

FEBRUARY  
1993



**MG CAR CLUB of QUEENSLAND Inc.**  
**OCTAGON**

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 mid March. Copy to the Editor by  
the middle of the last week in February. 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.

MANAGEMENT COMMITTEE

	Home	Work
President	David Robinson 848 0221	844 1037
Vice-President	Steve Austin 286 2979	
Secretary	John Kingcott 351 6541	
Assistant Secretary	David Robinson 848 0221	844 1037
Treasurer	Peter Tjhe 391 2093	
Comittee	Joan Appleby 857 1561	
	John Davies 341 6798	253 2222
	Ray Edwards 349 3273	349 6022
	Paul Strange 349 1400	
	Rosine Jewels (075) 436767	
	Gary Goulding 379 8692	008 017193

	Home	Work
Membership Secretary	Paul Strange 349 1400	
Assist Membership Sec.	Kerry Strange 349 1400	
Event Secretary	Joan Appleby 857 1561	
Club Captain	Peter Rayment 300 3148	
Pointscore	Peter Rayment 300 3148	
CAMS Delegate	Ann Thomson 378 1368	
Alt CAMS Delegate	Steve Austin 286 2979	
Assitant Treasurer	Rosine Jewels (075) 436767	
Co-ordinators		
Promotions	Tony Jewels (075) 436767	
Night Runs	Phil Hutchinson 355 2188	
Motorkhana	Alan McConnell	208 8131
Fund Raising	Position not yet filled	
Social	Position not yet filled	
Librarian & Historian	Gary Goulding 379 8692	008 017193
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.

FEBRUARY  
1993



**MG CAR CLUB of QUEENSLAND Inc.**  
**1993 PROGRAMME**

## FEBRUARY

- 4th Set up Night for Motor Show - Contact P Tighe  
6th **Presentation Night - Dockside**  
5-14th Motor Show  
14th **Lakeside Races - MGCCQ**  
20-21st Midnight to Dawn Run - Marque - Refer details in mag  
26th **Night Run - Start at Clubrooms**  
28th **Early Morning Run - Contact Peter Rayment**  
Starts 7.30am Tuckers Rest. Nambour  
Amaroo Park - ATCC 1

## MARCH

- 5th **Social Night at Clubrooms**  
5-6th Dulux Colour Rally - BSCC  
7th **Working Bee at Hill - 8.30am Start**  
5-14th Symmons Plains - ATTC 2  
14th **Hillclimb - Mt Cotton**  
21st Economy Run - Marque  
21-22nd Alstonville Car Show  
26th **Night Run - Start at Clubrooms**  
28th **Early Morning Run - Contact Peter Rayment**  
Motorkhana - QMC 1

## APRIL

- 4th Phillip Island - ATTC 3  
9-12th **MG Nationals - Adelaide**  
18th Grass Motorkhana - Marque  
Lakeside - ATTC 4  
25th **Hillclimb - Mt Cotton**  
**Early Morning Run to Hillclimb**

## MAY

- 2nd QMC 2 - TCAC  
9th **Mc Leans Bridge - Mothers Day**  
16th Lakeside Races - QGRA  
Winton - ATTC 3  
23rd **Early Morning Run - Contact Peter Rayment**  
Lakeside Supersprint - AROCA  
28th **Night Run - Start at Clubrooms**

NOTE ALL DATES ARE SUBJECT TO CHANGE WHEN CALENDAR IS FINALISED

FEBRUARY  
1993





MG CAR CLUB of QUEENSLAND Inc.  
**1993 PROGRAMME**

## JUNE

- 6th **Queensland Hillclimb Championships - Mt Cotton**  
Eastern Creek - ATTC 6
- 13th Hillclimb - Grafton
- 14th QMC 3
- 25th Night Run - Marque
-  27th **Early Morning Run - Contact Peter Rayment**

## JULY

- 4th Wanaroo - ATTC 7
- 11th QMC 4
- Mallala - ATTC 8
- 18th **Lakeside - Historics**  
**Early Morning Run to Lakeside**
-  26th **Night Run - Start at Clubrooms**
-  28th **Hillclimb - Mt Cotton**

## AUGUST

- 1st Oran Park - ATTC 9
- 8th QMC 5
-  20th **Ironman Nightrun**
-  21st **Ironman Sprints**
-  22nd **Ironman Hillclimb**

## SEPTEMBER

- 5th QMC 6
- 18th Concours - Marque
- 19th Lakeside Races - QRDA
-  26th **Hillclimb - Mt Cotton**  
Aust Motorkhana Champs

## OCTOBER

- 3rd Bathurst
- 18th Aust Hillclimb Champs
-  22nd **Night Run - Start at Clubrooms**

## NOVEMBER

- 7th Australian Grand Prix
- 14th QMC 7
-  28th **Lakeside - MGCCQ**  
**Early Morning Run to Lakeside**

## DECEMBER

-  5th **Hillclimb - Mt Cotton**
-  10th **Night Run - Contact David Robinson**

NOTE ALL DATES ARE SUBJECT TO CHANGE WHEN CALENDAR IS FINALISED

FEBRUARY  
1993



MG CAR CLUB of QUEENSLAND Inc.  
**OCTAGON**

FROM THE PRESIDENTS DESK

*Congratulations to our Perpetual Trophy Winners for 1992.*

*Our members that have visited our Clubrooms will have seen the glass cabinet with nothing in it for some months. Our perpetual trophies have been returned and will now reside in the cabinet so that all can see who has won what when.*

*Unfortunately part of our History has gone missing. THE RALLY NAVAGATOR'S TROPHY HAS NOT BEEN LOCATED. If you know where this trophy is, the Club would be pleased to receive it back to place with it's friends at Nash Street.*

*This brings me to the point about our Club Rooms which really sees very little of us & very few members using our facilities. The Committee OPENS THE CLUB ROOMS EVERY FRIDAY NIGHT so that you the members may visit, talk with the older members read the old magazines and generally use the facilities that you the member pays for in membership fees. Check the calendar and visit your lonely committee member.*

*Bye for now & see you all at the Motor Show Stand 5-13th February*

*David Robinson*



## 1993 Touring Assemblies (Night Runs)

The Club plans to conduct 7 night runs during 1993. The scheduled dates are shown in the PROGRAMME. If any person or group of people are interested in directing one of these events please advise either Phil Hutchinson on 810 2100(W) or 355 2188(H) or a member of the committee. Events will be awarded on a first in basis. If any Novice Competitors or frustrated past competitors would like any assistance in understanding the rules please notify either Phil Hutchinson or a Committee member. If enough people are interested we could conduct a Training School one night early in 1993.



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.

FEBRUARY  
1993



MG CAR CLUB of QUEENSLAND Inc.  
**OCTAGON**

DULUX AUTO COLOUR RALLY

A Classic Style Rally for cars pre-1968,  
1968-1974 and standard road cars post 1974

13 January 1993

The Secretary  
MG Car Club of Queensland  
G P O Box 1847  
BRISBANE QLD 4001

Dear Sir,

The past few years have seen a tremendous growth in interest in classic rallying in both Australia and overseas.

