



The Official Magazine of the M.G. Car Club of Queensland Inc.,
affiliated with the Confederation of Australian Motor Sport.

Published 8 Times per year

Next Edition due out at end of September. Copy to the Editor by
the middle of the 2nd week in September. Members personal
advertisements are free.

THE OPINION of correspondents and advertisers expressed in this magazine
are not necessarily those of the Management Committee nor the MG Car Club
of Queensland Inc. and as such the Club accepts no responsibility.

ALL ENQUIRES TO THE EDITORS C/- Box 1847 GPO BRISBANE.



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Editors	John & Helen Kingcott	351 6541	



Clubrooms 9 Nash St., Rosalie 367 2243
Mt Cotton Hillclimb Gramzow Rd., Mt Cotton 206 6303



CONSTITUTION: A copy of the Club's Constitution is available for Club
Members perusal at the Clubrooms. Copies available from the Secretary
for a nominal fee.



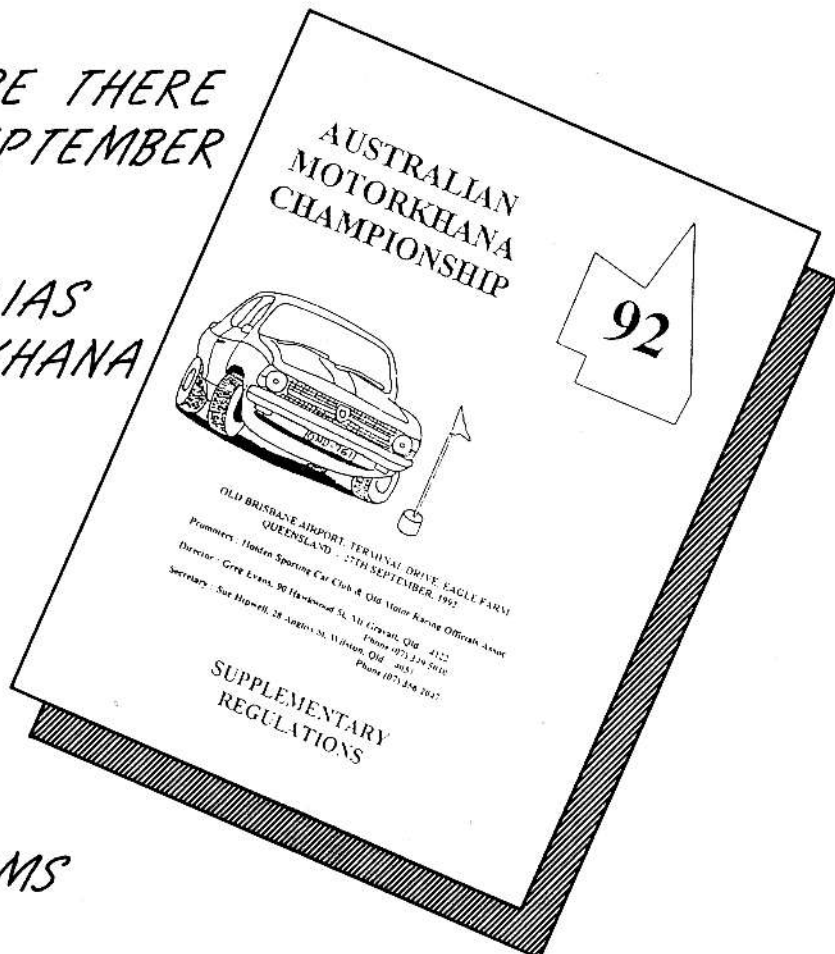
30th SEPTEMBER
 1992 ANNUAL
 GENERAL MEETING
 STARTING AT 7.30pm
 AT THE CLUBROOMS

REFRESHMENTS & FILM NIGHT
 TO FOLLOW THE ALL IMPORTANT
 ELECTION OF OFFICE BEARERS FOR
 1993. IF YOUR A MEMBER THEN YOU
 MUST BE INTERESTED. NOMINATION
 & PROXY FORMS ARE AVAILABLE AT
 THE CLUBROOMS

*WILL YOU BE THERE
 ON 27th SEPTEMBER*

*SEE AUSTRALIAS
 BEST MOTORKHANA
 DRIVERS IN
 ACTION*

*SUP REGS
 AVAILABLE
 AT CLUB ROOMS*




THE M.G. CAR CLUB OF QUEENSLAND INCORPORATED





1992 CLUB CALENDAR

SEPTEMBER

-  6th Motorkhana - QMC7 GCTMC
- 10-13th Australian Hillclimb Championships - Grafton
- 13th Fernvale Motor Spectacular
Sandown 500
- 25th Magazine Night at Clubrooms
- 27th Australian Motorkhana Championships - See opp page
Poker Run - Marque - contact Carl Strecher
- 30th Annual General Meeting at Clubrooms



