



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 January. Copy to the Editor by the middle of the 2nd week in January. 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 Tighe	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.



THE M.G. CAR CLUB OF QUEENSLAND INCORPORATED




1993 CLUB CALENDAR

JANUARY

- 20th Special General Meeting - Clubrooms
- 24th Working Bee at Hill
- 31st Dawn Breakfast Run - Marque



FEBRUARY

- 4th Set up Night for Motor show - Contact D robinson
- 6th Presentation Night - Refer add in Mag
- 5-14th Motor Show
-  14th Lakeide Races - MGCCQ
- 20-21st Midnight to Dawn Run - Marque
- 28th Early Morning Run - Contact Peter Kerr For details
Amaroo - ATCC1

MARCH

- 7th Working Bee At Hill
Symmons Plain - ATTC2
-  14th Hillclimb - Mt Cotton
- 21st Economy Run - Marque
Valley St Patricks Vintage Car Fest. - Brunswick Mall
- 28th Early Morning Run - Contact Peter Kerr For details

APRIL

- 4th Phillip Island - ATTC3
-  9-12th MG Nationals - Adelaide
- 18th Grass Motorkhana - Marque
-  25th Hillclimb - Mt Cotton
Early Morning Run to Hillclimb

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

THE M.G. CAR CLUB OF QUEENSLAND INCORPORATED



1993 CLUB CALENDAR


MAY

- 9th McLeans Bridge - Mothers Day
- 16th Winton - ATTC5
- 25th Lakeside Supersprint - AROCA
Early Morning Run - Contact Peter Kerr

JUNE

- 6th Queensland Hillclimb Champs - Mt Cotton
Eastern Creek - ATTC6
- 13th Grafton - Hillclimb
- 25th Night Run - Marque
- 27th Early Morning Run - Contact Peter Kerr


JULY

- 4th Wanaroo - ATTC7
- 11th Mallala - ATTC8
- 18th Lakeside - Historics
Early Morning Run to Lakeside
-  25th Hillclimb - Mt Cotton

AUGUST

- 1st Oran Park - ATTC9
-  27-29th Ironman Weekend

SEPTEMBER

- 18th Concours - Marque
-  26th Hillclimb - Mt Cotton


OCTOBER

- 3rd Bathurst
- 17th Australian Hillclimb Champs

NOVEMBER

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

DECEMBER

-  5th Hillclimb - Mt Cotton

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

PRESIDENTS DESK

Ho Ho Merry Christmas. Best wishes to all members for the festive season.

Another busy year has passed with the all the events that our Club runs. 1993 should be no different as the Calendar shows already. The Committee hopes that there will be something for all our members. If you wish to organise some function, then please talk to me or your other committee members and we will certainly try to accomodate your ideas.

Congratulations to those members that have won Club Trophies that will be presented at our Annual Dinner on the 6th February 1993.

There will be a Special General Meeting on Wednesday 20th January in the Club Rooms to accept the Annual Financial Statement. Afterwards we will have some videos and nibbles. Please bring a plate.

Look forward to seeing you all again in 1993

David Robinson



You can't win 'em all! The Author's Falcon looks somewhat worse for wear following some trouble with a locked brake.
(Harry Firth)

AUSTRALIAN AUTOSPORTSMAN

1962 Bathurst 6 Hour

Page Eleven

BY RICHARD CROSTAIN

1959 FORD KM 200

I FIRST SAW THE FLOWING LINES OF THE 1959 KM200 BODY SHAPE IN THE FADING LIGHT OF A SUMMERS DAY IN 1977 AT LAKESIDE. IT STOOD OUT IN STARK CONTRAST IN ITS DULL RED LIVERY WITH THE MODERN SHOVEL NOSED, FAT TIERED, WINGED MONSTERS OF THE CURRENT TREND IN RACING CAR DESIGN. THE CAR APPEARED ONCE AGAIN BRIEFLY AT SURFERS PARADISE RACE MEETING IN THE LATE 70'S, THEN DISAPPEARED. SOME THREE YEARS LATER, I RECEIVED A PHONE CALL FROM A FRIEND ASKING IF I WOULD COME AND MAKE SOME SUGGESTIONS ABOUT RESTORING AN OLD RACING CAR. THERE IT WAS AGAIN! AS IT TURNED OUT, THE OWNER DIDN'T TAKE MUCH INTEREST IN MY ADVICE BECAUSE A COUPLE OF YEARS FURTHER ON, WHILE DRIVING IN THE COUNTRY, I SAW IN A DISTANT HOUSE PADDOCK, WHAT LOOKED STRANGELY LIKE A "D:TYPE JAGUAR. ON VISITING THE FARM, THERE WAS THE KM200 AGAIN (RESTORED)!