These events are designed to be re-runs of the old style classic rallies before the advent of modern off-road stage rallying.

They are designed to get enthusiasts and owners of classic cars back on the roads in a competition event that, while challenging for the car and the driver, need not necessarily place the same strains on and the dangers to the car and driver as, say, track racing.

Competitors can enjoy the company of fellow enthusiasts and view a range of old cars in a good competition environment.

The Brisbane Sporting Car Club for several years has been in the forefront of rallying in Queensland. A few of us in the club have got together and will be forming an historic rally group.

In order to kick off historic rallying here in Queensland, the Brisbane Sporting Car Club with the generous sponsorship of Dulux will be staging the "Dulux Auto Colour Rally" over two days on 6th and 7th March. Dulux sponsored rallies here in 1971 and 1972, both of which were won by Colin Bond in his Escort.

The event will start at Boondall Entertainment Centre carpark with navigation stages via Warwick to Stanthorpe for an overnight stop and further navigation stages on the next day from Stanthorpe to Toowoomba.

There will be special stages consisting of:-

- \* A motorkhana at the start at Boondall
- \* A short sprint at Stanthorpe dirt speedway circuit
- \* A 13.5 kilometre forest trial stage around Stanthorpe Saturday night
- \* A short sprint at Warwick dirt speedway circuit
- \* A hill climb at Echo Valley Circuit Toowoomba
- \* Average speed and economy sections

The event is open for the following classes:-

- \* Cars manufactured up to 1968 (all ages)
- \* Cars manufactured between 1968 and 1974
- \* Post 1974 road cars

FEBRUARY  
1993



MG CAR CLUB of QUEENSLAND Inc.  
**OCTAGON**

Each class will be further divided into engine capacity classes of up to 1600cc's and 1601cc's and over.

The entry fee will be \$80.00 plus a \$7.50 fee payable to the Forestry Commission for use of the forestry tracks. The all up fee of \$87.50 is quite good value.

We have a list of camping and hotel/motel facilities in Stanthorpe for bookings for the Saturday night stop. Entrants will make their own bookings.

Cars competing in the up to 1968 and 1968 to 1974 classes will be permitted to have either genuine or replica period modifications only. Cars competing in the post 1974 road car class must be standard.

It will not be essential to have a Halda or Terratrip fitted. An accurate speedo/odometer will suffice.

Electronic Terratrips will not be permitted unless they were available as at the date of the entrant's car's manufacture.

Some rally navigation skills will be needed and you will require a rally romer. However, we will be running two navigation schools - one in early February and the other in late February - for those who are novices at rally navigation or for those who have had some experience but want to brush up.

Please do not be put off by the forestry trial. It will not be too rough. By the same token it will not be an event for absolute concourse condition cars. However, if your navigator is astute enough, he will be able to work out where the finish of the forestry trial is so you can by-pass the whole section. This will mean that you will lose some but not all points if you elect to skip that stage.

We are hoping that this can be the start of a successful series of historic rallies in Queensland. Historic rally groups in New South Wales and in particular Victoria already run several events each year. We hope to eventually establish a national series with them.

We hope that you and your members will support the event as we think it will present a great opportunity for lovers of classic cars to get out and enjoy them in a competition atmosphere where you can drive as hard or as easily as you like.

We would greatly appreciate it you could post a copy of this letter in your club room or distribute it to members and print a copy of the enclosed flier in your next club magazine.

Please contact Alan Stean on Ph 07-808-2755 or Fax 07-290-0957. Alan will be able to give you full details of the event along with entry forms and supplementary regulations.

We hope to see you and your members there.

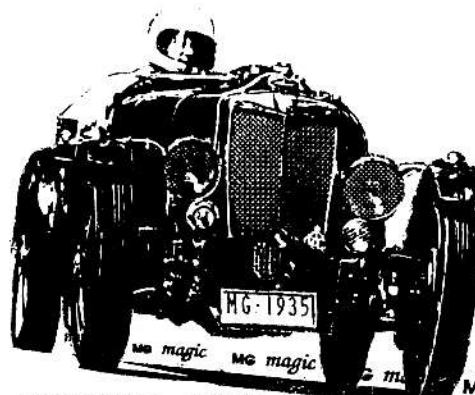
Yours faithfully,

FEBRUARY  
1993



MG CAR CLUB of QUEENSLAND Inc.  
**OCTAGON**

IN PETER KERR'S OWN WRITE



WHERE DID THEY COMPETE FROM:

NATIONAL MEETING 1992 POINTS

CENTRE	REGISTERED	CONCOURS	SPEED	EVENT	OBS.	RUN	MOTORKHANA	TOTAL
CANBERRA	4	5	7	0		1	13	78
GOLD COAST	9	20	12	0		1	33	249
GEELONG	2	0	0	0		0	0	0
HUNTER	34	49	19	6		35	109	631
NEWCASTLE	20	16	37	0		36	89	643
NSW	34	48	41	1		35	125	580
OVERSEAS	1	0	0	0		0	0	0
QUEENSLAND	17	17	37	0		28	82	645
SOUTH AUST.	37	66	34	7		43	150	840
SUNSHINE COAST	0	0	0	0		0	0	0
TASMANIA	90	152	155	7		133	447	447
TC OWNERS CLUB	19	21	30	2		50	103	1248
VICTORIA	120	186	200	8		181	555	2039
WAGGA WAGGA	2	4	1	0		9	14	95
WEST AUSTRALIA	34	50	59	0		55	164	1518

NOTE: The totals on the RHS have been adjusted for the fudge to give due credit to the distances travelled to Launceston. The Wratten overall club trophy was thus won by the Victorian MGCC. It has such depth of membership that it seems able to field strong entries in all classes and events. I liken this to the larger public schools who have a premierships footy team because it has deep talent in all positions - my school had a couple of stars but was beaten in many positions (we gave St. Pats a good run and even beat them once when they were to get a free trip to Tassie for their 50th consecutive win. Reduced 'em to tears it did!) So come on you smaller clubs - make the Vics shed a tear or two! The TC owners club from WA,

really dominated their sections and came out with a great overall result - despite having entries in only 7 classes. Of course, the runners up to the Victorians, the WA club, deserve congratulations. My final question is: is fragmentation the way to win the Wratten? If only one club represented W.A., they would have won easily with 2766 points. I spoke with John Goff and he expressed concern that yet another club has been formed in the west - and further fragmentation will follow.