OCTOBER

- 4th Bathurst
- 9th Night Run from Clubrooms
-  11th Concourse - See Mag for more details
- 17-18th Warwick Car Show
- 18th Noosa Classic - see Mag for more details
- 23rd Magazine Night at Clubrooms
-  25th Lakeside Races - QRDA

NOVEMBER

- 1st Hillclimb - Mt Cotton
- 6-8th Australian Grand Prix
- 8th Motorkhana - QMC9
-  29th Lakeside Races - MGCCQ

DECEMBER

-  4th El Preso's Christmas Night Run
-  6th Hillclimb - Mt Cotton
- 11th Magazine Night at Clubrooms

The MG Car Club of Queensland have Clubrooms located at 9 Nash St Rosalie (the old CAMS Offices).

These are open EVERY Friday Night for the enjoyment of members & guests. Feel free to call in any time after 7.30pm for a natter.

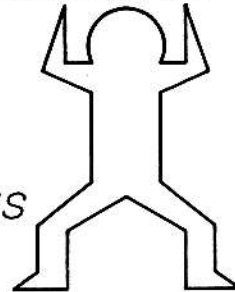
For more details of coming events & activities in the clubrooms keep your eye on the calendar or contact David Robinson for more details.

PLEASE NOTE ALL DATES ARE SUBJECT TO CHANGE WHEN CALENDAR IS FINALISED

IRONMAM 1992 14th - 16th SEPTEMBER 1992

The NIGHT RUN was a closely fought out affair with a total of 46 teams leaving the CLUBROOMS in an assortment of cars.

The event was won by a MG ZA MAGNETTE (The Iron Lady) driven by Peter Tighe & navigated by David Robinson. Second home & separated only by one point was the SUZUKI SWIFT of Dean Tighe & Lyndal Parr.



On Saturday it was off to the Old Brisbane Airport where a SPRINT was set up on one of the disused runways. Due to earth works having been done excavating old drainage systems the original course was shortened & the total length of 2km was the course to be fought over. The SPRINT included being timed over a standing 400m then continuing to the end of the runway rounding a marker then back down the runway via a 50m deviation into a service road. He then proceeded to the opposite end of the runway where he negotiated a further 100m deviation before heading back up the runway to cover the 400m for a flying time then once more thru the deviations & back to the start. The driver was timed for a standing 400m, a standing lap, a flying 400m & a flying lap. The total time was then added together.

The SPRINT was won by REX KEEN driving the SOUTHSIDE Sponsored Van Diemen Formula Ford with a time of 156.26 secs, he was followed by KEN GRAHAM in the ACCURATE SUSPENSION Datsun 1600 with a time of 163.23. TONY JEWELLS finished 3rd with a time of 163.32 in the CLUBMAN. SAMANTHA RAYMENT driving "THOMAS" (MG MIDGET) was the fastest MG under 1500cc with 212.52 while TOWNSVILLE club member RON WATTS recorded 186.53 in his MGB GT V8 to win the over 1500cc MG Class.

The MOTORKHANA was conducted over 3 events & was won by ALAN McCONNELL in his 1275cc Motorkhana Special in a total time of 74.87sec. Alan was using the event as practice for the upcoming AUSTRALIAN MOTORKHANA CHAMPIONSHIPS to be held at the Airport on 27th September. Second was STEPHEN SHEEHAN in a VW Special on 79.81. JOHN CRANE posted the best MG time at 88.01 in his MGB Mk1. DAVID ROBINSON gave a display of driving when he completed the three events in his CHEETAH Formula 2 while JOHN KINGCOTT showed the gathering what the ESCORT looks like from underneath with a display of 2 wheeled driving.

Sunday dawned fine & dry. The action was again thick & fast with a total of 77 entries contesting classes for CLUB CARS, STREET SEDANS, GEMINI, HQ HOLDENS, RACING CARS, APPENDIX J, FORMULA FORDS & VEES & SPORTS CARS.

FTD was taken by BILL NORRIS in his motor-biked engined HAWK in a time of 41.25 secs.

The TOP SIX SHOOTOUT was won by JOHN DAVIES in the DBF 1300 in a time of 41.40 secs. Johns car being still set up for GRAFTON.

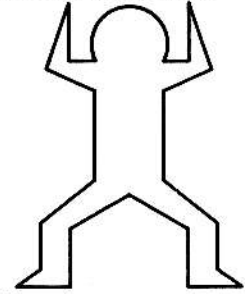
The best MG up to 1500 was taken out by PETER RAYMENT with a flying 59.75 while RAY EDWARDS took the over 1500s in his MGB Mk1 with a time of 55.38.

The overall IRONMAN was won by ALAN McCONNELL with a total time of 348.58 points. DAVID ROBINSON slipped into second spot with a loss of 350.38 points.

