



THE OCTAGON SEPTEMBER 1994

OFFICIAL JOURNAL OF THE MG CAR CLUB OF QUEENSLAND INC.
 AFFILIATED WITH CONFEDERATION OF AUSTRALIAN MOTOR SPORT

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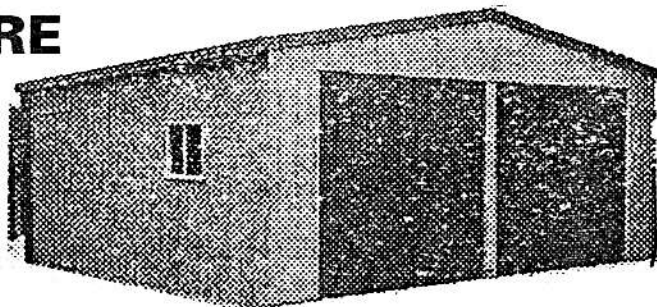


MG CAR CLUB OF QUEENSLAND INC.

PROGRAMME OF EVENTS

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
SEPTEMBER 1994					
	2nd	Magazine Night	Clubrooms	David Robinson	844-1037
	23rd	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
##	25th	Working Bee	Mt Cotton	John Davies	341-6798
	28th	AGM	Clubrooms 7.30	David Robinson	844-1037
OCTOBER 1994					
##	16th	Hillclimb	Mt Cotton	Joan Appleby	857-1516
##	28th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
##	30th	Come Fly a Kite Day Run	Ferny Grove Tavern 8.00am	John Crane	
NOVEMBER 1994					
	25th	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
##	27th	MG Race Meeting	Lakeside	Joan Appleby	857-1561
DECEMBER 1994					
##	4th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	9th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
APRIL 1995					
	14th-18th	National Meeting	Perth		
NOTES:					
	1/. CLUBROOMS ARE OPEN FOURTH FRIDAY OF EACH MONTH FROM APPROX 8PM.				
	2/. PLEASE NOTIFY PAUL STRANGE (3491400) OF ALL CHANGES, ADDITIONS AND DELETIONS TO PROGRAMME.				
	3/. DATES ARE SUBJECT TO CHANGE. IT IS THE ENTRANTS RESPONSIBILITY TO CONFIRM EVENT DETAILS.				
	4/. PLEASE SEE ALTERNATIVE LIST FOR NON MGCCQ EVENTS. CLUB POINTS WILL BE AWARDED FOR SELECTED INVITATIONAL EVENTS.				

**DO YOU HAVE A SPARE
ONE OF THESE**



**THE CLUB IS LOOKING FOR A NEW HOME FOR OUR
CATERING TRAILER. IF YOU CAN HELP THEN PLEASE
SPEAK TO DAVID ROBINSON PHONE 844 1037 B/H**

PRESIDENT'S REPORT

Dear Members.

I have been a member of the MGCCQ committee for some eight years now both as Secretary and President. In that time the basic committee has remained the same with new faces arriving each year. Serving approximately 2 1/2 years in the President's chair, I feel that others must continue in the future as a Club and committee always needs new ideas and fresh enthusiasm.

In some ways, I will miss the committee meetings and the companionship of those, that have come and gone during the past years and those presently on the committee. I thank you all for your help, friendship and the desire to have our Club continue to prosper, succeed and move ahead as a significant Club in Queensland. Mt. Cotton continues to be one of the "best" climbs in Australia with the organisational expertise only succeeded by the "quality food" served by our willing nonpaid canteen ladies. I am sure that many of our ladies enjoy the companionship and racing as much as do their husbands and friends.

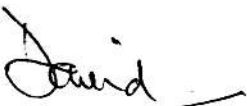
The future at Mt. Cotton will continue to be built on with enthusiasm and dedication by the members of our Club and not just the committee.

I hope that you, the members, have felt that I have fulfilled my position in the manner you have expected of me.

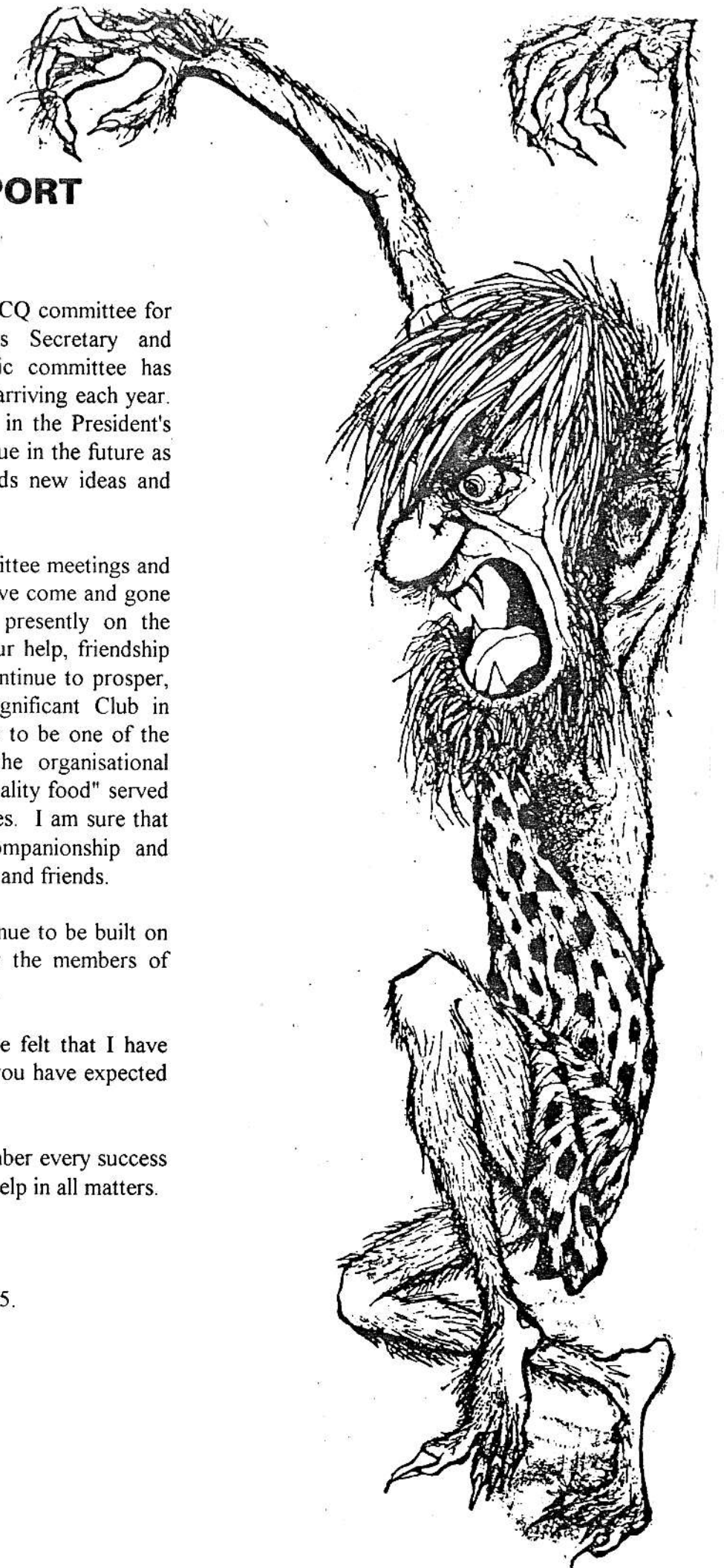
I wish my successor on 28th September every success and my complete co-operation and help in all matters.

Regards to all

Come on Racing and Touring in 1995.

