



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

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



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




THE M.G. CAR CLUB OF QUEENSLAND INCORPORATED





1992 CLUB CALENDAR


FEBRUARY

- 7-16th Brisbane Motor Show
-  16th Lakeside Race Meeting - MGCC
- 23rd Working Bee - Mt Cotton
- 27th Special AGM - Clubrooms - 7:30 pm



MARCH

- 1st Midnight to Dawn - with breakie at finish
MARQUE Contact Peter Rayment
-  1st Breakfast Run - See details in this magazine
-  8th Hillclimb - Mt Cotton
-  13th Night Run
-  15th Motorkhana - QMC1 GCTMC
- 19-22 Gold Coast Indy Cars

APRIL


- 5th Lakeside Race Meeting
- 12th Motorkhana - QMC2 CCCC
- 17-20th MG Nationals Tasmania
-  26th Hillclimb Mt Cotton

MAY

- 2-3 Lakeside - Touring Car Round
-  4th Motorkhana - QMC3 CACA
-  10th Mothers Day at McLeans Bridge
- 17th Lakeside Supersprint - MARQUE
- 24th Inaugural Empire Sports Car Challenge - GCMGCC
- 31st Queensland Hillclimb Championships

JUNE

- 7th Grass Motorkhana - Contact Carl Stecher 399 5602
for details - MARQUE
- 8th Grafton Hillclimb
- 14th Motorkhana QMC3 -
- 20-21 Lakeside Historic Races -

 Denotes MGCCQ points scoring event

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

THE M.G. CAR CLUB OF QUEENSLAND INCORPORATED





1992 CLUB CALENDAR



JULY

- 3-5th Australian Rally Championships - Qld Rnd
4-5th Lakeside - Sports Sedan & Production Car Champs
 12th Motorkhana - QMC5
17th Night Touring Assembly - MARQUE
 19th Hillclimb - Mt Cotton

AUGUST

- 2nd Bitumen Motorkhana - MARQUE
 14-16th Ironman Weekend
 23rd Motorkhana - QMC6
29-30th Lakeside - Truck Races


SEPTEMBER

-  6th Motorkhana - QMC7 GCTMC
13th Australian Hillclimb Championship - Grafton
27th Lakeside Races
 27th Australian Motorkhana Championships - QMC8

OCTOBER

- 4th Bathurst 1000
 25th Hillclimb - Mt Cotton
25th Lakeside Race Meeting - TBA

NOVEMBER

- 6-8th Australian Grand Prix
8th Motorkhana - QMC9
 29th Lakeside - Races MGCCQ

DECEMBER

-  6th Hillclimb - Mt Cotton



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

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

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



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

First, let me say Happy New Year to all our Members and supporters. Welcome to our new Members that have joined recently. 1992 will surely be far better year for many of us than 1991.

As you can see by this edition that our Editor has been extremely busy and only those that have done similar jobs will appreciate the hours involved. Many thanks to John and Helen. The magazine is only made more interesting with articles from yourselves. Send something to us to publish.

The New Year always starts off busy for our Club with the Annual Dinner - a great night organised by Paul and Kerry Strange. If you want some tips how to win a trophy you should talk to the Rayment family. If you don't compete then you cannot win. Then on to the Motor Show and then a Race Meeting at Lakeside on the 16th February. The Calendar shows that the year is filling fast and there never seems to be enough time to keep the cars running in top condition or the "piggy bank" never with enough filling. Hope to have mine out again shortly and not just to the Motor Show.

Its good to see more MG's out. That's what it is all about, isn't. The Disney Parade was great. A top effort by Samantha and Peter Rayment - 15 cars including one borrowed from a Car Yard. Read the real story in this edition. More MG's at the Touring Assembly. I can hardly wait to see how many come out from under the covers and come to the Breakfast Run. Even if you don't own an MG or it is in ill-health, bring the family wagon and enjoy the fellowship. Our aim this year is to provide a catalyst for fellowship and fun. Introduce yourself to a member whose name you don't know, welcome unfamiliar faces, new members or not, make the effort and say hello and you may enjoy the company of someone new.

