



THE OCTAGON

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

Patron: Dick Johnson

Management Committee

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	Joan Appleby 3857 1561	
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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 Management Committee has acted on an excellent suggestion from Club member Delia Rayment and will be holding a regular series of General Meetings.

The dissemination of information within the Club is principally through this magazine, the Noggin-N-Natter evenings and informal discussion with other Members. We do of course, have a form of 'General Meeting' every time we have a meeting to discuss specific issues e.g. 2001/2004 National Meeting meetings. The past experience with General Meetings has been most disappointing with as few as 5 members attending. However, times change and as the Club is now a more vibrant and active organization the holding of General Meetings may now be an appropriate strategy. Watch the calendar for notification of the General Meeting dates.

It is with regret that the Management Committee has accepted the resignation of Secretary Helen Danalis from the Committee. Thank you Helen for all of your hard work, and once you are 'out from under' all of those work pressures we would like to see you back. In the meantime, many thanks to Kerry Strange for filling in as our 'pro tem' Secretary.

Despite the hard work of a small band of Club members, the 4th February Willowbank Race Meeting was something of a disappointment both from the point of the number of competitors and finances. It may be that there are a number of reasons for this, e.g. weather, too early in the year, not a State Championship round etc. The Management Committee will address the issue to ensure as far as practical that this situation does not reoccur.

Keep your eye on the Calendar of Events so that you can plan well ahead to attend ALL of them. Remember to keep being as successful as we are, the Club needs your participation on all levels, particularly to help with events.

To finish I will butcher a famous quote - 'Those who do not do anything do not make mistakes, the only mistake the others can make is in not correcting a mistake'.

John Davies

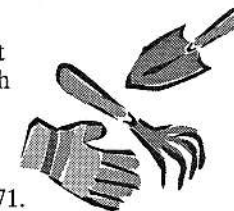
YOUR CLUB NEEDS YOU !!!

At a Working Bee that is ...

The planned works for Mt Cotton, and at the Clubrooms, means we need bodies on the line. Hard work guaranteed !!!

For example, at Mt Cotton, CAMS have indicated that we must construct some tyre walls as safety barriers. These are 5 tyres high filled with dirt and the top row roped together. The barriers can only be economically constructed by member's hard work. Any help at all will be greatly appreciated.

For details contact John Davies (07) 3341 6768 - 0417 615 871.



**NOTICE BOARD****March Day Run**

Start 6.30am sharp departure from Woolworths at Chermiside (cnr. Gympie and Webster Road.) for Breakfast at Suttons Beach, Redcliffe. If the early start is a problem, proceed directly to the beach- as we are then travelling to a private property where a model live steam railway is operated. We anticipate leaving Suttons Beach at 9.00am.

If you have never experienced the joys of a ride on a model steam train, I can assure you will never forget the trip.

The high standard of craftsmanship, the aromas and the amazing pulling power is truly remarkable. The venue is available for us to enjoy our picnic lunch as well. For further information, contact Ron & Bev Clydesdale on 3263 6575

National Meeting 2004 Sub-Committee Volunteers

Friday 23rd March

Start at 7.30 pm at the Donkin Street Clubrooms.

Contact Ron Clydesdale on 3263 6575

National Meeting 2001 - Post Mortem

Friday 27th April - Clubrooms at 7.30pm

Come along to recall the fun and success (hopefully) of Canberra 2001. Bring you photos and a plate of nibbles. This is an important starting point for our National Meeting co-ordinators to commence planning for Adelaide 2002, so if you can't make it on the night, and intend going to Adelaide, contact Ron & Bev Clydesdale on 3263 6575.

All British Day

Make a note in your diaries because the All British Day is on again this year for classic British cars, motorcycles and commercials, at St. Joseph's College Sports Ground, Vivian St. Tennyson. 26th August 2001. Plenty of shade and seats. Food and refreshments available. Contact Pat Hand 32738882, 0417 863 094 fax 0417 861 208 e-mail pat@pathand.net

**FROM THE EDITOR'S DESK**

The democracy of the Club came to the fore over the past few months when the decision was taken to upgrade, repair, or refurbish our main asset, that of Mt. Cotton Hillclimb.

The Club has grown over the past five years and funds, which were raised for the betterment of the Club, have now been allocated to the "hill". There were those conservative members of the Club who in normal walks of life are very careful about spending money, but it is only common sense to repair a money-making asset if it falls into disrepair.

The exercise was seen by some as going to split the Club, but the transparency of the presentation and the excellent report from our "Resident" engineer, showed the way forward.

The Management Committee were the ones who recommended that the work be done.

This was ratified and moved by the members and we can now press onwards.

The Management Committee has the full support of the members and should in no way feel that they are put in an awkward position.

Our asset "the hill" which makes us money with the term lease achieved will be ready for the Queensland and Australian Championships and will top up our finances.

So we have taken the step forward so let's proceed as the premier Car Club of Queensland and grow to bigger and better things. Perhaps we could buy a racing circuit - Lakeside !!!

Bruce Mutch - Editor

LETTER TO THE PRESIDENT

Mr. John Davies President MG Car Club

Dear John

Jim and I, as well as Ash would like to thank you VERY MUCH, for proceedings at the last meeting at Willowbank Raceway.