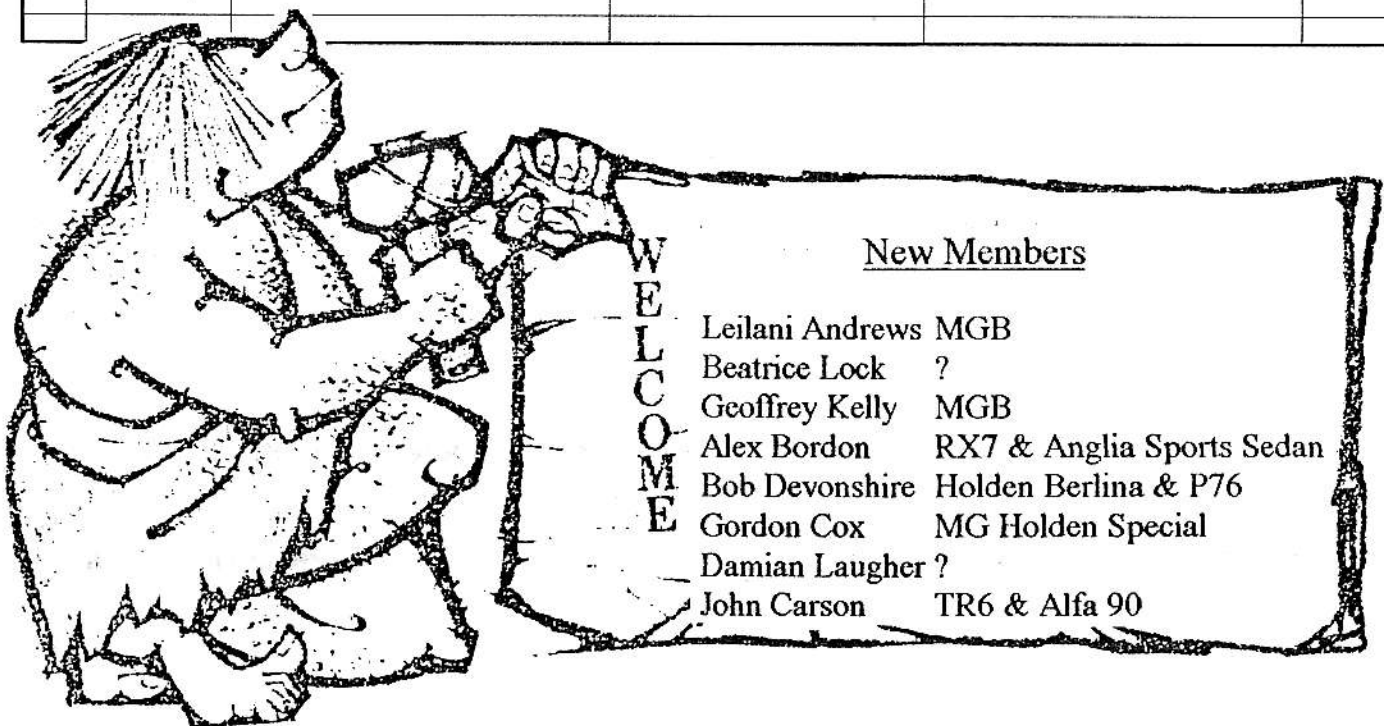


DAVID ROBINSON
President.

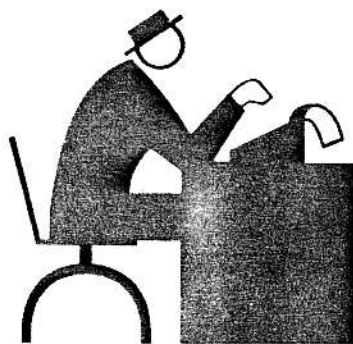


INVITATIONAL EVENTS AND ITEMS OF INTEREST

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
	SEPTEMBER 1994				
	4th	Race Meeting	Lakeside	Lakeside	
	4th	Classic Driving Trials		BSCC	391-8881
##	11th	QMC 2	Coomera	Holden Sporting-Alan Sleaford	356-6249
	18th	QMC 3	Probably Coomera	Gold Coast Tweed CC	
##	18th	Concours	Anzac Park	Carl Stecher - Marque CC	399-5602
	18th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	25th	Poker Run	Carindale Car Park 8.00am	Carl Stecher - Healey Club	399-5602
	OCTOBER 1994				
	2nd	Tooheys 1000	Bathurst	na	na
	8th-9th	Old Classic Car Touring Rally	Probably New Farm Park	John Thompson	832-0242
	9th	Aust Motorkhana Champ	Mangalore Airport		
	15-18th	Snowy Mountains Classic	Canberra	Rally Sport Aust	06-2588877
	16th	Aust Hillclimb Champ	Collingrove		
	16th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	16thor30th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	23rd	Race Meeting	Lakeside	Lakeside	
	29th	BP Range Rally Classic		BSCC	391-8881
	NOVEMBER 1994				
##	6th	QMC 6	To be advised	To be advised	
	6th	Interclub Motorkhana	To be advised	Paul Strange	349 1400
	13th	Aust Grand Prix	Adelaide	na	na
	20th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	27th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	DECEMBER 1994				
	18th	BSCC Motorkhana	Boondall carpark Q	Paul Strange	349-1400
	JANUARY 1995				
	FEBRUARY 1995				
	3rd	Evening of Champions	TBA	CAMS	369-4566
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**FROM THE
EDITORS DESK**



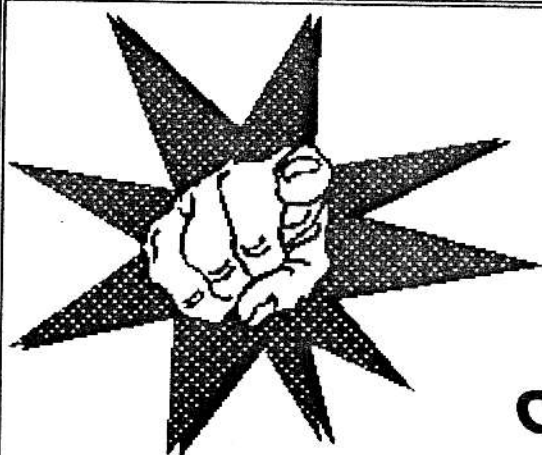
SEPTEMBER JOTTINGS

Two reports to write this month. As you have read President David has not stood for re-election but is going to continue to edit the magazine. **SILLY ME.** Thanks to those that have supplied articles. It sure makes for a better magazine with different contributions or different subjects from our members. Keep them coming to me or G.P.O. Box 1847 Brisbane.

The day runs have been well patronised lately. Good to see you all out. Remember if your "car's in the hospital" then come in the family sedan or buy a Magnette Sedan (sick editor joke) The next day run is October 30th leaving from Ferny Grove Hotel Car Park at 8.00am to meet up with other MGs along the way - bring your kite.

Concours No. 2 for 1995 is on 18th September at Anzac Park Toowong. Even if your car is not best looker then we would all be interested in seeing you there with your car. Joan Appleby's ZA Magnette is no showpiece but it still attracts attention. Your car will too. Be there.

For those that Race and compete in Regularities then Ian Corness's letter makes interesting reading. A few more letters received this month so keep them coming. Send more gossip for Ms. Sump Plug.



**YOUR
CLUB NEEDS
YOU!!!**

BE AT THE ANNUAL GENERAL MEETING
WEDNESDAY 28th SEPTEMBER AT 7.30PM

THE CLUB'S COMMITTEE NEEDS
NEW BLOOD/NEW IDEAS/INVOLVEMENT OF ONE OF
QUEENSLAND'S LARGEST ACTIVE CLUBS

NOMINATE NOW FOR YOUR COMMITTEE FOR 1994-5

LETTERS

**GOT SOMETHING
TO CROW ABOUT**



WHERE ARE ALL YOUR LETTERS. THE EDITOR IS WAITING. SURELY YOU HAVE SOMETHING TO CROW/COMPLAIN/INFORM ABOUT. LETS HAVE YOUR VIEWS. *THANKS TO THOSE WHO HAVE WRITTEN THIS MONTH. EDITOR*

LATE ENTRIES

ARE YOU ONE OF THESE THAT CONSISTENTLY LATE ENTER.

DO YOU COMPLAIN THAT YOU HAVE NEVER RECEIVED SUPP REGS till the day before or after closing date. Remember the calendar for most events is set by February 1st and is the first octagon for the year. All members of the previous year keep receiving the magazine till March issue so there is should be no complaint of not knowing the event is not on.

Remember the onus is on the competitor to enter and if necessary chase up Supplementary Regulations by himself. Entries shut one weeks prior to the Hillclimb and Sprint and 2 weeks prior to a Race Meeting.

Joan Appleby has been our event secretary for years and even though her answering machine plays up, you will be able to contact her. If not there are other committee members you can talk to.

All the workers in any club are volunteers and we all try to do our best for you the competitor (of which some are guilty of all complaints and talk and no constructive action to helping). No one deserves to be hassled and berated because **YOU HAVE FAILED TO LODGE AN ENTRY**. Try a little forward planning and everyone's life will run easier including your own.

Disgruntled committee member.

After writing an article for the Sports 1300 Magazine, your editor asked Dr. Iain Corness to pen an article for "The Octagon" to include Regularities. The following is what transpired. Thanks Iain

RACE FACE

Regularities, Practice, Qualifying and Racing. These four events should be well understood by all racing drivers - but there're not. For some of our "new drivers", here are some definitions worth cutting out and nailing to the dashboard!

Regularity Trials - that's when you attempt to drive smoothly round the circuit achieving consistent times against the timekeepers clock. You do not get in the other driver's way and must drive with an eye on the rear vision mirror. You do not block or force other competitors into error. You are not racing.

Practice - that's the occasion when you come to Lakeside and try different approaches, new settings in the engine/suspension, different tyre pressures - in fact anything at all where you are attempting something new. It also covers just getting a few track miles under your belt. You do it against your own clock, and

you stay out of the way of anyone who is quicker than you (and in an MG this means just about everybody!) You are not racing.

Qualifying - that's when you go out to set a time to give you a Grid Position. You do it against the Official Timekeepers clock. You try not to get in other drives way or hold them up. You try to set your fastest time and allow others to do theirs as well. You are not racing.

Racing - you compete in a race from a grid position given you by the organisers after they look at all the Qualifying times. You attempt to pass all cars in front of you. you can make it difficult for others to pass you by virtue of the "line" you use on a corner. You do not "block" or "weave" on the straight. You do not barge, "ram"; or otherwise endanger your fellow competitors. You attempt to "outbrake", bluff and out fumble all others. You do not hold up drivers who are coming up to lap you in competition, but will fight tooth and nail with all "equal" competitors on the day. THIS IS RACING!!!!

IN MEMORIAM

The Club was saddened to learn of the passing on, this week, of the Club's most valuable member, "SOMEONE ELSE".

SOMEONE ELSE'S passing creates a vacancy that will be difficult to fill. "SOMEONE ELSE" has been with the Club since it first started and did more than any normal person's share of the work. Whenever there was a job to do, a social function to attend, funds to be raised, or a meeting to go to, one name was on everyone's lips.