The Club Rooms at 9 Nash Street are now open every Friday night and soon the Dart and Hookey Boards will be in place and the competitive spirit in all of us can surface without the costs of competing. I hope to see many more of our members come and see what is happening. We are endeavouring to arrange a couple of guest speakers to tell "motoring tales" which involve many of our past and present members.

In this day and age where there is so much happening both in our sport and with our children and friends, we all tend to rush about here and there with so little time. Our Committee and the necessary officials give their time freely and receive very little thanks. Please remember that we are only human and a little courtesy and thanks go a long way to making our tasks that much more pleasant.

Lets make 1992 a year of friendship and fellowship, a year you can say that I enjoyed being a member of the MG Car Club of Queensland.

David Robinson

Did You Hear About This?

"It's a police car without a siren"

-Peter Brock on his then new 1982 Commodore

"After the 'taxi cab' Race of Champions' at Calder, I can't wait to take on the tin-top heros again"

- John Bowe in 1981

No Longer "Official Organ"

AS agreed with C.A.M.S. Secretary-General, D. K. Thomson, last year, R.C.N. is no longer the Official Organ of C.A.M.S., now that the organisation's own publication "CAMSREPORT" is under way. First issue of the new 4-page bulletin will be distributed in November. R.C.N. will continue to publish, and comment on, decisions and actions of the Confederation, together with official dates, alterations, rules and other matters.

The Ultimate in Distance Races
OUTRIGHT winner of the world's longest race, the 84-Hour Nurburgring endurance race, was won on August 17-20 by an MG'B' driven by Andrew Hedges and Julien Vernaev. The B covered 318 laps (5513 miles), to beat such makes as Ferrari, Alfa and Porsche. A Lotus Cortina (Jackie Ickx) and a BMW1800 were placegetters.

POINT SCORE FOR 1992

Hereunder is listed details of our Club's various Perpetual Trophies and how to obtain them.

If you have any questions, please contact your Club Captain - Peter Rayment.

CLOSED TOURING ASSEMBLIES (DRIVER and NAVIGATOR TROPHIES).

Points allocated to both Driver and Navigator on the basis of outright position for the first 7 placegetters. Refer Table A.

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

MOTORKHANA TROPHY.

Club Motorkhanas held during the year including nominated GMC rounds. Run over 5 classes as per Queensland Motorkhana Code.

Class A - Production vehicles with a wheelbase 1800mm to 2150mm B - 2151mm to 2380mm C - 2381mm to 2650mm

D- greater than 2651mm F- 1/Motorkhana Specials 2/Production Vehicles fitted with a fiddle brake(not a Hydraulic handbrake.)

Points allocated for positions in the various classes as per Table A. Plus 2 points for Fastest Time of Day.

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

SPEED TROPHY.

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

To be eligible for this trophy the competitor must have actively participate at a minimum of two (2) Official Working Bees and it is the competitors responsibility to ensure that he has signed the Working Bee Register to ensure there is no confusion over his/her eligibility to this trophy.

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

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

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

Points for Working Bees shall be 3 points per working bee with a maximum of 12. These will only be added to your speed trophy points but not carried to Best All Rounder, etc.

CONCOURS

Class placings plus 2 points for Outright (However determined). Points allocated for class positions as per Table A.

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

BEST ALL ROUNDER

Points gained from all the above events. To gain award competitor must have competed in at least 2 Closed Touring Assemblies, 2 Motorkhanas and 2 Speed Events. If there are insufficient events in each category then points will be awarded on those events conducted.

MARQUE SPORTS CAR SPEED TROPHY.

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

LADIES AWARD.