UP HERE IN SUNNY QUEENSLAND, WE HAD A TAXI COMPANY CALLED ASCOT TAXIS. THEIR COLOUR SCHEME WAS WHITE WITH YUCK GREEN DOORS, BOOT AND BONNET. THE OWNER OF THIS ONCE PRETTY RACING CAR ALSO OWNED A COUPLE OF TAXIS. ONE GUESS WHICH WORKSHOP PAINTED THE CAR FOR HIM AND WHOS COLOURS HE USED? NO AMOUNT OF CURVACIOUS BODYSHAPE COULD COPE WITH THAT COLOUR SCHEME, AND NO, THE CAR WAS NOT FOR SALE.

FOR THE NEXT TWO YEARS, I WATCHED AND WAITED. EACH TIME I HAD OCCASION TO DRIVE PAST 'GEORGES GOAT FARM', I SLOWED ENOUGH TO ALLOW A GLIMPSE OF THE KM200. IT'S RESIDENCE WENT FROM THE SHED- TO THE LEAN TO - TO THE PADDOCK IN WHICH THE SHED WAS SITUATED. TIME TO MOVE! THE CAR WOULD NOT LAST LONG OUT IN THE OPEN. YEARS OF EXPERIENCE OF CHASING VINTAGE CARS HAD TAUGHT HOW QUICKLY A MACHINE CAN DETERIORATE ONCE IT IS LEFT IN THE ELEMENTS, ESPECIALLY IN THIS QUEENSLAND SUB-TROPICAL CLIMATE.

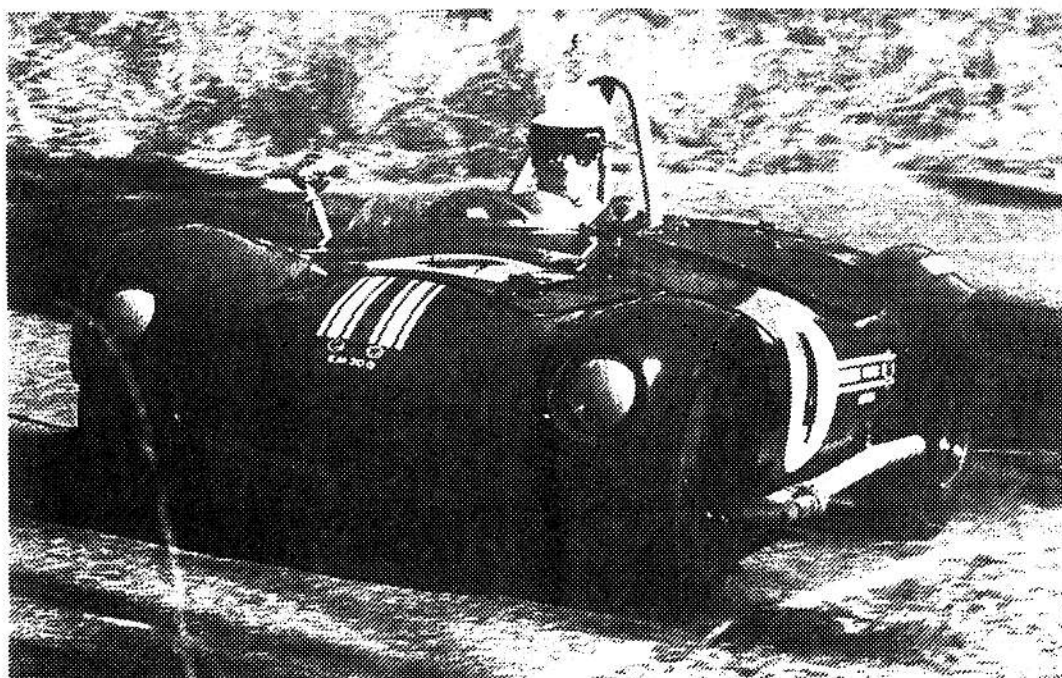
A DEAL WAS DONE AND THE KM200 TOOK UP RESIDENCE IN MY HUMBLE HOME. I QUICKLY DISCOVERED SOME REMARKABLE THINGS ABOUT GOAT POO. IT STINKS! IT HAS SOME STRANGE PRESERVATIVE QUALITIES AND THE LITTLE ROUND PELLETS GET EVERYWHERE, UP THE EXHAUST, IN THE CARBIES. I DON'T KNOW HOW, BUT THEY DO.