"LET SOME ONE ELSE DO IT"

It was common knowledge that "SOMEONE ELSE" was one of the largest contributors of time to the Club.

Whenever there was a need for volunteers, everyone just assumed "SOMEONE ELSE" would volunteer.

"SOMEONE ELSE" was a wonderful person - sometimes appearing superhuman, but a person can only do so much - now it is realised everyone expected too much.

"SOMEONE ELSE" left a wonderful example to follow - but who is going to do the things "SOMEONE ELSE" did.

So, when you are asked to help, remember:-
We cannot depend on "SOMEONE ELSE" anymore.
So why not volunteer now !!!

Dear Editor,

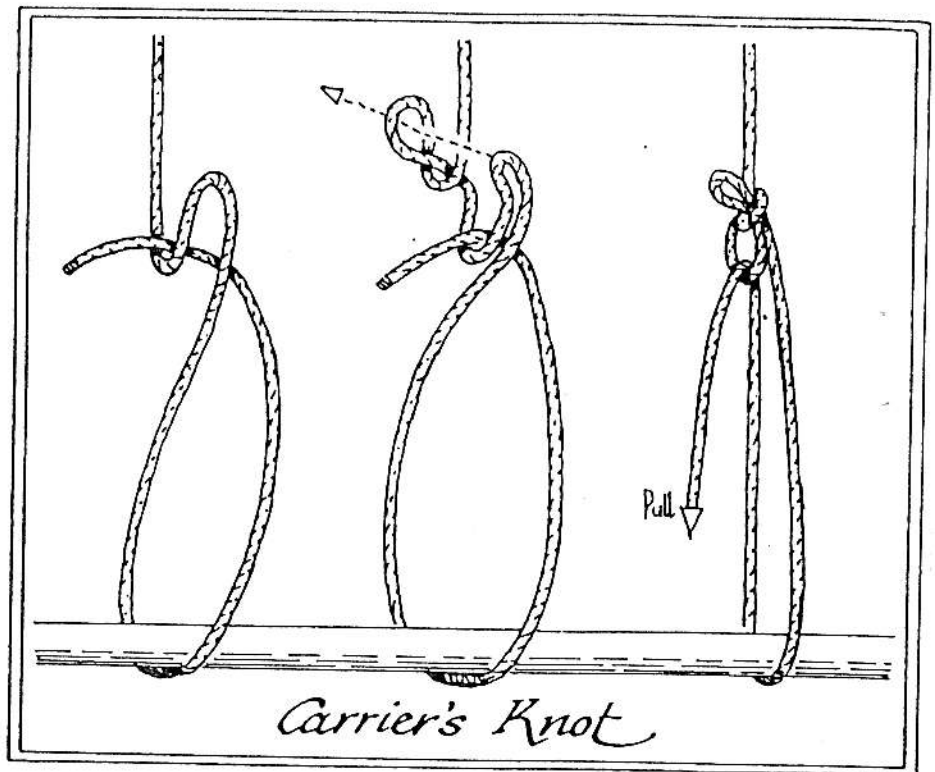
Several issues back you published a good article on "Tying down your race car". It was very informative but ratchet straps are not the cheapest thing to buy and rope used to be around before these new fangled things. Unfortunately, an illustration and directions of one of the most useful tensioning knots was not easily found. A search of the public library failed to find any information on the knot that I knew.

Recently I found this in a book called "Knots - useful and ornamental" by Ron Edwards (Published by The Rams Skull Press of Kuranda Qld.). I hope that this may be useful to other members.

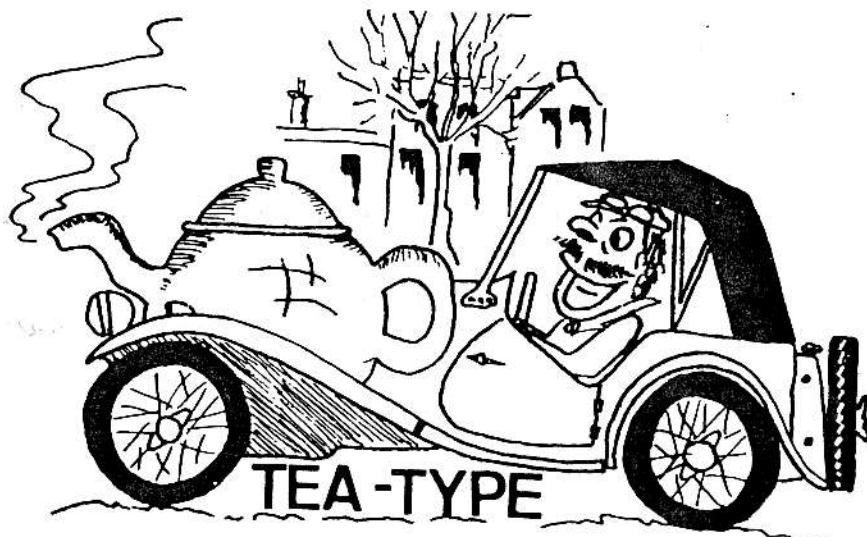
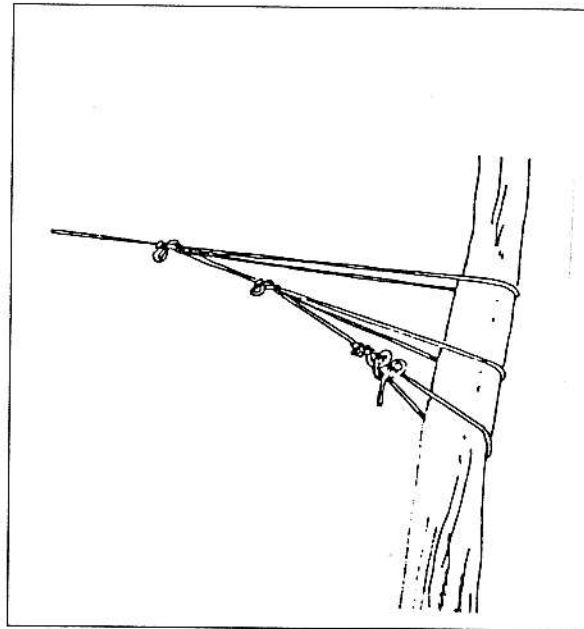
*Signed
Member 1245*

CARRIER'S KNOT

There are several versions of this know, including one based on the sheepshank given above, but the one illustrated here is probably the most common. It is used to tighten and secure rope over a load.



Although only one knot is needed for most work it is possible to make a series of them, one pulling on the next, and this increases the amount of pressure that can be put on the rope. Sometimes when erecting a tarp between two trees we apply a number of hitches as shown in the sketch in order to get the rope as tight as possible and reduce the sag.



WHAT THE MG CAR CLUB MEANS TO ME

Have you ever stopped to ask yourself that question? The Gee Club has been around so many years that it can become very easy to forget what it really means, and just accept the fact that its there. Something like the two bottles of milk on the front steps each day.

- The Club was formed originally by enthusiasts of the Marquee MG. Fellow MG drivers realised they had things in common, even if just the ownership of the same make of car, and realised they enjoyed each other's company. They also cottoned on to the fact that together as an organised 'club' they could promote and organise events of a social and sporting nature, which they could enjoy.

Since then there has been an unending line of enthusiasts, and the name of the club, The MG Car Club has been kept going.

To me, the Club has a very important place in my life. Because the Club represents the embodiment of my interest in sporting cars, it has a high place in my list of priorities.

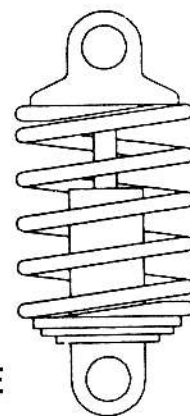
It is a place I can meet fellow enthusiasts. Blokes who FEEL for the automobile, and enjoy driving the. A place where I can safely talk motor cars without being belaboured by narrow minded people and their uninformed prejudices. In some ways it represents the last bastion of common sense in automobilism.

To me, the above reasons for the MG Car Club rank even higher than the side benefits of competition, availability of spares and informative help. But that's what the MG Car Club means to me. What does it mean to you?

Signed Member 1219

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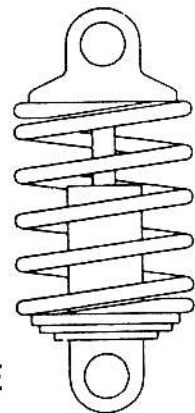
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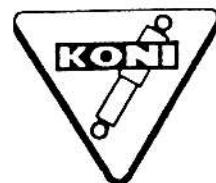
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same gear that will get you to 70 or so and so only one selection need be made, that for the higher gear.

Using the Anglia gearbox and 3rd gear (1.41) then the diff ratio can be selected simply as follows ...

$$\text{So, } 7,600 = 1060 \times ? \times 1.41$$

$$\text{Giving diff ratio of } \frac{7,600}{1060 \times 1.41} = 5.09 .$$

And then looking at the list the choice is between 4.88 and 5.13. The latter is about 1% low, i.e., over revving by 1% or say 80 rpm which could be tolerated. Now to check the lower gear or gears required at 311 wheel rpm let's try the 2.40 gear ratio and see what happens using the 5.13 diff.