Of course, we could always make it a state of origin - with each state combining their clubs for points. This would, I feel, take some of the bitterness out of the Wratten competition. Interstate rivalry will probably always be simmering. However, I detest the interclub factional nonsense. My choice of club has always been according to my priority - competition. I quite understand those who join a club just for the social interaction of course. I would like to join all clubs, but my bankcard does not extend that far and I stick to those with a competition calendar which suits my MGs. I detest some of the bitterness evident at the Nationals over the years and feel a State competition for the Wratten Trophy preferable.

The 1992 result would have been: WA 2766 points, Vic 2039, NSW 1949, SA 840, Tas 447, and ACT 78. The effect of this sort of scoring would be to encourage the smaller club entries who would feel they would be making a contribution. At the moment, their effort is futile - they will never win the Wratten! I do not think a State such as Queensland should be penalised because it is so vast. No one club can serve the whole State so it is likely to have several clubs. I also think it would be nice to share the trophy round the clubs who contributed to the win rather than it residing in either two large clubs most of the time.

Peter Kerr January 10, 1993

FEBRUARY  
1993



MG CAR CLUB of QUEENSLAND Inc.  
**OCTAGON**

## REGULARITY TRIALS .... AN ALTERNATIVE FORM OF MOTOR SPORT

Although I have personally been a motor sport enthusiast for close to a quarter of a century, it was only about 3 years ago that I first heard of a "regularity trial". For me, it could have involved anything from toilet usage patterns, to the way in which Horace Rumpole continually attended the Uxbridge Magistrates Court.

Alas, a "regularity trial" was found to have a far more relevant meaning to motoring enthusiasts.

A "regularity trial" is explained in the CAMS manual as 'a competition being a trial of regularity which allows those who are unwilling to race their vehicles, the opportunity to run their cars for the enjoyment of themselves and spectators. As it is not a speed event it is exempted from some of the requirements of race competition.'

In essence, it is an event, usually held at a club race meeting, in which road-going cars are given the opportunity to drive on a race circuit under controlled conditions. It is probably easier to explain what a 'regularity trial' is by making comparisons with motor racing, as people then have a point of reference. In a motor race, cars are started simultaneously from different positions on a grid, whereas cars in a regularity trial are started individually at time intervals of not less than two seconds from the same point on the track. In motor racing the faster cars get to start in front of the slower cars whereas in regularity trials you start where you feel you will be likely to pass or be passed by the fewest other competitors. The winner of a race is, (barring time penalties), the first who completes the race distance, whereas the winner of a regularity trial is the competitor who completes the allotted distance in a time closest to the time that they have nominated. And herein lies the fundamental difference; the regularity trial is NOT a speed event but a measure of how closely you can get to your nominated time.

So how do you select a nominated time ... you have a practice session just like every class of racing at the event. In practical terms it is easier to maintain a consistent pace if you drive somewhere close to the potential of the combination of driver and car. If any car is seen by the clerk of course to be driven too "enthusiastically", or appears to be racing with another vehicle, then the driver can be cautioned, reprimanded or prevented from taking part in further activities. **The maximum pace should be one at which the car is put at no greater risk than with an enthusiastic drive on a public highway.** There are no public highways that I know of where radio linked marshals stand on every corner waving flags at drivers if they are either about to be overtaken by a following car or if anything out of the ordinary has happened just ahead. And there are no public highways that I know of where trained crash crews with fire extinguishers, and extensive rescue equipment are within 30 seconds of responding to any incident. And there are definitely no public highways that can be driven on, which those gentlemen in blue who advertise Stings' old rock group will not be seen collecting donations from anyone using their vehicles to anywhere remotely near their potential.

An added benefit to this form of motor sport and a distinguishing feature from motor racing, is the ability to take a passenger in the car. At no other times except for expensive private training sessions do you get the opportunity to get safe, legal, high speed, on board driving instruction or expert advice. The people who regularly compete in regularity trials don't always take advantage of the vast pool of experience that lies dormant in the pits of any race meeting. Regular race drivers do have knowledge to impart ... and I would suggest that most experienced race drivers would only be too willing to share their knowledge with fellow competitors (as long as you're not within 1 second of their own lap times). Personally, I would be hopeless as a passenger but that hasn't stopped me from using Rod Browning (GP Cars), Simon Harrex (Sports Sedan) and Russell Worthington (Gp E Suzuki) when I regularly competed in my road car. And whether you are lapping at 77's, 67's or 57's the lines and the approaches are virtually the same. For those who think that it is a waste of time driving on a race track but not racing it is worth noting that one particular competitor at the last reg trial was lapping safely in practice (with passenger) under the lap record of two of the classes racing that day. (And once he finds out how to get the fingernails out of the passengers grab handle he'll be back again.)

All MG Car Club race meetings include regularity trials and have in the past attracted more than sixty entries which have had to be seeded into two groups. The range of vehicles is comprehensive the last reg trial attracting MG's, a Honda 600, Healeys, an Alfa, Triumph's and a Porsche. There is a track density of 30 cars next year so get your entry in early to avoid disappointment. Look forward to seeing you at Lakeside on St Valentines day.

Tony Jewels





### HOW WE THREW OUT A SPORTING TRADITION

by John Thornley, Former General Manager of  
MG (Reprinted from MG Motoring)

I have been in love with MG cars most of my life. I bought my first on my 21st birthday in 1930, two years after the first model rolled off the production line. Then I helped to set up the MG Car Club, of which I am still President, and ran away from a job in the City to work at the MG Works in Abingdon, Oxfordshire.

I still drive an MGB today, and have the MG1 number plate. In Britain and across the world, there are thousands like me, with this extraordinary affection for MGs - not only for the vintage models but also the MGB. The MGB is the last model MG Motors made and was sold for 17 years after its introduction in 1962. We stood for high-quality engineering and service, yet we became a casualty of the general decline in the mass-production side of the industry.

Now Japanese car giant Mazda is making a two-seater sports car which, it openly says, "the world will believe has been designed in Britain". My first reaction on reading this was to laugh out loud at the irony that at the same time as Rover has gone totally Japanese, it is now the Japanese who alone are making British-style sports cars.

I devoted almost my entire working life to MG Motors, joining the company in 1931 in the customer services department and eventually becoming a director and general manager until I retired in 1969. For all those 38 years and until MG was allowed to fold in 1979, we produced sports cars that were affordable, dashing and symbolized the era when the British headed the world in car design and manufacture. Even today, ten years after the Abingdon plant was closed, MGs still have an immense following. The MG Car Club has 10,000 members.

### ARROGANCE

MG Motors had the ability, the manpower, the opportunity, the demand and the talent - and yet this great British tradition was allowed to die. It seems crazy, I know, yet the explanation is simple. Arrogance and indifference from senior management killed us off.

In 1967, when the British car industry was already rocky, Tony Benn, then Minister of Technology, was determined to put as much together under one heading as possible. So British Leyland was formed through merging Standard Triumph with the British Motor Corporation. MG, already part of the ailing BMC, was thus swallowed up. However, BL's first chairman, Donald (now Lord) Stokes only had experience of the Standard Triumph management. So in constructing the BL pyramid, he took the top executives from Triumph and ignored BMC and MG. Indeed he was always biased toward Triumph - 60 million pounds spent on developing the TR7 and it proved to be a disaster for us. We were starved for capital and MG sank, not because of its own failures, but because of Triumph's.