I had written to "Letters to the Editor" thanking people, but it was not published, so I would like to put our thanks in the "Octagon" to express our sincere thanks to Brian Ferrabee, for instigating the collection for Ash's new tyres, for him to go to Melbourne for the Australian Grand Prix Meeting.

Brian was so great just starting something "off the cuff" for Ash, and how he kept promoting this for the entire meeting. How can we thank someone so much? This has never happened to us before and we are so grateful.

Kimberley Robertson and her friend Alice also need to be thanked very much for collecting the donations. It is not an easy task to ask people for money, especially as we are all trying to race cars with very little budget.

Many, many thanks to all from the MG Car Club who so generously donated for Ash, but especially to Brian and the girls for all they did on Sunday. We will definitely get a new set for Ash to be competitive down south. A BIG THANK YOU ...

Jim and Irene Lowe (Lowe Racing)

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to meet you
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Breakfast Run - Marque

Sunday 28th January 2001

The start to the year with the Marque Car Club saw a well-presented group of Marque Cars leave the Botanic Gardens Car Park at a very early hour and journey to Jolly's Lookout at Mt. Nebo.

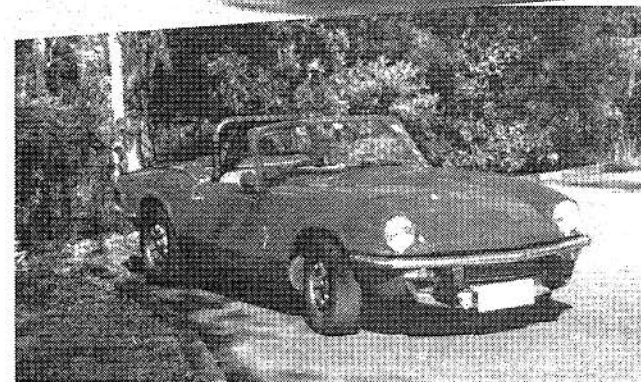
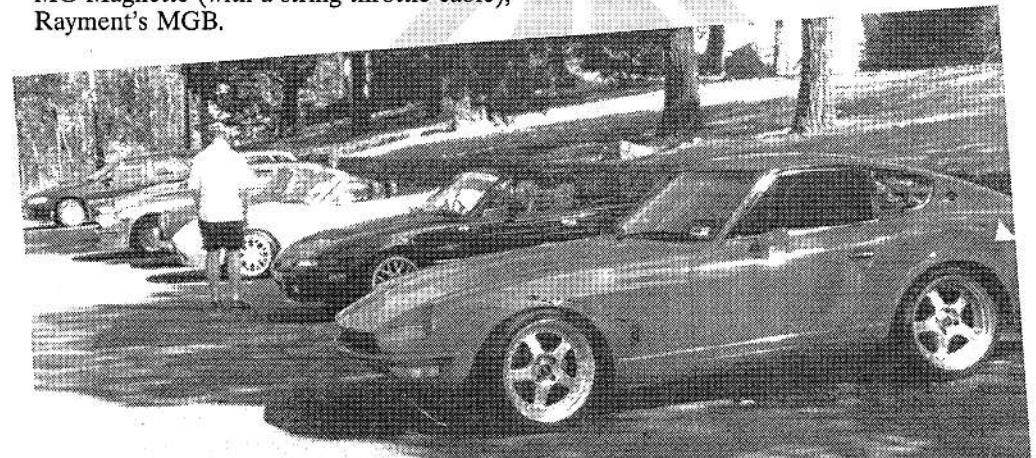
The run is always a good run for sports cars with a range of interesting Datsun Z Cars, a dearth of Lotus, new and old, an intrepid Triumph Spitfire which is well travelled and then enjoyed a leisurely breakfast at the ever visited spot.

Of the MG Car Club were the Walkers (MGA), Clydesdales (MGA), Robinson's MG Mquette (with a string throttle cable), Rayment's MGB.

The Editorial Team brought up this rear (late as usual) due to work commitments in the MGB.

It was during the very hot conditions experienced during January and the trip home through Mt. Glorious (even though the place was alive with executive motor cycles) was still at the over-bearing heat and back to Brisbane at 36 degrees. This is too hot for hood down but some have to do it.

The Breakfast intermingling with other enthusiasts was enjoyable and we have the Marque calendar for the rest of the year.





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Mg Car Club Race Meeting

Old Raceway - Willowbank

Sunday 4th February 2001

With a very wet week preceding, it did not look as though the meeting would take place. As usual, the sun came through and it was a great day for racing (although 'don't go on the grass' signs were on everywhere).

The racing had some very interesting classes and perhaps as a result of the white/green paper that CAMS put out some time ago, someone has done something about it.

The sports cars and Porsche Cup cars saw the Porsche cars dice, while Fred Douglas and Don Lake enjoyed their "winged" MGB's. Fred was third and Don was 5th.

The HQ and Gemini Race was a combination and whilst the Gemini's were like "bees", it was interesting they didn't give a lot away. Craig Yates at 1.09 in a HQ was first with Ron Lange in the Gemini at 1.10.