As before

$$\begin{aligned} \text{Engine speed} &= \text{Wheel speed} \times \text{diff ratio} \times \text{gearbox ratio} \\ &= 311 \times 5.13 \times 2.40 \\ &= 3,810 \text{ rpm,} \end{aligned}$$

which might be off the cam at the first corner, at 20mph. At the hairpin at, say, 23mph the engine speed works out at 4,400 rpm, which is on the right side of the 4,000 minimum. So what now? Well, practice shows that the first corner can be got away from with a little wheelspin helping to stop the engine bogging down, so the answer is to try it and see. Important in this decision is the desirability of reducing the number of gear changes; it costs about $\frac{1}{2}$ second for every extra gear, and it may well be quicker not to use Lotus gears (money, money, money,).

This of course is why the supercharger is such a BIG advantage in hill climbing. It puts the power output up through most of the range, as opposed to the highly turned motor, which may run well from 7,000 to 9,500rpm, but be unable to pull the skin off a milk pudding below that range!

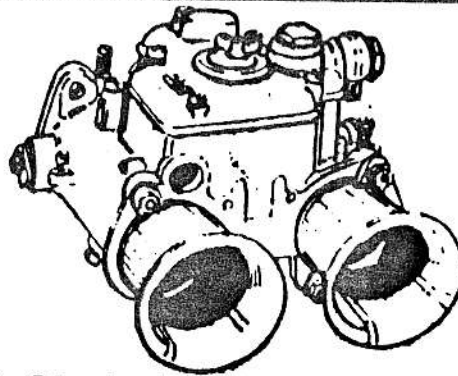
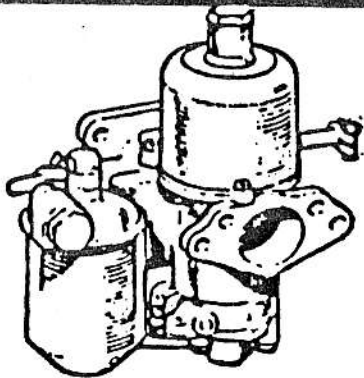
Also it is important to keep in mind that gear ratios ARE ratios - they work on proportions, not absolute differences. In other words, if you run an Anglia third gear to 7,050rpm and then change to top, revs come down to 5,000, a difference of 2,050. BUT, if we run in third to only 3,530rpm then change to top, the revs fall only half as much, by 1030, to 2,500.

Curiously this is not always appreciated by drivers, who are often so busy when they are using all the revs, that they just don't notice. In fact it is truly surprising just WHAT drivers don't notice - the very fact that the suggested speeds are only "suggested" is that because the writer, for one, wouldn't have the first clue what EXACT revs the various corners are taken at. But, before changing down, do be CERTAIN what revs are coming up. It keeps hill climbing just so much cheaper!

Now at least one Club member has attributed as much as TWO SECONDS to getting the correct ratios at Mt. Cotton You've got just nice time before the next climb.



"Well, no, we're not exactly tied to any one brand."



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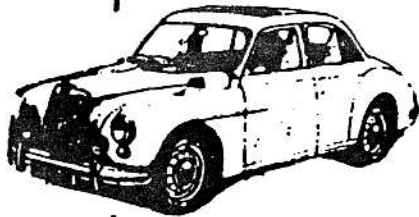
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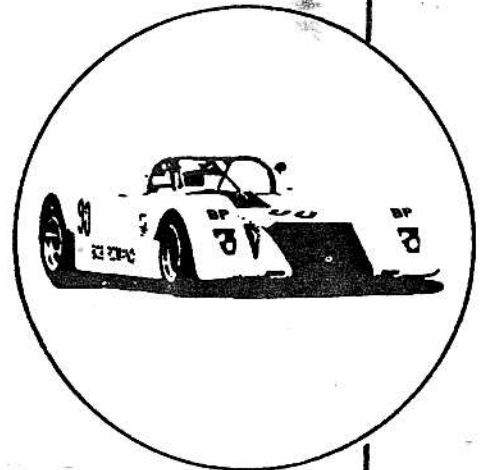
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Prepared and Tuned
1992/93 National Meeting
MG Class Winners





**1994 IRONMAN
WEEKEND
19th-21st August**



Well, the Ironman Weekend has come and gone for another year, and with using a different venue for the Sprints and Motorkhana, I think a fair bit of interest was created for nostalgia's sake.

We all go out in the Ironman events hoping to do well and it really pleases me, as one of the Organising persons, to see the friendship and good sportsmanship displayed by most competitors. Unfortunately, every year we seem to have that one or two who leave a sour taste in our mouths. At least they do in mine. When Directors and Clerks of Course bend over backwards to help competitors, it is downright disgusting when a competitor comes up and verbally abuses the Director or Clerk of Course. It has made me very determined next year that unless everybody has everything exactly right with the entry and insurances, that that person will not run. After all, we are not running for millions of dollars, and bad sportsmanship has always turned me off, regardless of the sport. Please people get your act together.

The Touring Assembly leaving from the Shell Service Station as Beenleigh, was very well planned by Phil Hutchison and Chris Lake, and our thanks go to them for a job well done. It was a test of navigation ability with no tricks and an active mind was needed to keep right on the job. Thirtyone crews went out on the run and the winners were a pair who did not enter the Ironman weekend but only the night run. Phil and Gail Hart were the first Ironman couple home so started the weekend with a clean sheet.

The sprints at the back of the old Surfers Paradise Raceway were very successful with those who wanted to, could have six runs. Peter Rayment designed and made the new timing gear which timed two cars doing the 400 standing 400 Flying and a total kilometre time. After a couple of hiccup runs at the start of the day, it ran perfectly all day, and we are most grateful to Peter for letting us use his brains and practical knowledge to do this for the Club. Timekeeping ins so much easier when you have great equipment. Our thanks also to Graham and Nancy Castledine and Bruce and Betty Petterson (from the Timekeeping team at Lakeside) for giving of their time and effort to help us. The winner of the spring was another non Iron Man person (Bill Norris), with Peter Hayes being the first Ironman contestant home.

The Motorkhana which was run by Pauline and Ken Graham and Peter and Delia Rayment with help from Ron Clydesdale had the contestants doing three different disciplines and the winner on the day was Alan McConnell in his Motorkhana Special. A few of our Ironman competitors were having such a ball at the Sprints, that they ruined their chances of scoring in the weekend by not going to the Motorkhana. Guys and dolls, you have to do all four events to score.

My personal thanks to John and Helen Kingcott for all the assistance they gave me both before and at the events, David Robinson for all his support and David Wood and Alan Hogben (who don't belong to our Club) but still turned up at Surfers to do the Scrutineering. Thanks very much.

Hillclimb arrived on Sunday, dull and dirty looking. Getting to the circuit we discovered someone had spread tyres and dirt everywhere and a big sweep had to be done. Linden Cooper as Clerk of Course called all MG's competing members down to help sweep the track. The response was not what I would have liked to see. Linden is very grateful to those who offered to help and we were very disappointed at those members who were too rapt in themselves to even think of doing anything for the Club. I don't know where Club spirit has gone. The fastest Car on the day was Ivan Tighe in his Kaditcha. The rain in the morning and a mighty storm early afternoon kept times away from the best down there, but still the day was very enjoyable.

At the Presentation of Trophies after the meeting, after the all the additions had been done it turned out that Alan McConnell driving three different cars had the edge on everyone else. Driving the one car for the whole weekend the best was Peter Hayes and the best MG for the weekend was Peter Rayment.

I hope that those who entered has a good weekend, and that will come back next year with the same spirit most of you displayed.

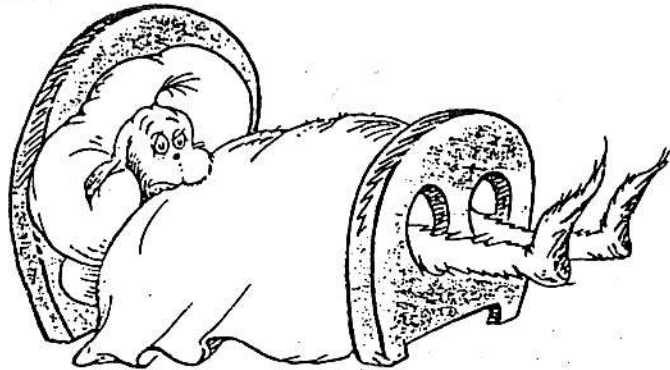
Happy Hillclimbing and Sprinting and Touring Assembling and Motorkhanaing.

DON'T JUST LIE THERE THINKING ABOUT THE WORKING BEE!
GET UP AND JOIN IN!!!!

WORKING BEE

WORKING BEE

WORKING BEE



8 A.M. SUNDAY

25TH SEPTEMBER, 1994.

MT. COTTON HILLCLIMB

GRAMZOW ROAD



JOBS TO DO

**REPLACING POSTS
INSTALLING ARMCO
MOWING
WHIPPER SNIPPING**



**CLUB POINTS AWARDED TO PERSONS ATTENDING 2
WORKING BEES.**

WORKING BEE 8 A.M. - 25TH SEPTEMBER, 1994.

IS LEFT RIGHT OR RIGHT LEFT????

Why do we drive on the left with the driver on the right of the car while others adopt the opposite positioning? Why did the quality (Bugatti, Alfa, Lancia, Talbot etc) European car makers produce only RHD cars until W.W.2? There are three theories I can find.

The first is that it allowed a gentleman to draw up outside a hotel or restaurant and step directly onto the pavement without endangering life or limb by stepping into the traffic. This seems the least likely reason for it takes no account of a driver's gallantry towards his lady passenger.