But more than this prejudice against us, what killed us off was indifference. And nothing illustrates how blithely BL treated us than the way MG Motors was canned in 1979. It was so ham-fisted as to be scarcely believable. In 1979 we held a pageant to celebrate 50 years happy association between Abingdon and the MG Car Company. The next week BL announced the closure of the plant. This was indicative of the whole form of BL management. The BL board could have had no idea this pageant was taking place. This example of idiotic and amateurish management is precisely the kind of thing you couldn't imagine happening in a Japanese company.

### DREAM

And now, it is the Japanese who not only make British sports cars, they appreciate them too. "It looks and feels British," says Toshihiko Hirai of the new Mazda he has designed. "It has been my life's dream to emulate the traditional British sports car!"

When I saw the picture of the new Mazda, there was something strangely familiar about it. I went hunting through my old reference books. Turning the pages, I saw a photograph of an MG prototype developed at Abingdon in the late sixties but never produced.

This is the greatest irony of all - the Mazda MX5 Miata, designed in Hiroshima as the sports car of the Nineties, could have been made in Britain.

FEBRUARY  
1993



MG CAR CLUB of QUEENSLAND Inc.

OCTAGON

OCTAGON  
CLASSIFIEDS

WANTED HARDTOP FOR MGB - CONTACT JOHN WALKER  
ON 300 2914

WANTED - MG MIDGET IN REASONABLE CONDITION. THIS WILL BECOME A CLUB CAR  
SO NO RUSTBUCKETS OR CONCOURS NEEDED.  
WOULD PREFER 1275 MOTOR & STEEL WHEELS  
RING PAUL STRANGE AFTER HOURS 349 1400

FOR SWAP, TRADE or SALE. 1928 16hp SUNBEAM CLOSED COUPE TOURER.  
THREE QUARTERS RESTORED. THIS VEHICLE HAS HAD A LARGE AMOUNT OF WORK  
DONE ON IT. IT IS IN RUNNING ORDER & ONLY REQUIRES MUDGUARD, BONNET &  
UPHOLSTERY TO FINISH. I WOULD BE INTERESTED IN SWAPPING THE CAR FOR  
A "T" TYPE MG

WANTED TO SUIT SPRITE OR MIDGET BONNET WITH REAR SECTION IN GOOD CONDITION.  
CONTACT RICHARD CROSTAN ON 205 3673

BUS RACE CAR TRANSPORTER, MID MOUNTED 351ci AND 3 SPEED AUTOMATIC, BUCKET  
SEATS, CB, STEREO, DUAL FUEL TANKS, FULL INSTRUMENTATION, NEW TYRES, ELECTRIC  
WINCH, 240v WIRING, RATCHET TIE DOWNS, 120 kph CRUISING ETC,ETC.  
\$13500.00 ONO CONTACT BILL SMITH ON 245 6528

MGA EARLY MGB DIFF  
MGA RADIATOR, FAN  
MGA BODY/CHASSIS PAD KIT  
MGA ASSORTED RUST REPAIR PANELS  
PHONE BRUCE RIGBY ON 355 4572

FOR SALE - WIRE WHEELS TO SUIT MGB  
5 AVAILABLE ALL GOOD CONDITION ASKING \$350  
RING ALAN ON 262 1869

MGB '69 IN TOP CONDITION THROUGHOUT, NEW RED DUCO, MECHANICALLY FULLY RECONDITIONED,  
ALWAYS GARAGED IN VICTORIA, NO RUST, PERFECT TYRES, TONNEAU, SOFT ROOF PLUS EXTRAS  
INCLUDING RADIO/TAPE. FRESH ROADWORTHY, AN ABSOLUTE GEM!  
AN EXCELLENT INVESTMENT AT \$15000.00, WORTH SUBSTANTIALLY MORE.  
PHONE HARRY AT (075) 722 302

FOR SALE - 1963 MG MIDGET, THIS IS A MUST SEE CAR, RED IN COLOUR, EXCELLENT INTERIOR,  
GENERALLY GOOD ALLROUND. OWNER GOING OVERSEAS MUST SELL!!  
\$5000.00 ONO PHONE (07) 397 1811 ASK FOR TONY

FEBRUARY  
1993



MG CAR CLUB of QUEENSLAND Inc.

**OCTAGON**

The MG CAR CLUB OF QUEENSLAND (INC.)

*INVITES YOU TO COMPETE*

*in the REGULARITY TRIALS  
at their FEBRUARY 14TH 1993 RACE MEETING  
at LAKESIDE INTERNATIONAL RACEWAY*

★★ ALL MARQUE CARS ELIGIBLE ★★

*YOUR CHANCE TO COMPETE*

*AT A CLUB RACE MEETING IN YOUR own ROAD CAR.*

CONTACT JOAN APPLEBY 07-857 1561  
FOR ENTRY FORM

Queensland Motor Racing Officials Association  
look forward to seeing you at the  
M.G.C.C. Race Meeting on February 14.

If you are not planning to compete you may  
be interested in assisting as an official.

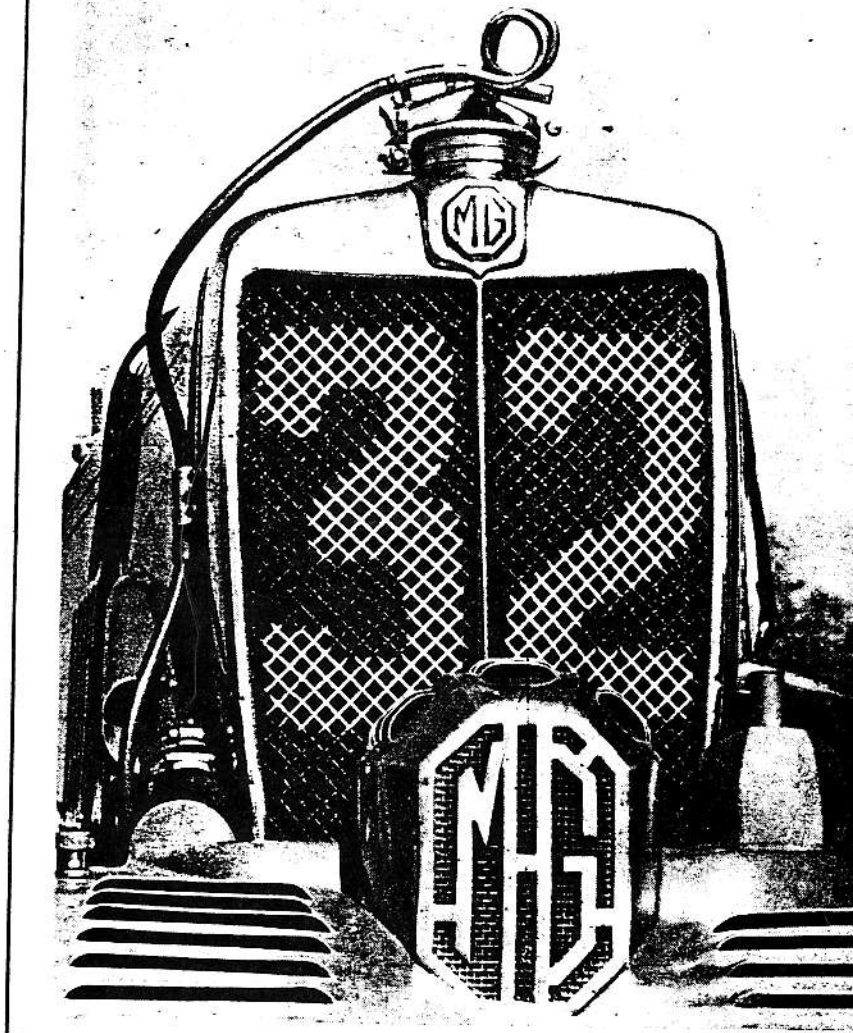
For more information contact Greg Evans  
after hours on 349 5010.