BY RICHARD CROSTAIN

STRIPPING THE CAR WAS A VERY SMELLY OPERATION. HOWEVER, ONE WAS SAVED FROM HAVING TO REMOVE THE STUFF FROM THE UPHOLSTERY. THERE WASN'T ANY LEFT! IT HAD BECOME PART OF A GOAT'S DIET.

THE CHASSIS WAS IN A SAD WAY. THE FRONT PORTION WHICH BOLTED ONTO A STANDARD TRIUMPH FRONT CROSSMEMBER, HAD BEEN FOLDED DOWNWARDS AND BACKWARDS IN AN ARGUMENT THE PREVIOUS OWNER HAD HAD WITH A HUGE GUM TREE IN HIS Paddock. APPARENTLY HE HAD BEEN TESTING THE CAR PRIOR TO TAKING IT TO LAKESIDE. JUST AS WELL, BECAUSE THE REAR SUSPENSION PICKUP POINTS HAD ENORMOUS CRACKS AROUND THEM. THEY WERE JUST WAITING TO LET GO COMING THROUGH SOME PLACE LIKE SHELL CORNER. A LOT OF CAREFUL CUTTING AND WELDING OF NEW PARTS FOR THE CHASSIS TOOK PLACE. NEW ALUMINIUM PANELS WERE MADE AND FITTED, THE GEARBOX AND DIFF WERE STRIPPED, CLEANED AND REPAINTED AND REASSEMBLED WITHOUT REQUIRING A LOT EXPENSIVE REPAIRS.

THE ENGINE HAD A FEW PROBLEMS. INSPITE OF BEING ALMOST NEW, SOMEBODY HAD BORROWED THE SPARKPLUGS FOR HIS VW AND NOT REPLACED THEM AFTERWARDS ALLOWING THE BRAND NEW MAHL PISTONS TO SEIZE IN THE BLOCK. I SAID A PRAYER OF THANKS THAT I WAS ABLE TO GET THE CAR WHEN I DID. MUCH LONGER IN THOSE CONDITIONS WITH THE GOATS USING IT AS THEIR PRIVATE MOUNTAIN, I DON'T THINK THERE WOULD HAVE BEEN MUCH LEFT OF THIS PRETTY MACHINE.



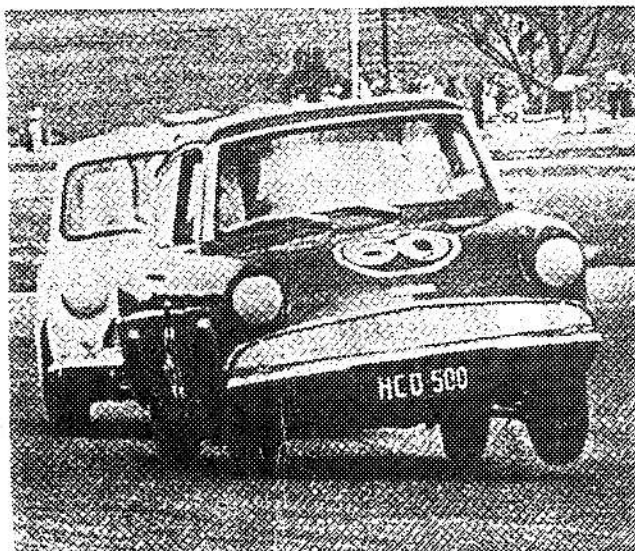
BY RICHARD CROSTAIN

THE BODY WAS A LONG BUT SATISFYING JOB. SANDING SO MANY LAYERS OF PAINT, WHITE, MAROON, YELLOW, GREEN, ORANGE, DIGGING OUT TONS OF BOG. IT WAS REWARDING TO REFIT THE DAMAGED FIBREGLASS PANELS TOGETHER, GLUE THEM UP AND USE THE MINIMUM AMOUNT OF FILLER TO GET THE ORIGINAL SHAPE. PAINTED IN FRENCH BLUE WITH WHITE TRIMMINGS AND BLACK UPHOLSTERY, THE CAR IS ONCE AGAIN PLEASING TO THE EYE, FUN TO DRIVE AND VERY EASY ON THE MAINTAINENCE.

