



THE OCTAGON

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

Patron: Dick Johnson

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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 four times a year members personal advertisements are free. Club constitution available in club rooms.



PRESIDENT'S REPORT

The big news is that the lease with Mt Cotton Limited for the Hillclimb was recently signed and registered. A thank-you to Ann Thomson for her co-operation, and also a thank-you to the Club solicitor and new Dad Simon Paterson and baby Miranda.

The planning for the Mt Cotton Hillclimb repairs/alterations is proceeding quickly, as because of lead times for contracts, we must have a Scope of Works in place as soon as possible. We would like to have the works completed in time for the March 2001 Hillclimb.

The views of Club members are sought and you are asked to put your ideas for the repairs/alterations **in writing** and forward to the Committee, again, as quickly as possible.

This year has been a dynamic year, which seems to be passing more quickly than other years. This may be due to our full calendar and very well supported events. Recent successful events were the Warwick weekend and the Ironman Weekend. A thank-you to all the helpers who make these events the success that they are.

I would like to remind you that the December Hillclimb will be your last opportunity to run at Mt Cotton this millennium, and on the track in its present configuration. The track repairs by nature MAY change the layout of the track very slightly.

The partnership with the Indy Rally continues with the Club hosting an event on

Thursday 12 October at Mt Cotton. Any and all helpers welcome from 9am -1pm.

The 2001 Natmeet organisation is progressing well with the first meeting having been held to discuss matters. The theme for the Theme Night is not yet known. (I hope we do not have to wear dresses again for the theme night).

I understand accommodation is restricted so get in NOW if you plan to attend.

Ron Clydesdale has accepted the role of Principal Organiser for 2004 Natmeet, and not forgetting the woman behind the man, will be very ably assisted by his backstop in Bev. Thank-you Ron and Bev.

Ron is forming committees to manage each area, e.g. accommodation, venues. All volunteers to contact Ron, and also forward any suggestions.

I would like to take this opportunity to thank the continuing and outgoing Committee members for all their hard work in the past year. It has been a pleasure to be involved with a group of positive-thinking people who 'get the job done'.

A big 'welcome aboard' to the new members of the Committee.

John Davies

CANBERRA NATIONAL MEETING 2001

EASTER 13TH - 17TH APRIL 2001



NOTICE BOARD

**Hillclimb - 8th October at
Mt. Cotton**

MID WEEK DAY RUNS

The Gold Coast MG Car Club has been successfully running Day Runs on the 2nd Wednesday of each month for some time now.

Their Committee has extended an invitation to any (lucky) MGCCQ Members who may be able to join them for a mid week jaunt.

Interested MG Enthusiasts should contact Bruce or Carol Corr a day or two prior to the Run to confirm the arrangements on 55 353628

**Noggin & Natter - 13th
October at Donkin Street
Clubrooms**

FROM THE EDITOR'S DESK

The up and coming National Meeting in Queensland in 2004 is far away but it will become surprisingly close as the time passes.

We have a National Meeting Committee President with Ron Clydesdale who is able to co-opt everyone to assist with the set out and organisation of the event. It is the "fiftieth" anniversary of the establishment of the MC Car Club of Qld and will be a worthy event.

The organising committee will need suggestions as to where the event can be held. Venues such as Brisbane with ample accommodation and suitable sites for the Concours, Training Assembly, Speed Events and Motokana at Willowbank or Darlington Park and our re-vamped Hillclimb at Mt Cotton.

On the other hand, as both Victoria who took the Nat Meet in 1996 to Shepparton, or Sydney who took the 1999 Nat Meet to Gosford, the local City Councils really opened the doors to 350 MG's and the 7-800 members to the area.

One of the suggestions for our 2004 Nat Meet was to go to a provincial city in southern Queensland for the same style of event where the sporting venues and accommodation can meet our requirements for the events. Cities such as Ipswich, Toowoomba or Warwick meet those criteria and provide the closeness for visiting members to meet and greet other clubs.

The suggestion has merit and we would welcome your views on our 50th. The views would also be followed by your welcome presence on the organising committee.

Yours 'Safety Fast'



Bruce Mutch - Editor

MGCCQ Inc. LIBRARY ROOM

By now most members would have noticed the improvement of our Club Rooms. Whilst the completion of decoration and amenities has yet to happen, some other members have been looking at implementing a Club Library. **The Club has currently a collection of magazines and videos, in addition to our own Club Magazines from the early days.**

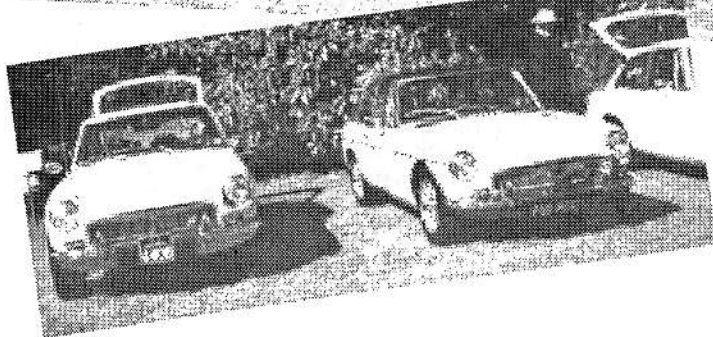
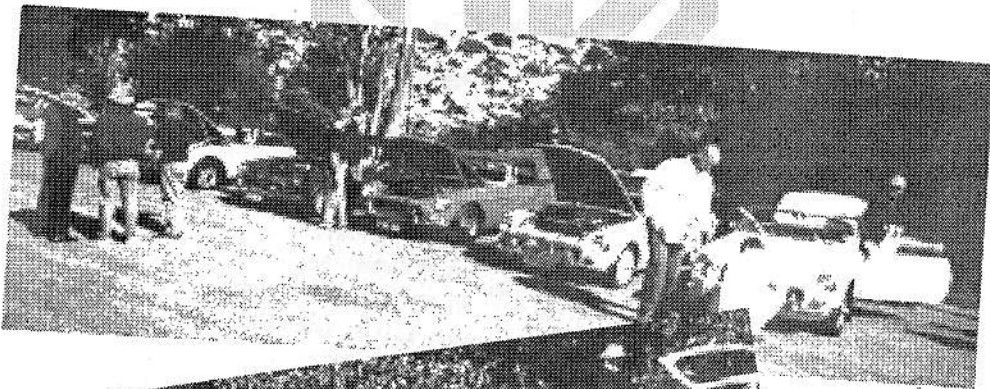
The Library Room will be run as a proper library with records kept and borrowings only made on Noggin & Natter Nights with the Club Librarians. Perhaps you have some books, manuals, magazines or videos you would like to donate, and maybe you have bookcases/shelving surplus to requirement?

If you can help, please contact David Robinson 3255 9037 (B/H) 3848 0221 (A/H) or speak to a Committee Member.

