHANA TROPHY.

Club Motorkhanas held during the year and any other nominated events. Run over 6 classes as per Qld Motorkhana Code. Class A - Production vehicles with a wheelbase 1800 mm to 2150 mm B - 2151 mm to 2390 mm C - 2391 mm to 2650 mm D - greater than 2651 mm F - Motorkhana Specials H - Production 4WD Vehicles

Points allocated for positions in the various classes as per Table A Plus 2 points for Fastest Time of Day.

*****Points gained are transferred to the Best All Round -T Type - MG - Ladies Award (where applicable)

SPEED TROPHY.

Points allocated from Club hillclimbs plus Iron Man Sprints and any other notified events.

To be eligible for this trophy competitors must have actively participated at a minimum of two(2) Working Bees and it is the competitors responsibility to ensure that they has signed the Working Bee Register to ensure there is no confusion over their eligibility to this and the Marque Speed Trophy.

Points allocated for positions in the various classes on the day as per Table A

Plus 2 points for Fastest Time of Day, Overall. Plus 2 for breaking a club record. Plus 1 point for equaling a record.

*****Points gained are transferred to the Best All Round -T Type - MG - Marque Speed - Ladies Award (where applicable)

Points for Working Bees shall be 3 points per working bee to a maximum of 12 points. These will only be added to your Speed & Marque Speed Trophy points (where applicable) but not carried to Best All Round, etc.

CONCOURS

Class placings plus 2 points for Outright (However determined). Points allocated for class positions as per Table A.

*****Points gained are transferred to the Best All Round -T Type - MG - Ladies Award (where applicable)

BEST ALL ROUNDER

Points gained from all the above events. To gain the award competitors must have competed in at least 2 Closed Touring Assemblies, 2 Motorkhanas and 2 Speed Events. If there are insufficient events in each category then points will be awarded on those events conducted.

The following trophies (*) points score is derived from the above trophies and are not further transferred.

*MARQUE SPORTS CAR SPEED TROPHY.

Eligible: Marque sports cars as listed in the CAMS Manual. Points and requirements as per speed trophy.

*LADIES AWARD.

Points gained from all events as noted above. To gain the award, the competitor must have competed in at least 1 Closed Touring Assembly, 1 Motorkhana and 1 Speed Event.

*BEST T TYPE

Points gained from all events as noted above. plus 4 points for all nominated social functions to a maximum of 24 points.

*Best MG MOTORKHANA

Points gained from all nominated motorkhanas. Placings are based on production MG cars in classes as per Motorkhana Trophy. Plus 2 points for fastest MG. (These points do not transfer to any other trophy.)

RALLY TROPHIES (Drivers and Navigators)

Points allocated for outright positions from Open & Closed Rallies to which MGCC of Qld Inc is invited, and that does not exclude any particular grade of driver (Novice, Clubman, Recognized or Classified) from the event.

To be included in Rally Trophy will be Sprint Rallies. (These points do not transfer to any other trophy.)

RACE CAR POINT SCORE

Shall be conducted on MGCC of Qld Inc race meetings and other meetings with the same classes available.

Groups as listed below:

SPORTS CARS and MARQUE SPORTS	Sports Sedans & Group A Category 1	RACING CARS	HISTORIC TOURING CARS
Up to 1600cc	Up to 2000cc	Formula Holden	Grp N & Grp C
1601cc and over	2001cc and over	3E Series Production	Up to 2000cc
Sportscar 2C	Gemini	3J Improved Production	2000 and over
Porsche Cup Cars 2I	HQ	Up to 2000cc	Formula Ford
		2000 and over	Formula Vee

Points scored for positions in respective classes per race. Refer Table A. Results scored on the first number of events that is equal for all classes on the day/s. (These points do not transfer to any other trophy.)

TABLE A

1st 10 points, 2nd 8 points, 3rd 6 points, 4th 4 points, 5th 3 points, 6th 2 points, 7th to the end of field for all starters 1 point.

NOTE: If you have entered more than one car in an event, for any of the above categories, points shall only be scored for one car in any of the trophies.



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NATIONAL MEETING -2004

The MG National Meeting which is being hosted by our Club in Warwick over the 2004 Easter weekend is fast approaching. Most of the organisation for the event is in hand but we would like to extend an invitation to those club members who are not competing to come to Warwick to assist with the running of the various events.

The Concours is to be held on Saturday 10th April in Leslie Park, Palmerin St. We need people to direct cars into position for judging from 8.00am.

Two events are to be run on Sunday 11th April. The Sprint at Morgan Park commences at 7.30am and the Observation Run at 8.00am, and both require marshals to direct competitors where necessary.

The Motorkhana will be held at the Big W Distribution Centre, East Street and with 3 or 4 tests being run, marshals will again be required.

I hope YOU can help us out.

Ron Clydesdale

Chairman - 2004 National Meeting Organising Committee

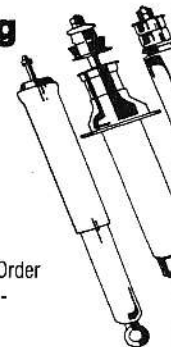


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MG Car Club State Championship Race Meeting

Old Raceway Ipswich - Willowbank - November 29th & 30th 2003

The weather was pleasant and Sunday was overcast however, it provided for two days of excellent racing. This was also the culmination of the State Championship rounds and was run on the Clubman track of 2.11 km.