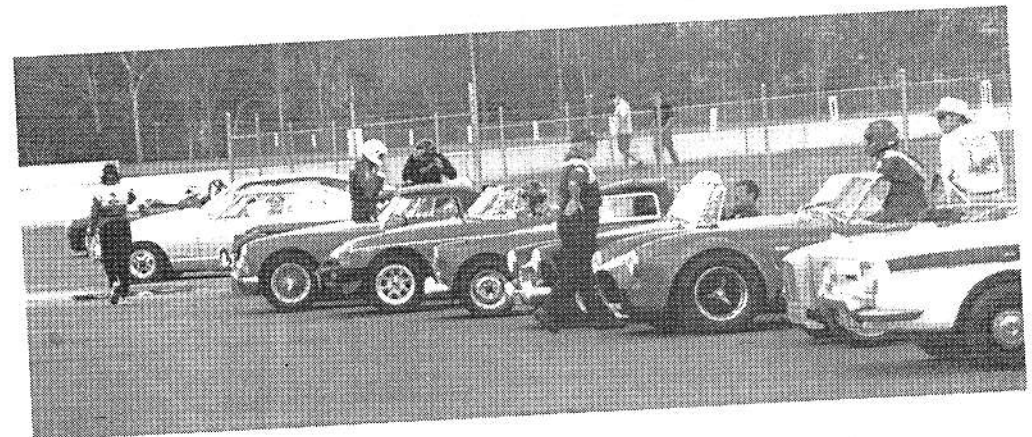
The improved Production/Sports Sedan and Group N Race was a very interesting dice and depended as to who got away from the grid. The Rover Vitesse of Jeff Haley, Eric Lynton in the BMW M3R, Colin Giblett in the 5 Litre VL Commodore and George Ross in the "Rocket" Nissan Skyline GTR. The dice continued ...

The CAMS green/white paper of two years ago has brought out the Saloon Car Class, which is the true street car class between Holden & Ford. We have half-and-half with VN - V6 Commodore running against EA Falcons. The racing was good and whilst 80% of the drivers had come from HQ ranks in the previous years, the Holden Commodores were generally to the fore.

Shane Beikoff, Kurt Kratzman and Like Norris in Commodores were in front.

The Formula Ford saw a new entrant, Ash Lowe in the Swift and Ian Moncrieff in the Van Dieman locked head to head. It was good racing with Ash Lowe in front. He has been invited to the Australian Grand Prix in Melbourne and was running out of rubber to start. The hat went round the meeting and gave him enough for a new set of front tyres for the Formula Ford Swift to go to Melbourne. Wonderful !!!

The regularities as usual were full of MG Car Club people with a number of exceptions who were conspicuous by their absence (track or weather).





Old Raceway - Willowbank (Cont)

David Miles in the Rover SE V8, Barry Evans in the MG V8, John Walker in the refurbished MGA, David Irwin in the Hatercam Super 8, Russell Crew in the MGB MkI, Peter 'Papa Bear' Rayment in the MG Midget, Stuart Douglas in the MGB, Frank Moore in the Tornado (Fabulous).

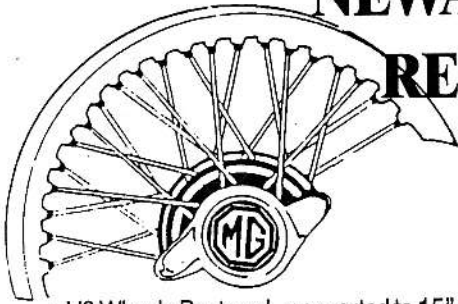
The event was dry although it was marred by a series of dings & offs, particularly with the B's of Fred and Don, the tornado of Frank Moore just stopping and David "Break it then fix it" Irwin in the last lap of the last regularity last lap when he was just starting to enjoy it.

A small crowd but enjoyable racing and a sight of things to come during the year with enthusiastic people and new classes who just love the sport.

The regularities were spread around David Miles & Steven Wilkins in the Austin Healy Sprite for first, with Russell Crew, David Irwin and Barry Evans bringing up the places.



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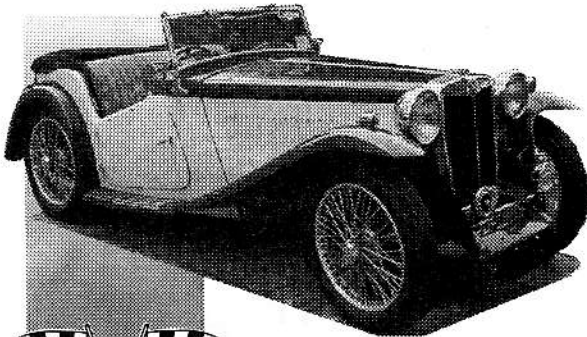
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The 18/80 and 18/100 MGs

Considering the British sports car, it is difficult to place the MG 18/80. Its time was the early 1930s, it was not really a competition car and never a racer, except for that one Mark III 18/100, and only an occasional Rally or Trial car.

I have always regarded the 18/80 as a connoisseur's car, a quality-sporting machine with a certain flair. Perhaps its closest rival was the Lagonda, the Double-Twelve Hour race must be well known.

But some drives with Victor Rothschild (later Lord Rothschild) in his production model "Tigress" (JB855) are remembered with less clarity because I never drove that car at Brooklands, and I was driving a lot of other interesting cars at that time. Victor was very wealthy and had a lot of good cars.

He was a great character - much later he became Lord Rothschild and a leading international banker; he died a few years ago.