DURING THE RESTORATION, I WAS FORTUNATE TO CONTACT JOHN AND IVOR VALENTIN WHO OWNED THE CAR IN THE LATE 60'S EARLY 70'S. THEY PASSED ON SOME INFORMATION ABOUT THE CAR AND THE SUCCESS THEY HAD WITH IT. APPARENTLY THE KM200 WAS ORIGINALLY BUILT

BY SPENCER MARTIN, USING A TRIUMPH ENGINE. THE VALENTINS CHANGED IT TO A FORD (WHAT A GOOD IDEA). IF ANYONE CAN GIVE ME ANY FURTHER HISTORY ON THE CAR, I WOULD BE MOST INTERESTED TO HEAR FROM THEM.

kmmmmmmmmmmmmmmmm



Lou Molina corners on the limit in an attempt to get with the leaders in the small touring event.

AUSTRALIAN AUTOSPORTSMAN — April, 1963

NINE NETWORK MOTORING

On 29 November, 1992 the Nine Network will commence a six hour television series depicting motor sport.

"THE POWER AND THE GLORY" has been produced by the same team which created "Reaching For The Skies". It is a vivid account of the development of motor sport from its birth in the early 1900s to today's multi-million dollar industry.

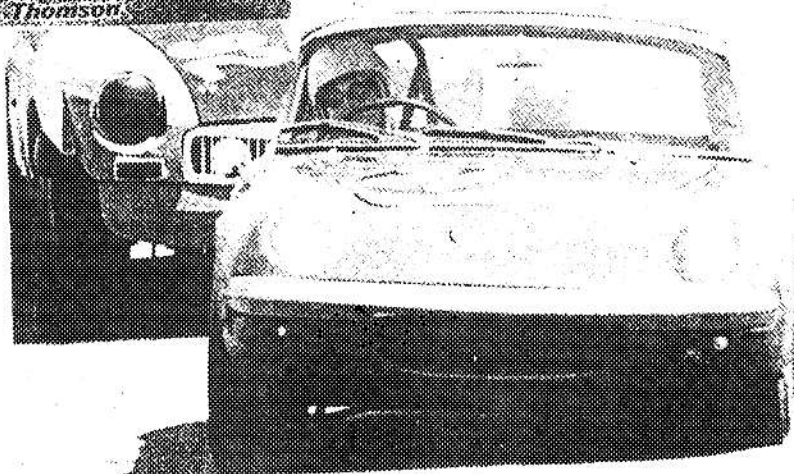
Whilst some may have thought that "Reaching For The Skies" could have had more depth to it, the constraints of time obviously caused many interesting subjects to be treated briefly. Unfortunately, the same may apply to "THE POWER AND THE GLORY" but nevertheless if it is of anything approaching the same quality as its predecessor, it will certainly be worthwhile watching.

AMS Report

ANN THOMSON



Ann Thomson at Lakeside in the lightweight Lotus Elan.

**Ann Thomson**

Mrs. Ann Thomson must surely be unique in the Australian motor racing world... businesswoman, mother of a grown-up family of three, and with nearly 15 years active motor racing behind her.

She could be anybody's mum but quickly dispels any maternal image the moment she rolls on to the starting grid in one of her machines.

Ann knows her home-State tracks of Lakeside and Surfers' Paradise like the back of her hand and was a regular competitor at the now defunct Strathpine and Lowood circuits. Her racing stable over the years has included MG,

Morgan, Healey 100-4, Lotus 15 and Morris Cooper, and currently she is piloting the ex-Bill Gates' Lotus Elan and a Cooper S.

Her latest acquisition is a factory-prepared, ex-Harry Firth Cortina GT 500 which she uses for trials and rallies.

Last year Ann won the Queensland Motor Sporting Club's open championship, its driver of the year award and under 1500cc championship. With navigator, Toni le Franke, she also won the MG Car Club's trials trophy last year. Her club and track successes over the years are quite formidable.

This year she has scored a number of wins in the Elan, and Sydney fans saw her on August 10 at Oran Park when she finished third behind Bond and Wood, and in the women's race in which she predictably scored a comfortable victory when Chris Cole had to start from the rear of the field.

Her best lap that day was a 54.2s which was 2s behind the best time posted by Glynn Scott when he finished second to Bond in Ann's Lotus Elan in another race that day.

Ann entered her Cooper S in the Hardie Ferodo and was to be partnered by another Queensland, Mrs. Carole Corness.

● **Matich** proved his undoubted ability by invariably lapping much quicker than the students' best time in their own cars, despite the fact that there were only two cars of the same class, category and type present. Frank swapped seats in a Lotus XI, Ford Zephyr(s), Karmann Ghia, M.G.A., Morris 850, Elfin Sports, etc.

● **Only trouble** that occurred was when Matich, driving the Salter Brothers' Elfin Sports some 10 seconds a lap faster than it had gone before and with Noel Salter as passenger, spun in the K.L.G. corner; about half a lap behind, the Karmann did not see the obstruction until halfway through the K.L.G., applied brakes in the corner (tch! tch!) spun and finished nose first into the Armco.