SPEED TROPHY		SPEED TROPHY		LADIES TROPHY		BEST ALL ROUND		BEST ALL ROUND	
KEN FREEBURN 76	ANDREW FLETCHER 4	SAMANTHA RAYMENT 199	PETER RAYMENT 130	KEY JOHNSON 10	ALAN MCCONNELL 123	PETER RAYMENT 115	STEVE MURPHY 10	RON RUTHERFORD 10	MICHAEL THOMSON 10
JOHN DAVIES 74	CHARLES HARRIS 4	LYNDAL PARR 95	ALAN MCCONNELL 123	LES CANFIELD 9	PAUL STRANGE 115	SAMANTHA RAYMENT 101	ERIC HOGER 9	PHILLIP HILLS 8	GRIG JOHNSON 8
BARRY WALKER 68	JOAN APPELBY 3	JOE HARRISON 76	PAUL STRANGE 115	PHILLIP HILLS 8	PAULINE GRAHAM 60	KEN GRAHAM 89	PHILLIP HILLS 8	TONY COULD 6	ROSS EVANS 6
JOHN WALKER 68	MARK BILSTON 3	PAULINE GRAHAM 60	PAUL STRANGE 115	TONY COULD 6	KERRY STRANGE 54	KEN GRAHAM 89	CHRIS MADDEN 6	DARCY MADDOCK 6	DICK REYNOLDS 6
PAUL VANHIJK 56	NABILYN CAMPBELL 3	KERRY STRANGE 54	PAUL STRANGE 115	ADRIAN MOORE 5	PHIMROSE ROGERS 32	LYNDAL PARR 85	ADRIAN MOORE 5	DAVID BURKE 4	ANDREW FLETCHER 4
PAUL STRANGE 52	ANDREW FORSDICK 3	PHIMROSE ROGERS 32	PAUL STRANGE 115	CHARLES HARRIS 4	DELIA RAYMENT 24	PETER TIGHE 85	PETER HOPCRAFT 4	PETER HOPCRAFT 4	CHARLES HARRIS 4
ALAN MCCONNELL 50	JOHN PEARCE 2	DELIA RAYMENT 24	PAUL STRANGE 115	RUSSELL MADDOCK 4	VICKY MOORE 17	DEAN TIGHE 79	RUSSELL MADDOCK 4	HARK BILSTON 3	ANDREW FORSDICK 3
CRADHE ADAIR 48	KERRY STRANGE 2	VICKY MOORE 17	PAUL STRANGE 115	HARK BILSTON 3	HELEN KINGCOTT 16	JOE HARRISON 76	HARK BILSTON 3	MICHAEL LAKE 2	JOHN PEARCE 2
IVAN TIGHE 44		HELEN KINGCOTT 16	PAUL STRANGE 115	JOHN PEARCE 2	MARLYN CAMPBELL 5	BARRY SMITH 75	JOHN PEARCE 2	WORM SINGLETON 1	MAL SPIDEN 1
LYNDAL PARR 38		MARLYN CAMPBELL 5	PAUL STRANGE 115			KEN FREEBURN 66			
DOK BATTIS 37			PAUL STRANGE 115			JOHN DAVIES 62			
GARY COSSOR 36			PAUL STRANGE 115			DAVID ROBINSON 61			
DAVID ROBINSON 36			PAUL STRANGE 115			PAULINE GRAHAM 60			
DEAN TIGHE 34			PAUL STRANGE 115			JOHN WALKER 58			
PETER TIGHE 34			PAUL STRANGE 115			KERRY STRANGE 54			
RAY EDWARDS 33			PAUL STRANGE 115			JOHN CRANE 51			
JOHN BOYCE 32			PAUL STRANGE 115			PAUL VANHIJK 50			
MARLEN COLLINS 32			PAUL STRANGE 115			PAUL GRAY 49			
BILL MORRIS 32			PAUL STRANGE 115			CRADHE ADAIR 48			
STEVE PRICE 32			PAUL STRANGE 115			BRAD SMITH 47			
PHIMROSE ROGERS 32			PAUL STRANGE 115			STEVE PRICE 45			
WYNE FOSTER 30			PAUL STRANGE 115			IVAN TIGHE 44			
KEN GRAHAM 30			PAUL STRANGE 115			GRAHAM HARVEY 39			
PER HANSEN 30			PAUL STRANGE 115			KEN PHILP 39			
STEVE POOCK 30			PAUL STRANGE 115			PHILLIP HUTCHISON 38			
ZOE HARRISON 29			PAUL STRANGE 115			JOHN KINGCOTT 37			
SCOTT TURNER 29			PAUL STRANGE 115			DON BATTIS 36			
SHANE EKUND 28			PAUL STRANGE 115			GARY COSSOR 36			
DEREK HOLSTEIN 28			PAUL STRANGE 115			WELL HAASE 36			
TOMY JEWELS 28			PAUL STRANGE 115			MARLEN COLLINS 33			
REX KEEN 28			PAUL STRANGE 115			REX KEEN 33			
BRAD SMITH 28			PAUL STRANGE 115			PHIL O'CALLAGHAN 33			
JOHN KINGCOTT 27			PAUL STRANGE 115			BILL MORRIS 32			
WELL HAASE 26			PAUL STRANGE 115			PHIMROSE ROGERS 32			
PHIL O'CALLAGHAN 26			PAUL STRANGE 115			STEVE POOCK 31			
HARK THOMPSON 26			PAUL STRANGE 115			SHANE EKUND 30			
PAUL GRAY 23			PAUL STRANGE 115			WYNE FOSTER 30			
JOHN CRANE 23			PAUL STRANGE 115			PETER KEER 30			
BARRY WRAITH 22			PAUL STRANGE 115			JOHN BOYCE 29			
TERRY CORBERT 22			PAUL STRANGE 115			SCOTT TURNER 29			
SAMANTHA RAYMENT 21			PAUL STRANGE 115			DEREK HOLSTEIN 28			
PETER RAYMENT 21			PAUL STRANGE 115			TOMY JEWELS 28			
JOHN BROADBENT 20			PAUL STRANGE 115			RAY EDWARDS 27			
LYNDAL COOPER 20			PAUL STRANGE 115			HELEN KINGCOTT 22			
RICHARD CROSTON 20			PAUL STRANGE 115			GREG PAGET 21			
PAULINE GRAHAM 20			PAUL STRANGE 115			DAVID LAKE 18			
MIKE HUNTER 20			PAUL STRANGE 115			BRAD SMITH 16			
PETER KEER 20			PAUL STRANGE 115			ERROL HOGER 14			
JOHN NOWAK 20			PAUL STRANGE 115			PETER CARALANE 12			
COL PAVIC 20			PAUL STRANGE 115			ANDREW BLYTHE 10			
IAN PETERS 20			PAUL STRANGE 115			RAY FLANAGAN 10			
KEN PHILP 20			PAUL STRANGE 115			HARK HATHORNE 10			
GUY BEDINGTON 18			PAUL STRANGE 115			PHILLIP HILLS 8			
CAMERON FREEMAN 18			PAUL STRANGE 115			RICHARD DAHLBERG 6			
RUSSELL KEINERT 18			PAUL STRANGE 115			ROSS EVANS 6			
VERN HAMILTON 16			PAUL STRANGE 115			PATRICIA FOLEY 6			
KEY JOHNSON 16			PAUL STRANGE 115			TONY GOULD 6			
JOHN P NOWAK 16			PAUL STRANGE 115			BRAD STRATTON 6			
BRETT PETERS 16			PAUL STRANGE 115			JOHN TETLEY 6			
ROBERT SHERRIK 16			PAUL STRANGE 115			PETER HOPCRAFT 4			
BRAD STRATTON 16			PAUL STRANGE 115			JOHN BOYCE 3			
BRENDON FOREST 14			PAUL STRANGE 115						
GARY GOULDING 14			PAUL STRANGE 115						
ARTHUR HOLLOWAY 14			PAUL STRANGE 115						
JEFF JACKSON 14			PAUL STRANGE 115						
DALE JEFFREYS 14			PAUL STRANGE 115						
BOB CLATWORTHY 12			PAUL STRANGE 115						
PETER EDWARDS 12			PAUL STRANGE 115						
CRAIG HOOPER 12			PAUL STRANGE 115						
ROB NUTNER 12			PAUL STRANGE 115						
LAIN CORNESH 10			PAUL STRANGE 115						
TROY CURLING 10			PAUL STRANGE 115						
BRUCE FRANCIS 10			PAUL STRANGE 115						
PETER GILBERT 10			PAUL STRANGE 115						
STEVE MURPHY 10			PAUL STRANGE 115						
SCOTT NUTNER 10			PAUL STRANGE 115						
RON RUTHERFORD 10			PAUL STRANGE 115						
MICHAEL THOMSON 8			PAUL STRANGE 115						
GRIG JOHNSON 8			PAUL STRANGE 115						
HELEN KINGCOTT 8			PAUL STRANGE 115						
LES CANFIELD 7			PAUL STRANGE 115						
BRIAN FERRABEE 7			PAUL STRANGE 115						
STEVE AUSTIN 6			PAUL STRANGE 115						
TOMY GOULD 6			PAUL STRANGE 115						
PHILLIP HILLS 6			PAUL STRANGE 115						
CHRIS MADDEN 6			PAUL STRANGE 115						
CRAIG KEILSON 6			PAUL STRANGE 115						
DICK REYNOLDS 6			PAUL STRANGE 115						
ADRIAN MOORE 5			PAUL STRANGE 115						
TERRY BURGE 4			PAUL STRANGE 115						