**CONCOURS RESULTS Tamborine 30 July 2000**

Name	Car	Total	Name	Car	Total
Murray Arundel	TC 49	393	Wayne Henman & Donna	BGT Rubbernose 76	384
Les Arnold	TF 1500 55	461	David & Meryl Miles	BGT Rubbernose 77	373
Glenn & Anglea Steele	TF 5	387	Chris Carswell & Dee	CGT Primrose 69	420
Richard Mattea & Carly	A Red 60	380	Guy West	CGT Fawn 69	419
John Walker	A	270	Glen & John Boyce	F VVC BRG 97	484
Dino Mattea	A White 60	330	Paul Lupton	Magnette ZB 57	361
Bruce Moffat	B 64	375	David & Kimberley		
Gary Lawrence	B Red 66	420	Robinson	Magnette ZA 55	297
Peter & Delia Rayment	B Black 67	390	Ron Clydesdale	Midget MkIII 68	476
Graeme Walker	B Blue 67	305	Gwynne Holman	Midget 77	410
Andrew & Bernie Bock	B 69	410	Chris Lake	A 1600 60	130
Allyson Mutch & David Irwin	B Camino Gold 71	468	Chris Lake	A 1500 57	60
Peter Cahalane	B Red 70	445	Guy & Pam West	RV8 Red 95	453
Len Melrose	B Camino Gold 72	294	Bruce Collins	RV8 Green 95	444
Neil Mills	BGT Red 67	408	Barry Evans	BV8 Spl	376
Peter & Gillian Smith	BGT Red 67	384	Godwin Caruna	BV8 Rubber Spl 78	330
Col & Gail Bengtson	BGT Red 68	393	Ray Edwards	B Spl 67	309
Nicholas Holman	BGT Red 70	324			

Outright Winner Ron Clydesdale Midget 68
Note: Different classes are judged by different judges, hence scoring between classes is not related

**Concours MGCC of Qld - 2000**

The new Millennium Concours got off to a great start with around 40 cars starting from the Calamvale Pub for the trip to Mt. Tamborine where the Concours venue was Chris Lake's home overlooking a million-dollar view.

The line up of cars before the judges was as strong as seen for a while with some of our new entries in MGTC & TF classes as well as Midgets A's and a long line of B's.

The tough competition was between the GT C's which had 10 points separating them at Newcastle and only 1 point at Mt. Tamborine.

The overall winner even though there was a small major mishap, was Ron & Bev Clydesdale's MG, white Midget fresh from the class win at the Nationals at Newcastle.

The club has grown and so has the events. A great showing and some worthwhile winners.

**QUESTION**

Who was the English Gentleman who arrived at the Historics at Lakeside with only Hot Water and no Tea Bags or Goggles and then blamed his wife??



"VALE" CENTAUR DEVELOPMENTS

No.26, Beesley St., West. End, that temple of information, advice and beautifully balanced reciprocating parts is no more!

Tim Harlock, the lofty guru of all things to do with motor racing in general, Centaur Cars in particular, has retired!

Long time member and constant supporter of the MG Car Club, Tim was always ready to listen and offer advice in copious quantities - the hard part was always which of Tim's solutions to a particular problem one would try first.

My involvement in Motor Sport really began when, following discussions with Tim, I ordered a Centaur chassis, slightly modified to take what was then the first Corolla engine

destined for a Clubman car. Help and advice was always readily available. That car, and most of it's siblings, I believe, exists somewhere, some 30 years on, a testament to the strength and integrity of the design.

I am sure there are many MGCC members with similar stories to tell, who all owe much to Centaur Developments and Tim Harlock, and would have benefited greatly, not only from any work done, but from the advice and friendship that also came at no extra charge.

Anyone involved in Queensland Motor Sport will, I am sure, join in wishing Tim and his wife all the best in retirement, and thanks for all that Centaur Developments gave to Queensland Motor Sport.

David Miles



BEAUDESERT - LIONS TOURIST ROAD DAY RUN

The canvas flapped, the dark clouds scudded overhead, the wind whipped the ropes, the droplets sprayed! No, the Day Run hadn't taken to the ocean waves. It was just a patch of contrary weather atop the Border Ranges as club members gathered under a protective cover (thoughtfully supplied by the organisers) while quaffing glasses of wine and the like. The sun soon re-appeared, the wind became a gentle zephyr and the cowpats were avoided.

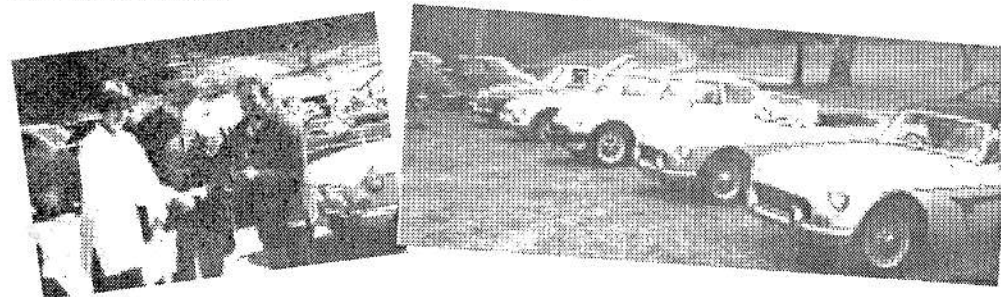
The adventure began at the nominated car park in Beenleigh with a total of 19 vehicles, 3 of which were MG in spirit if not in appearance. The organisers were pleasantly surprised with the roll up as the event was competing with the delivery of Olympic tickets, the after effects of the extraction of wisdom teeth and an elderly aunt's birthday. Northsiders were amazed at the fast run they had down the highway to Beenleigh and arrived in plenty of time for a chat and a pit stop.

The instructions and questions were duly distributed, members were lined up for a sprint start and they all eventually straggled out on the road again heading south. The first 45 kilometres of the Run had the participants seeking clues on bus shelters, road signs, house names, billboards and local government facilities as they hurtled along through rolling countryside and over innumerable creeks.

Morning tea was at a park in the centre of Beaudesert. Organisers were stricken when they found a semitrailer parked across at least 10 of the parking spaces adjacent to the park but were absolutely beside themselves when a gang of motorbike riders pulled into several of the remaining spots. Fortunately they were extremely civilised and relocated to spots across the road when they realised they were in the company of mightier machines.

The tradition was retained from the last Day Run of competing for the available toilets with little old ladies when a bus load of pensioners pulled in for morning tea at the park as well. Suffice it to say that female club members retained their dignity and did not trip up, tackle or tromp on the senior citizens as they wended their way to the loos. (Taipan was not so well behaved as he was seen to indulge in passive smoking and fondling of a cigarette packet.)

On the road again and off further south with eyes spotting, brains whirring and partnerships in each vehicle cooperating magnificently. A further 45 kilometres of horse studs, dairy farms, looping creeks, winding roads (only a tiny, weeny bit of dirt) and steeper hills and the entourage pulled into the large open field known as Andrew Drynan Park, halfway along the Lions Tourist Road. Manoeuvrability was the order of the day as those pesky dairy cows had left little messages everywhere.



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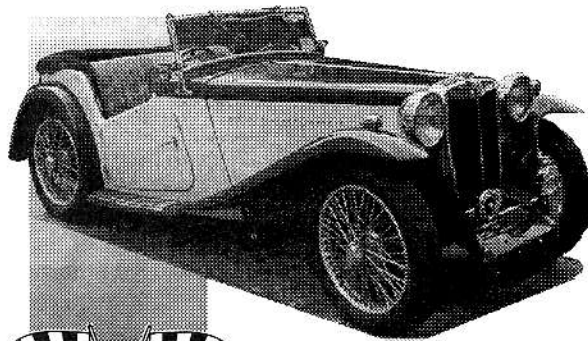


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Beaudesert (Cont)

Tables and chairs were set up, rugs were widened. **THE RESULTS WERE ANNOUNCED.** (And the answers given. The organisers barely escaped with their lives.....) Top of the tree were Delia and Peter Rayment and not too far behind were Dawn and Gary Lawrence. And everyone else did really well too.

Lunch over, participants had a choice of routes home. Some went via Sydney, others via Murwillumbah, still others headed over the border and far away (the Summerland Way actually). Donations were duly made at the border to support further work by the Kyogle Lions Club on the road (and we won't mention the potholes several low slung cars disappeared into). Organisers kept mum about the ticks they had encountered on an earlier sojourn at the Rail Loop Lookout but nobody has complained yet so all must be well. (Drown them in metho and then extract them with tweezers. The lump will go away eventually.)

