

The official magazine of the MG Car Club of Queensland Inc., affiliated with the Confederation of Australian Motor Sport.

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The opinions of correspondence and advertisers expressed in 'The Octagon' are not necessarily those of the Management Committee nor the MG Car Club of Queensland Inc. and as such the Club accepts no responsibility.

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POSTAL ADDRESS OF CLUB

GPO Box 1847, Brisbane.Q.4001
(The Committee meets every 2nd Monday at the Clubrooms - if you have any queries then contact a Committee member or write to above)

ADDRESS OF CLUBROOMS

18 Nash St., Rosalie.Q.
(These are open most Friday nights for a natter.)

REGALIA Club T/Shirts (round or V neck), Dilly Bags are on sale at the Clubrooms \$4 for bags and \$8 for T/Shirts.

CONSTITUTION A copy of the Club's constitution is available, for Club members perusal at the Clubrooms. Copies of this constitution are also available for a nominal fee from the Hon. Secretary.

CALENDAR OF EVENTSJUNE

- 5th Sun QUEENSLAND HILLCLIMB CHAMPIONSHIPS at our Mt. Cotton Hillclimb Circuit, Gramonz Rd., Mt. Cotton. If you are available to help i.e. flag etc. then ring **Event Secretary** Joan Appleby 867 1561.
- 11,12,13 The Antique Machinery Restoration Society of Q'lds YESTERYEAR EXPO at Sunnybank Hills State School, Symons Road, Sunnybank Hills. Open each day from 10 a.m. Displays from Vintage steam and oil engines to weaving For more details contact Sharyn Cattell 200 6757.
- 26th Sun *MGCC of Q. PICNIC RUN-- to Moogerah Dam. Leave from the Shell Service Station, Cunningham Hwy., Gailes 9.30a.m. Smoko Peaks Crossing 10.15. Moogerah for Lunch. For further particulars contact Ian Costin 300 3622 or Peter or Delia Rayment 300 3148 (ah). Bring your MG out for a run. All club members welcome.

JULY

- 15th Fri Next magazine due out. Working bee at Clubrooms to collate etc. Tea/coffee provided. Light work and a chat.
- 29,30 & 31 * MGCC IRON MAN WEEK-END -- A full week-end of Motorsport
Fri,Sat & Sun. Friday - Night Run, Saturday - Motorkhana & Sprint at Lakeside, Sunday Hillclimb at Mt. Cotton. Help needed on Saturday for timing and on Sunday for same plus flagging on both days etc. If available let Club Captain know. For sup. regs. for Sprint & Hill climb these will be available from the Clubrooms most Friday nights about a month before the event. Entries for these two events close about 10 days before the event. But with the Night Run and Motorkhana you can enter these individually on the days.

AUGUST

- 7th Sun * MGCC of Q PICNIC RUN
- 13th Sat RNA MISS SHOWGIRL PARADE -- usually we require 6 MG Sport Cars if interested let Peter Rayment 300 3148 know.
- 14th Sun * MGCC of Q LAKESIDE RACE MEETING - a full day of motor racing including, this time, regularities for sports cars. If interested then contact the Secretary.
- 24th Wes 1990 MGCC NATIONAL MEETING - meeting Clubrooms 7.30p.m. All interested persons welcome. Wherets all the ideas etc.?
- 28th Sun * MGCC of Q MT.COTTON HILLCLIMB

SEPTEMBER

- 11th Sun *MGCC of Q CONCOURS details to come
- 16th Fri *MGCC of Q NIGHT RUN leaves Clubrooms 8p.m.
- 24,25 QRDA RACE MEETING

Cont'd...

EDITORIAL

Dear Members,

Mothers Day and the gathering of Sports & Classic Cars at Maclean's Bridge has become a tradition.

This year the tradition was upheld to it's fullest. Congratulations to the Marque Sports Car Club members Triumph for organising a beautiful day. The weather was superb and the cars that attended were numerous and varied. A wonderfully relaxing day -- we could do with more of them.

For Triumph it was an extra special day in that it was part of their National Meeting. They also used Lakeside and our Mt. Cotton over the week long meeting. They certainly put our clubmembers to shame at Mt. Cotton on the Wednesday, for after the Hillclimb it was somewhat embarrassing-- so many of them offered to help clean up and pack things away -- it was not funny.

Whilst on the subject of cleaning up at Mt. Cotton. We know that this magazine will get to you too late for the last working bee before the Queensland Hillclimb Championships, but, perhaps you can keep this in mind and help clean up after the event. Even if it only means each club member picking up his or her own rubbish plus whatever else that is around their general area and placing it in the BINS provided.

Australians would have to be the laziest and most inconsiderate mob out when it comes to rubbish. If you were in certain overseas countries -- you would be fined for just dropping the smallest things -- like a match stick!

Besides the Queensland Hillclimb Championships on the 5th June the Club has a picnic run organised for the 26th June also, as far as coming even go. Perhaps some of our Toowoomba members might like to meet us over at the Moogerah Dam on the day??

Well till next edition -- see you.

PETER & DELIA RAYMENT.

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CONTINUED...