● **Mrs Ann Thompson**, a regular Lakeside competitor in her Lotus XI improved on her previous best by several seconds to record a creditable 1.16.1, whilst in the same car, Matich scored a sensational 1.12.3. Towards the end of Ann's session she succumbed to motion sickness and in one spasm, lost it (the car) and spun out in K.L.G.—Perhaps Norm Beechey could help!

● **Lakeside**, Queensland, Australia's first advanced school for racing drivers, was staged on the weekend of October 6, 7. Instructor was none other than Lotus XIX pilot, Frank Matich, who flew in from Sydney on Friday night to join the Q.M.S.C. boys at their weekly club meeting.

● **Twelve students** were chosen out of the 20 originally invited by the club. They included competition drivers who wanted to improve and clubmen who had not raced but who intended to do so in the near future.

● **Saturday**, the theoretical side of the business, was covered by Matich, who walked and talked the class through the four corners, the back esses and the dog-leg in the straight of the 1½-mile Lakeside circuit.

● **Sunday**, pupils fronted for the scrutineering of their cars. A personal interest in each car's condition was taken by Matich as he was first to drive and then to be driven in each car on several flat-out laps. Each car completed about 50 laps or lapped until they ran out of tyres, petrol or revs.



IN PETER KERRS OWN WRITE

OCTAGON

MG MAGNETTE WINS AUSTRALIAN HILLCLIMB CHAMPIONSHIP

This was indeed the headline in Australian Motor Sports magazine. One MG Magnette has won the Australasian Hillclimb Championship. The Magnette was chassis number K3030 and the year was 1949. The MG was owned by Lex Davison and driven at Rob Roy by J. A. Barraclough. However, it was an expensive win as Backoff Barraclough revealed in his book: "When I Grow Up." (which he never did!)

"Backoff" tells it this way:

"I had three runs and found if I used second gear for the short final part of the hill, that I was reaching 7000 rpm at the finish and had to knock off a bit."

Lex, who owned it said, "You've got to get that record Backoff, let her over-rev, it's only for a moment."

And so I did, and got the record, but seeing 7000 rpm on the clock worried me.

Whilst warming up for practice at Nuriootpa, at low speed, a connecting rod threw itself out through the crankcase. It had obviously been stretched at Rob Roy."

This Magnette is today owned by Phillip Brady in South Australia and he allows his father, Peter, to drive it also. It was bequeathed to him by his grandfather Tom, who bought it from the following advertisement in AMS for 750 pounds (It is said that a good rule of thumb with K3 prices is to add a "0" to the price each ten years!).

M.G. K3—This is the ex-Brown car from S.A., and is in excellent order. The car is suitable for racing, or would make an ideal sports car for the enthusiast who requires a car that is different from the ordinary run of road cars. Le Mans Motors, 5 Carlisle St., St. Kilda, Vic., LU 6692.

The origins of this MG are of particular interest and were fully documented by the owners cousin in 1935. Wouldn't it be great to have a book on the first year of each of our old race cars. Anyway, I have a copy of the out of print book called: "Wheels at Speed 1935" by Prince Chula of Thailand. Actually, I cherish this book almost as much as my MGs. So then here is the story as a Christmas read:

K3030 was purchased new by Prince Birabongse of Siam from the Abingdon factory and raced under the name "B. Bira." His good friend and manager, Prince Chula Chakrabongse of Siam wrote in the Autumn of 1935 on the exploits of Bira as he says "as an attempt to keep alive the exploits of my cousin Bira's first year as a racing motorist under my management." He describes the acquisition of the factory racing MG as follows:

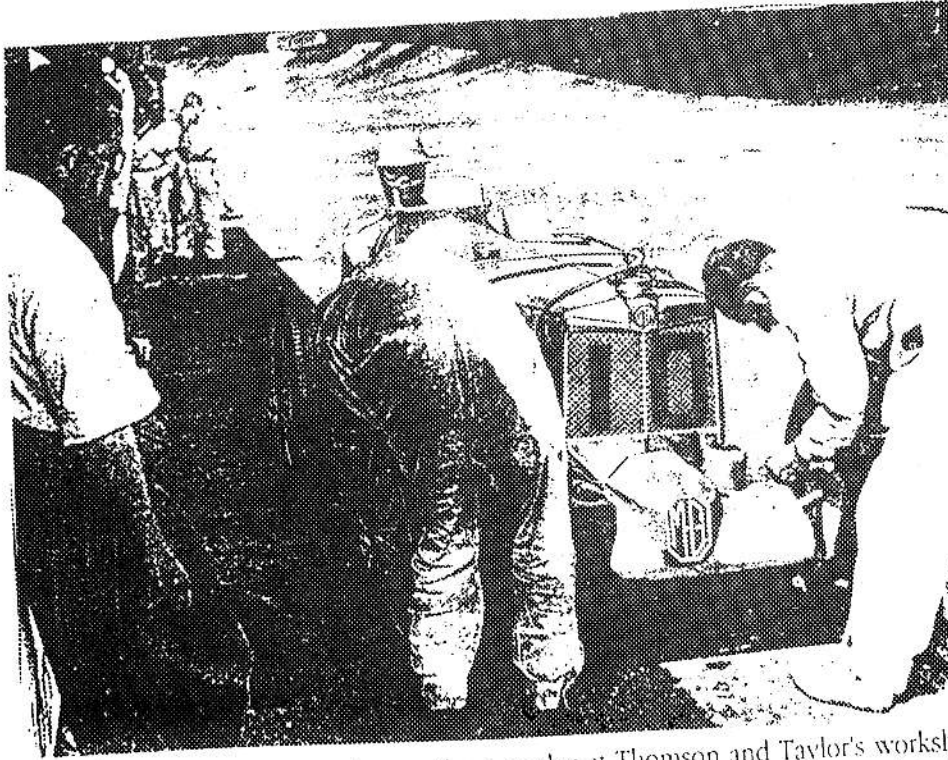
"As agents could not help us, I decided to get in touch with the MG chief, Mr. Cecil Kimber himself. I rang him up at Abingdon from my desk in London and had immediate results. He had ready a brand new Magnette, the last one they ever made, which was prepared for two Italians to drive in the "Mille Miglia" - the Italian 1,000 mile race run across country from Brescia to Rome and back to Brescia again. At almost the last moment importation of this car into Italy was forbidden, and Mr. Kimber said we could have it. I talked with Bira and arranged with him to go to Abingdon to see the car and, if he was satisfied with it, would have it.

This was on March 19, and Bira was engaged to go out to dine and dance at the Savoy. A twenty-first birthday party was being held there by one of his friends. So bitten was he with motor racing, that he did not hesitate a moment to go to Abingdon, and he arrived back some hours late for the party, but expressed himself fully satisfied with what he had seen of the Magnette.