The second is that it was a hangover from racing practice. To this day most sports racing cars are built with RHD, for most circuits have more right-hand bends than left since it is the European custom to run clockwise. Porsche and Ferrari however, have no difficulty in producing RHD or LHD cars as the individual market dictates.

The third theory maintains that when driving over mountains on the right-hand side of the road, RHD is inherently safer. There is something in this for Alpine coach and truck drivers frequently still prefer RHD.

None of the three theories fully explains why, and to find the reason you have to go back to the very beginnings of conscious travel, i.e. deliberate movement between two localities as opposed to aimless wanderings.

When meeting someone unknown on a path, coming in the opposite direction, it was prudent for most people (being right handed) to pass on the left side of the path and to have your weapon (club mace or sword) ready in your right hand.

As traffic between European cities grew more dense, Pope Boniface VIII decreed, in 1300, that all Christendom should henceforth drive their carriages and ride to the left. The Pontiff was, however, less concerned with traffic safety than with the ability of his messengers to defend themselves - and the cash they carried.

This Papal decree really just ratified the existing state of affairs, as most drivers already kept to the left while pacing themselves at the RH side of their carriages in order better to defend themselves against on-coming riders, and better to gauge if vehicles met might be safely passed on the narrow road.

The Revolution in France 1789 rejected the ancient Papal LH rule of the road and instituted right hand traffic as the proper revolutionary mode of travel. This was later spread to most of Europe by Napoleon Bonaparte during the post-revolutionary French expansion.

However, already on October 30th 1758 some 30 years before the upheaval in France - it was decreed in Copenhagen, Denmark, that "carriages must always be driven on the right hand side as near to the gutter as possible". In Sweden it had been ordained even earlier, in 1718, that carriages should keep to their right. But that regulation was so soon forgotten that the exact opposite was enacted in 1734 with the result that Sweden drove to the left until 1967.

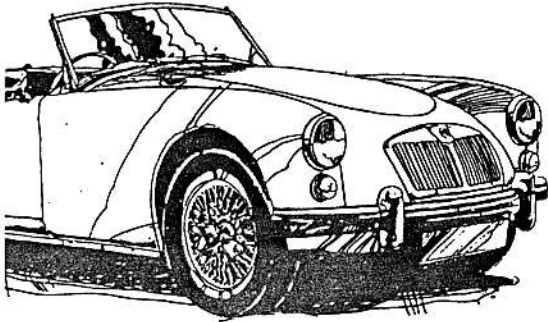
In Europe it was thus for centuries much a matter of local preference on which side of the road one had to drive. 18th Century illustrations confirm this, but such etchings etc also confirm that most drivers kept their by now traditional RH seat irrespective of the prevailing rule of the road.

WE ARE INVITED

Organised by Marque Sports Car Club's member Club

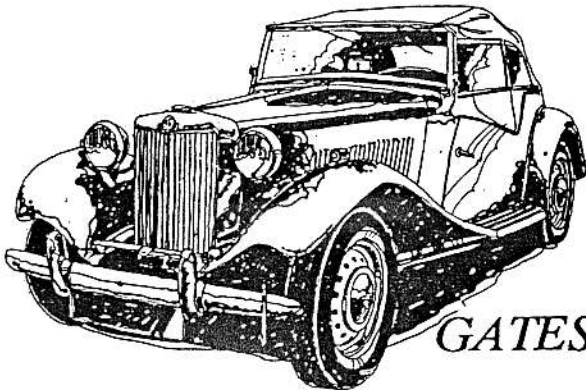


HEALEY CLUB



CONCOURS D'ELEGANCE

SEPTEMBER 18 1994



ANZAC PARK, TOOWONG

Entrance opposite Bus Depot

GATES WILL BE OPEN AT 9.00 AM

THE BEST CAR FROM EACH CLUB WILL
BE JUDGED AND A TROPHY PRESENTED.

ALSO INVITED TO

POKER RUN

SEPTEMBER 25

D
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THE ANNUAL POKER RUN IS ON AGAIN. THIS YEAR WE WILL TRAVEL WEST.

R
U
N

ALL THE USUAL THINGS WILL BE ON OFFER - BROKEN DOWN CARS - STRAIGHT ROADS - WINDY ROADS - LUNCH AT A CLUB SOMEWHERE - MORNING AND AFTERNOON TEA.

THE HAND OF CARDS THEME WILL BE USED.

STARTS AT CARINDALE LOWER CAR PARK AT 8.00 A.M.

FINISHES MEADOWLAND PARK AT ?????

DAY RUN- 14th August 1994

13! ... Unlucky for some! However, that was the number of cars at Anzac Park at 8.30 a.m. on Sunday 14th August for our day run - Destination Unknown.

Helen and John Kingcott (with help from daughters, Natalie and Kelly) had planned the day's outing well and presented everybody with instruction sheets PLUS a Survival Kit for emergencies (read, hopelessly lost). Mind you, NOBODY gets lost on one of our day runs because we all just follow the Leader, but this time our instruction sheets included a few questions to answer on route - a couple of tricky ones too, courtesy of John, I'll bet!

Peter Tighe turned up late and alone just as we were about to start our engines - so - after a reshuffle of his lunch into Kingcott's Esky, we headed off at approx. 8.50 a.m. The weather was perfect and a great day for open cars. Who would want a GT (V8?) on a day like that?

Our route took us through Kenmore to Colleges Crossing and then onto the Toowoomba Highway. We left the main road at Marburg and stopped at Rosewood Apex Park for morning tea (right on 10 a.m.) The Apex Club members were busy painting the walkway bridge and were very "helpful" I must say when we asked them about the Rotary Club Meetings - one of those trick questions.

A big, big thankyou to Mrs. Ivers (David's Mum) for surprising us with a delicious chocolate cake for morning tea. David passed it around and everyone enjoyed it.

Our instructions took us on - 'following the tar' past Mt. Walker (a tribute to Flash according to the sheet), through Warrill View to the Harrisville Museum where we stopped for a little look. An enterprising local spotted all the cars outside and decided it would be profitable to open up - which he did and it was! We spent about an hour browsing through the bric-a-brac of the history of this area and had a group photograph taken in the old school class room. Delia was amazed to find her late Uncle's gemstone collection on display as well as her Aunt's bark paintings.

By the time we left here it was already 12 noon and Neville and Phillip (White Leyland B) had to be back in Brisbane by 1.30 p.m. They decided to stay with us to Boonah then reluctantly return by the direct route. It was shame they were unable to continue. After Boonah and a few more answers to find, we travelled the road to Maroon Dam and Rathdowney before turning off to Moogerah Dam, our final destination. It was certainly via the roundabout route and by this time we were all starving and ready to B.B.Q. Moogerah Dam is a lovely spot and we had a lovely picnic Rotunda, B.B.Q. and grassed area overlooking the water to ourselves.

Helen collected our answers and we tore open our Survival Kits to satisfy our curiosity. Inside were road maps, a chux wipe with instructions for turning it into a hat for sun protection and 2 Minties for 'moments like these'!

Rayments (Midget) headed the points and received a prize of a picnic glass embellished with a racing car, naturally. Second were the Clydesdales (Ron and Bev in their Midget) who would have equalled first place if they hadn't been so smart about Flash's ancestral home. Third was Flash himself who definitely couldn't have done it without his trusty navigator, P.B.

All competitors received a Kit Kat for their effort except for second last, Wendy and Errol (MGB) and last, David Ivers (due to short supply of chocs). BUT David (Subaru Fiori) did receive the Wooden Spoon (Literally) and he did it without the help of a passenger. Well done! David's going to prepare a run as a revenge.

The usual Ice Cream lovers had their fix, the mechanics looked under a few bonnets (inc. Bronwen and Fred's MGC), the sleepyheads had a little nap, the W.A. crew had another informal meeting, the photos were passed around and then, alas, we had to leave.

The Walker's MGA needed fuel as usual and even the Fiori was thirsty after all our travels, so there was one stop on the Highway for fuel and then all were homeward bound.

Thanks to everybody for making it a great day. If you couldn't make this one, don't miss our next outing. Look out for it in the Magazine. A Very Special Thanks to the Kingcootts for making it different - we really did have fun!!!!