CALENDAR OF EVENTS

SEPTEMBER

25th Sun ALL BRITISH CAR CLUBS' DAY- Faringa Soccer Club, Fairley Street, Indooroopilly -- they think

OCTOBER

8,9 * MGCC of Q ALL HISTORIC LAKESIDE

14th & * MGCC of Q RALLY for further particulars contact Ann Thomson
15th 378 1368

16th * MG CC of Q PICNIC RUN

NOVEMBER

18th Fri * MGCC of Q NIGHT RUN

20th Sun Interclub Motorkhana -- if you want to be part of a team contact our Club Captain.

27th Sun *MGCC of Q HILLCLIMB

DECEMBER

4th Sun *MGCC of Q LAKESIDE RACE MEETING

11th Sun *MGCC of Q PICNIC RUN

* denotes MGCC point scoring events -- towards perpetual trophies.

AUSTRALIAN HILLCLIMB CHAMPIONSHIPSHOSTED BY C.A.R.A., FAIRBURN PARK, CANBERRA

At 12.30p.m. on Wednesday 4 May after the burning of the midnight oil and a fully re-built motor fitted to the Cheetah, the tired but jubilant crew of David Robinson, Paul Van Wijk and John Crane headed for the wide open highway - or after all the rain of the previous month the pot-holed track of the Newell Highway.

After a rather quite drive at 100kph for hour after hour with a driver change being effective at every fuel stop which worked out to be every two hours. At the grand time of 10.30p.m. we arrived at the peaceful hamlet of Wellington - between Dubbo and Orange, where after visits to three different motels we finally received a response to a night bell and the management were only too pleased to offer us a warm bed for the night, in exchange for a small donation to the operating costs.

Back upon the track again at 7a.m. the next morning we set sail for Yass, via Molong and Cowra, with David in the back seat trying to orientate the map and was not sure if we were navigating on the red or black lines, but we arrived in Yass, 3 1/2 hours after our departure from Wellington, where we had a truckies brunch (too late for breakfast, too early for lunch) of bacon and eggs.

Having had our fill, we then headed out of town in a northerly direction along the Hume Highway before turning east along the Barton Highway to Canberra.

Upon our arrival we headed to Fairburn to the venue for the 1988 Australian Hillclimb Championships, to get into some unofficial practice.

At Fairburn Park we were greeted by the transporter of Terry Hook that had bought the Chevron of Ivan Fidge's from Brisbane, and tucked under the car support ramps was the 30cc super-kart of Paul Van Wijk's.

Other members of the clan that were seen unpacking or had already had a run on the Hill were Brad Stratton in his Appendix J Mini, John Davies in his 750 Hillclimb Special and a few minutes after our arrival having spent the previous night at Parks, across the pit road was the transporter of Barry Wraith that had brought his P76 V8 powered Anglia from Brisbane.

And parked next to the Hook transporter was The Cossor Family, all set to unleash the power of Bob's Clubman.

Other members of the MG Car Club that made the trek South were Peter Collins from Toowoomba in his beautifully prepared Black Kadicha, Fred Axtel in his 750 Special and John Holmes in the Gold Biranna.

No one was aware of the dramas and triumphs that were to lay ahead.

After a check of the Cheetah it was off to the start line and some practice laps with a time of 1min. 22sec. Brad Stratton had already had several runs and was satisfied with his time of 1min. 31sec. went off and did some sightseeing of Canberra.

Cont'd.....

Australian Hillclimb Championships Cont'd..

Then came the disappointment of the week-end.

Ivan unpacked the Chevron and after checking the car thoroughly the auxiliary battery was connected, the motor could not turn over. On removing the spark plugs, water was found in one of the cylinders. After the head had been taken off, it was off to town to have them crack tested. Late Friday afternoon the motor was finally re-assembled and Ivan did a practice run of 1min. 19secs. and all seemed fine. Ivan then went out and did a second run but, halfway across the top the second time detected a noise in the motor and switched off and coasted back to the pits.

The Chevron was then packed away for the remainder of the week-end.

Saturday dawned fine and sunny and the first Queenslander off the rank was Barry Wraith in a time of 1min. 21.7secs., but this was bettered by New South Wales driver Gary McFadyen in his LJ XII Torana. Barry went on to have a strong tussle with Rob Walton in another P76 powered Ford Anglia..... the class was eventually won by R. Stenhouse in his A9X Torana with Barry filling third place.

Next, to challenge the Hill, was Brad Stratton in a combined class of Appendix J and Historic Racer. Brad's first timed run was 1min. 28.7secs. but not as quick as Dick Willis in his Cooper Climax Racer. Brad went on to record his best time on Sunday morning of 1min. 27.7secs. coming second in class and taking 6 seconds off the existing record.

The next class to run was the Super-Karts which saw Paul Van Wijk do a flying time of 1min. 22.5secs. on his first run in his 80cc kart - recording second fastest time against the more powerful 250cc machines but Paul's driving skills were to leave him and on the Sunday he did a complete 360 spin at the turn at the top of the hill, and on the final run of the day did another 360 spin on the apex to the track proper and only managed to finish third for the meeting.