The overall CLUBMAN IRONMAN, driving the PORSCHE 911 all events was PETER HAYS loosing 363.97 points. He was followed by PHIL HART similarly mounted in another PORSCHE 911 with a loss of 377.09.

The "IRON LADY" rewarded PETER TIGHE with a loss of 439.00 to beat SAMANTHA RAYMENT & "THOMAS" total of 440.71 to take out the MG IRONMAN crown.

"Article by JOHN CRANE"



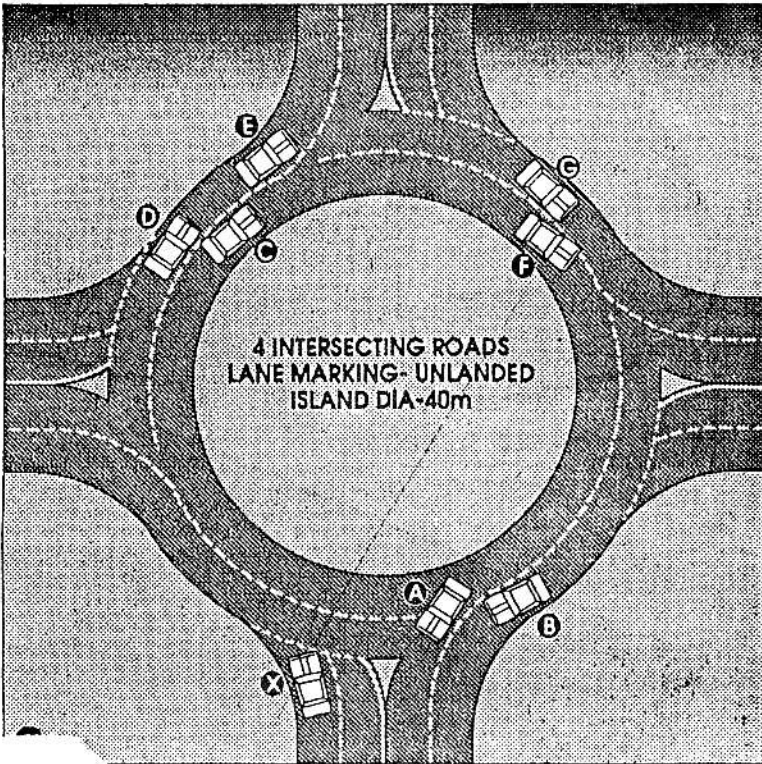
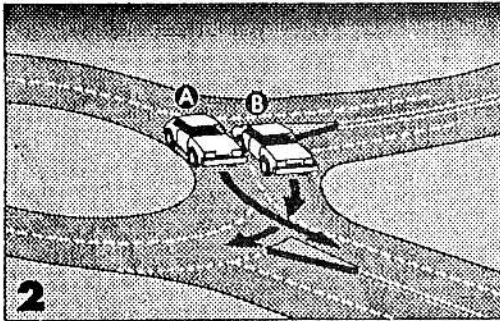
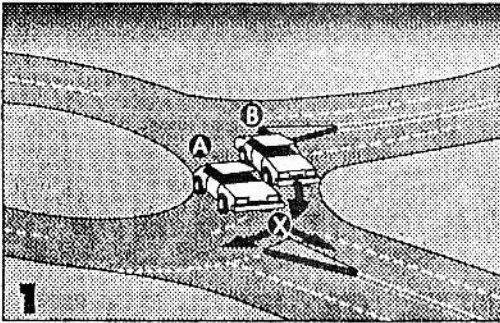
The committee & members of our CLUB would like to take this opportunity to welcome following people as new members to our CLUB. I hope to see as many of you attending CLUB functions in the near future and hope you have a long & happy membership.

Bruce Partington from Northam who drives a Falcon GT
 Adrian Moore from West Ipswich who drives a Cortina
 Robert Radman from Manly West who drives an Escort
 Guy Bedington from Hawthorne who drives a Lotus
 Robin Mortimer from Cornubia who drives a Ford TX5
 Michael Slater from Birkdale who drives a MGB Mk 1

ROUNDAABOUT RULES! OK!

OCTAGON

Roundabouts: a solution



RACQ engineer Joe Kenny is sick of going around in circles.

For the past eight years he has tried to bring some order to a confusing jumble of rules governing two-lane capacity roundabouts mushrooming around the country.

Mr Kenny believes he has found the answer in a system used in Alberta, Canada, but has run into a slow-moving bureaucracy.

Currently, one particular roundabout accident can have up to eight different adjudications.

Mr Kenny claims the capacity of two-lane roundabouts is being halved by current laws and confusion. Not many motorists are keen on using the inside lane where

they could be trapped for a number of giddy turns.