Young Victor was forever changing his cars and he tried all the great Bentleys, Bugattis, Mercedes and Alfa-Romeos. So the less flamboyant MG was not likely a make for him. But the first production model of the "Tigress", with its beautiful body by Carbodies, was shown at the Olympia Motor Show in October 1930 and Victor was enchanted with it.

For Cecil Kimber made certain that his first racing car was presented to the highest standard. Every inch of that car, every nut and bolt, was Concours D'Elegance plus. Many years later, "Kim" told me that he had ambitions to come into the Bentley market with that model. He realised that the 2 and a half litre engine would not be powerful enough but he planned for a new, bigger unit.

But the recession of the 1930s was not the time for an expensive sports car, but absolutely the right time for the modest little MG

Midget. So that lovely "Tigress" was left to die, almost still-born, never developed and only five were built, whilst Abingdon devoted

all its energy to the popular Midget.

However, a few of us were raving about the beautiful 18/100 "Tigress" and Victor Rothschild ordered one straight away - his car, finished just like the show model, arrived just before Christmas.

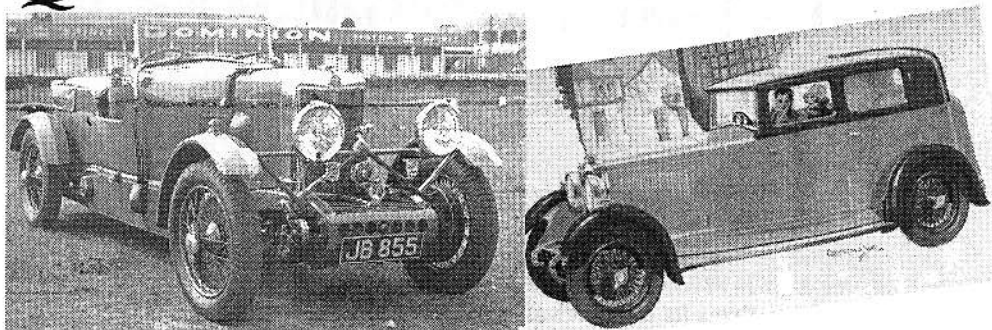
I was a mad enthusiast, but Victor was easily put off because it was so cold. One did sit more on the car than in it, and there was very little protection from the elements. He sold the car in the spring so he never had it in the summer weather.

That was the sum of my "Tigress" experience before the war. After the war, that great MG enthusiast Christopher Barker bought that ex Rothschild car and the Show car that we had seen on the stand at Olympia.

After an extensive restoration of the Rothschild car, he drove it in Vintage Sports Car events and he won the very prestigious "Pomeroy Trophy". This was undoubtedly the highlight of the "Tigress" story, and a tremendous achievement by Christopher Barker, ranking with the early K3 and N-type racing victories before the war.

I spent some time with Christopher and his two 18/100s and enjoyed a fine drive in the Rothschild car a few years ago. Now Geoff Radford who has done so much for MG in many directions, including his joint promotions of the Regency runs, has been about really researching the "Tigress" story. It is a long and complicated saga, but Geoff has sorted it out that he and a few friends will soon have all the remaining "Tigress" models correctly established and running.

Of all the 18/80 models, of course my favourite has always been the speed model. My first experience was a run in the work's demonstration Mark I from University Motors from their service station in Shepherds Market. Even in those days, it was a notorious "red-light" area, where the going rate for a short-time was 1 pound and cheap old second-hand cars which were "runners" after a fashion could be bought for 5 pounds.



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The 18/80 and 18/100 MGs (Cont)

It was a different world! My drive in the Mark I speed model (RX7202) was most interesting.

About 80 miles per hour maximum with reasonable acceleration, nothing flashy but with remarkable smoothness. Really lovely handling, accurate and light steering and it did not seem to matter that there was only a three-speed gearbox. There was good torque right down the speed range so that the relatively high second gear was a good choice, though I thought a nice little remote gear control would have been worthwhile.

The same Mark II speed model was a much better car with its substantial frame and excellent four-speed gearbox, but it was a good deal slower because of its increased weight.

I only drove one speed model and was sorry that the hand brake was placed inside, because the scuttle was too wide for the attractive outside hand brake of the Mark I. Geoff

Radford has started "The Early MG Society" so that another fine part of MG history is in splendid hands. Geoff's comprehensive researches have now sorted out the very detailed history of the 80/100s so that all the cars and prototypes have been listed. The whereabouts of various parts are known and we will soon have nearly every Mark III in reasonably original condition.

Amongst new owners taking advantage of the Radford archive researches is Peter Green. He and his family have been outstandingly successful MG competitors for a lifetime. Peter runs the ex-Witney Straight K3 which is by far the most used and most successful car of its type today. Peter's "Tigress" should be outstanding; such projects take time so we will have to wait.

A small bit of MG history but important, the big 18/80s and the rare Mark III 18/100s.

Source: Enjoying MG - Rivers Fletcher

Affectionately known as 'Alice'

My 18/80 is a 1930 MkI speed model, UK registration MG 1133; originally two tone blue and affectionately known as 'Alice' by its first owner - from the song 'Alice in Blue Gown'. I bought her in 1977 in Dexter from the then owner for the past 16 years and it was painted BRG with red wheels.