A well known red headed lady driver of a buttercup MG was heard to mention after the trip that she had been terrorised by several

louts tailgating her on the way home on the highway. Numerous attempts were made to run her off the road but they were foiled. Despondent, Peter and Bruce eventually turned off, probably to try it anew on skateboarders.

The organisers enjoyed their first attempt at planning a Day Run for the Club and would like to pass on some knowledge to other novice organisers.

1. It is possible to reverse a car without altering the odometer. (Very handy when working out questions, noting mileage's at the same time, politely disagreeing with each other and overshooting the mark.)

2. Do not use flimsy 'Fantail pigeons for sale' signs propped up on letterboxes as clues.

3. When asking how many very, very, very large cylinders can be seen at a specific spot be very flexible and mark all answers correct on the answer sheets. (If you can run very, very, very fast this is not necessary.)

4. Carry plenty of water in case the toilets are dry. (It will be your fault!)

From the Organisers (Lyn and Paul)



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Historics - Leyburn 2000

The annual "Leyburn Sprints" was conducted over the weekend of August 19-20th. This was preceded by an invitation by the Warwick City Council Parade of Historics through the city on Friday 18th August.

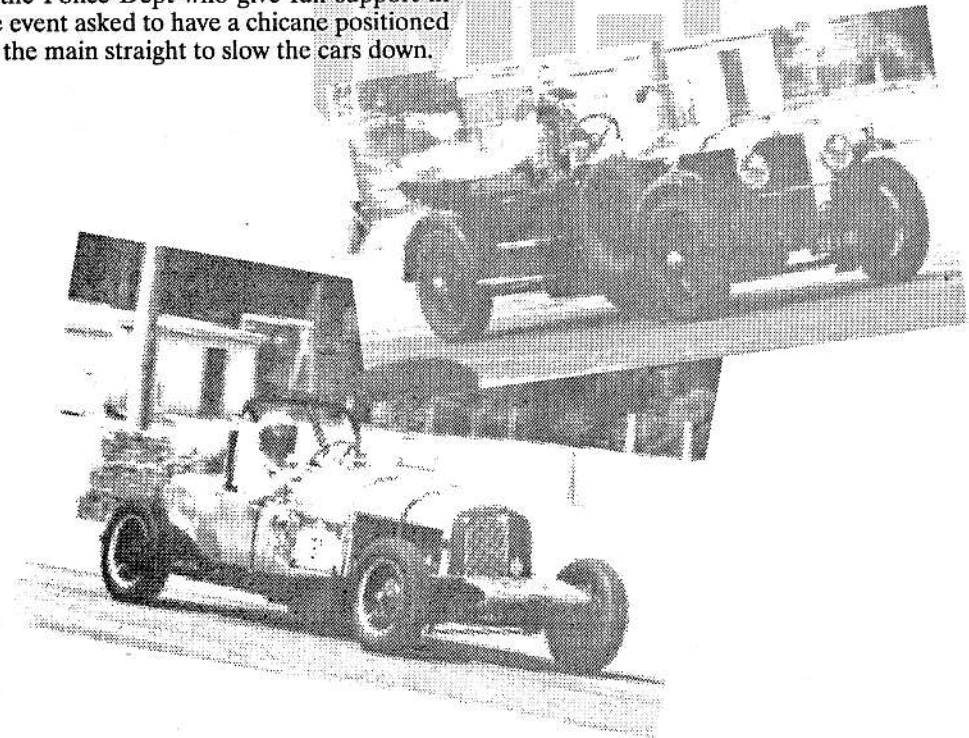
Over 100 cars entered the parade which was quite a spectacle. A total of 197 cars were entered in the Leyburn Sprints 2000. It was organised this year by the Leyburn Motor Sprints Committee, with the assistance of the HRCC. After scrutineering many of the cars on Friday, it was relatively simple on Saturday and "sprinting" commenced early on Saturday. We had three runs on Saturday plus the Leyburn Rally Cars who arrived late on Saturday and completed a lap as part of the event. They had quite a day of it with Willowbank, Morgan Park and Leyburn as part of the Rally.

Leyburn Sprints this year was interesting as the Police Dept who give full support in the event asked to have a chicane positioned on the main straight to slow the cars down.

The Chevron V8 reached 197 km/hr and the big bent eight Mustangs were clocked over 170 km/hr, so the request was valid although not altogether appreciated by the public who liked the spectacle. This year provided speeds for half the straight at up to 140 km/hr.

There were 20 members of the MGCC of Qld competing together with some really classic historic vehicles such as Andrew Wilson Morgan Super Aero (3 wheelers) Pip Bucknell in the pristine MG P type, Chris Herbert with the 1924 Vauxhall 30/98 (rare), John Wagstaff in the 1929 Bentley Blower, Roger Ealand in the super sounding Alvis Speed 25. The class was won by our member Bruce Smith in the Ford Special.

Of the MG Car Club members, there were some very commendable times.





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Leyburn 2000 (Cont)

Results

Some of the club members times.

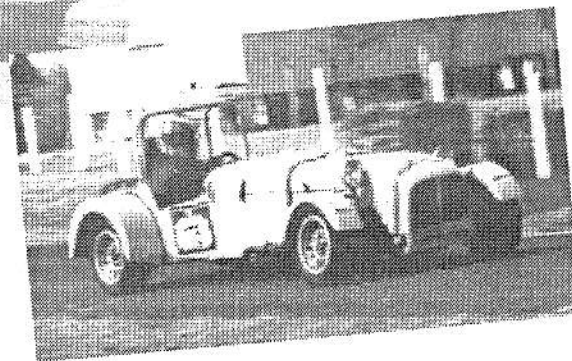
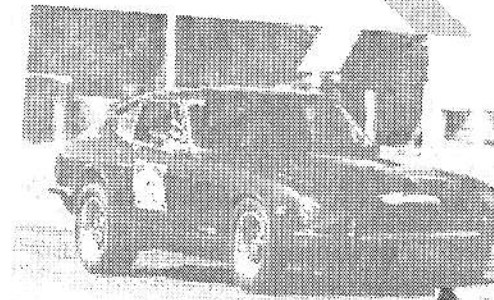
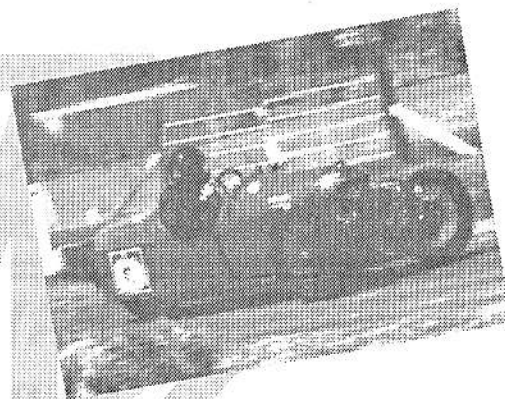
David Irwin	Caterham	55.01
Des Edwards	Westfield	53.22
Doug Chapple	MXS	53.60
John Davies	VJA	57.28
Linden Cooper	VJA Honda	58.84
Dan Casey	MGA	61.95
Rod Haley	MGTC	66.95
Murray Arundell	MGTC	68.19
Greg Newey	MGB	56.82
Jeff Sattler	MGB	58.31
Bruce Mutch	MGB L	61.62
Rob Callow	MGB GT	62.06
Jon Siddens	Datsun 240Z	48.52
Tony Gould	MG GT V8	54.33
Bruce Ferrabee	Triumph 2.5 P1	55.98
Lynda Bennett	Triumph P Mk1	57.90
Kevin Heffernan	Torana XU1	49.73
John Heffernan	Torana XU1	54.93

The weather was excellent, there was no rain or mouse plagues, a few broken engines and pesky kangaroos.

Everyone was impressed by the transformation of Shane Webke's new Leyburn Pub which the visitors nearly paid for on Saturday and Sunday.