FROM BROOKLANDS TO PANORAMA  
**MG Q-TYPE**



**A**N earsplitting roar heralded the staggering output of 146 brake horsepower from a four cylinder engine. Staggering indeed, when one learns that this is not a current engine but a tiny 750 cc powerplant almost 30 years old! This particular engine was undergoing tests in the MG works at Abingdon in preparation for some record attempts by the German driver Bobby Kohlrausch. Present on this historic Sunday morning were Kohlrausch's mechanic Arthur Baldt plus Syd Enever and Reg Jackson of the MG Car Company.

The main reason for this very high output was that this engine was fitted with an eight inch Zoller supercharger, larger than the normal equipment for the Q-Type engine. At full power

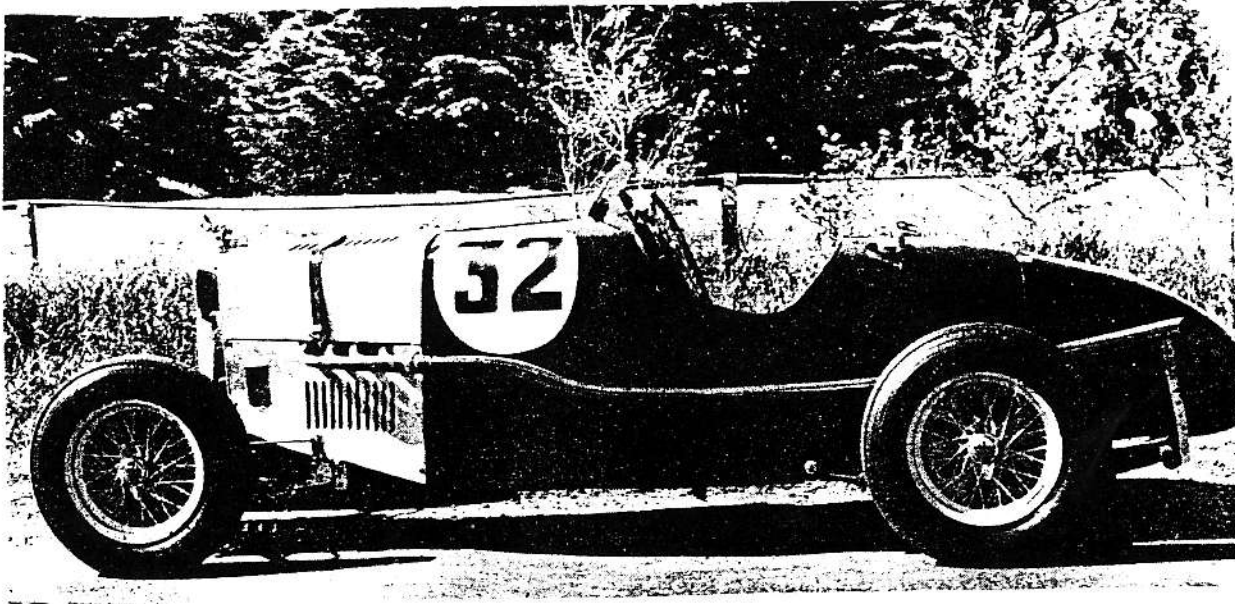
the engine speed was 7500 rpm and the blower pressure 39 lb. This powerplant, when reinstalled in its chassis enabled the German driver to cover the flying mile at 140.6 mph — more than 10 mph faster than his old record.