After importation, I elected to repaint it in factory racing colours of brown and cream as per the racing 'Tigress' which was my ultimate aim, but now unlikely to achieve. At least I was afforded a very privileged drive of one of Christopher Barker's 18/100's whilst visiting in 1984.

The MkI speed model was my preferred choice after the 'Tigress', as the chassis was lighter and the 3-speed gearbox adequate as it will pull away comfortably from 5 mph in top gear, with its torque 2 1/2 litre, overhead cam 6 cylinder motor. The brakes are excellent; cable and rods to large drums assisted by a Dewandre vacuum booster - all original.

During my ownership, she has covered thousands of miles including the 1982 National MG Rally to Canberra. I have re-sprayed and re-trimmed the body, rebuilt cylinder head, radiator, differential, cork plate clutch, generator, water pump, manifolds, fuel pump etc and generally enjoyed reliable motoring.

For a 1930 vintage, the car handles well, light to steer, brakes well with adequate power to cruise at the speed limit all day. It is the only 18/80 to have run in the country for over 50 years. *Rod Hiley - MGCC of Qld*



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The Hill

The second "Noggin & Natter" to be devoted to the Hill. The first meeting in January led to good discussion. The meeting heard a fine presentation by Dino Mattea in the form of an engineer's report. This report covered generally everything needing to be done at the Hill and would be identified over a number of year. As this meeting was not specifically covered to move and ratify the management committee's recommendation to upgrade the Hill, it was a discussion night, which the club had to have.

At a duly convened general meeting at the MG Car Club of Qld, the clubrooms at 16 Donkin Street, South Brisbane on Friday 9th February, 2001, the Mt. Cotton Hillclimb and Development Programme was discussed. The meeting was very well attended, particularly by those of the racing fraternity.

5. The safety barriers are in need of upgrade. In a nutshell, the Mt. Cotton Hillclimb is a fine asset to the club. Now that we have the lease for the northern half (3x3x3) from Mrs Ann Thomson, a long time member and stalwart of the MG Car Club, we are able to repair and upgrade. If this work is not carried out, the facility will deteriorate and become unsafe.

The asset is a money making concern and our six meetings each year, together with the Queensland Championships in June and the Australian Hillclimb Championships in September will add to our funds.

We have sufficient funds in hand to complete a series of refurbishments as can be seen in the financials in the previous Octagon.

The basis of the proposal was that:

1. The Mt. Cotton Hillclimb has been well used, but is in need of a series of improvements and refurbishments.
2. The drainage needs upgrading, as it is the problem with springs, seeps and run off which continually causes problems.
3. The surface of the track, which has been layed for many years, is in need of an upgrade to enable our asset to be maintained.
4. The problem for competitors is the nature of the pits, which had been levelled some time ago. Due to run off, rocks cover the surface and low slung racing cars have a clearance problem. This is a deterrent to competitors.

The Motion To ratify

The Management Committee recommended that monies be spent to attend to the drainage, resurface the track, renew the safety fences, upgrade the surface of the pits, upgrade the queue road to the start and clay the burn-out road.

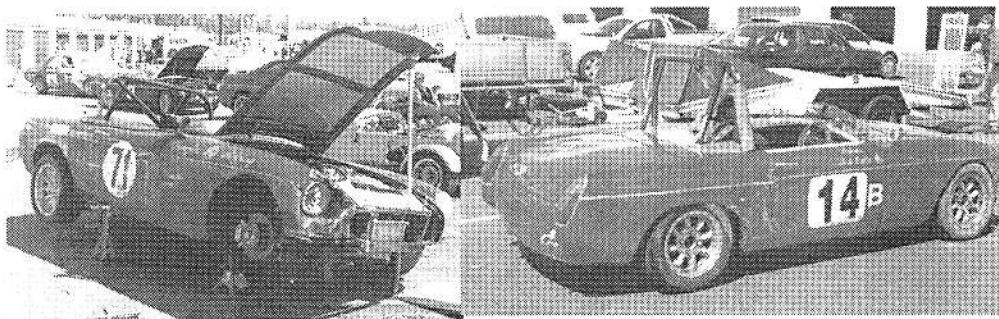
The amount of money to be allocated would not exceed \$200,000 to bring these improvements up to date.

The notion was unanimously carried and the project under the guidance of engineer Dino Mattea, will call for quotes and the members will be kept up to date.

The decision to proceed is an important one for the Club. It will refurbish our valuable and money making asset. This will put Queensland back to the fore with a viable hillclimb circuit well renowned throughout Australia.