John and Pat Walker

MG Car Company Of Australia

RESTORERS' CORNER TRIM SPECIALS

Vinyl Panel & Trim Kit. Green. TF 245-450	\$675
Vinyl Panel & Trim Kit. Red. TF 245-440	\$675
Leather Seat Kit. Green. TF 245-090	\$1060
Leather Seat Kit. Red. TF 245-080	\$1060
Vinyl Panel & Trim Kit. Biscuit. TC 245-380	\$675
Leather Seat Kit. Tan. MGA 246-060	\$840
Leather Seat Kit. Biscuit. TC 245-020	\$825
Vinyl Panel Kits. Black. Sprite/Midget 1275 & 1500 to suit Split Rear Bar & Rubber Bar models 645-700	\$336
Vinyl Panel Kits. Black. Sprite/Midget 1275. To suit models up to Split Rear Bars 645-660	\$537
Vinyl Panel Kits. Black. Sprite/Midget. Late 1098cc model and early Midget 645-570	\$525
Vinyl Panel Kits. Black. Sprite Mk2 and Midget Mk1 645-540	\$435

All prices are ex stock and include sales tax



MG Car Company of Australia

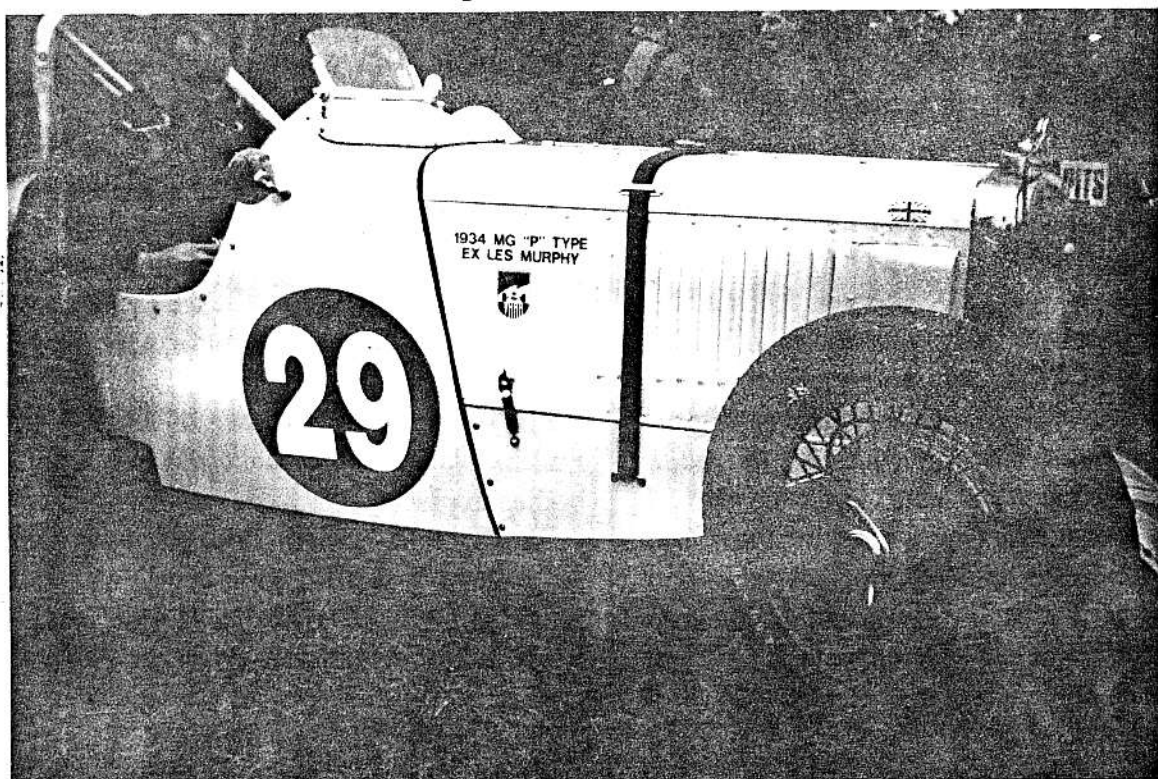
ACN 001 506 190

10 East St Granville NSW 2142

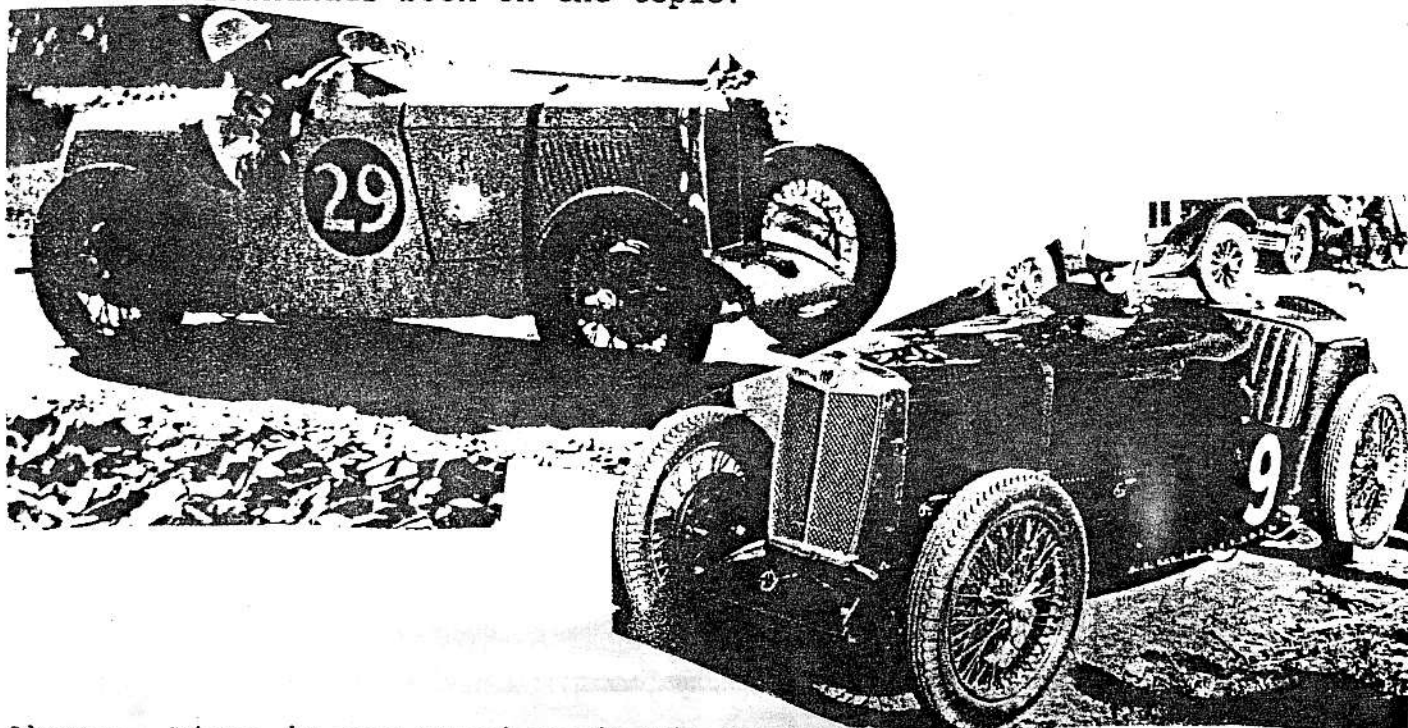
Phone : 02 **682 6655** Fax : 02 682 5332

8.00am - 5.30pm Monday to Friday

8.00am - 12.00pm Saturday



I took the above pic of the ex-Les Murphy P type MG at the VSCC hillclimb at Rob Roy in June while I was in Melbourne. This MG has an Aspinal Australian body, as did most of the Victorian MGs of that era. At the concours on Sunday there was a lot of interest and discussion on these Oz bodies. To assist in the understanding of the unique Australian MG style, here follows an extract of a piece I wrote in the MG Downunder book on the topic:



Above: Right is Les Jennings in his Aspinal bodied L type at the 1934 AGP. Les was the first to race an MG in an AGP and my Magnette was rebuilt for his only son. Left is Les Murphy winning the 1936 AGP in his Aspinal bodied P type. Note the doorless cutaways on both MGs and the enclosed fuel tank tails. This ensured rigidity and protected fuel tanks so necessary on the unsealed Australian race circuits pre-war.

AUSTRALIAN ASPINAL BODIES ON PRE-WAR MGs (cont)

AUSTRALIAN BODIES ON MGs

In the pre-war days of British Empire trade preferences, the strongest export markets for Morris and Austin vehicles were Australia and South Africa. The Australian government, for its part, was anxious to nurture its own motor industry, and import duties on bodywork were introduced as early as 1907. This was followed by duties on chassis and other components in 1920.

However, with the Empire Trade Preference scheme, unassembled chassis of British origin could be imported duty-free and most of the MGs came over in this form. They were also advertised in the MG export sales brochures as a distinct item. For example, in the 1935 export sales brochure for MG Midgets and Magnettes, the rolling chassis with engine, gearbox, radiator, and all running gear, quoted the following prices:

- MG Midget PB-type £175.0.0
- MG Magnette N-type £210.0.0

Several body builders worked closely with the Australian distributors of MG cars. Lanes Motors of Melbourne was the main importer and distributor of MG sports cars in the early 1930s and nearly all MGs prior to World War II, with the exception of TAs and TBs, came in without bodies. Lanes contracted a small but

innovative body builder, Chas Aspinal & Sons of High Street, Armadale, to do the work.

Racing drivers of the day preferred these Aspinal-bodied MGs. Being built on a narrow, rigid frame with high scuttles and deep cut-aways instead of doors, they were ideal for racing. Because they were all-metal and did not have door openings, they were more rigid, and were thus more durable than the wooden-framed English bodies.

The rough dirt race tracks of the day, such as Phillip Island, would shake the wooden-framed bodies to pieces.

The Aspinal-bodied J, P, F, L, and N-type MGs had a string of racing successes. Les Jennings (F and L-types), Les Murphy (P-type), Robert McKay (P-type) and Colin Keefer (J-type), all raced Aspinal bodied MGs.

These bodies finally went out of fashion in the 1950s as the lack of doors usually required the hood to be drawn back for the occupants to enter or exit the cockpit. Some MG owners subsequently fitted doors to the Aspinal bodies, or replaced them completely with English bodies, which were far more practical for everyday use. The Aspinal bodies, however, represent an important part of pre-war Australian MG history.