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

BEST T TYPE

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

BEST MG

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

Best MG MOTORKHANA

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

TABLE A

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

RALLY TROPHIES (Drivers and Navigators)

Points allocated for outright positions..... 1st-10 points, 2nd-9 points, 3rd-8 points, 4th-7 points, 5th-6 points,

Points can be scored from Open Rallies & Closed Rallies 6th-5 points, 7th-4 points, 8th-3 points, 9th-2 points, 10th-1 point

to which MGCC Inc. is invited, that is not from events Competing-1 point.

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

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

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

RACE CAR POINT SCORE

Groups as listed below:

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

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

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

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

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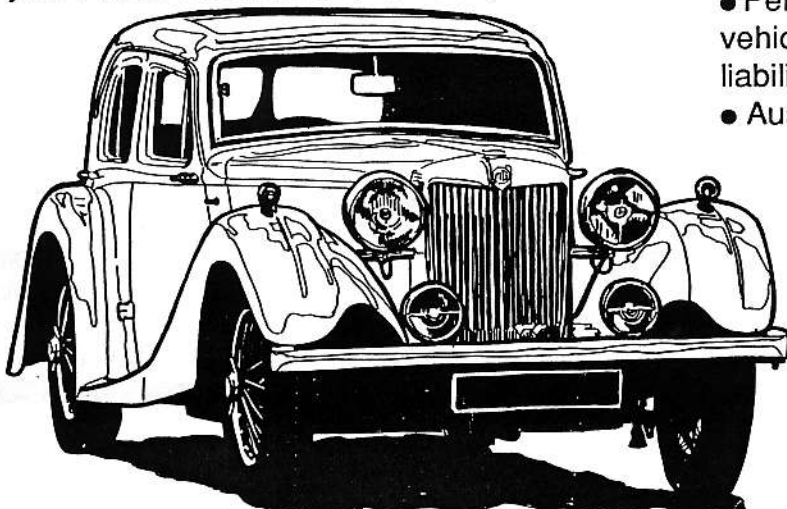
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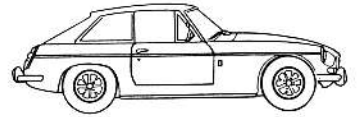
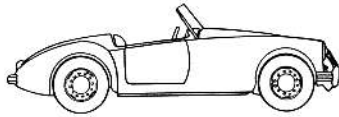
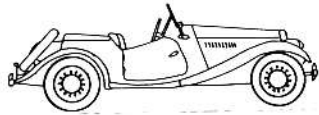
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As a Moss Parts Stockist for 25 years, our range of "off the shelf" parts is one of the most extensive in Australia, with a seven day back up from our suppliers.

ENQUIRIES AND INFORMATION . . .
PHONE OR FAX OUR FRIENDLY, HELPFUL STAFF FOR FURTHER DETAILS.

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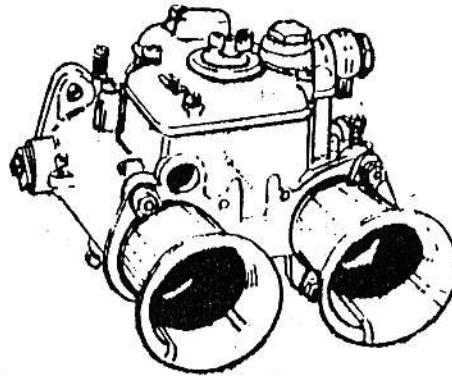
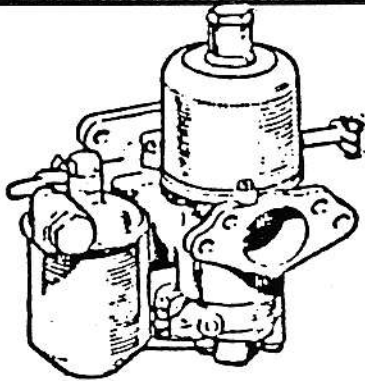
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STOP THE PRESS MG'S MALL MICKEY

2pm on Wednesday the 22nd of January. Fifteen MG's, their drivers and associates were seen loitering in King George Square. Rumour had it that this 'MG gang' was there to meet Walt Disney character Mickey Mouse and his compatriots. Approximately 2.35pm from a Le Mans starting grid each MG disappeared behind a screen barricade emerging with well known characters such as Pinnochio, Alice and the White Rabbit. But where was Mickey Mouse?