Mr Kenny's solution is relatively simple but would need some driver education — and some paint to have all two-laned roundabouts marked the same way instead of the several confusing treatments at present.

These markings would clearly leave the way open for the inside lane to exit, with priority, in front of the outside car which would, because of the markings, be changing lanes and be subject to present traffic regulations.

Illustration one is on a partly marked roundabout, as currently favoured in many parts.

Mr Kenny said in these circumstances, the accident normally happened on the unlaned section of what is technically known as a "circulating carriageway". In this case, a collision at X can have eight different adjudications.

1. A is at fault because A was changing from the line of traffic, where drivers are required to do so with care. Traffic regulation 28 (1).

2. B is at fault because B is making an illegal right turn. Traffic regulation 44 (1).

3. A is at fault for not driving as near as practicable to the left-hand side of the carriageway. Traffic regulation 22.

4. B is at fault for illegal overtaking on the left. Traffic regulation 23 (1).

5. B is at fault because A was on the roundabout first. Incorrect interpretation of regulation 34 (A).

6. B is at fault for failing to give way to the right. Incorrect interpretation of regulation 34 (1).

7,8. Either or both A and B at fault for dangerous driving or driving without due care and attention. Traffic Act, Section 17.

Illustration Two is from the same roundabout as shown in One, but this one is laned in the Alberta method — with only partial markings at exits. According to Mr Kenny there is no doubt in this situation that B should give way to A. Driver B is changing lanes, crossing a lane marking.

Illustration Three broadens the picture with the Alberta system operating on a four entry/exit roundabout.

Normal regulations would apply with respect to driving on laned carriageways.

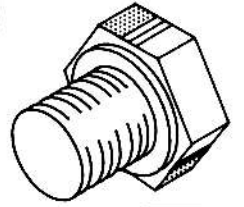
Vehicle X, subject to a safe entry and giving way to traffic already on the roundabout, can use the outside lane to execute a left turn.

Vehicle C can change lanes at any section of the roundabout as long as the driver complies with the traffic law that drivers must take care in changing lanes — in this case the motorist needs to make sure there is enough room between D and E.

If car F changes lanes and causes a collision with car G, or creates a dangerous situation, that driver can still be charged with changing lanes without care and attention.

At the exit points, the driver of car B has to give way to car A. If a collision or dangerous situation occurs, driver B has changed lanes without care. That's as long as the driver of A has not been driving dangerously or without due care and attention.

THE LOW DOWN ON DIRTY OIL & GOSSIP WITH SUMP PLUG



"Pull over driver?" thats what the cop said.
So the Commodore was hauled down from 100 something
klicks & pulls into the curb.
Mr Plod comes over "speeding hey any excuses"
Our driver begins to protest but our freindly officer
reminds him that to tow a trailer with an all up weight
of 750kg over 80 kph is a no no in NSW.
"A good point" says our man to which he is fined for
speeding not for the trailer.
This is a true story so if your going to Grafton
watch out for the 80kay story.

In days of old when knights were bold a you lad has been
known to lead a maiden astray by pretending to run out
of petrol.

Not so these days. Recently two MGCC members were
proceeding merrily along when the AQUA VOLVO starved
of fuel & was pulled to the side of the road.
Todays modern young miss (a Midget driver) produced a most
comprehensive roll of tools & proceded to dismantle the
mechanical fuel pump. In no time at all the Volvo was off again.
(found this one in the archives such a sweet story)

It appears that the IRONMAN night runners had trouble with
an Alice Street. Seems most navagators took the wrong exit
from the preceding roundabout & in so doing were actually
exiting the rounbdabout were they should have been exiting.
Tricky one that.

hear our freindly DUNLOP man is about to start a
REVOLUTION. In motorsport parts & clothing that is might
be worth a trip to Bullockhead Street, Sumner Park shortly.

Best wishes to Reg & Jan Tomkinsons eldest daughter Rachel
when she & Nigel tie the knot in early September.

The following minutes were received from CAMS. MG CAR CLUB will be applying for a grant & if any members have any ideas on how we could use this at Mt Cotton please put them in writing & send them to the MG CAR CLUB committee.

APPENDIX 'A' TO QLD STATE COUNCIL MINUTES : JULY 1992

"QUEENSLAND SPORTS DEVELOPMENT SCHEME"

✓ The new Queensland Sports Development Scheme would build better facilities and put sport within reach of more Queenslanders, Sports Minister Bob Gibbs said when releasing details of the scheme.

✓ Describing it as an historic day for sport in Queensland, Mr Gibbs unveiled the scheme on the 10th July saying it brought increased professionalism and accountability to sports administration and coaching and opened up participation to all groups previously under-represented in sport.

"This scheme provides professional and financial support to state sporting associations, individual clubs and other approved organisations," he said.