Then came the serious end of the programme, starting off with 0-1300cc racing cars with John Davies and Fred Axtel flying the flag for Queensland. Fred did a time of 1min. 21.7secs. on his first run and John a 1min. 22.3sec. But Paul Litken in his nitrous oxide injected car set a time of 1min. 17.6secs. Paul went on to win the class with a time of 1min. 16.3secs. with Fred coming sixth and John ninth.

Next came racing cars 1300-2000cc with David Robinson and John Boyce being the pacesetters from Queensland. John was the first away and after setting a time of 1min. 19.9secs. went for an off road excursion after crossing the finish. David Robinson then went out and did a time of 1min. 20.9secs.. On the Sunday morning, David went out after a gear-box change and did a scorcher of 1min. 18.5secs. Earnie Shankleton who had lead the class then did a 1min. 17.8 pushing David into second place. On a cooling track in the late afternoon, David was not able to better the time set by Earnie.

Finally came the battle of the 'heavy weights' which had been thrown wide open following the forced retirement of Ivan Tighe. The eventual winner was PETER HOLLINGER from Victoria in a time of 1min. 12.7secs. which carved 4 seconds off the class record, and a new track record for Fairburn Circuit.

John Crane.

(Thank you John for a good report - keep them rolling in folks... Eds.)

LETTERS LETTERS LETTERS LETTERS LETTERS LETTERS LETTERS LETTERS

CARISCOVE PTY.LTD.,
31 Briggs Road,
West Ipswich.Q.4305
Australia

MG Car Club of Qld

Dear Sir

We act as agents for a Hong Kong Company which specialises in manufacturing rubber parts for older motor vehicles and it occurs to me that you may have a requirement for such products.

So far sales in Australia have been confined to the Riley Motor Club of Australia but with what I believe to be an increasing interest in the restoration and maintenance of old cars, we now intend to make the products available on a wider scale.

Because of the wide variety of parts, the normal procedure is for the customer to provide an old part as a sample from which a new part is manufactured and submitted to the customer for approval. Ordinary rubber is used for body parts while oil resistant material is used for chassis parts.

Parts have already been manufactured for the following vehicles, mainly for U.K. customers:-

- Daimler SP 250
- Riley RM 1½ and 2½ series
- Triumph Razoredge Series (Mayflower and Renown)
- Singer
- Austin Country series
- Austin Ten

If this product is of interest to you I would be very pleased to discuss your requirements in detail.

Yours faithfully,
JOHN HARRIS

Telephone : National (07) 202 2900
International (617) 202 2900

Fax: 6178122678

NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS

We would like to welcome the following new members, we hope their association with the club will be a long and happy one ;-

Barry Kunowski, Vicki Moore (renewal), Anthony Bayada, Joanne Wall, Susan Comerford, MGB, Peter Comino MGTC, Denise Kerby, MGB, Duncan MacKellar, MGTF, Scott Woolley, Brian Howden, Janelle Turvey, Traci Traci Crozier, MGB, David Owen, John Clatworthy, Mark Waterford MGB, Paul Morris

*MEET AT SHELL SERVICE STATION, CUNNINGHAM HWY., GAILES.

*9.30a.m.

PICNIC RUN



9.30am JUNE 26th
to MOOGERAH DAM

WILL LEAVE SHELL GAILES 9.30 (just past the transport weighbridge)
SMOKO at Peak Crossing 10.15. MOOGERAH DAM FOR LUNCH.

for more details ring - Peter or Delia Rayment 3003148
Or - Ian Costin 300 3622.

Line up of MGs at last picnic run down to the 'new' Wynnum Beach.
Kerry Strange Photographer.



M. G. CAR CLUB OF S.A.

INCORPORATED



M.G. RACE MEETING NOVEMBER 5th & 6th, 1988. ADELAIDE INTERNATIONAL RACEWAY.

The M.G. Car Club of S.A., is proposing to hold a Race Meeting on November 5th & 6th at Adelaide International Raceway in conjunction with the Super-Kart Association. The event will be for MGs and open only to members of all the M.G. Car Clubs.

As you are no doubt aware, the Australian Grand Prix is being held on the following weekend and we hope that people would come over for the Race Meeting and stay on for the Grand Prix.

As an added incentive, billets will be available with M.G. Car Club of S.A. members, so that accommodation costs will be kept to an absolute minimum.

Just think, a cost free week's accommodation in sunny South Australia, with a Race Meeting at one end and the Grand Prix at the other.

Races are proposed for T types and modern MGs (Bs, Midgets and VBs). Handicap races will also be held based on times established during the weekend. In order to encourage wider participation in the event, Regularity Trials will also be held. General competition licences and log books are not required for Regularity Trials in which any car club member with a CAMS basic licence can take part.

Entry fees are likely to be

Regularity Trials \$30 / Race entries \$50.

We are seeking expressions of interest at this stage to determine the possible number of entries for the meeting.

Please complete tear-off section below and return to the organisers as soon as possible. Full details of the meeting will be forwarded to you in the very near future.

Double entries will be permitted.