Onlookers thought George Bush had detoured to Brisbane with milling throngs and the ever present security guards. We were under the impression that it was actually a Disney 'World On Ice' character parade. Hayden Beeson having stolen his father's MGA lead the parade with the 4KQ Bear astride. Young Peter Cahalane left wife Gail standing in the square, only to be seen later escorting Minnie Mouse in his green TF. Gorgeous Goofy and Sophie teamed up with Patrica Foley. And was David Lake tinkering with Tinkerbell? Samantha with blood hound Pluto was in hot pursuit to find out. The recently registered TC of Jack Hughes made chase with villians Gideon and Foulfellow. Joan Tighe took off with Peter Pan but Wendy and Jan Tomkinson insisted they chaperon. While Tigger Tiger and James driven by John Crane had a close encounter with a bull terrier. Stromboli (John's look-a-like) hopped in Helen's MGB only to be exchanged for Pinnochio and the Blue Fairy as she whizzed around the course under escort. Eventually Mickey Mouse emerged with driver Dave Robinson in a rubber nose B. It was an afternoon enjoyed by all. Special thanks to drivers and also nice to see some new faces and their cars.

Samantha Rayment

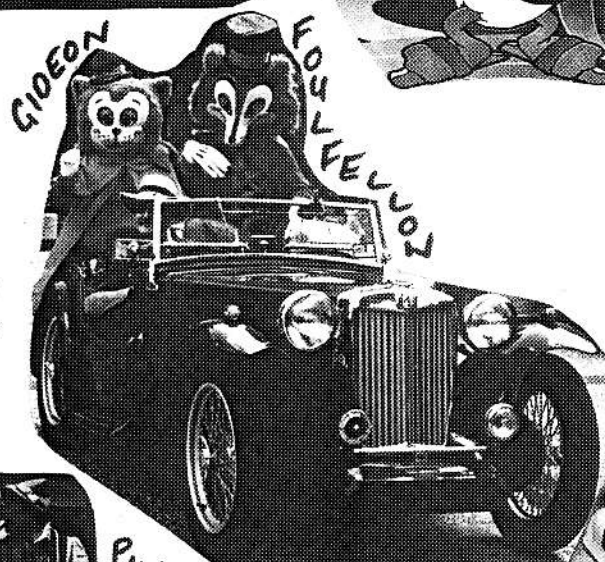
Johnathan Smith MGB - Alice & White Rabbit
Helen Kingcott MGB - Pinnochio & Blue Fairy
Joan Tighe Midget - Peter Pan & Wendy
Ray Edwards MGB - Queen of Hearts
David Robinson MGB - Mickey Mouse
Jack Hughes TC - Gideon & Foulfellow
Patrica Foley MGB - Goofy & Sophie
Roger. Midget - Geppetto & Stromboli