Willowbank takes its Toll

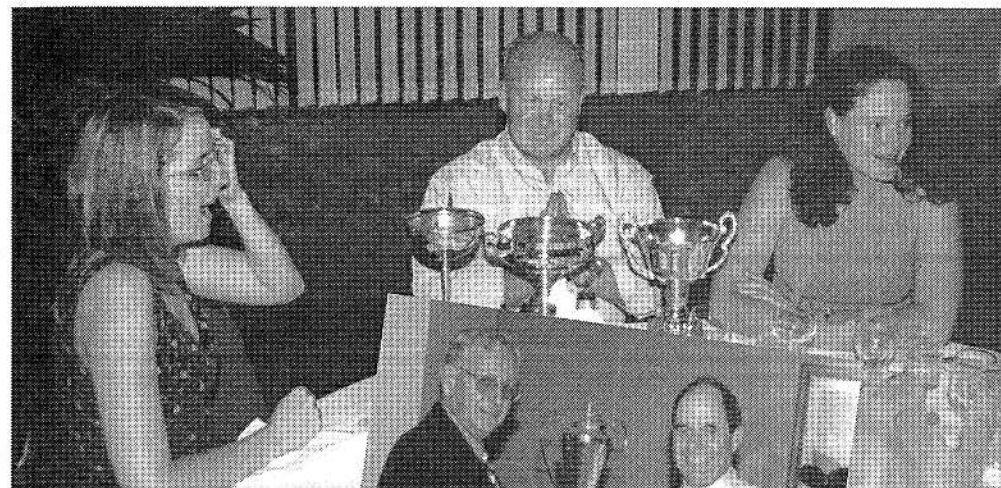


The Annual Dinner

Over 60 guests attended the MG Car Club of Qld's Annual Presentation Dinner at Chifley on George on Saturday night 17th February 2001.

The dinner of beef and fish was ably arranged by Ron & Bev Clydesdale. As usual, the night ran like clockwork, and a good time was had by all.

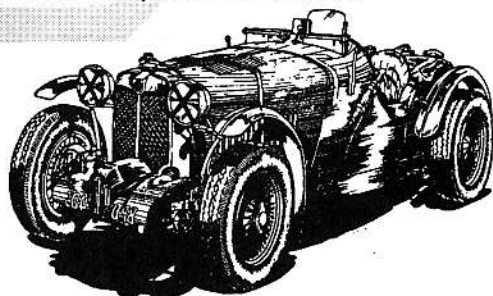
Our President John Davies was the M.C and presented the trophies to some very deserving winners.




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

**Don't forget to attend the Noggin 'N' Natter
Nights during 2001
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Bring some nibbles
and enjoy an informal,
fun evening.

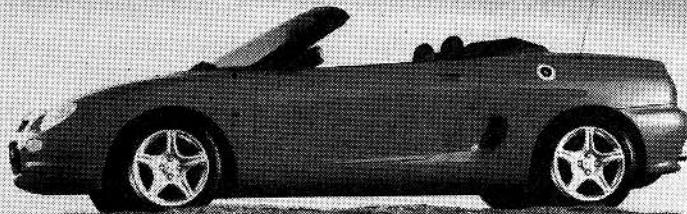


- Friday - March 9th
- Friday - May 11th
- Friday - July 14th
- Friday - Sept 14th
- Friday - November 9th

- Friday - June 8th
- Friday - August 10th
- Friday - October 12th
- Friday - December 14th

Contact David Miles 3892 2699

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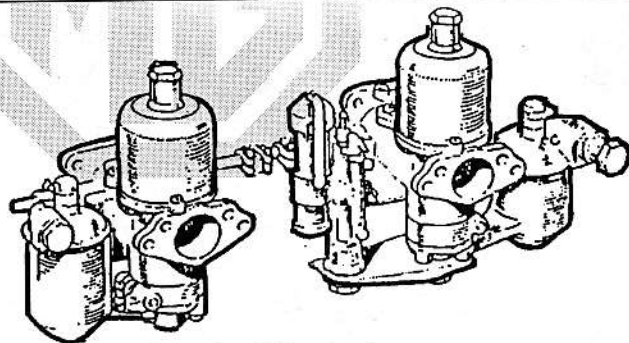
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MG Car Club of Queensland Inc. Top Annual Point Scores - 2001

Place	Winner	Points
Touring Assembly Driver - GC Reid Trials Trophy		
1	David Robinson	51
2	Peter Rayment	42
3	Michael Hocking	25
Touring Assembly Navigator - Donated by Mrs E.A. Hunter		
1	Kimberley Robinson	58
2	Samantha Rayment	48
3	David Edds	29
Concours D'Elegance presented by Geary Sports Cars		
1	Ron Clydesdale	Midget
2	Richard Mattea	MGA
3	Guy West	RV8
Ladies Trophy		
1	Samantha Rayment	75
2	Kimberley Robinson	67
3	Carly Mattea	51
Motorkana - ME Hunter Motorkana Trophy		
1	Brant Rayment	12
2	Paul Strange	10
2	David Irwin	10
2	David Miles	10
2	Graeme Walker	10
2	Melinda Both	10
3	Samantha Rayment	8
3	Simon Lake	8
3	Ron Clydesdale	8

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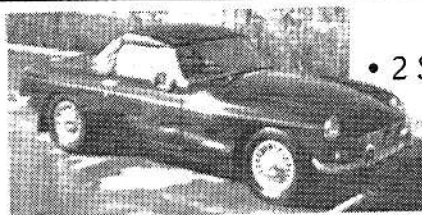
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**Top Annual Point Scores - 2001 (cont)****MGCC Speed Trophy**

1	Graeme Walker	80
2	Simon Lake	76
2	Des Edwards	76
3	John Walker	59

Racing Drivers Trophy

1	Fred Douglas	160
2	Tom Horton	138
3	Nerrida Stark	120

Best All Round - The Howard Trophy for Annual Competition

1	Graeme Walker	105
2	Peter Rayment	92
3	Simon Lake	85

Mothers Help - The Miles E Hunter award for Centre Achievement

1	David Robinson	
---	----------------	--

Marque Trophy - The Peter Uscinski Trophy

1	Graeme Walker	80
2	John Walker	59
3	Russell Crew	41

T-Type Register

1	Peter Rayment	43
2	Delia Rayment	40
3	Murray Arundell	32

MG Motorkana - McConnell Motorkana Trophy for MG's

1	Brant Rayment	12
2	Graeme Walker	10
3	Samantha Rayment	8
4	Ron Clydesdale	8

Best MG Trophy

1	Peter Rayment	122
2	Graeme Walker	117
3	John Walker	88

CONGRATULATIONS TO ALL THE WINNERS !!!