Entrant's name :

Address :

Type of car :

Events preferred (please tick)

Driver 1 Name Driver 2 Name

Address Address

Races
Regularity Trials

Races
Regularity Trials

Please address replies to

Race Meeting
M.G.C.C. of S.A. Inc.,
93 Chief Street,
Brompton, S.A., 5007.

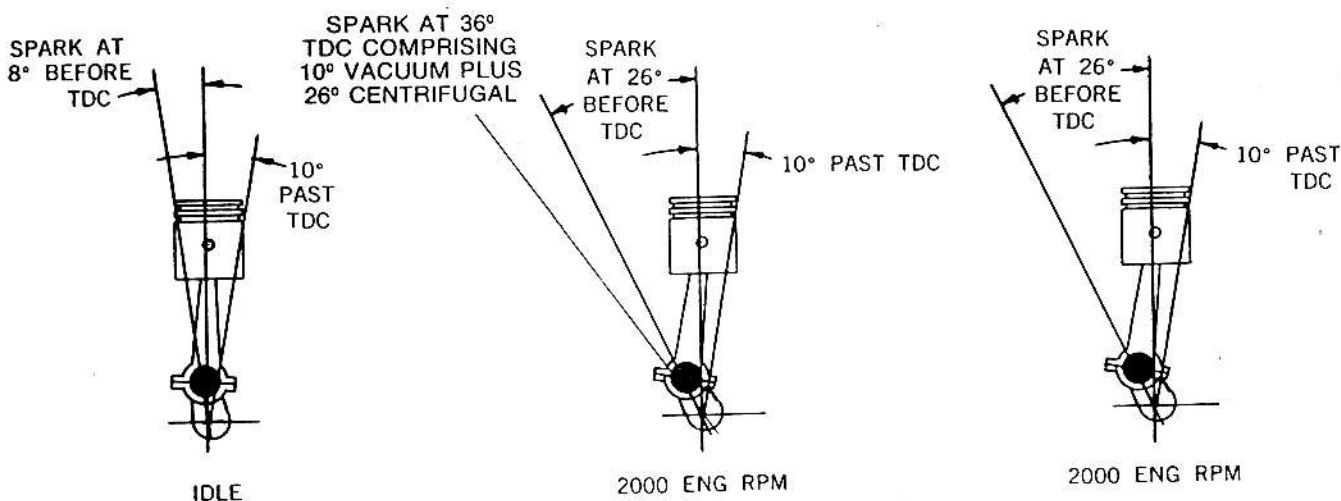
The Purpose and Accuracy of IGNITION ADVANCE MECHANISMS

Many automotive text books say that "a given amount of fuel takes a certain amount of time to burn irrespective of engine speed". Therefore, as engine speed increases the ignition spark must occur earlier to ensure complete burning. This is in fact true, however, it is only half the story.

What needs to be understood is that the given amount of fuel being delivered to the combustion chamber has only slight relevance to the speed of the engine. Both the condition of rpm and the amount of fuel must be taken into account when determining at what degree of crankshaft rotation the ignition should start.

IGNITION TIMING

The power available from the burning fuel is only available for a limited time. The opening of the ignition points by the distributor cam must be timed so that the spark will occur when combustion can exert the maximum amount of pressure on the piston, the connecting rod, and the crankshaft, and when the throw of the crankshaft is in a position to utilise the pressure to the greatest advantage. **This position of the crank throw is approximately 10 degrees after top dead centre, regardless of engine speed.** It's a fairly safe bet then, most mechanics can see that, for a given amount of fuel, as the engine rpm increases the spark must occur earlier if we want maximum power delivered at the desirable point, 10 degrees A.T.D.C.



Engine speed is relatively slow allowing sufficient time for flame spread and complete burning.

At small throttle opening, e.g. overriding downhill. Very lean mixture requiring full vacuum and centrifugal advance.

2000 engine rpm through to max rpm at full throttle. No vacuum advance but full centrifugal advance.

However, this is where the plot thickens, or thins out, depending on the throttle position, and that is what this article is all about.

Two points need to be clearly understood. The first is that fuel/air mixtures of different ratios take a proportionately different amount of time to burn. More correctly, it is not so much the time to burn, but the time taken for the flame to spread from the point of ignition, ie the spark plug, out to the furthest corner of the combustion chamber. The speed of flame spread is governed by several things. For example, the temperature of the air/fuel mix, the temperature of the cylinder walls, the intensity of the ignition spark. However, when all these things are equal, as is the case in an engine in good tune condition running at normal operating temperature, then the speed of flame spread is governed by the air/fuel mix ratio present in the combustion chamber at the time of ignition. It is fairly easy to understand that in a lean mixture, where the atomised droplets of fuel are separated from each other by a greater air gap than they would be in a rich mixture, it will take a longer time for the heat generated by one droplet of fuel burning to bridge the air gap to the next droplet of fuel and raise its temperature to flash point when it will ignite and start to burn.

The second point is that the air/fuel ratio is constantly changing in response to the throttle opening irrespective of the engine speed.