IN PETER KERRS OWN WRITE

OCTAGON

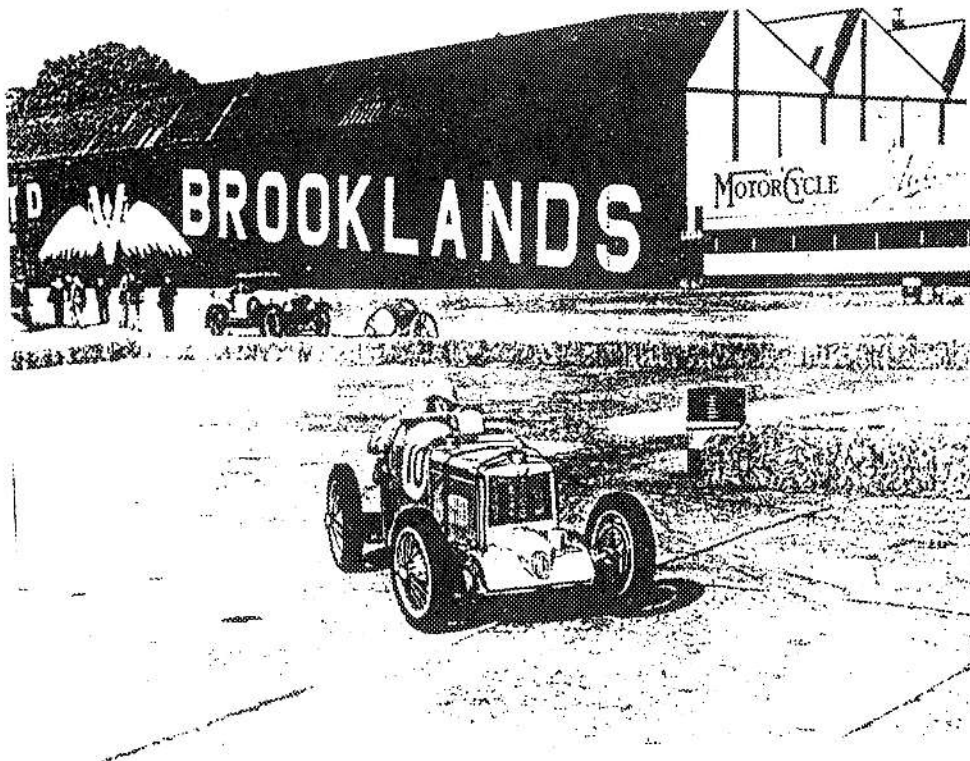


BIRA IN THE PITS

Photo: Sporting Photos

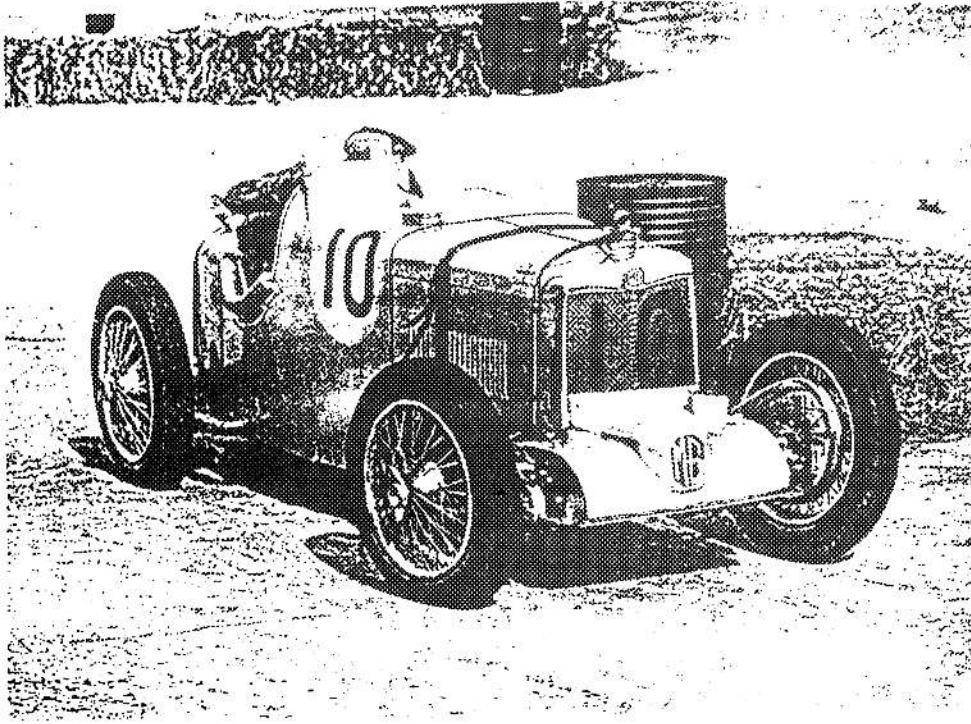
"This car was duly delivered to us the next day at Thomson and Taylor's workshop at Brooklands, and in the afternoon we went down to see it. It was painted in red, that being the official racing colour for Italians, it also had wings. Bira took the car round Brooklands for several laps and was thrilled, as this was the first time he had driven a supercharged car. I sat with him for a few laps. Of course, as the car was new and had to be run in, he could not exceed 80 mph. We gave instructions to have the car stripped and painted our racing blue, complete with the two flags on the bonnet. Bira expressed his desire to run the car in himself."

In the belief that a picture is worth 1000 words, I conclude with some pictures of the Bira Magnette racing at Brooklands in the 250 mile 1935 British Empire Trophy race.



BIRA IN EMPIRE TROPHY RACE

Photo: Sporting Photos



BEATRICE
Helen Russell's
Black Dog 1911

MG
Presentation
Dinner
Where will
YOU
be on 6th Feb

Why not
DOCKSIDE
with the rest of us

CLASSIFIEDS

OCTAGON

FOR SALE NUMBER PLATE "B"
 CONTACT KEVIN ARTHUR TO DISCUSS PRICE AROUND
 \$1500. PHONE (075) 753503
 018 765919

---000---

FOR SALE - TYRES - 2 SETS - DUNLOP SPORT D 40's
 FRONTS 4 x 205 x 55 ZR 16
 REARS 4 x 225 x 50 ZR 16
 ONE SET IS JUST DOWN TO WEAR INDICATORS,
 THE OTHER HAS A LITTLE MORE RUBBER
 \$150.00 FOR WORN SET, \$250.00 FOR OTHER SET
 WOULD BE GOOD FOR TRACK USE