A good weekend and packed away for next year.

(Apologies for any omissions ... Ed)



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Ironman Weekend Started**

The 25th Ironman competition was successfully conducted on the weekend of the 25-27 of August 2000 and to all the competitors for the events, Congratulations. The Events make for a gruelling schedule.

It is interesting to look at the results of the first "CASTROL" Ironman. At the time it was portrayed as a "Weekend of Motorsport". It still is. Back then it was not just the MGCC running it but also QMSC (Queensland Motor Sporting Club). MG ran the Touring Assembly and the Hillclimb and QMSC ran the sprint at Lakeside and the Motorkhana up on the hill at Lakeside (on the dirt). The dirt was fun but you would either get dirty or muddy depending on what the weather had been before the weekend. Entry fees were Touring Assembly \$1, the Sprints \$5, the Motorkhana \$1 and the Hillclimb \$5.

The night run started at the old clubrooms at 620 Wickham Street. There were cars everywhere as 40 cars went on the run. There was found to be a problem with the way the points lost were applied to the scoring for the weekend. If you won which Mal Spiden did in his Midget you got 0 points if you came last you lost 200 seconds. This problem was fixed for the second and future weekends. By looking at the spread of times of all the events, a new method of scoring was derived. This tended to follow the spread of the times achieved in the other events. These days however the Touring Assembly normally has the smallest amount of time variation of all the events. Some of the names at the run include Tony Scott, Phil Hutchinson this years setter, the Barrams, the Wasleys, the Rayment and Don Webster.

The Sprint at Lakeside had 56 entries and saw Peter Rayment (Cooper Ford 1498cc) winning the day with a 167.9 seconds from John Davies (Robb Holden) 168.5. Peter's times were 12.7 Standing quarter, 76.4 Standing Lap, 8.4 Flying quarter and 70.4

Flying Lap. The Cooper was by this time boiling as its radiator consisted of a swirl pot complete with rubber stopper and a hose going back into the water-pump. You had to start the run with a cold engine. Ken Wasley 188.3 beat Mal Spiden also in a Midget. John Heffernan in the Torana did a 169.8. Hayden George 199.1 was the fastest MGB. Barry Smith in the Cortina did a 205.5 and Don Webster MGTD 217.9.

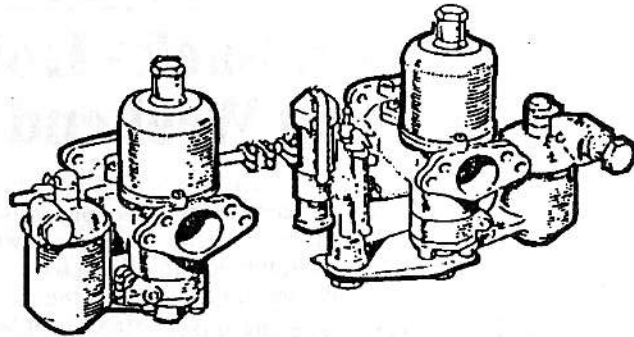
I am not sure how many ran in the motorkhana but we have total times for 27 cars. Fastest time was Laurie Barram 199.8 in his Sprite, followed by Glen Carpenter 203.6 in his MG1300, Mal Spiden 206.4 Midget, Peter Rayment 216.6 Renault 12, Ken Wasley 241.9 Midget

Sunday saw 42 entries for the hillclimb. Back then only your best run counted whereas it is now your best 2 runs to give more weighting to the hillclimb. Peter Rayment took FTD 51.3 and Top Six 50.9 leading John Davies in the Robb-Holden 55.9. John Heffernan drove the Torana to a class win with a 53.5 from the exuberant Cameron Fisher Morano 56.4. Keith McConnell took the Cooper S to a 59.4. Ken Wasley Midget headed the Group D Sports Cars with a 57.1. John Barram Lotus Europa 58.2 just pipped Mal Spiden Midget 58.6. Hayden George had the fastest MGB with 59.9.

The end of the weekend saw Peter Rayment 450.8 take the Castrol Iron Man Contest and followed into second outright by Mal Spiden MG Midget 456.2 who also took the Clubman Trophy for competing in the same vehicle throughout the weekend.

That weekend 9-11 July 1976 saw the 1st of these titanic battles to see who would win the Ironman. A fantastic weekend of Motorsport you would agree.

Peter Rayment - Member MGCC 1976



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Ironman Weekend - 2000

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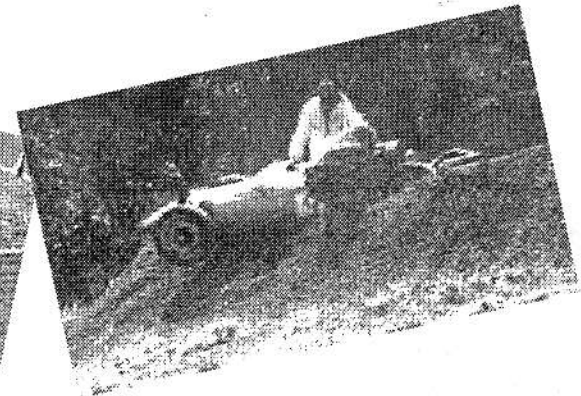
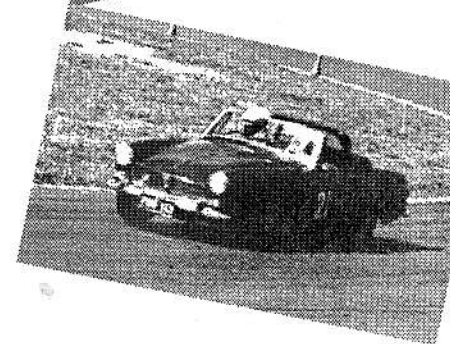
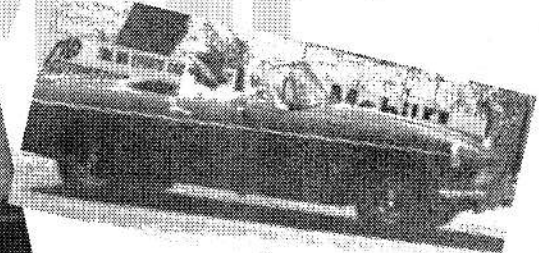
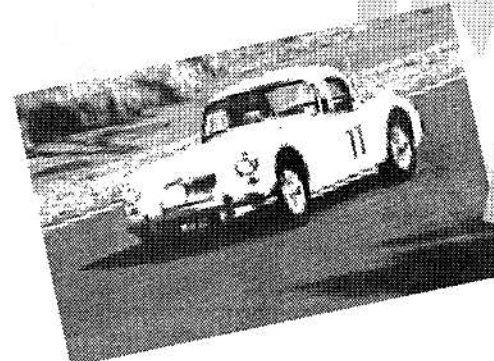
As a member of the MG Car Club for the past 8 or 9 years, I have never been able to compete in an Iron Man Weekend due to "Job". However, this year after a little gentle nudging from our "Stalwart" Joan, the opportunity was grasped. So what were the thoughts ... "Bloomin Marvellous"!!!!

The Night Run - with my erstwhile partner and navigator, David Irwin, we received our marching orders from 16 Donkin Street and headed off to answer the "52" questions (How many?) armed with the trusty "B" "Charlie Brown" and a UBD. After the first twenty minutes of mayhem, we went back to the start and I thought this is "b" mad. Anyway, we started again and followed the instructions carefully only to end up across the Victoria Bridge and in the middle of the Casino. We didn't think that was right so re-tracked, got

on the right road and rallied forth again. Over to the Gabba and while driving along Vulture Street noticed all these little blue lights ????. We missed the tricky turn into Thorpe Street, off Shafston Avenue and went around the block and back down Vulture Street only to be waved to the other side of the little blue lights into a RBT.