For example, when the vehicle is under load, possibly going uphill, with the throttle wide open and half engine revs, the fuel

present at each combustion stroke will be much denser than what it will be if the vehicle is going down hill at half engine revs with a trailing throttle.

Fortunately for us, this air/fuel mix is directly proportional to the inlet manifold vacuum and so it is a fairly simple job to tie these facts together and use an engine-vacuum operated machine to vary the timing in relation to the air/fuel ratio irrespective of engine speed.

So, what do we have now? We have two devices built into a distributor to automatically adjust the ignition timing in relation to the engine rpm (centrifugal weights) and fuel burning speed (vacuum advance) in order to have the maximum power delivered to the piston when it is in a position to use it to the best advantage.

It is true that not all distributors incorporate both of these devices, in which case the one being used has to do both jobs and usually it can be seen from the advance curve that this is so.

How important is it that the automatic advance mechanism operates correctly? It is plain common sense that in the present world economic situation if these devices were not essential the manufacturers would not fit them. With today's pollution controls being applied so stringently, manufacturers are finding it necessary to go to the expense of incorporating magnetic timing and ignition systems using either light-beam or magnetic impulse triggering devices to ensure that the static ignition timing can be set and maintained as accurately as possible. Even one degree out of timing gives an enormous increase in exhaust emissions and loss in power.

TO BE CONTINUED.

TIMING CONSTANTLY CHANGING

Another important fact and one which is often overlooked, is that the static ignition timing is only effective while the engine is idling. **At all other speeds the timing is being altered by whatever advance mechanisms are incorporated in the distributor.** It is simple logic to understand that if it is so essential to set the static timing accurately to such fine tolerance, considering that the engine spends so little of its active life at idling speed, then it is **absolutely imperative that the advance mechanisms operate correctly throughout the whole speed range and under varying throttle opening (load) conditions.**

"How can I check their operation?" did I hear someone say? I'm glad you asked that question, because I now want to talk about a machine which not only checks the advance curve but also checks all other operations of the distributor. This machine is known by many names, but we will call it simply a "**DISTRIBUTOR TESTER**".

This is one of the accepted names for a machine designed to test the operation of an automotive ignition distributor assembly OFF the engine. It provides a means of mounting and testing a distributor and driving it over the entire speed range of the engine for which it was designed. Various names are used by the makers such as synchroscope, distributor oscilloscope, distributorgraph, stroboscope and distributor scope but the results achieved are the same.

A variable speed, reversible motor 240 volts 50 cycle, is used and about one fifth of horsepower is needed to drive a distributor at 3000 to 4000 rpm (6000 to 8000 engine rpm) particularly if new bushes have been fitted. A clamp usually holds the distributor housing and the drive is transmitted to the shaft by a flexibly mounted three-jaw self centring chuck.

A scanning disc, calibrated in 360 degrees is mounted concentric with the chuck and a tachometer and dwell meter (cam-angle) are also fitted. A vacuum pump, a vacuum gauge and a manometer to read in inches of mercury are also supplied to test vacuum advance mechanisms.

RANGE OF TESTS

By checking the distributor operation under operating speeds and conditions the following tests can be applied:

CAM ANGLE OR DWELL — accuracy of cam lobes, both lift and phasing;

WEAR — or misalignment of shafts;

BREAKER POINTS — bounce at high speeds, point condition and resistance;

CENTRIFUGAL ADVANCE — including cut-in point, maximum range and calibration of springs, plotting of advance curve;

VACUUM ADVANCE — in inches and tenths of inches of mercury, calibration of adjustable types;

SYNCHRONISING — of twin-point systems.

IGNITION ADVANCE CURVE

Although the following notes on automatic advance do not go further than basic theory and practice, I have felt that the fundamentals governing this important subject cannot be too often stressed if operators of test equipment are to understand fully the function of the distributor.

Whilst all makes of distributors are alike in that they achieve similar results, they may be arrived at by variations in design and I would like to make clear the notes refer specifically to Lucas distributors.

Introduction

The problem of automatically varying the ignition timing to suit the running of the engine is dealt with in two ways: firstly by using centrifugal force, and secondly by using the vacuum existing in the engine inlet manifold — which varies with the load on the engine.

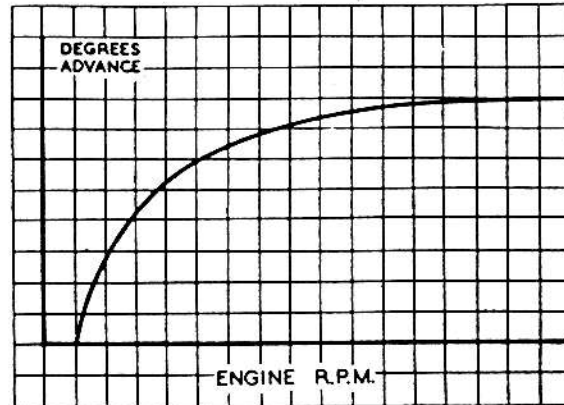
A moving weight mechanism built into the distributor and actuated by centrifugal force, in other words **governed by the speed of the engine**, is employed to give the main advance to the ignition timing.