"The flexibility within the scheme clears the way for new building projects and ensures maximum use of existing facilities, especially through multipurpose sports venues.

"This scheme promotes expanded opportunities for groups such as people with disabilities; there are positive incentives for women to take their place as administrators and coaches and opportunities are increased for people in remote parts of the State by taking sport to them."

Mr Gibbs said the scheme grew out of recommendations from the Welford Report on Sports Funding and the Robson Report on Women's Sport. It focused on developing an individual's talent and introducing higher standards of professionalism and accountability in sport.

He said the scheme offered assistance under three categories:

- State wide Sports Development Programme
- Community Sports Development Programme
- Facilities Development Programme

"The State-Wide Sports Development Program provides assistance to approved State sporting associations and in order to receive funding they must prepare three year development plans.

"These plans will chart a sport's course - how administrators and coaches will develop professionally and how all interested Queenslanders can participate."

Mr Gibbs said the Community Sports Development Program extended to provide subsidies for intra-State teams travel, talent identification, community sports initiatives and equipment purchases.

Sport and recreation facilities construction and upgrading would come from the Facilities Development Program. Part of this program involved expanding services to local authorities and community groups to facilitate better coordination of development.

"The best facilities are those that are used the most, those that bring the greatest enjoyment to participants and spectators and with this in mind particular emphasis is placed on building multi-purpose sporting facilities" said Mr Gibbs.

The Queensland Sports Development Scheme puts poker machine revenue into sport with sports funding increasing from \$7 million to \$17 million this financial year and reaching a staggering \$36 million in five years.

The sports Funding committee chaired by Rod Welford identified the crucial need to introduce accountability, equity and effectiveness into sports funding, these are the central tenets of the Queensland Sports Development Scheme.

Sport in Queensland will benefit from the professionalism this scheme requires.

The development plans, targets and performance indicators that organisations formulate will guide the successful growth of individual competitors, administrators, officials and, indeed, sport as a whole.

"We are determined to give all Queenslanders the greatest possible access to, and the best facilities for, what is probably the most positive, healthy and fun activity people have ever devised - what else but sport" said Mr Gibbs

MG Car Club of Queensland Inc
POINT SCORE FOR 1992

January 1992
August 1992

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 the first 7 placegetters. Refer Table A.
****Points gained are transferred to the.....BEST: All Rounder -T Type - MG - Ladies Award. (where applicable)

MOTORKHANA TROPHY.

Club Motorkhanas held during the year including nominated OMC rounds. Run over 5 classes as per Queensland Motorkhana Code.
Class A - Production vehicles with a wheelbase 1800mm to 2150mm B - 2151mm to 2380mm C - 2381mm to 2650mm
D- greater than 2651mm F- 1/Motorkhana Specials 2/Production Vehicles fitted with a fiddle brake(not a Hydraulic handbrake.)
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 Rounder -T Type - MG - MG Motorkhana - 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 the competitor must have actively participate at a minimum of two (2) Official Working Bees and it is the competitors responsibility to ensure that he has signed the Working Bee Register to ensure there is no confusion over his/her eligibility to this trophy.

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

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

****Points gained are transferred to the.....BEST: All Rounder -T Type - MG - Marque Speed - Ladies Award. (where applicable)

Points for Working Bees shall be 3 points per working bee with a maximum of 12. These will only be added to your speed trophy points but not carried to Best All Rounder, 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 Rounder -T Type - MG - Ladies Award. (where applicable)

BEST ALL ROUNDER

Points gained from all the above events. To gain award competitor 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.

MARQUE SPORTS CAR SPEED TROPHY.

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

LADIES AWARD.

Points gained from all events as noted above. To gain award, 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 6 points for all nominated social functions.

BEST MG

Points gained from all events as noted above.
plus 6 points for all nominated social functions.

Best MG MOTORKHANA

Points gained from all nominated motorkhanas. Points and classes as per Motorkhana Trophy.

TABLE A

1st 10 points, 2nd 8 points, 3rd 6 points, 4th 4 points, 5th 3 points, 6th 2 points, 7th 1 point plus one for competing.

RALLY TROPHIES (Drivers and Navigators)

Points allocated for outright positions..... 1st-10 points, 2nd-9 points, 3rd-8 points, 4th-7 points, 5th-6 points,
Points can be scored from Open Rallies & Closed Rallies 6th-5 points, 7th-4 points, 8th-3 points, 9th-2 points, 10th-1 point
to which MGCC Inc. is invited, that is not from events Competing-1 point.

excluding any particular grade of driver (Novice, Clubman, Recognized or Classified).

To be included in Rally Trophy will be Sprint Rallies with the following points being awarded:

1st- 5 points, 2nd- 4 points, 3rd- 3 points, 4th- 2 points, 5th- 1 point and 1 point if competing.