The car used was actually "EX127", the old record breaking "Magic Midget" as driven to many successes by either Capt George Eyston, Eldridge or Denly. When the MG Car Co stopped its direct participation in such competition Kohlrausch took over the car which was then fitted with the supercharged J4 power unit. Later a Q-type engine was installed and gave him still further successes before the output was raised by fitting a specially made cast bronze cylinder head. It was with this head, plus 39 lb



STORY: BRUCE POLAIN

Pictures: JONATHAN KEYES



boost that the engine developed 146 bhp.

Actually the output of a production Q-Type was none the less astonishing, especially when one considers that this car sold in 1934 for £550 sterling. Designated by the factory the QA, it was never succeeded by later models, as in the T series, which went through from the pre-war TA and TB to the post-war TC, D and F. Consequently, the QA is more popularly known as the Q-Type and if one adds its full catalogue definition, we end up with the "Q-Type Track-Racing Midget". In standard racing tune, using 9 to 1 compression ratio and 25-28 lb blower pressure, the Q-type engine delivered 113 bhp at 7200 rpm.

The previous MG racing engine of this size was the supercharged J4 unit, which also used the same bore and stroke dimensions of 57 x 73 mm. However the J4 was fitted with only two main bearings and due to crankshaft whip reached its peak of development with an output of some 72.3 bhp at 6000 rpm. Nevertheless a most respectable figure for a 1933 automobile of only 746 cc.

To progress from the J series production cars to the next "Midget", it was decided that the new model—the PA—should have a centre crankshaft bearing. This new engine hardly needed designing as it was basically the six cylinder K-type engine with two cylinders chopped out of the centre. Therefore the 1271 cc Magnette engine became the 847 cc PA power unit. Bore and stroke were 57 x 83 mm and later the PB engine was enlarged to 939 cc by increasing the bore size to 60 mm.

Although the P series were relatively unspectacular models, their claim to fame increases when one learns that the engine was the basis for the proposed successor to the J4 racing Midgets—the Q-type.

However, it was felt that the J4 or P series chassis were a little small for the expected power output of the new car. Consequently the wheelbase was lengthened to equal that of a K3 and N-type axles were used. This gave a layout almost identical to the well-known MG TC and ap-

pearance-wise the car closely resembled the 1934 K3 MG.

For the reason our salon Q-type came to Australia, we shift our story to Bathurst, NSW. A truly motor racing town. Bathurst had just played host to the first race at Mount Panorama and local garage proprietor, Mr Leo Kelly, decided to import a racing car to contest the next meeting. Not one to do things by halves, Kelly decided that the best person to help him solve his problem was a certain motoring writer cum-racing driver. Accordingly a trunk call was booked to England, no mean feat in pre-war days, and Kelly spoke to S. C. H. (Sammy) Davis. After several more phone calls and consequent negotiations, the Q-type arrived in Sydney in 1938.

This was no ordinary Q-type, it was more or less a "works" modified version. The person said to be responsible for this was Reg Jackson of the MG Car Co, who took a personal interest in the car and had a few modifications made. First the engine had been moved back in the chassis and then oversize brakes were fitted. In addition the engine was equipped with a special bronze cylinder head as on Kohlrusch's car, plus alloy con-rods. As a matter of interest, these heads were cast by one Robert Kramer of Cologne and were polished internally to a mirror finish.

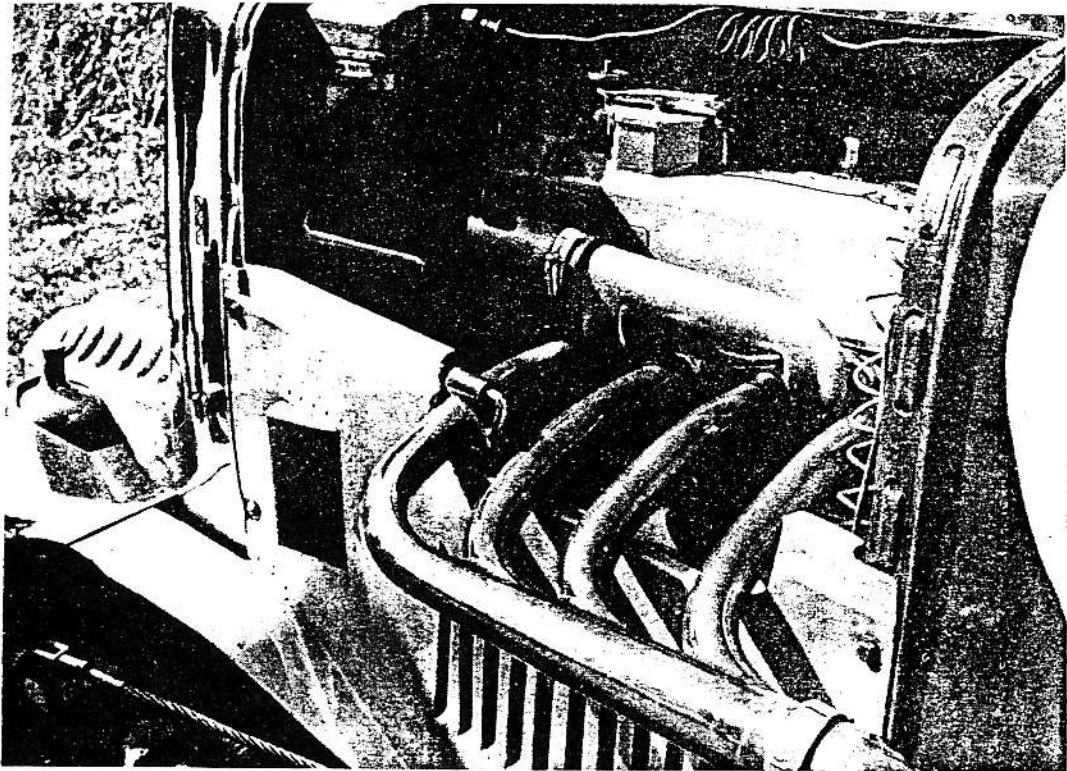
Another person connected with the Q's history in England was R. R. Jackson of Weybridge, who is said to have organised the casting of the bronze cylinder head. Robin Jackson also attended to the initial engine preparation for Goldie Gardner's K3 powered record breaker, and for this car Jackson used a special bronze cylinder head. In all it was no wonder that this car was such a rapid performer. Newspaper clippings sent out with the car said that its fastest lap on the Brooklands outer circuit was 122 mph and the top speed 132 mph.