There were other companies in addition to Aspinal, of course, which made bodies for MGs in Australia. A batch of 10 TA Midgets, for example, was shipped into Adelaide and Sydney in chassis form and fitted with Australian-made bodies which were almost identical to their English counterparts. And there are still in evidence today MG saloons with Australian-made bodies.

8 MARQUE SPOTLIGHT SERIES

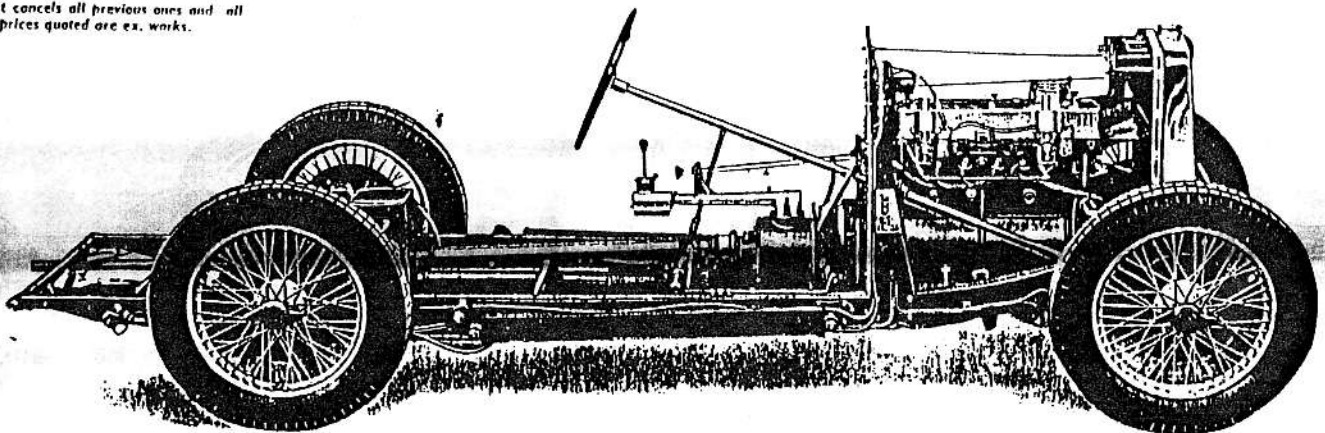
Complete List of Prices

September 1st, 1935.

M.G. Midget ("P" Type)	
Two-seater	199 10 0
Airline Coupé	267 10 0
M.G. Midget ("PB" Type)	
Chassis	175 0 0
Two-seater	222 0 0
Four-seater	240 0 0
Airline Coupé	290 0 0
M.G. Magnette ("N" Type)	
Chassis	210 0 0
Two-seater	280 0 0
Four-seater	285 0 0
Two-four seater	330 0 0
Airline Coupé	355 0 0

This list cancels all previous ones and all prices quoted are ex. works.

THE M.G. UNDERSLUNG CHASSIS
The Chassis picture illustrates the underslung design fitted to the M.G. Midget and Magnette Models. The M.G. Magnette chassis is shown but the M.G. Midget chassis is very similar—prices are as follows:
M.G. Midget "PB" Type - £175 0 0
M.G. Magnette "N" Type - £210 0 0
The "P" Type is not available in chassis form.



Sometimes the road to Sump Plug is long and arduous but eventually the good news travels to those that can tell many!!

El President David's F2 has been repaired and should be back out as soon as slackness gets to Melbourne to collect it and have the uprights repaired. Maybe you need dodgem car guards on the outside of wheels. Hope it goes well with the new tub.

Congratulations to Mandy (Tomkinson) & Ross Liddle on their recent marriage.

Heard about the clever fireman with two degrees and a fast silver Hillclimb Special that bought and new super fast 486

computer with all the whistles and bells and then proceeded to plug into the race car computer to give it a check before Grafton Hillclimb in June. Seems that the original programme was done with an old slow basic 286 and the two didn't like each other. Quick trip from Brisbane for friend Ian with an old lap top and all was well except for the red face to match the very trendy red glasses he received at the last trophy presentation.

Peter Kerr seems to be having a bad couple of years. Wrecked his hand a while back and recently he decided some sking was due for recreation and loo and behold some broken bones in the old foot. I think maybe Peter should take better care of himself.

The gremlins got into the last magazine and left the editor's knitting joke out from the bottom of the MG Pattern. Heard it got some laughs in some areas. *Question:* Did you hear why women knit? *Answer:* They have to have something to think about whilst they knit. *(My apologies to all the knitters out there but Sump Plug has no tact or taste. Ed.)*

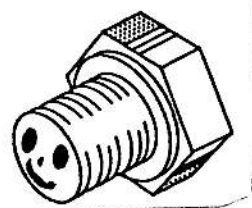
Forgot to include about the committee member with the white MGB that never lets him down. Broke down on the way home from the Maleny dayrun with a crook Fuel pump. (Probably came close to that Formula 2 that destroys new fuel pumps at race meetings.) Seems Peter Rayment drove it home on a string behind the old faithful used for everything "Margaret" Magnette sedan with would be racer Peter Tighe in normal drive mode. Why is that MGB so close - I'll lose him!!! Talk about white knuckle fever from the passenger/owners side of the B.

Did you here the one about the famous green P76 Sports Sedan Driver who had such a good time at the sprints and motorkhana that the round black things were a little worse for wear. Seems he decided to become an Indian Giver and took his old old tyres back from Primrose's garden (Seems they were being used as tree guards) and gave them a bath and refitted to the "Beast". Talk about racing on a budget.

Daddy and Mummy to be Coopers have sold the Blue Anglia Sports Sedan and this should mean that the Linden/Greg Johnstone Ronda (Rotary Honda) should move along on schedule.

Dean Tighe has a drive in the WA Rally again this year. Good luck!

THE LOW DOWN ON DIRTY OIL & GOSSIP



With SUMP PLUG

WHAT IS A SENIOR CITIZEN

A Senior Citizen is one who was here before the pill, before television, frozen food, credit cards and ball point pens. For us, time sharing meant togetherness, not computers, and a chip meant a piece of wood. Hardware meant hard wear and software wasn't even a word. Teenagers never wore slacks. We were before pantyhose, drip-dry clothes, dish washers, clothes dryers and electric blankets.

We got married first and then lived together. (How quaint can one be?) Girls wore Peter Pan collars and thought "cleavage" was something butchers did. We were before Batman, vitamin pills, disposable diapers, QE One, jeeps, pizzas, instant coffee and Kentucky Fried wasn't even thought of.

In our day, cigarette smoking was "fashionable", grass was for mowing, pot was something you cooked in. A "Gay" person was the "Life of the party" and nothing more, while Aids meant beauty lotions or help for someone in trouble.

We are today's senior Citizens. A hardy bunch when you think of how the world has changed and of the adjustments we have had to make.

by George Vansetten



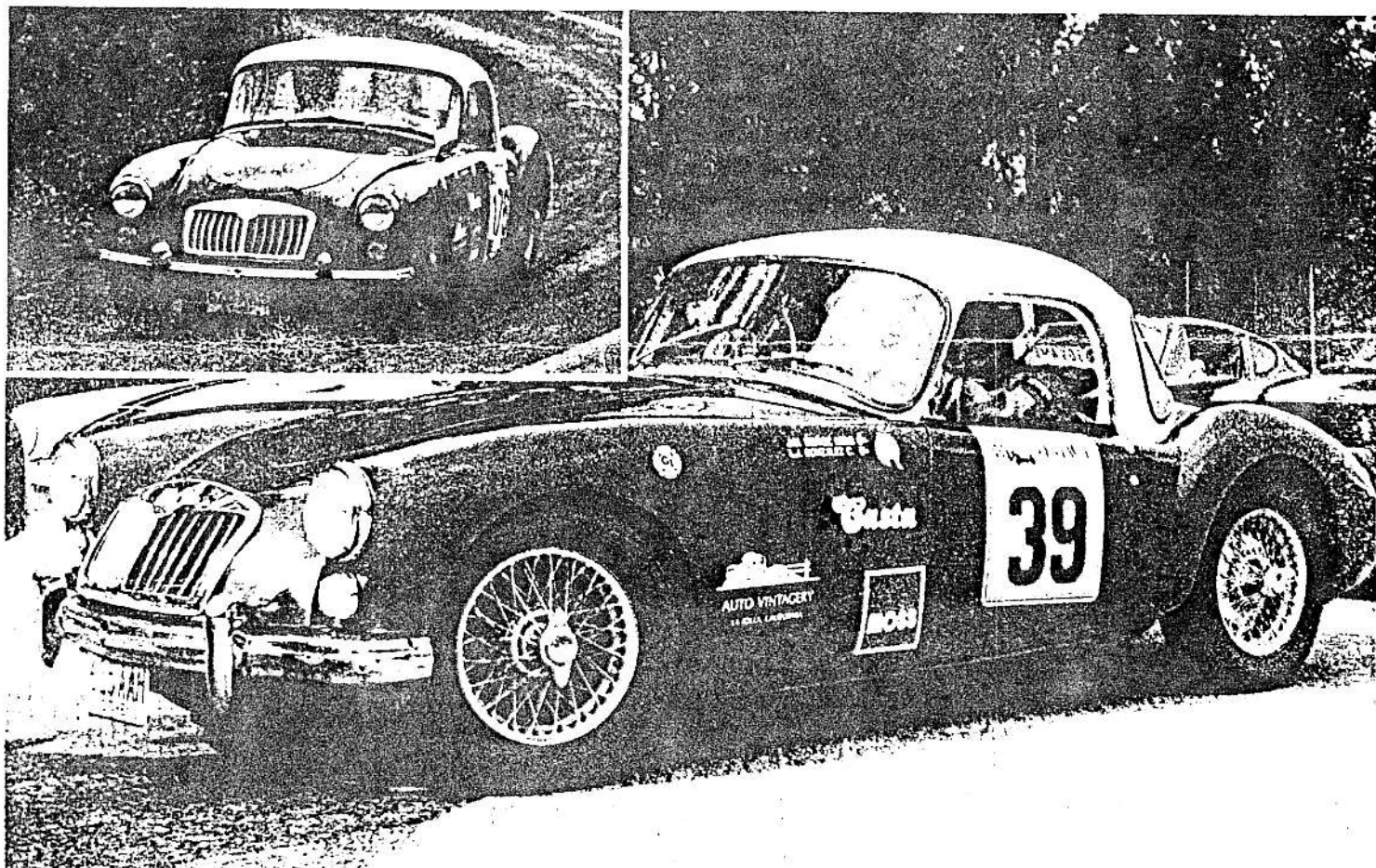
These people won't have their eyesight checked even when they know it's not up to scratch. Good driving requires good eyesight, so it's common sense to make sure you can observe things properly, just to be sure.