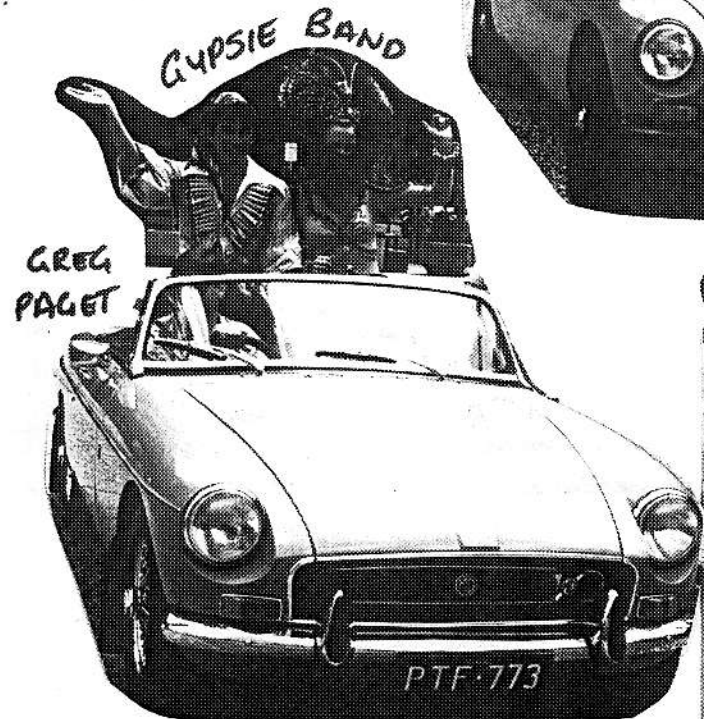
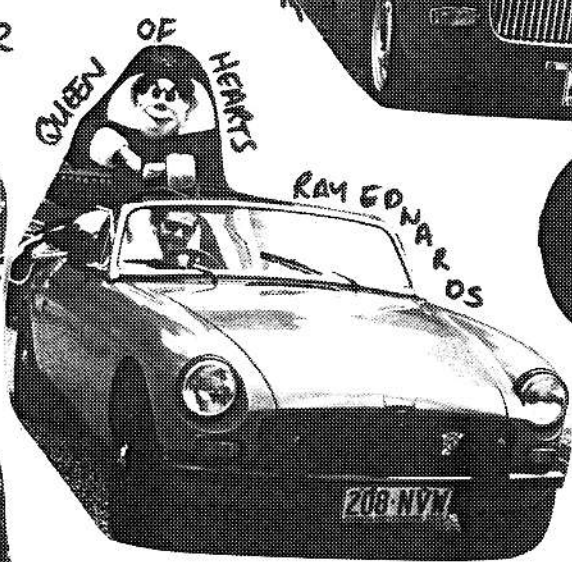
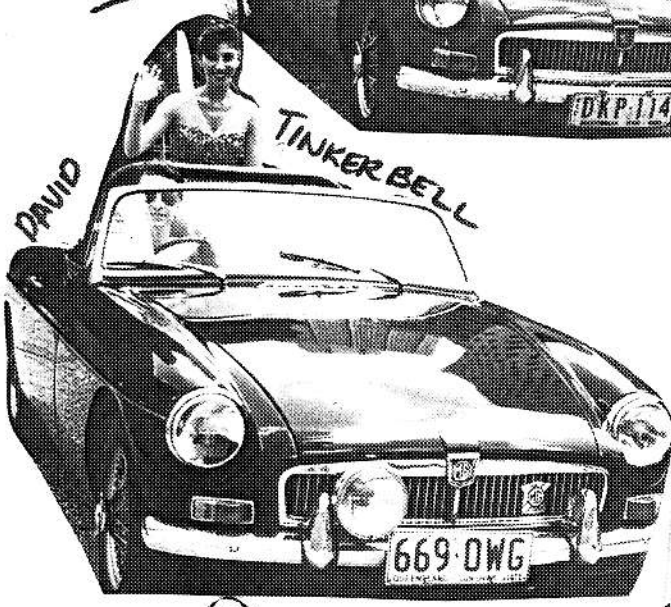
Dick Groves TD - Louie
David Lake MGB - Tinkerbell
Greg Paget MGB - Gypsy Band
Hayden Beeson MGA - 4KQ Bear
John Crane MGB - Tigger & James
Peter Cahalane TF - Minnie Mouse
Samantha Rayment Midget - Pluto