RACE CAR POINT SCORE

Groups as listed below:

Sports Cars	Sports Sedans & Group A	Category 1	Touring Cars - 2E Club Cars and	Up to 2000cc 2001 and over
Up to 1300cc	Up to 2000cc	Formula Ford	3F Street Sedans	
1301cc and over	2001cc and over	Formula Vee	3F Road Registered.	
		Racing Cars other	- Gemini, HQ, Appendix J	
		than above		

Points scored for positions in respective classes per race. Best result scored on the day in any one race only.

For Finishers: 1st 5 points 2nd 4 points 3rd 3 points 4th 2 points 5th 1 point 6th to end of field 1 point. DNF Nil (0)points

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.

CLASSIFIEDS

WANTED! 1 only driver with tow vehicle to tow my P76 to Grafton for the AUSTRALIAN. I am willing to cover expenses for the trip. Please if you can help contact Graeme Adair on (075) 460418

1976 TOYOTA DYNA 3t Truck. I am willing to part with the old girl for only \$500.00. She's not registered at the moment but still has the plates. With a little tidying up you could be driving a 2lt petrol engined truck ideal for transporting that small race or rally car. Contact John Kingcott on 351-6541 ah.

MGB Mk1 1965 British Racing Green, newly resprayed Brand new black top & interior trim, with new black carpets, plus lambswool seat covers. Also new wooden sports steering wheel. Topped off with chrome spoked wheels. Comes complete with books, but no rust. For only \$9900... Please Ph (074) 462269

HATMA T5 ALFA ROMEO hillclimb openwheeler. Brand new aluminium monocoque chassis. Brand new ALFA SPRINTER twin Weber 1.5 ltr motor. Done only 1km (thats right 1km) since leaving the factory in Italy. Has problem oil ring in one piston. Avon racing tyres on new Performance Alloy wheels. As advertised in Auto Action & seen at Mt Cotton on 19-07-92, For \$9500 MAKE AN OFFER NOW. Contact Arthur Holloway, (075)391285

*1967 MG 1100 4 door saloon - 2 tone beige & cream paintwork, near new 175/70 x 12 Bridgestone radials on Minilite style mags, 1275 balanced motor, 11mths rego. Owes \$4500.00 will negotiate around \$4000.00. Phone Trevor Anderson om 8245241 ah
2627777 bh*

With 1992 rapidly coming to a close I would like you to spare a thought for the Club & the Annual General Meeting to be held on 30th September. Yes its election time so come on & make you voice & votes be heard.

While we are on making you voice heard one thing that gets up my nose at our club events is the events starting late! Why do they start late because the first thing you hear on the PA is before we can get underway we need some OFFICIALS! Ok so we get away with it sometimes but the day will come when shock horror no officials no start. If your not going to have a run please come to the event & help out.

The AHC at Grafton is on this month & a good contingent of quick cars will be making an appearance to uphold the Queensland flag at Mountainview. I'll be going down with the Escort to give it its last run & I must thank REX KEENS sponsors SOUTHSIDE FORD for some very generous assistance. I can tell you I'll need all the help I can get to beat that immaculent DATSUN 1600 of Steve Price. Steve & sponsors Accurate Suspension have done a lot of home work on the silver rocket.

Talking of SOUTHSIDE FORD Rex Keen is going to Grafton & is looking forward to resuming his battle with Ian Corness who will be driving the Tighe Elfin. After the Ironman Hillclimb a rivalry has become apparent should be a good tussle. Steve Pococks Formula Vee will also make the trip.

Ivan & John Davies must go in as firm favourites but I wouldn't discount Bill Norris or John Boyce for an upset. I also hear Gary Cassar has a 6 cylinder Honda powered special with a very famous background ready to pounce.

The sports sedan Fords of Linden Cooper, Terry Corbett, Greg Johnson & Gary Goulding will be there & Barry Wraith could very well appear in the Honda Accord.

Pauline & Ken Graham will be down there to defend Paulines record against the fuel injected beastly of Alan Mc Connell.

Graeme Adair also hopes to be there in the P76 to do battle with the 2 John's (Crane & Walker) in there MGB's.

Should be worth the trip down just to spectate & listen to the stories as they will be told on Sunday Night at the Crown Hotel.

Something that has really become obvious of late is the increasing movement by manufacturers & governments to get rid of old cars from our roads. I have often wondered why when in the current economic times the companies are trying to get people who obviously enjoy their old cars to get rid of them.

Reminds me of all the whinging that's going on at the moment about our new touring car formula. Why do the press want to see IMPORTED safety specials that all look & sound the same to dominate a class which should be representative of Australian knowhow & technology. The sound of V8's is music to the spectators ear so why do the CAMS want to bring in a formula which is OK in England or where ever but is pretty boring in Australia. Cars that you and I can drive are still what we want to see so why stuff up something good. Dickies new Ford looks brilliant & I can see a lot of copy cat cars, be they V8's or 6's appearing in parking areas. Isn't that what the manufacturers want? I read recently an article in an Australian magazine about English 2 litre tourers & apart from the vehicles not representing what you & I can buy they described the racing as thrill a minute door banging stuff.