An additional variation is provided by a vacuum advance unit tapped into the engine inlet manifold and controlled directly by the throttle position, in other words **governed by the load on the engine.**

ENGINE CURVE

In building up the many different advance curves required by engine manufacturers, the distributor designer works from a curve taken from the engine test which shows the degrees of advance required at different engine speeds and loads.

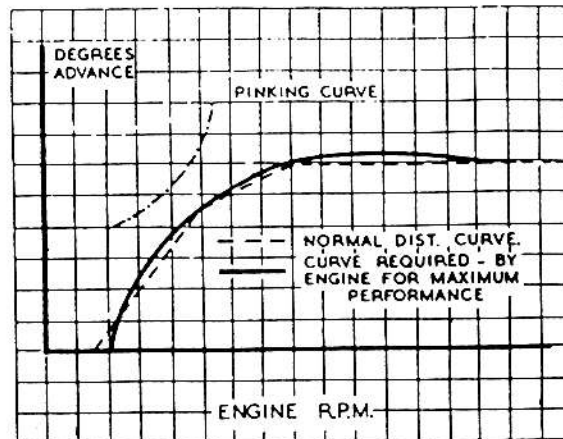
In general terms, an engine requires sufficient spark advance when idling to keep the plugs clean, and thereafter the advances must increase relative to speed, load, mixture, etc.



Pinking curve

All engine tests produce a "Pinking or Detonation Curve". At times, to obtain maximum power together with maximum fuel economy, the ignition advance curve will lie very close to the "pinking" point and in many overhead valve, high compression engines, actually crosses the Pinking Curve at some point or other.

An advance range in the distributor must be produced to match the engine manufacturer's specification. The dotted line on the diagram shows this distributor curve.



THE DIFFERENTIAL SPRING ASSEMBLY

This is the most popular form of centrifugal advance. With increasing engine speed the two weights fly outwards, altering the position of the cam in relation to the distributor shaft and thus altering the ignition spark in relation to the enginecrankshaft.

The rate of advance is controlled by the tension of the two springs. This type of mechanism employs one light spring to give a quick initial advance and a second heavier spring to produce the main characteristic.

There is a looped end on the heavier spring which allows free action by the light spring at the beginning of the advance movement.

CONTINUED NEXT MONTH.

MG CAR CLUBS 1990 NATIONAL MEETING
PLANNING REPORT

Since last magazine we have had another meeting to further discuss, notate points and facts about our club's organisation of the MG Car Clubs National Meeting to be held here in Queensland in 1990.

It was hoped to print the minutes of the meeting but time has run out, so we will give you a quick report.

As reported last magazine several main points stand out as to what we have to do traditionally, and these are as follows, as a recap.

1. That it will be a 4 - 5 day event
2. That events conducted include - Registration - Friday; Natter & Noggin - Friday night; Concours; Motorkhana; Speed Event; Observation Run; Presentation Dinner and Farewell Breakfast.
3. That regalia if offered for sale.
4. That accommodation is prebooked and organised by the host centre.
5. That at least 225 trophies will be given out.
6. That other competitions such as the following are included in the week-end - Best Club Magazine; Miss MG; Photographic - still, action and humourous.

With other realistic points such as follows being a necessity.

7. Sponsors to be organised
8. That the Main Management will need help
9. That a plan of action be instigated.

Business arising from the previous minutes minutes, follows.

Logo design - The meeting was advised that the Editor of this magazine did insert a WANTED add in same. Tony Jamieson submitted her designs. Any other designs would be most welcome.

Statistics - We have received info. from only one Club to-date.

Sponsorship - Another couple of names were forthcoming re the list we are compiling of proposed sponsors, who will be approached as soon as a comprehensive folio can be collated. Anymore names will be welcome.

Trophies & T/Shirts - We NEED anyone with any contacts in this business to step forward.

Moneyraising - It was reported that the Main Management Committee were in favour of conducting a Grand Art Union of a MG to raise funds for the 1990 National Meeting.

4 - 5 Day Event? - Still hesitant to say it will be either. But the Meeting was advised that the Club has booked a venue for the speed event. We NEED a venue to conduct the Motorkhana - i.e. 1 acre of sealed surface at least, where we can run all day long without interruptions.

Social Events - several locations have been inspected - nothing concrete has been decided - NEED people to keep looking.

Canberra National Meeting - reports where given on same. A couple of definite ideas to come from this were -

- that (numbers permitting) we should NOT break up the meeting either at the sporting or social events.
- if 5 day meeting - do NOT organise something for every night (leave one night free)

Cont'd...

1990 Cont'd..

Late Entry - it was suggested that if people do not register until the Friday that they would NOT be able to buy a meal ticket for the Natter & Noggin - that night. Cheese and bikkies would be provided however.

Babysitting - was discussed. If possible, make arrangements for 2 forms of babysitting to be available at 1990.

(a) group type babysitting i.e. where 10 or so children are looked after by 2 babysitters.

(b) 1 child looked after by 1 babysitter

The legal ramifications to be looked into re (a).