I've got a mate who's blind as a bat, but reckons he can compensate by sticking the driving seat as far forward as possible – but he still manages to spear into cows, hedges and the like!

Many drivers seem to suffer from tunnel vision they watch the car ahead and nothing else. To effectively use your vision you've got to operate over the full 360°. The basic clue is to keep your eyes constantly on the move to be fully aware of any traffic hazards that may occur. Rear and side vision mirrors are there to be used. Check that they're properly positioned before you take off, and that all glass areas are clear. Cheapo or badly scratched sunnies are also a no-no.

MOSS SPONSORS LA CARRERA PANAMERICANA ENTRY

Moss Motoring Spring 1992



La Carrera Panamericana, in its new version, is one of the toughest endurance tests in the world for vintage cars. In its beginning, from 1950 to 1954, the La Carrera Panamericana route used to cross all Mexico, from the Guatemala frontier to the USA border.

In its current form, the race has a length of about 2000 miles that must be covered in 5 days. The classification tests were carried out on the route and were sub-divided into: 1. Special Stages: These could not exceed 35 miles in length and were timed on totally closed sections of the highway. 2. Limited Stages: these were held on the open highway and couldn't reach 120 miles in length with no penalty for early arrival, average 55 mph. 3. Transfer Stages: These were normally around urban areas and other areas where a high average speed could not be guaranteed. The required average was normally modest; the traffic norms had to be respected.

La Carrera is divided into four categories: Turismo Libre, where all (OHV) V8 powered touring cars enter eg Ford, GM, Chrysler, Studebaker etc. Turismo de Production for 4 and 6 cylinders Touring Cars including Alfa Romeo 1900 TI, Hudson, VW, Ford, GM and Chrysler 6 cylinder models. Sport Mayor is for sports cars over 2000 cc like Jaguar XK120-140, "C" and "D" types, Austin Healey 100-6, Corvette, Ferrari, Mercedes 300 SL etc. Sport Menor (our class) is reserved for sports cars under 2000 cc including Alfa Romeo, Porsche 356, Morgan, MGTF, MGA etc. This event is only for those cars made between 1950 and the first years of the sixties.

Moved by La Carrera Panamericana's new rules, which now allowed us to enter an MGA, we decided to build up a car just for this event. Our concern was to make a very competitive and reliable car able to survive an event as demanding as this one. We elected on a 1960 MGA coupe. As the rules in our class allowed motors of the same brand and up to 2 litres, we naturally chose an MGB race engine with 5 main bearings and with 1865 cc and over 230 HP. The rest of the car components were "uprated items".

In spite of mgas having good race potential, our main worry was the front suspension. The race takes place through interstate roads and these, in most cases, aren't in very good shape. Adding that in the last two years it has rained a lot in Mexico, it is easy to understand our interest in substantially improving the front suspension. Unfortunately, heavy duty shock absorbers and a stiff anti-sway bar seemed our only option.

However, when we consulted Chris Nowlan from Moss Motors, he offered us a more radical solution called the Dynamic Suspension Kit which consisted of a completely different approach: telescopic shock absorbers with coil-over springs, both adjustable. Since the tests that Moss Motors had run on this kit were so encouraging, so we decided to try it.

By the end of September, our car was ready just in time for tuning and to run some tests, before the race started by the end of October.

Very early in the morning of October 25th, the first car started the race. With 30 seconds between cars the rest of the cars started, until our time came and we started in 76th place, just behind an Alfa Romeo Sprint. As in past years, the best cars in our category were the Porsches and the Alfas; nobody through our MGA had a chance, which made things easier for us.

The first day of the race took place along very curved roads in the south of the country. As we expected, parts of the pavement were in very bad shape and our suspension worked not only very well, but gave me more confidence to push the car ever harder over rough and treacherous terrain. By the end of the first day of the race, we had advanced 32 places in the class, which surprised many of the competitors. Nevertheless, Luis Joaquin (my navigator) and I weren't very satisfied with the results of the first day, because we had some trouble with the navigation instruments which made us lose valuable time.

By the end of the second day, we arrived in Mexico City where a big reception was waiting for us in the main square. Again, we moved 11 places up to reach 33rd place. From there, roads were straighter and in better shape, so speeds went up, which seemed good for us. In the long straight roads of the northern part of the country we took advantage of our long differential and reach 138 mph at 7100 rpm. (*Comment by John Walker - "They must have been driving down a mine shaft"*).

Amazingly at this speed our car was incredibly stable and predictable. The effects over our classification didn't wait, and by the end of the fourth day of the race we reached 19th place in general and 8th in our class. The results were excellent! We had beaten most of the Porsches and Alfas in our class, as well as many of the Fords and Chevrolets with bigger engines.

Sadly enough, in the last day of the race, the oil pressure went down progressively until it reached zero psi. Just 80 miles from the finish line! It represented a big effort for our team, as well as the frustration we felt finishing this way, so near to the finish line. One year is a lot of time to wait, but maybe in 1992 we can have our day of glory.

Written by Juan Manuel Munoz Ledo and L.J. Gonzalez, Mexico City, Mexico

FOR SALE

Madza Traveller 8 Seater Van. Velour Interior Low Mileage Good Tyres Registered August. Bars Front And Rear Vgc Has Been Detailed Professionally. \$10,500 Jeanne Robinson 848 0221

WANTED

RADIATOR any condition to suit Sprite or Midget and a bonnet (damaged will do) to suit Sprite or Midget. Phone Richard (07) 205 3673

FOR SALE

1959 Ford KM 200, Chassis No. 11 built by Nota Car, huge racing history, Class winner at QHC, many spares including damaged front end, give away price of \$12,500 Phone Richard Croston (07) 205 3673

FOR SALE

TRAILER 4 wheel enclosed alloy panelssuit large sports car. 4 feet clearance internally fold down rear door, override brakes, 3 tyres OK. \$1500 ono. Phone Bob Townsend (075) 983455.

FOR SALE

Qld Plate Broker
5 Dreamworld Parkway,
Coomera 075 73 3585
Australia's first licenced plate dealer has the following plates available for sale at the time of receiving his letter.

58/59/60/61/62 MGA

62 to 69 MGB
70 TO 80 MGB

FOR SALE

MGB ROOF - \$100.00
Matthew 25 Beckford
Street Moorooka 277 3548

FOR SALE

MG TC's (two) both dismantled for restoration. One has some parts missing at \$9,000 and the second is complete and has some new parts (woodwork) supplied at \$12,500. Both are good buys at these prices. Also MGTF 1500 motor, gearbox, speedo and MGTC gearbox. Phone Ross Houghton on 074 631 349

FOR SALE

Aluminium Roll Cage to suit Escort/ Torana/Cortina or small sedan. \$400 o.n.o. Phone Bruce 393 3703.

FOR SALE

Rims 8" and 10" to suit Ford Escort 5 stud with old slicks. \$200 o.n.o. Phone Bruce 393 3703

FOR SALE

GHNSUB229538
18V890AEL
021770
62468 miles

1971 MGB

Chassis#: GHNSUB229538
Engine#: 18V890AEL
Commission#: 021770
Odometer: 62468 miles

Original fibreglass hardtop; Convertible ragtop; Tonneau cover

This vehicle was in storage for just over ten years. After removal from storage, it was fitted with a 1984 5-Main bearing engine block and high compression pistons and rebuilt to present specifications. This work was completed approximately four years ago. At the same time, a late model gear box was modified and installed with this engine. As this vehicle spent its life in Southern California, the body is completely free of rust and corrosion. The mileage is original. (We have disassembled the vehicle to inspect for rust or corrosion prior to our purchase).

As reflected in the parts list, we have accumulated enough parts to restore this vehicle to a much better than average condition. This vehicle is currently Lefthand Drive.

This vehicle is fitted with 15" x 7" Riken Racing Wheels (similar to Simmons Wheel). Pirrelli Centuro P7's are fitted to these rims. Tyre size is 195-50-15.

We have owned and operated this vehicle for the past three years with trouble free and reliable service.

Asking price: \$10,000.00

Contact (please leave message if no answer):

Steve Oberhardt
Tel: (07) 216-2285

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