Boy we already have two classes of door bangers & panel beaters delights at present why cant we just have some out & out motorsport. Think about it!

THAT SUMP LUG MISSED

Alan McConnell heard to say on the Magonette's Best MG - Ironman win
"well it's only the **@@ driver"

Who was the Formula Ford Driver who loved his Commodore so much that he just had to sleep in it? Seems his team manager after enjoying some drops of the red sleeps pretty heavily. Drivers comment next morning was
"It was like sleeping with a diesel generator!" Boy can he snore!!

Some of the officials wished that they had entered for the Airport Sprints when they saw the venue.

Heard about the older silver headed Gentleman that is rumoured to be cash & carrying a set of tyres from England. Now who could that be? Several others were thinking about plastic card shopping & flying goodies.

Seems the Magonette driver has left his BBQ for too long and the apprentice cook has found a full time Chef's position.

The two wheeling Escort at the Airport had the driver considering being more prudent in future runs.

SOME LATE CLASSIFIEDS

Wanted: Rear stabilizer bar for Australia's fastest Magonette
Contact Peter "Would be "real" racer" Tighe if you can help

David Robinson still has the pistons he advertised last month & would really like to sell them. He also has a bonnett & headlight Stone Protector Set to suit a VL Commodore up for grabs just \$60.00. Give him a ring!

Some late news from Peter Kerr. He tells me his Trophy catch from the Nationals consisted of the Speed Event, Motorkhana & Overall Pre-war trophies.
Well done Peter!



*Australia's fastest
Magonette
"the Iron Lady"
Driven by Peter Tighe
is*

SERVICED & TUNED BY:

Bob Romano
PERFORMANCE MOTORS

Phone: 397 5588 Mobile 018 787 017

The OCTAGON

YOU ARE INVITED TO

AUGUST 1992

The M G Car Club of Queensland Inc.

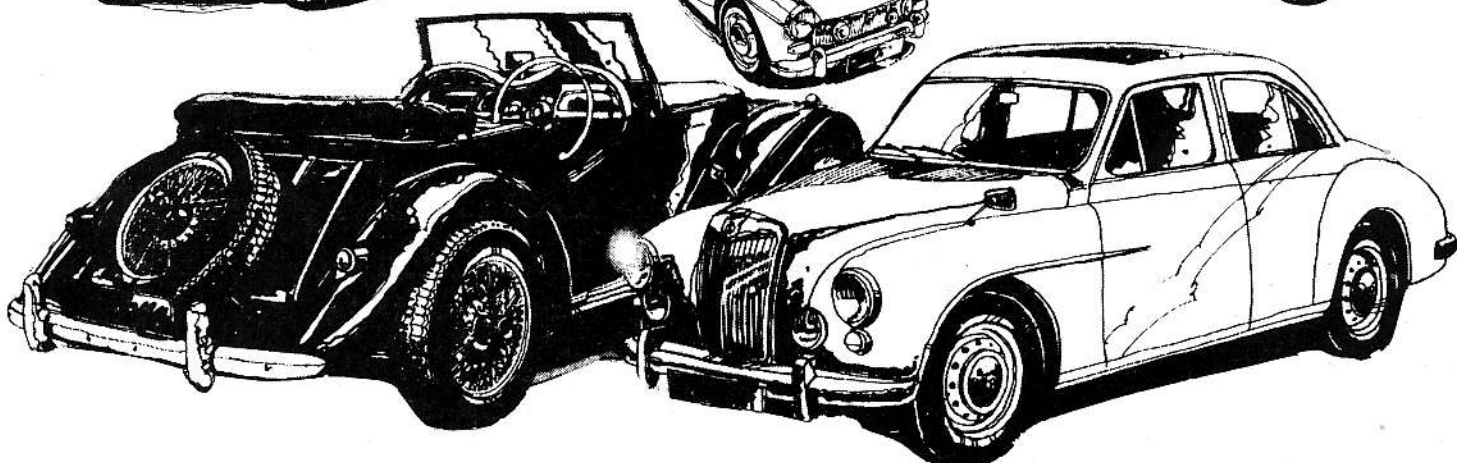
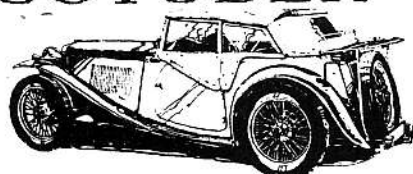
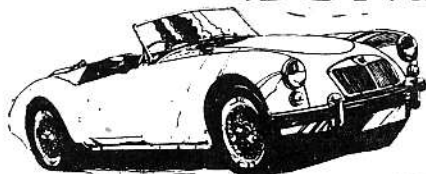