After a cheery "have a good night sir", we were off to find the wilds of Kangaroo Point, then to Eagle Farm for the elusive railway bridge. As time was passing quickly and with the assistance of the UBD, we found our way back to Donkin Street to be back on time. Flat chat and 19 questions answered. Then we discovered the secret then uncovered to "first timers" ... go for the most points and we should have gone to "Woop Woop" or somewhere.

Anywhere, it was a great night!





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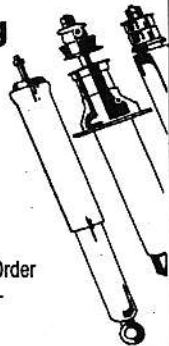
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MG Car Club of Queensland Inc. Official Provisional Results

25 th Ironman Competition

Date of issue: 26 August 2000

Driver	Car	CTA pts	Motor khana	Sprint	Hill climb	Total Time	Iron PI	Club man PI
Simon Lake	Corolla/Axtell	25	85.39	101.99	84.72	297.10	1	
Phil Hart	Porsche 911	20	76.07	108.90	98.82	303.79	2	1
Henri van Roden	Mazda MX5	0	82.72	121.82	107.14	311.68	3	2
Brant Rayment	MG Midget	29	74.39	115.99	119.38	338.76	4	
Chris Lake	Corolla/Axtell	25	115.80	109.08	92.80	342.68	5	
Melinda Both	Honda Civic	10	78.79	135.40	120.45	344.64	6	3
Chris Hatfield	GT40/Cobra	36	89.79	119.83	99.50	345.12	7	
John Novak	Magna/Gemini	22	89.71	126.90	108.62	347.23	8	
Graeme Walker	MGB	27	82.82	127.73	109.84	347.39	9	4
Chris Johns	MX5	30	85.75	126.39	110.04	352.18	10	5
Craig Hornibrook	Commodore/Gallant	33	88.98	125.85	107.84	355.67	11	
Samantha Rayment	MGB	5	86.88	138.23	125.94	356.05	12	
Alan Pearson	Commodore/Gallant	33	88.89	126.80	109.19	357.88	13	
Brian Ferrabee	MX5/Triumph	30	101.58	120.76	108.02	360.36	14	
Peter Rayment	MGB	5	88.84	137.97	129.32	361.13	15	
David Irwin		35	109.18	120.89	105.19	370.26	16	
Ron Clydesdale	MG Midget	23	86.53	145.62	128.03	383.18	17	6
Nick Holman	MGB	38	95.08	138.84	118.24	390.16	18	7
Richard Mattea	MGA	15	94.78	148.99	132.24	391.01	19	8
Bruce Mutch	MGB	35	103.57	132.66	123.92	395.15	20	9
Dino Mattea	MGA Coupe	32	100.56	141.08	125.25	398.89	21	10
David Miles	Rover	34	136.82	127.22	112.77	410.81	22	11
Lee McKinnon	Datsun 1600	38	110.40	144.45	120.65	413.50	23	12
Paul Strange	Subaru	31	-	114.52	124.18	NER	DNF	
Carley Moffett	MGA	15	-	93.41	160.06	NER	DNF	

Best Ironman Overall	Simon Lake	Corolla/Axtell	297.10
Best Clubman Overall	Phil Hart	Porsche 911	303.79
Best MG Overall	Brant Rayment	MG Midget/B	338.74



The Hillclimb - Mt. Cotton

There were 60 competitors for the final day of the Ironman at Mt. Cotton Hillclimb. The weather was fine and the track was good. First out of the blocks Shane Andree in the red Westfield was a little over anxious and ended up in the "Nuts".

The first run was a sighter with Warwick Hutchison showing what the blue RPV Rotary could do. The wingless Van Dieman of Gary Goulding had wings and Chris Walker in the Axtell and John Wynne in the JMW kept them very honest.

Phil Hart spent a couple of hundred "big" ones to compete in the Ironman in the silver Porsche 911 (Don't tell my wife says he). The GT 40 of Chris Hatfield sounded awesome.

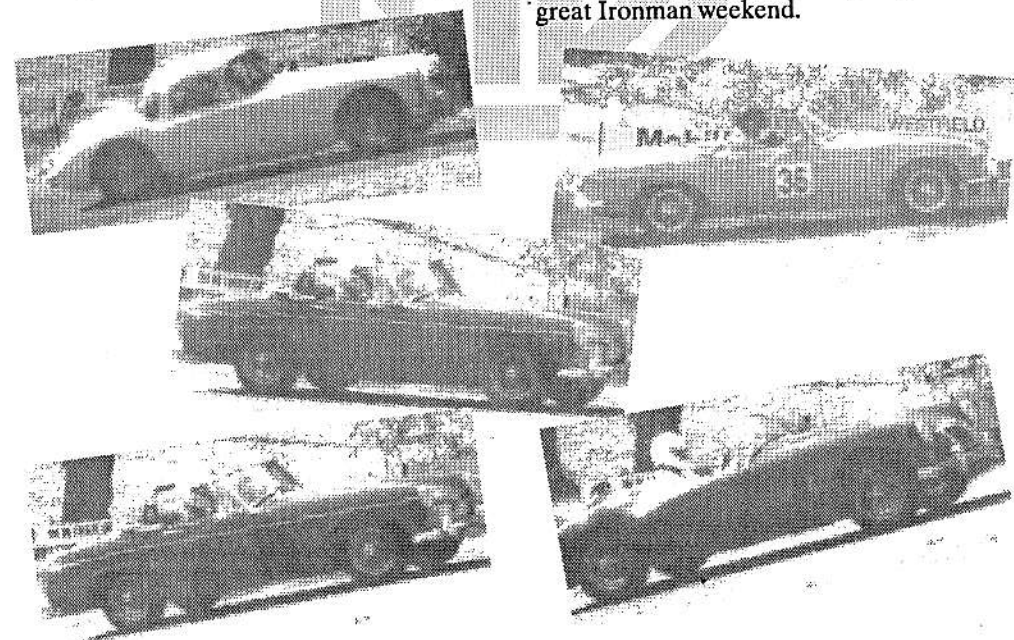
There were a few "down" faces with Brant Rayment screwing the tail out of the Midget, Ken Trudgian bent the Leda a little on Lovers Leap, Brian Hunter lent Paul S his Mako who proceeded to bury it in the "Nuts", Brian Ferrabee showed off his new Vintage Triumph 2500 PI, sounding very nice.

As a gesture of sportmanship, Nick Holman loaned his Mark 1 "B" to Brant Rayment to complete the weekend, then Brant proceeded to better Nick's best time of a credible 59 sec with a 58.66 sec on his first run. (The benefit of being young)

Most competitors had an improving day and your truly had a PBT at the hill after a bit of erstwhile coaching from Sam and John Walker.

So the overall thoughts of a first ever Ironman weekend. It was great, a lot of work for the competitors and a heap of thanks to Joan Appleby, Peter Rayment, our President, John Davies and all of the Club Members who so willingly give their time and effort to sit in the sun or be blown away like Saturday afternoon at Darlington Park with the dry westerlies.

The MG Car Club has a lot of other "rebadged" MG's but it was very pleasing to see the number of MG's competing well on a great Ironman weekend.



The Great Valve Spring Experiment

My mate Bill grew up in the fabulous "do it yourself era of motor racing". That is - "any time before 1965".

Bill cut his teeth on old Zephyrs, Custom Lines and sometimes MG's. It was an era where we shared Saturday night facing cylinder heads on a piece of marble, sheets of emery paper, kerosene and large quantities of liquid amber to keep the joints well lubricated to cope with the hours of rubbing. It was a long laborious job. The piece of marble was usually borrowed from Mum's kitchen. Boy did she go off if you didn't wash the marble down properly in hot soapy water after the exercise and the next meal tasted of kero. Few facing machines today can do as fine a job as marble and emery paper.