Leo Kelly only sponsored the car and selected Bathurst resident George Reed to drive it. Reed later became well known for his exploits in Ford V8 powered specials. With the late Ray Wyburn,

FEBRUARY  
1993



MG CAR CLUB of QUEENSLAND Inc.  
**OCTAGON**



a well-known motor cyclist, who also acted as Reed's riding mechanic, George Reed drove down to Sydney to collect this fabulous machine.

Contrary to many reports that this car arrived in the country unassembled after purchase by a doctor for £100, the car was complete in every detail and its port of entry cost was close enough to £1000. Many spares were included—among them were two normal cast iron Q-type cylinder heads. As if to prove it had come straight from Brooklands, the wheels were equipped with genuine Brooklands no tread, slick-type tyres. These were special tyres designed for the high speeds obtained at this very fast circuit. There was no tread pattern and the layer of rubber was of a minimum thickness. With such a thin covering of rubber there was little tendency to throw a tread. This of course is the same method used in Land Speed record breaking cars such as the Bluebird.

George Reed's indoctrination to the car came as something of a shock after his previous experience with slow revving Ford V8 engines. For the Q the instructions read that revs should be kept between 6800 to 7300 rpm to gain the best results. Additionally it was not supposed to exceed 8000 rpm.

Obviously the car was tuned for lapping Brooklands at full throttle and problems were soon encountered when driving the car either around Mt Panorama in private practice sessions or lapping at some of the dirt-track meetings. With the engine on such high tune, it was easy to oil up spark plugs and due to the high blower boost lifting the foot off the throttle required great care. If care was not taken, the blower drive gear would shear and invariably the casing would split. The first time this happened, Frank Allen, a Bathurst engineer, was given the job of duplicating the casing and while on the job he made a spare.

The supercharger that they were duplicating was a chain-driven Arnott, although the usual Q

type was fitted with a Zoller. At 22-24 lb boost, blower pressure was slightly below original but nevertheless Reed recorded 120 mph at Glanmire—not bad for a 750 cc racing car. Unfortunately, the replacement casings were also split and an irate Kelly rang the MG Company in England once more and demanded satisfaction. This was forthcoming and specially strengthened Arnott casing was sent to Australia. However, this suffered the fate of its predecessors and the car although entered, was unable to start in the second Mt Panorama meeting. Instead, Reed hurriedly removed mudguards from his 1934 Ford and used it as a substitute.

At the beginning of the war, the car was put into storage at Kelly's garage. Some time later the business closed down, and the contents of the premises were auctioned. Included was the Q-type, which was sold for fraction more than £80.

The new owner was Mr Reg Strong of Manly, NSW, who began restoring the car at weekends. The rough bush circuits had been tough on the hard sprung car and the alloy body had suffered many minor cracks. Peter Azouley of Parramatta, repaired the bodywork and Strong dismantled the engine and running gear for an overhaul. The engine was in good condition, although it was necessary to remetal the main bearings. The big-end bearings were in perfect order and their nature of construction is of interest, as they were not bearings in the usual sense. The connecting rods are of alloy construction and were not fitted with slipper bearings nor were they metallised direct—the alloy rod actually runs direct on the crankshaft with lubrication in the normal manner.

John Crouch entered the scene and arranged the transfer of ownership to Jack (Doc) Bond of Darlinghurst, Sydney. It was hoped that Bond would restore the car but he never achieved his aim. The next owner was Peter Vennermark of Victoria, who bought the car in an unassembled



### MG Q-TYPE

(Continued from page 41)

This was the Australian Grand Prix, which was run over a distance of 200 miles in November, 1953. Jack Brabham was present but ran a bearing in practice, and Doug Whiteford, driving a Lago Talbot, won the race at an average speed of 82.85 mph. In second place was A. H. (Curly) Brydon (MG TC SC) followed by Andy Brown (MG K3 SC) and in fourth place, Les Murphy in a Q-type.

Murphy's placing was very creditable when one learns that although lapping around the 80 mph mark, he had driven the car the last 100 miles with little or no brakes. The cause of this trouble was that P-type braked drums were fitted to the car and it was not until Murphy obtained the correct ones that his stopping problems were cured. These improved the braking system and together with a conversion to hydraulic operation, Murphy now finds little maintenance necessary. The backing plates contain air scoops to aid cooling and the drums have been liberally drilled for the same purpose.

Another innovation was to instal electric petrol pumps. However, this was done for convenience's sake, and not because the original pressurising system was faulty. It appears that after 80 laps of Albert Park, the chore of restoring pressure three times a lap was a good enough reason for Les Murphy to dice the old system.

Engine-wise Murphy renewed the pistons with locally manufactured items. However, the opportunity was taken to incorporate pistons rings of a later design. Those marvellous combined alloy conrods and bearings are still original and the only other modification to the engine is a special oiling system to lubricate the overhead camshaft. The engine is back to standard as far as the cylinder head is concerned for the special bronze head was badly damaged some time ago. A cast iron head is now used, but suffers from the usual Q type malady of cracking between valve seats.

The chassis and suspension follow normal MG practice of the period and incorporate semi-elliptic springs all round, fully underslung at the rear. Telescopic shock absorbers are now used both front and rear. The steering has been modified to accept a rack and pinion and the wheels have been cut down from 4.75 x 18 in to 5.00 x 15 in front and varying 15 or 16 inch sizes at rear.

Les Murphy rebuilt the Wilson pre-selector gearbox which has given little trouble since, and a new tailshaft was specially made up by Repco. The differential is now standard TC but fitted with 80 ton axles to take the added power.

Several years ago Les Murphy crashed in the Q-type while competing at a Bathurst race meeting. Unfortunately he was injured, breaking his thigh. Since then he has left the bulk of the competitive driving to his son, Rod Murphy. Many successes have been achieved with the car and in Rod's hands they won the Special MG championship at Phillip Island. As a guide to the performance many class wins are recorded and over a standing quarter mile the car clocks a time of 14.9 secs.

In order to ensure the car will be kept race-worthy another Q-type was purchased for spares. This was a rare piece of luck for the Murphys as only eight Q-type MGs were made, of which two came to Australia.

The other Q-type was imported in standard racing form by the late Cec Warren of Melbourne. Hope Bartlett was the second owner and during the war the car was sold to P. and R. Williams, the MG distributors in Sydney. The car was raced once by Frank Kleinig at Nowra and then purchased by John Peek. Peek had little success and sold it to Gary Coughlan, who started to convert this immaculate two-seater factory racing car into a monoposto "special". The body was sold to John Ralston, who used it on his MG TC Special and later the remains were acquired by Les Murphy. #

SPORTS CAR WORLD, January, 1964