GEMINI

The racing was fast and furious when these matched cars were so close. Cameron Wilson, Nick Rangeley, John Eddy and Kandice Walker delighted the crowd.

5	Cameron Wilson	Gemini	1
72	Nick Rangeley	Gemini	2
2	John Eddy	Gemini	3

HQ HOLDENS

As usual. The racing was so close with Brett Cooper, Paul McCahon, Brendon Kennedy, Gary Bonwick & Dale Youd leading the pack. In the final wash-up for points.

Brett Cooper	1
Paul McCahon	2
Malcolm McLeod	3

RACING & FORMULA FORDS

Dean Tighe is back racing in a Ralt RT4 with Brett Francis in a Van Diemen RF02, Kurt Wimmer in a Van Diemen RF02 and Shannon O'Brien in a Van Diemen RF03.

55	Jason Clements	Ralt RT4	1
81	Dean Tighe	Ralt RT4	2
2	Brett Francis	RF02	3

SALOON CARS

The battle of the Fords and Holdens continue at State level. The Fords of Troy Harris, Kris Walton, Jake Camilleri and Gavin Sadler have the match of the commodores.

72	Troy Norris	EA Falcon	1
68	Kris Walton	EA Falcon	2
40	David Gainer	Commodore	3

GROUP N CARS

The racing between the XU1 Torana's of Bruce Dummett, Gary Brown and Simon Phillips was excellent and nothing between them. Slipstreaming and late braking were the order of the day. Grant Wilson in the 5.7 litre Chev Camaro had a good dice with Guy Gibbons in the 911 Porsche.

8	Bruce Dummett	Torana XU1	1
12	Gary Brown	Torana XU1	2
26	Simon Phillips	Torana XU1	3

IMPROVED PRODUCTION CARS

The outright place of the rotary-engined Mazda RX3 of Tom Horton blitzed the field and held off easily Adam Uebergang - RX7, David Skillender - RX7 and Paul Scott - RX7.

64	Tom Horton	Mazda RX3	1
142	David Skillender	Mazda RX7	2
89	Paul Scott	Mazda RX7	3

REGULARITY CARS

A total of 23 cars and the accolades were well spread around with Doug Stonehouse - Alfa Romeo GTV, Yvonne Stocks - Cobra DRB and Len Don in the MGB.

Sunday - Peter Rayment in the MG Midget, Ken Percival - Alfa Romeo GT Junior and Andrew Bear in the Torana GTR.

Consistent was Doug Stonehouse - GTV with Peter Bennett - MGB and Jason Wishart in the Alfa Romeo GTV.

SUPER KARTS

These very fast machines running 280cc 125cc and 80cc engines had a fastest lap time of 54.93 sec. This time was only beaten by Ralt RT4 with 53.77 seconds.

Some wonderful racing between Tyrone Gautier in a Tag Racing 250cc machine, Carlo Chermaz in a PVP Kart - 250cc, John Hedges, Bob Roberts and Matt Heysen in 125cc Stockman MR2 machines. In the feature race after blitzing the field, Tyrone



Club State Championship Race Meeting (Cont)

Gautier had his machine run out of "Puff" or something 40 metres from the chequered flag.

79	Steve Cloake	MR2	1
26	Tyrone Gautier	Tag Racing	2
18	John Hedges	MR2	3

FORMULA VEE

Close racing as usual and Shane Hart, Trent Usher - Bee Cee Jabiru's from Tristan Hughes and Grant Bromley in Elfin's.

1	Shane Hart	Bee Cee	1
15	Tristan Hughes	Elfin	2
9	Trent Usher	Bee Cee	3

SPORTS SEDANS

The heavies of the meeting and which the crowd stands in awe.

The yellow 6 litre EL XR8 Falcon of Charlie Senese, the red EB 6 litre Falcon of Chris Donnelly, the superfast turbo-charged 2-litre Fiat of Geoff Gillespie and Shane Beikoff in the 5-litre EL Falcon V8 Supercar turned in some very spectacular racing. However as usual, things were very good or very bad, as some cars just won't go.

43	Chris Donnelly	Falcon EB	1
151	Charlie Senese	Falcon XR8	2
15	Geoff Gillespie	Fiat 131	3

SPORTS CARS

This class is gaining some momentum and is of great interest with the welcome return to the meeting of David Barram in the 1300cc ASP 340 C/6. The new and much brighter 1100cc motor cycle engined sports cars of

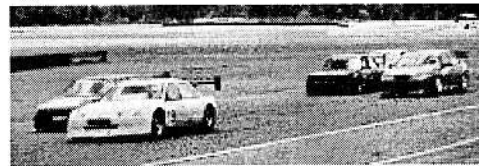
Grant Watson - Prosport Mulsanne, Mark Williams - Minetti ZZ1, Peter Sanderson - Radical Clubsport.

There was a plethora of Mazda MX5's led by the "warm" car of Brian Ferrabee. The Westfield's had the better of the other 2B class cars.

Some excellent racing but some of these smaller engined and very fast cars are somewhat temperamental.

46	David Barram	Asp 340 C/6	1
145	Peter Saunderson	Clubsport	2
21	Neil Kenny	Mallock	3

A wonderful weekend racing topped up with Marcos Ambrose's Ford win in the V8 Supercars. Australian Championship at Eastern Creek Raceway. This together with the Davis Cup win over Spain, completed a fine weekend.



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