Bill had been reading this article in a magazine on hotting up Zephyr engines. The article talked about using valve springs out of an Austin 7 as inners on the Zephyr motor. This gave our intrepid race car mechanic a great idea!! Bill's dad had a Zephyr and there were heaps of old Austin 7 valve springs down the workshop. So it was arranged - *the great valve spring experiment was to take place the next Saturday!*

Bill talked his Dad into allowing him use of the Zephyr to take his girlfriend to the

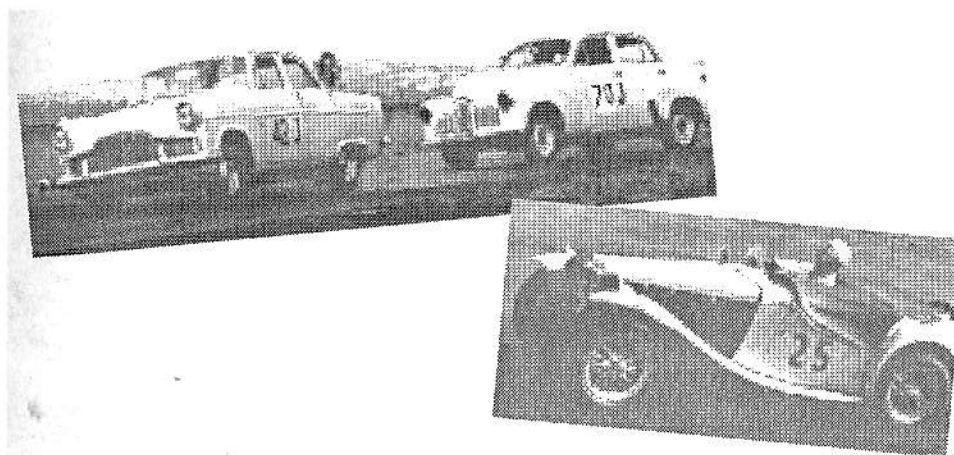
pictures. Work began behind closed doors and tight security (don't want any of those FJ jockeys finding out about this latest demon tweak.) Around 900pm the job was finished. The moment of truth - key in the ignition - contact - whurr from the starter motor - clunk - rattle - bang! Nothing. Lots and lots of nothing. Only starter motor noise.

On examination poor Bill discovered every push rod had bent alarmingly out of shape, so for hours and hours until 2am, Bill delicately hammered each push rod back into shape on the anvil as his mates dwindled off into the night with better things to do.

To this day, his Dad never found out what happened to his car that night. Girlfriend Robyn was sworn to a secrecy pact for life and is still with him 30 years later!!

About a week later I bumped into a very p—d off Bill coming out of the newsagent. He had read in the next edition of his favourite motoring magazine, there had been a printing error in the previous article and it should have read Austin Healey inner springs. Not Austin 7!

Garry Pianta





MIDDLE EAST MOTORING EXPERIENCE

The Roads

Firstly we drive on the "other" side of the road since we have LED cars. Overall, you would have to describe the roads as excellent. For example, the ring road around the city is a 6 to ~ lane freeway style affair (3 or 4 lanes each way plus exit/entry lanes) including a substantial median strip bordered with concrete walls separating inbound and outbound traffic - a bit like a "Hot Wheels" toy car track. This is a good idea because it keeps the accident on the appropriate side of the road. There are also emergency stopping lanes on each side of each carriageway. The locals therefore interpret that as 5 to 6 lanes available in each direction! The speed limit is 120 km/hr and a 10% overspeed seems to be quite acceptable. In fact most of the traffic signs seem to be regarded as "advisory only except for expats". The road surfaces are very smooth but there is a drawback here. Why? Because it only rains about once per year so there's a huge build up of rubber and oil to mix with the water. No one adjusts his driving habits (speeding, lane swapping, tailgating etc.) for the wet conditions, so the road carnage on the first "rain" day is quite

unbelievable. Note: I said "his driving habits" - yes, politically correct because women may not hold a driving licence here and, even if they could, all the women that I have met here say they would elect not to drive. I was caught in the city on a rain day and found just walking across the road in a pair of grippy Nikes an extremely slippery experience! Most expats stay home for health reasons when it rains unless driving is essential.

Driving

This has to be experienced to be believed.

It is one thing to be driving along the Bruce Highway at 110 km/hr but quite another to be running along these roads at 130 km/hr in peak hour traffic. Yes, they are all going the same way but somewhat randomly. Figuring out the other guy's intentions is a dark art. Of course the vehicles are fitted with indicators but only expats use them. Local's lane changes are a meandering, drifting affair ... very interesting at speed. I saw a local using his left indicator the other day but he actually went right and it kept indicating left. I assumed that the left blinker was selected when he



Middle East (cont)

bought the car and there it has stayed. If you can understand that Arabs do things in a rather relaxed manner and always put off until tomorrow what they could do today, it is extraordinary to see what happens once they get behind the wheel.

They must be wherever they're going yesterday and as early as possible. It gives new meaning to the term "the red mist descending". Example, I was bumbling along at about 130 km/hr the other day in the left (passing) lane with other cars all around me in peak traffic. I spend a lot of time looking in the mirrors here for bogies in my 6 o'clock but missed this one. A Chevrolet Suburban (small bus or overgrown Mazda MPV) appeared and thundered past me by using the left emergency stopping lane and his bow wave. That lane is only about the width of a Suburban! Lie had a 30 km/hr overtake at least but the best part was the BMW slipstreaming about 2-3 metres behind him!! Are you getting the picture here? I understand that the per capita injury/death rate through road accidents is higher here than anywhere else in the world. There is no road rage, just pure lunacy.

This is no place for the timid. Survival depends on driving as aggressively as the other guy but with the defensive driving "force field" activated at all times.

Other Interesting Things

What is a nanosecond? Give up? Well despite what you may have learned at school, it's actually the time interval between the traffic lights changing to green and someone hitting the horn. This can be a good thing because the traffic lights are not set out in the manner you are accustomed to. If you're "on poll" at the intersection you can't really see the lights so a horn toot is a good indication that the lights are green. Two or three mean it's not a false alarm and the lights are definitely green. Four or more mean you're taking too long to get moving. A protracted horn blast means "I'm selecting 4WD and will be driving over the top of you or pushing you out of the

way if you don't get going". Naturally, no allowance is made for the fact that, although the cars on poll" may be moving, it takes many, many nanoseconds for the cars on the 15th grid to get to move. Of course the other problem at the lights is that cars will poke in wherever there is enough space and thus 3 or 4 lanes become 6 plus. It's good sport to sit about four cars back from "poll" at the lights and "accidentally" beep the horn when the lights are still red. The comedy that ensues makes it all worthwhile.

Order out of Chaos

Maybe in retirement I'll write a book about what I've seen: here: Indulge me just one more time. Imagine a 6-lane road, 3 lanes in each direction plus a stopping lane on the outside (right side) of the 3 lanes. There is a 10 metre wide median strip separating inbound and outbound traffic. Imagine a traffic light controlled intersection of two such roads and fairly heavy traffic. The lights are red and I'm on the ~ grid. Now remember we're in a LED car so we are driving in the right set of 3 lanes. U-turns are permitted at all intersections. The left lane is for left turns (including U-turns) and straight ahead, the middle is for straight ahead and the right lane is for straight ahead and right turns. In fact the markings on the road show that to be the case. The stopping lane is for breakdowns - mental and mechanical. Sounds quite sensible doesn't it? Now, you may go through a red light to turn right provided you don't crash into anyone - oooooaaayyy. Now imagine that 6 lanes of traffic have formed up at the lights, revs are rising and some fore and aft rocking of vehicles has started. Yes I know there are only 3 lanes but, if you don't understand, go back and read the previous paragraph. There is a car in the far right stopping lane with his right blinker on (he isn't broken down) and someone is behind him giving the "protracted" horn blast - he must also want to turn right although he's not indicating that intention. The first cars in the left lane are not indicating a turn but a guy in the middle lane is indicating

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Middle East (cont)

left. This is going to be interesting. The lights change to green and 20 or so horn toots are sent in a heartbeat, All the traffic surges forward.