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) 3271 2043



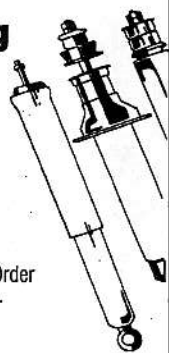


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The Best MG Roadster 4 x 4 x Far!

Would you drive your immaculate MGB through a ploughed field?

Would you immerse it in mud up to the doors?

The design brief was to create a vehicle based on the MGB, which would be pleasant to drive on the road, but would also have amazing 'off road' capabilities. The car would have to be immaculately finished and engineered to a very high standard.

The project was prompted by the acquisition of a burnt out rolling chassis from a 1988 Range Rover. Although the engine was missing, the gearbox, a ZF 4-speed automatic, was intact. The ideas began to flow.

A very badly damaged MGB Roadster shell of American specification, which had been abandoned in our compound, was earmarked for the body.

The reaction of people who see the car on the road is quite amazing. We have often had people stand and clap of cheer, obviously enthusiasts who recognise something good when they see it. Of course there are those who laugh but everyone has a right to their own opinion.

The vehicle's on-road performance is surprisingly good with superb acceleration and the ability to cruise at 80 mph at 2,200 rpm - the ultimate lazy cruiser. In traffic, the car is a joy to drive with the automatic transmission and power steering making life easy. AS for off-road performance - anyone who witnessed its display at MGOC 'Sky's the Limit' picnic at Duxford will vouch for its unstopability. It did however take a week to clean all the mud off.

Source: Andrew Marsh



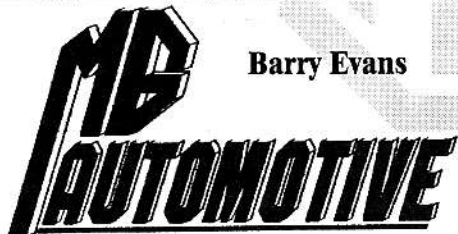


Smart Card iqamas soon

MAKKAH - The Passport Department will issue iqamas to expatriates in the form of smart cards instead of the present booklets effective from early next Hijrah year. Al-Nadwa newspaper reported yesterday. The new Hijrah year (1422) begins March 26th.

Passport Department sources told the Arabic daily that expatriate workers in all parts of the Kingdom would receive the new cards when they approach the department either for new iqamas (residency permits) or for the renewal of their iqamas. "The card will be as small as a Saudi ID card and will be difficult to forge or tamper with," the sources said, adding that the card will carry all personal information about the holder including his name, photo, job and thump impression.

Thankfully, my iqama is good for a year or so yet!
John B. Tait - (clipping from Arab News)



Barry Evans

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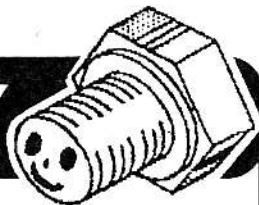
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Sump Plug



The first race meeting of the year at Willowbank brought some interesting surprises. Russell Crew not wanting to punish the green 'B' too much took it to the track on a trailer for the "Regularity". That's dedication

Fred Douglas was motoring serenely into the first bend at Willowbank when Don Lake had a loose in front of him. Nowhere to go and T-boned Don.

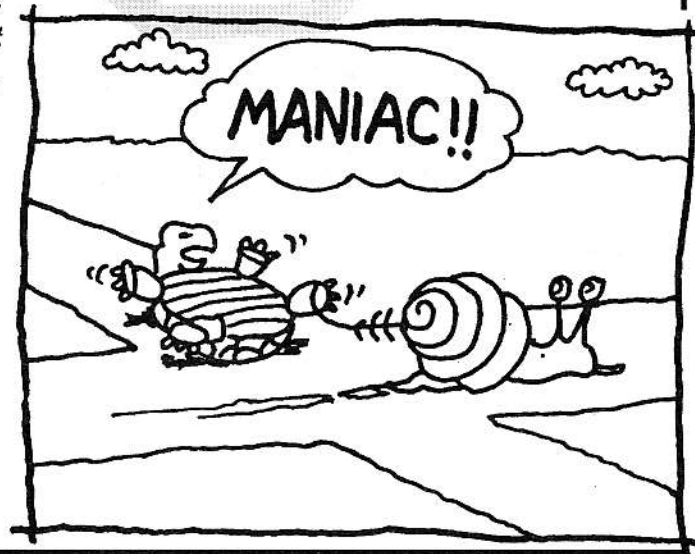
Don had another version which had the question "if you mated BR Green with Salmon Red, what colour would you get?" "Burnt Orange"

Both cars are under the old statement "if you break it ... you gotta fix it".