PHONE R D PENFOLD
 ON 374 1543

---000---

WANTED HARDTOP FOR MGB CONTACT JOHN WALKER
 ON 300 2914

---000---

WANTED - MG MIDGET IN REASONABLE CONDITION.
 THIS WILL BECOME A CLUB CAR SO NO RUSTBUCKETS
 & NO CONCOURS NEEDED
 WOOD PREFER 1275 MOTOR & STEEL WHEELS
 RING PAUL STRANGE A/H 07 349 1400

---000---

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.
 CONTACT RICHARD CROSTAN ON 205 3673

WANTED TO SUIT AH SPRITE or MIDGET 1 DAMAGED
 BONNET WITH REAR PORTION IN GOOD CONDITION
 CONTACT RICHARD CROSTAN

---000---

FOR SALE 1978 MGB RED WITH RUBBER NOSE FRONT
 IT IS AN ENGLISG CONVERSION WITH ELECTRIC
 OVERDRIVE SOME FEATURES:

- 1 EMBOSSED MG LAMBSWOOL SEAT COVERS
- 2 EXCELLENT CAR STEREO
- 3 BRAND NEW LEATHER HOOD & TONNEAU

SALE DUE TO UNFORSEEN CIRCUMSTANCES
 \$8500 OR NEAR OFFER - CONTACT JILL BRIGGS
 (075) 376 763

GET INVOLVED & HELP THE RUNNING OF YOUR CLUB'S EVENTS

POINTSCORE FOR 1993

Hereunder is listed details of our Club's various Perpetual Trophies and how to obtain these. Placings are worked from financial members only in the class/competition. If you have any questions contact your Club Captain - Peter Rayment.

CLOSED TOURING ASSEMBLIES (DRIVER and NAVIGATOR TROPHIES)

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

****Points gained are transferred to the....BEST: All Rounder, T-Type, MG & Ladies Award (Where applicable)

MOTORKHANA TROPHY

Club Motorkhana's held during the year incl QMC rounds. Run over 6 classes. Class A - Production vehicles with a wheelbase up to 2150mm. Class B - 2151 to 2390mm. Class C - 2391 to 2650mm. Class D greater than 2651mm. Class F - Motorkhana Specials. Class H - Production 4WD vehicles.

****Points gained are transferred to the....BEST: All Rounder, T-Type, MG & Ladies Award
SPEED TROPHY

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

To be eligible for this trophy the competitor must have actively participated at a minimum of two(2) Official Working Bees & it is the competitors responsibility to ensure there is no confusion over his/her eligibility to this trophy and the Marque Speed trophy. Points allocated for positions in various classes on the day as per Table A. Plus 2 for Fastest Time of The Day Overall. Plus 2 for a club record. Points for working bees shall be 3 points per working bee to maximum of 12 points. These will only be added to your speed & Marque Speed Trophy (where applicable) points but not carried to best Best All Rounder etc.

****Points gained are transferred to the....BEST: All Rounder, T-Type, MG, Marque Speed & Ladies Award
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
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 & 2 Speed Events. If there are insufficient events in each category then points will be awarded on those events conducted.

The following trophies(*) pointscores is derived from the above Trophies but are not further transferred

*MARQUE SPORTS CAR SPEED TROPHY

Eligible: Marque sports cars as listed in the CAMS Manual. Points, events & conditions as per Speed Trophy.

*LADIES AWARD

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

*BEST T TYPE

Points gained from all events as noted above plus 6 points from each nominated social function attended in an MG

*BEST MG

Points gained from all events as noted above plus 6 points from each nominated social function attended in an MG

*BEST MG MOTORKHANA

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

RALLY TROPHIES (DRIVERS & NAVIGATORS)

Points allocated from outright positions from Open & Closed Qld Rallies to which MGCC of Qld Inc. is invited & that does not exclude any particular grade of driver (Novice, Clubman, Recognized or Classified) from the event. To be included in Rally Trophy will be Sprint Rallies. (These points do not transfer to any other trophy)

RACE CAR POINT SCORE

Shall be conducted at all MGCC of Qld Inc Race Meetings. The number of races counted shall be the same for all class groups as listed:

SPORTS CARS:

Upt to 1300cc

1301cc & over

SPORTS SEDANS & GROUP A:

Up to 2000cc

2001cc & over

CATEGORY 1 RACING CARS:

Formula Ford

Formula Vee

Racing Cars other than above

TOURING CARS:

2E Club Cars

3E Street Sedans Up to 2000cc

3F Road Registered 2001cc & over

Gemini, HQ, Appendix J

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

TABLE A	
Place	Points
1st	10
2nd	8
3rd	6
4th	4
5th	3
6th	2
7th to end of field for all starters	1

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