The cars in the left lane turn left or U-turn but one goes straight ahead. The cars in the middle lanes go straight ahead, some turn left and one U turns! Oh my God, how did they get away with that?? The cars in the right lanes screech off straight ahead. The guy in the far right stopping lane, who was indicating a right turn, serenely cuts across **all the traffic** which seems to magically part for him and gracefully completes a U turn whilst waving some signal with his left hand. His right indicator is still blinking!! Was there any shaking of fists or drawing of weapons? Nah. Am I stunned?

Nah, just conditioned. I don't get through the intersection because of the chaos but score "poll position" in the middle lane for the next green light. There are now two cars to the left of me and three to the right. I speak encouragingly to my Hyundai Galloper (Harry) and pray that he is ready to do some galloping. As green light time approaches my heartbeat rises with the revs of Harry's V6. The horns blow and we accelerate to warp 2. Harry stays out front. I take second gear at 5000 RPM and feel relieved that we survived again intact.

By John "Slipstream" Tait - currently in Saudi Arabia teaching the Arabs to fly.



The Dancing Spanners

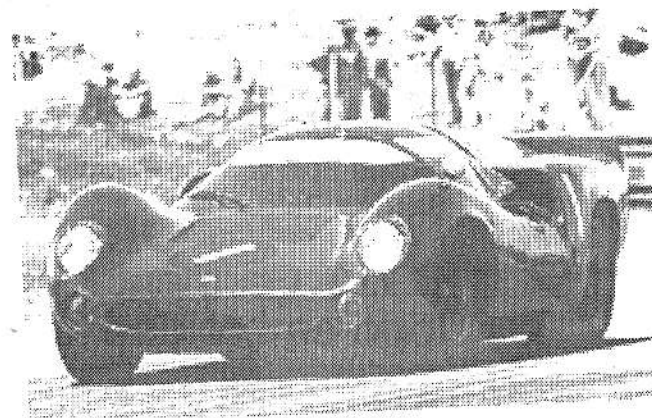
Long Bob of EH Holden fame went on in the motor sport world to become a handy mechanic, working on some wonderful racing machinery - including rather wild sports cars with big engines, seven litre projectiles which would make the bravest of racing drivers think twice about what they were doing. One of these devices was imported for the Surfers Paradise Endurance Races, a big Lola T70. It was suppose to come into the country with a 5litre engine to meet the Australian regulations. Something went wrong and it arrived about a day and a half before the race meeting with this cobbled up 7 litre and funny heads which when the cooling system was filled up let the coolant run straight out the exhaust pipes. Great stuff!!

One day left before the race meeting and this engine has a big problem. Long Bob, on taking the cylinder heads off, discovered eight huge pistons. The source of the problem. The cylinder heads didn't match the block. Drama! The car was illegal with this monster engine and it had to front for practice within 24 hours. After lots and lots of negotiation with race organisers and investigating almost every race shop between Surfers and Sydney for suitable parts. Bob and his colleagues, discovered a couple of heads near by which would suit the big 7 litre engine. The race organisers would let the car run but no prize

money or points were to be accredited to the car for this race.

At around midnight Friday night, the engine had been repaired; this monster was ready to start. Now all this hard work had been taking place in a small garage near Burleigh Heads, giving much delight and notoriety to the service station proprietor. He never missed an opportunity to tell all his customers about the pukka sports car that was living in his workshop. So a midnight when Bob pushed the starter button, the T70 burst into life. The noise that blasted out those huge unmuffled exhaust pipes (real racing cars didn't have mufflers back then) was unbelievable. Especially in the relative quite of the night! The glass tilta-doors nearly fell off their hinges, the roof rattled alarmingly, all spanners on the bench danced and rattled their way to the floor. The crescendo of noise as Bob blipped the throttle two or three times, echoed all over the coast. It was incredible!! Every time I drive past that old service station which is now a chicken shop, I look at those garage doors and think of that hot August night when that big banger sports car graced those premises.

Garry Pianta





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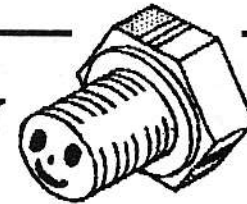
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SUMP PLUG



Everybody seemed to enjoy the relaxed atmosphere at the annual Club Concours, even Ron and Bev's Midget decided to BBQ itself. Now seriously, just what was Paul up to in PEC's cockpit when it self-combusted? Stray wires were apparently the culprits, resulting in the Midget's first lazy trip...on the back of a RAGQ Tilt-tray.

Thanks again to the Lakes for the use of their terrific backyard for the Concours. I suppose the cynics out there might suggest it was an easy way for Chris to push out his barely mobile MGAs.

The Plug might have missed the Lions Road Day Run, and yet the muck comes my way for spreading...specifically cow pat's. Evidently there was a profusion of cow cakes at the lunch stop, attracting the attention of our merry club members, as they dodged and weaved about them.

David Irwin certainly looked as if he had been showering in cowpat's after "testing" the wet motorkhana course at the Ironman. Those very open Caterhams afford very little protection from the elements. Interestingly, David selected 2nd gear for the tests, so to better control the considerable torque of the V8.

Congratulations to Simon Pattison for the birth of his baby daughter, Miranda. Simon has also sorted out the legal details for the Club's agreement with Ann Thomson, enabling the Club to proceed with improvements at Mt. Cotton.

By the time you are reading this, Carly Moffett will have legally snared Richard Mattea. Sump Plug can now confirm Richard is not pregnant, and the union is not a "shot-gun" Best wishes to both of them.

Great to see Alistair Clarke up from Mexico with his wonderful J Type Midget for the Historic racing at Lakeside. Unfortunately, the oil pump failed during his first race on Saturday, as it was one of the few spare bits he didn't bring, that was the end of that. At least it gave us the chance to enjoy his entertaining company whilst he wasn't competing.

The oil pump gremlins weren't satisfied with only one MG for the weekend, and promptly shifted their attention to Don Lake's MGB (sb), sidelining Don for the weekend. Thank goodness for fast Freddy Douglas's MGB (marque sports) flying the MG flag in his best times at Lakeside.

Editor Bruce has been at the bran buds again, circulating very regularly in the Regularity Trials, as was John Walker.

On the other hand, Russell Grewe, travelling somewhat faster, did some circulating of a different type... Russell tells me he is working his way around Lakeside's corners in strict order, spinning on each one!

Also heard that Alan Blundell was a bit horny on Sunday...

Three dots can mean a lot in the hands of a skilled writer.