David Irwin in the Hattercam V8 was circulating very smoothly and starting to sound good when on the last turn on the last lap, it decided to go straight ahead, due to a broken suspension. Lucky it wasn't at "eleventy two" miles per hour down the main straight.

Our erstwhile announcer, Brian Ferrabee had David's Clubman type car definitely with a "Grey Holden Motor" going well.

It was then pointed out by the Scrutineers that it was a 3.5 litre Rover V8. Brian must have had it mixed up with the 'Sharpe'".





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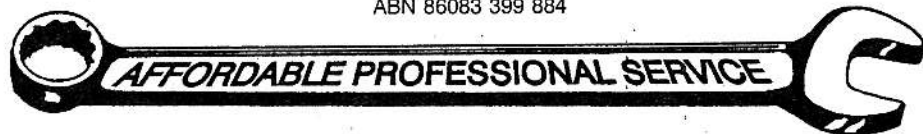
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CLIMBLINE

2000 AUSTRALIAN HILLCLIMB CHAMPIONSHIPS

MT. PANORAMA - BATHURST

Over the NSW October long weekend (old Bathurst race weekend) six MGCC members competed in the 2000 championship held at the esses Mt Panorama, Bathurst.

Bathurst is such a special place that a total of 135 drivers from all over the country came to the mountain and put it on the line to win their own personal battle or the championship outright.

The Championship was a very close fought battle with only .03 of a sec separating the top three after Saturdays competition runs.

The Australian Champion for 2000 after the end of three days of competition was **Peter Gumley** (supercharged / fuel injected / methanol powered VW SCV open wheeler).

Eric Barnes(supercharged / fuel injected Toyota Farrell F2) just pipped Peter Finlay (supercharged / fuel injected cosworth March 77B) for second place by only .06 of a second to make it a NSW trifecta for the major placings.

Another NSW driver Neil Farr (V8 Bowin Hay P6) ran well to finish fourth outright, and amazingly, driving only a 1428cc Suzuki motorcycle engined Hawke MK2 open wheeler, QLD's Bill Norris finished in fifth place. Bill had to come from behind after the Saturday runs, as the ever reliable Suzuki had a gremlin, and the hi-powered engine was just not cracking as Bill would have liked it. A quick strip of the carburettors, a look at the rev limiter Saturday evening and a dose of courage for breakfast had Bill back in front of his class and a personal best time in the bag

after the final competition run on Sunday.

Another QLD driver to impress and finish eight outright was Warwick Hutchinson driving his RPV rotary powered openwheeler. It was Warwick's first visit to the superfast hill and the rotary engine showed it was not lacking in power to finish only .42 of a sec behind Bill. It was a fantastic effort, as Warwick was able to improve with every run and to be in the top ten at the end of the competition runs of such a prestigious event and amongst such great drivers was most pleasing to himself and his support crew.

Just outside the top10 was Gary Goulding in the converted Formula Ford RF85 now with Toyota MR2 16V power. He was able to finish fourth in class and was well pleased to bag thirteenth outright after a long and mixed weekend of gear selection dramas / clutch dramas and throw in a carburettor hiccup just to keep the support crew on his toes. The car definitely showed potential and an aero kit is rumoured to be on the way to control the front to rear balance.

John Boyce (Kaditcha VW) and his wife Glen were also flying the QLD flag. John was none too pleased with his cars grip but still managed seventh in class and was inside the top twenty finishing nineteenth outright. The temptation was almost too great for John with the Avon tyre truck on site, but he stood firm and elected to purchase new rubber next year to get that home track advantage in the 2001 Australian Championship.

The father & son team of Michael and Chris Lake driving the Axtell Suzuki benefited from



CLIMBLINE (Cont)

new tyres being fitted on Sunday morning. Michael was able to slot into third place in class to be the only other Queenslander along with Bill Norris to pick up a trophy at the end of the day. Chris who part with the cash to help his son win the trophy ran solidly and had an absolute ball behind the wheel of the fast but sometimes nervous machine.

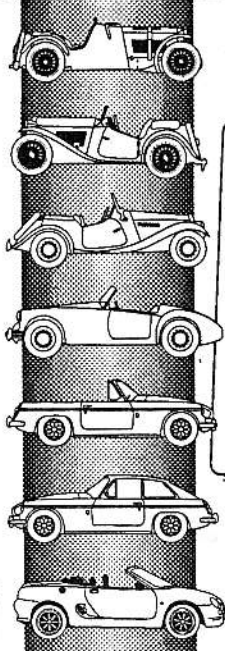
It has to be said that even though not many records were broken during the championship all drivers in all classes did an excellent job as it was bitterly cold weather conditions in Bathurst for this event. On Sunday it was long johns and parkas all day as the westerly winds were howling up and across the McPhillamy Park pit area.

I hope next years 2001 Australian Championship to be held at our own Mt Cotton track is blessed with fine and warm conditions.


Now is the time to start preparing and tuning yourself and your car for this event. Being a three day event it represents good value for money to compete and the time spent in the car will have you pushing the best from yourself and your car by Sunday afternoon.


MAKE SURE YOU ARE READY FOR 2001.

Gary Goulding




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