Concours

& DISPLAY



SUNDAY 11TH. OCTOBER



CAPTAIN BURKE PARK

MAIN STREET KANGAROO POINT

UNDER THE STORY BRIDGE

Cars to be there by 9.00am

* CLASSES FOR THE EVENT *

:PRE-WAR:TC:TD:TF:A:BMKI:BMKII:MAGNETTE & SALOONS:MIDGET:ROLLING CHASSIS:



PLUS
NON MARQUE CLASSES:-:STREET:SPORTS RACING:



* Trophies for all these + overall *

* BBQ,s : CHILDRENS PLAY AREA :

* ALL ENTHUSIASTS WELCOME *

* If not wanting to enter the Concours, place your car in the lineup. *
It adds to the display.

* If you can help with judging, please let us know beforehand.

* For further details contact:- Peter or Delia RAYMENT

Welcome to the new members that have joined. I hope that you join in the Club's activities and enjoy your motoring.

Many members are enjoying the QMC Rounds with their MG's and other vehicles. The Australian Motorkhana Championships are being held in Queensland on September 13th at the Old Airport - Eagle Farm. The spectator viewing should be quite interesting as the best in Australia do their "stuff".

Our Ironman Weekend was held at the same venue and many were glad to see the Motorkhana on bitumen/concrete rather than dirt at Lakeside. Most were pleased but some have forgotten how to reverse - must drive into parking spaces at shopping centres. Some members have forgotten that to compete and have fun is the spirit of the event and that not everyone can win. We as adults teach our children that winning is not everthing. Must have had a few miss the classes. Enough of me. It was a great weekend. I have forgotten how to drive my Race Car - even scared me in top gear. Must be lack of practice. Good fun to drive in the Motorkhana. Better in reverse than forward - almost makes me think about entering the AMC. It is said that winners are grinners but it was fantastic/great/terrific to see "Margaret" the magnificent Magonette win the Touring Assembly. Sure makes up for the times when we in "flat out mode" and the Porsches and others have passed us whilst in "cruise mode". The navigator might not be able to handle the pace if the driver found something fast to pedal. Good effort to Peter and "Margaret". Thanks to the owner of the borrowed beastie. Congratulations to Allan McConnell as Outright Ironman Winner and Peter Hayes in the Clubman.

The Club has seemed to be marking time and not progressing forward at the Hill. Behind the scenes several things have had to happen. Just to keep you up to date. The Justice Department has approved our Constitution Changes and our name change to MG CAR CLUB OF QUEENSLAND INC.. This had to done to allow the name on our Title Deed for Mt Cotton to be changed. The need to do all these things was to organise ourselves to apply to the Redland Shire for an update on our Land Usage at Mount Cotton, but everthing needed to be in order. The wheels have been turning but at an extremely slow pace in the system. The bottom line of all this is to apply for some Government Monies as outlined later in this Octagon Edition. If you have any ideas, then put pen to paper and let your Committe have your thoughts.

Bye for now.

David Robinson.

TRIUMPH ● PORSCHE ● ROLLS ROYCE ● ALFA ROMEO ● FERRARI ●



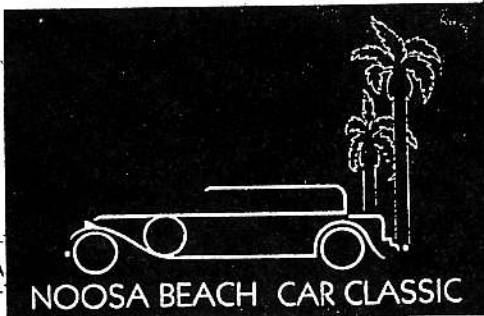
Sunday
October 18th, 1992
5th
NOOSA BEACH
CLASSIC

American British European Classic Meet
 Group Accommodation Concessions available
 HOSPITALITY TENT
 Swimming for kids next to show area.

Also on display - classic trucks, motorcycles, buses.

ATA
 HARRY CAPE TROPHY
 FOR BEST MG

NOOSA WEEKEND RUN
 Leave Saturday morning
 Stay overnight Motel?
 Go to NOOSA CLASSIC
 on Sunday
 For accommodation details
 contact
 Peter KERR 074 415342
 Delia RAYMENT 3003148



● BRISTOL ● SAAB ● DAIMLER ● LAMBORGHINI ● CADILLAC ● MERCEDES BENZ ● MUSTA

M.G. ● B.M.W. ● LOTUS ● AUDI ● MORGAN ● SUNBEAM ● FORD ● COBRA ● BUGATTI ●

IAG