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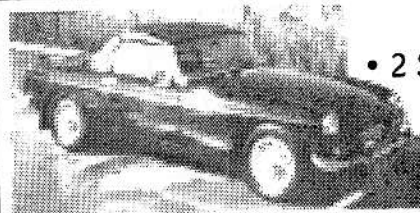
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NOGGIN & NATTER

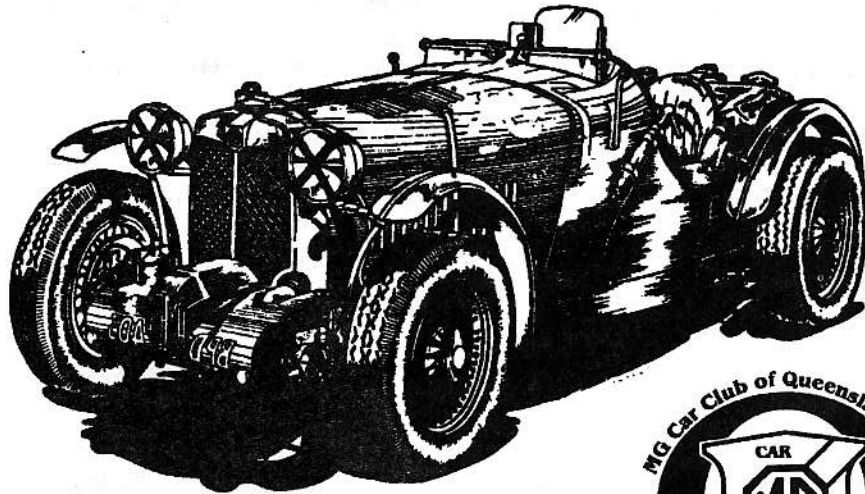
Don't forget to attend the Noggin & Natter Night on Friday 13th October at 7.30 pm at the Donkin St. Clubrooms, West End.

Bring some nibbles and enjoy an informal, fun evening.

Friday 13th October - John Fraser Advanced Driving

**Friday 10th November - Sgt. John Rhuler
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Friday 8th December - Christmas Party !!!



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Old Historics - Lakeside 2000

After a short diversion from Lakeside circuit in 1999, the HRCC are to be congratulated in returning the 2000 Historics to Lakeside Motor Racing Circuit on September 16th & 17th this year.

The weather was excellent with cool mornings and 25 degrees during the day. A good line up of historic racing cars going back to 1927 with Lea Francis Lea Meadows, the Russell Morris MK1, Alistair Clarke's 1933 MG C Type Special and the very attractive Lotus Eleven Le Mans 85 of Peter Yeomans.

The Historic Sports Cars were dominated by the 1969 Welsor Clubman of Kerry Finn and the 1963 Marcos GT of Roger Ealand.

Well placed was Damien Croston in the 1969 Lota Km 200 with dad well pleased.

The Historic Racing Car groups provided some delightful cars with the Dalro Jaguar, Brabhams BT2, BT36, BT21c, Elfins Mallock, the Cheetahs and the very fast Raet RT4 of Michael Henderson.

The Group 'N' Category provided very exciting racing with the orange Valiant Charger C49 of "David Barkley dicing throughout with Geoff McCrystal in the 1971 Ford Falcon X4 GT and Kevin Heffernan in the XU1 Torana snipping out their heels. The old stalwarts Don Tallow Chev Nova and Laurie Donaher Mark 1 Ford Mustang; Garry Brown Chev Nova provided racing particularly in the Jack Lacy Memorial that was more exciting than the Group 'A' series.

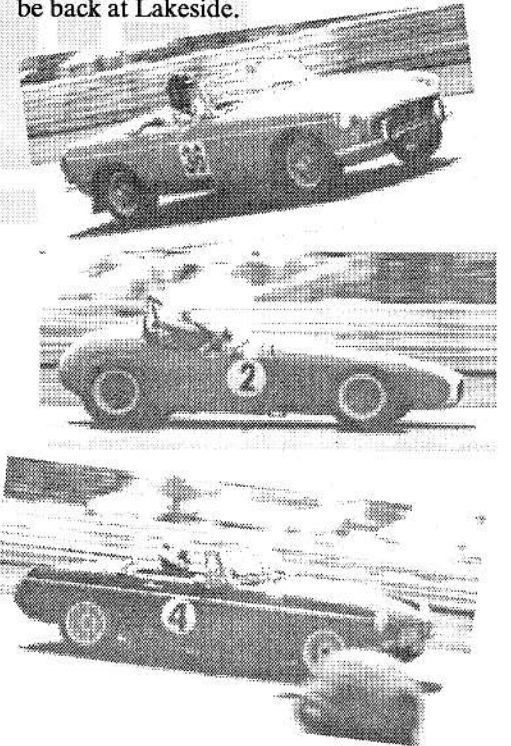
The Regularities were well attended with some interesting moments for the steadier competitors, with the Ferrari 308 GTB, Chris Hatfield's Ford GT 40 DRB, the Waggot Contour and the Volvo P1800's filling their mirrors.

There were quite a few of the MGCC members mentioned in the prize lists.

John Walker	Sharp Holden	3 - 2 ^{nds}
Chris Hatfield	GT 40 DRB	2 nd & 3 rd
Bruce Mutch	MG B Mk11	1 st & 3 rd
Graeme Buck	Ford Cortina GT	1 st
Lynden Cooper	Triumph TR7	2 nd & 3 rd

Peter Ganderton of MGCC GC in his MG BL won the Regularity Championship with John Walker in the Sharp Holden second.

A great weekend's racing in good weather with only a few dingles. All were pleased to be back at Lakeside.





What your cars' colour reveals about you.

Red. You're very outgoing, energetic and a go-getter who likes attention.

Black. You're ambitious, sophisticated, self-sufficient and strong willed.

Green. You're a kind and nurturing peacemaker. You are least likely to lose your temper at others on the road.

Blue. You're calm, secure, loyal and people oriented. You're among the happiest drivers on the road.

White. You're a very private person- perhaps on the shy side- and tend to be a loner.

Tan. You're reliable, dependable and good with money.

Maroon. You're emotional, sensual and fun-loving.

Silver and Grey. You're cool, calm, dedicated and self-contained.

Purple. You're a real individual with a quick wit and just a hint of vanity.

Yellow. You're an idealistic, intelligent and imaginative, but somewhat aloof.

New Members from January to August

Col Bengtson	MG	B,GT,MkII,68	Steven Mihalic	O	Escort
Craig Munro	O	Falcon,97	Mark Woolf	MG	BGT,75
Michael Hocking	O	Torana,LH,75	Fergus Haggart	MG	B,MkI,66
James Warrington	O	Chev,Camaro,84	Alan Stewart	O	Honda,CRX,90
Allan Lovett	O	Ford,Escort,80	Paul Wiedman	O	Nissan,Pulsar92
David West	MG	B,MkI,66	Peter Carlile	MG	B,MkII,72
Raymond Curtis	O	Datsun,1600,70	David Holmes	MG	Midget,68
Mary White	O	Renault,25,84	Trent McDonald	MG	B,MkI,63
Gary Hamilton	O	Datsun,1000,SSE	Russell Schloss	O	
Carole Matson	MG	B,77	Gary Blank	O	Galant,VR4,90
Michael Kleinschmidt	MG	B,76	Michael Harrison	MG	F,2000
Graham Hoyle	MG	B,MkII,73	Jeffrey Oldham	O	Holden,HX,76
Melinda Both	O	Civic,90,Dat160	Aileen Stewart	MG	B,MkI,67
Colin Upjohn	O	Triumph,TR7/V8,	Timothy Anderson	O	Triumph,TR7,78
Gwynneth Holman	MG	Midget,77,Rnose	Joseph Cotterell	MG	B,MkI,64
Mark Wallace	MG	Midget,63,MkI	Bernard O'Regan	MG	Midget,MkIII,70
Zachary McAfee	O	Lamco,FVee,68	Frank Williams	MG	TD,51,BGT,79
Clint Hockings	O	TR7,Sprint,80	Trevor Harris	MG	B,MkII,70
Peter Hulbert	MG	B,MkII,69	Lee Hayes	O	Suzuki Swift,GTI
Zel Woolf	MG	B,GT,73	Garry Laemmle	O	Pontiac,Transam
Phillip Blackwell	MG	B,72	Keith Schafferius	MG	F,Special,32
John Laarkamp	MG	A,60,YT,50	Michael Wrighton	MG	TC,47
			Alan Soper	MG	B,MkI,67

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