HOW CAN THE ORDINARY MEMBER HELP

- (a) look out for areas suitable to conduct a motorkhana (details above)
- (b) keep an ear to the ground for any would be sponsors
- (c) keep a look out for venues to hold Friday day/night registration-venue must be able to park heaps of cars i.e. 300 or more safely; have undercover catering, display and registration areas for 400-500 people; and be easily 'findable' by interstate visitors.
- (d) keep a look out for venue to hold 1 social + presentation dinner nights at. Criteria as above.
- (e) keep a look out for a venue to hold the farewell breakfast - this is traditionally held at a park.
- (f) jot down some ideas for T/Shirts and posters.

Well this should keep you busy until next meeting - which will be held at the Clubrooms at Rosalie

SEE YOU THERE.

Delia Rayment.

REGULARITIES FOR SPORTS CARS

At the next Club Race Meeting on the 14th August we will be holding a regularity trial for sports cars.

What is envisaged is firstly a practice section - in order to work out what times the drivers want to nominate for their regularity runs.

What the idea of the event is to get drivers to set the time that they can be regular at. The winner is the driver who is closest to this pre-nominated time.

Speed is NOT the winner, regularity IS the winner.

Cost will be \$25 for the car. All people entering the grounds will be \$6 on entry to the track. This gets over the problems with passes.

Please contact Joan Appleby 357 1561 or Peter Rayment 300 3148 for supplementary regulations. Entries have to be in approximately 2weeks before the event.

Driver requirements is a basic licence, your car, numbers, long clothing (not nylon), a crash helmet, (to AS 1598) and a fire extinguisher to AS 1848, solidly mounted in the car.

We will need 10 - 14 sports cars to make a class - so how about having a go - let us know if you intend to participate.

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TRADING POST

FOR SALE

| | | | | |
|----------------------------|-----------------|------|-------------------------|------|
| <u>CAR SALES BROCHURES</u> | 57 Magnette | \$20 | 63 MGB | \$25 |
| | 58 MGA | \$25 | MGB | \$30 |
| | 59 Magnette III | \$10 | 65 Full range of MG | \$5 |
| | Magnette IV | \$10 | MGA Postcard | \$2 |
| | 63 MG 1100 | \$5 | 65 MGB Drivers handbook | \$40 |
| | MG1100 | \$5 | | |

Most items are in excellent condition. Contact John Houghton, 12 Balrothery St., Bracken Ridge. Q. 4017 Phone 261 3585.

WANTED TO BUY

MGTC High Compression Pistons 11:1 to 12:1 wanted urgently for TC racing car (the pistons have lumps on the top). Also interested in any other MG 'T' type hot bits. Phone Bill Schapel 2 Coolidge Av., Lower Mitcham S.A. 5062 on (08) 272 8303.

WANTED TO BUY

NUDGE BAR FOR 1969 MGB Mk II, Phone Paul Strange on 349 1400 (A/H)

WANTED TO BUY

TONNEAU COVER FOR MGB MK I, phone John Walker on 300 2914 (A/H) or 848 2581 (W).

WANTED TO BUY

Fold down HOOD FRAME for MGB and front bumper bar. Contact Col West 6 Norman St., Gympie. Or leave message with the Rayments 300 3148.AH.

WANTED TO BUY

MG MIDGET Grill Mk I vertical slats. Aluminium trim around cockpit and horn button also. Contact Peter or Samantha Rayment 300 3148 AH.

WANTED TO BUY

FOR MGTD. - 1 pair of sleeves for rear side screens,
- S bracket that supports number plate

Contact Jerry Singleton on 378 4442 A/H.

LETTERS LETTERS LETTERS LETTERS LETTERS LETTERS LETTERS

JOHN FRASER FLEET AND DRIVER CONSULTANCY
"The Mansions", George St., Brisbane.Q. 4000
Telephone 221 8311

Mr. David Robinson,
Secretary,
MG Car Club of Qld.

RE: JOHN FRASER ADVANCED DRIVING COURSES

Further to your Club's enquiry earlier this year regarding dates for our 1988 Advanced Driving Courses, I enclose leaflets for both our Level 1 and Level 2 Training Programs for your information.

Details of our Racing Drivers Course is also enclosed for members who are entering motor racing or those who are already actively engaged in the sport. Members will need to have their own racing car to enrol in this course.

Since the closure of Surfers Raceway we are finding it difficult to allocate a date exclusively to any car Club but we would welcome your members bookings for any given date during the year.

We would then forward a registration form to them for that particular course. (Example enclosed).

The cost of our Level 1 and Level 2 courses is normally \$90.00 but we offer a special price to car Club members of \$80.00 per person.

We recommend that all members attend our Level 1 program prior to attending Level 2.

We are confident your members will find our courses to be of great benefit to them as road users as well as assisting them in their competition activities with your Club.

We look forward to our continued association with your Club and thank you for your support over past years.

Yours faithfully,

Anna Fraser
John Fraser Fleet & Driver Consultancy.

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Further information on the different levels of tuition..

LEVEL 1

This course of one full day, includes safe speed practical tuition, concise safe driving education and basic knowledge of appropriate speeds for city and highway driving, teaches recognition and control of:

- *Front & rear wheel skids
- *Understeer & oversteer
- *Procedures when forced off road
- *Emergency stopping procedures
- *Procedures for evading and recovering
- *Correct lines through corners & cornering techniques
- *Vehicle safety & maintenance procedures

Cont'd...

MOUNT COTTON

AUSTRALIAN HELICOPTER CHAMPIONSHIP

SUNDAY 5th. June.

Don't forget to tell your friends, relations and all those interested in Motorsport.

A day of memorable experience where you will see the best of Queensland race cars, sports sedans, the unforgettable Appendix J's, and the Road Registered Machines.

Will Ivan Tighe in the new engined Chevron manage to break the record set last year by Kim Rohrlach of 39.9? Will John Boyce in the Kaditcha beat David Robinson in the Cheetah?

Championships also bring out that extra that some drivers seem to find when the pressure is on.

The action starts from 9.00am with hot food and refreshments available.

SEE YOU THERE.

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Sorry to see that Dick Johnson had clutch trouble at Lakeside.

Brian Schuster has been burning the midnight oil to put the 6 litre Chevron engine back together.

Barry Wraith has been seen tweaking the 'Old Faithful' Anglia after his testing session in Canberra.

John Boyce has new pistons and other goodies for his VW Special.

Don Webster has now been seen driving his morgan Plus 4 out and about on sunny days.

If you think this is bad lets wait and read what is on the bottom half.

Thanks to all those that volunteered for the Rally that is now planned for the 15th and 16th October, 1981.

For all those that have not been to the Club Rooms, the interior decorators have been and new curtains have appeared. For all those who would like something screened with this emblem then it will cost a token 5 Dollars.

WATCH THIS SPACE FOR MORE EXCITING NEWS AND GOSSIP.

JF ADVANCED DRIVING COURSE CONT'D.

Training Facility - Lakeside Raceway, Lakeside Road, Narangba.

LEVEL I COURSE DATES , 1988

Sunday, 31st July, Sunday 25th September, Saturday, 26th November

LEVEL TWO

STEP UP FROM OUR LEVEL I PROGRAMME TO LEVEL 2

This course is a more advanced version of our Level I course and is specifically aimed at Club Members and individuals who are interested in participating in Hill Climbs, Sprints, and Club Racing or just to improve their driving skills.

PROGRAMME INCLUDES:

- * REFRESHER EXERCISES FROM LEVEL I
- * RACING LINES & DETAILED CORNERING TECHNIQUES
- * TIMED LAPS OF THE CIRCUIT

TRAINING FACILITY also Lakeside

COURSES DATES 1988 - Saturday, 4th June + one further date to be negotiated with Raceway.

Course instructors are John Fraser and assistants with proven teaching experience.

Course participants use their own vehicles thereby ensuring that the drivers skills are fully compatible with their vehicles.

PLEASE PHONE US AND MAKE YOUR BOOKINGS IN ONE OF OUR COURSES.

WE WILL THEN FORWARD A REGISTRATION FORM TO YOU WITH FURTHER RELEVANT INFORMATION.

JOHN FRASER ALSO OFFERS A C.A.M.S. APPROVED COMPETITION COURSES. Designed to tailor the driver individually to his machine and type of event chosen. For full particulars contact as above, or see notice in clubrooms.

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DEPARTMENT OF TRANSPORT
INFORMATION BULLETINS

The latest bulletin received from the Department of Transport No. 8/ENG/ 4.2.88 replaces 8/ENG/2.2.87 is entitled

- LIMITATIONS ON ALTERATIONS TO MOTOR VEHICLES
- VEHICLE MODIFICATIONS

and covers the following topics -

- What is allowable? - When is approval required?
- Guidelines for permissible vehicle modifications
- & How to apply when written submissions are required
- Plus A word of Caution

The second section can be broken down into sub-sections -
Wheels and Tyres, Replacement Engines, Exhaust System, Fuel Systems, Road Clearance, Lowering or raising of vehicles, Sway bars, Torque Rods, Traction Rods, etc., Welding, Heating or Bending of Axles, Suspension and Steering Components, Glazing (Windscreen and Windows), Tinting of Vehicle Windows, Steering Wheels, Lighting Systems, Vehicle Accessories and Equipment, Bull/Roo Bars. and Specialised information bulletins.

A copy of this bulletin will be in the Department of Transport's file on the counter at the Clubrooms for members to peruse or phone for your own copy on (Brisbane) 253 4700 from Transport House, 230 Brunswick St., Fortitude Valley. Q. 4006.

STEWARDS POTENTIAL STEWARDS STEWARDS TO BE

Anybody interested in stewarding at events send your name TODAY to CAMS (Nash St., Rosalie) Would prefer people who are not actively competing.

REGULARITIES REGULARITIES REGULARITIES REGULARITIES REGULARITIES

Members please note we most certainly will be having a Regularities class at our next Club Race Meeting - 14th August. Entry will be \$25 but no passes are being issued to anyone. Entry for persons \$6 a person. For sports cars only. For full particulars contact the events Secretary Joan Appleby 357 1561.