ONLY DISNEYS

GOORID ONTICE

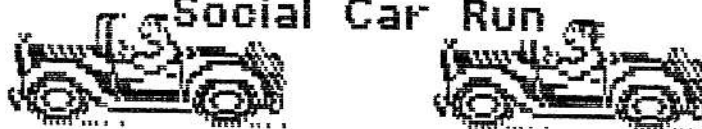




All MG Enthusiasts



The First 1992
Social Car Run



An EARLY Breaky Run
Leaves New Farm Park (UBD)27,F2 to the
Queens Park shores Redcliffe (1f,L6)

Sunday
March 1st

Leaves 7am. BBQ available. Bring swimwear
Contact Samantha Rayment Ph300 3148

C.A.M.S. APPROVED

Well notice something different. YEP a new year and a new format. I hope you like it. In fact write me if you like but don't say anything if you don't or you might score yourself a new job - Editor.

Anyway the motor sporting year is about to get underway & it looks a pretty hectic calender.

Something for all tastes. Our first night at the clubrooms - soon to become the "Mecca of Queensland Motor Sport" - attracted a good crowd. Next magazine I'll include a list of coming attractions just to wet your appetites.

Some future events worth noting are the HILLCLIMB on 8th March at Mt Cotton and the first Race Meeting for the year at Lakeside on 16th February. Both will be excellent value I'm sure. Of course if your not competing and you want to lend a hand your help would be greatfully accepted.

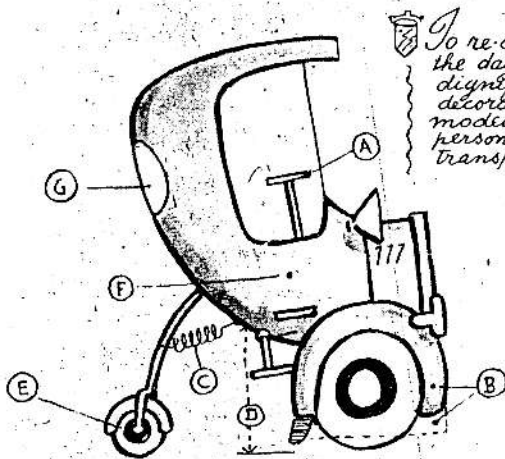
1st March see's a BREAKFAST RUN being organised by Samantha Rayment. An event not to be missed and you dont need an MG to participate so come along and enjoy the day. Davies could even give the Nagari a run.

Another subject worth talking about is the newly formed LADIES AUXILLARY, Jan Tomkinson heads the team of willing workers to run the catering needs of the Club. Main goal for the ladies is to build a new canteen at the Hill This will be done by fund raising in the form of raffles etc. But you can also buy a brick for the building. Prices range from \$2.00 up. In future magazines we will be including a BRICK CHART to keep track of progress.

Anyway enough for me see you at the Motor Show or Lakeside.

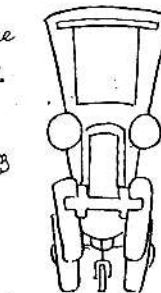


The BEAGLEMOAT, THRUSPOT, FEATHERSTONAUGH & OG
TRYCOMOBILE (MARK I)



SIDE VIEW

To re-capture the days of dignified & decorous modus of personal transport



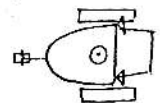
FRONT VIEW



REAR VIEW

FRONT VIEW
 SHEWING EXTREMELY NARROW WIDTH. THUS ALLOWING A FAR BETTER HANDLING OF TRAFFIC CONGESTION THAN HITHERTO.

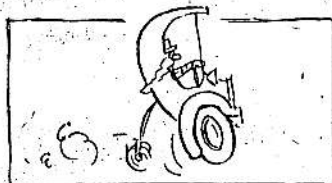
REAR VIEW
 SHEWING EXCLUSIVE TWIN PORTHOLE REAR WINDOW. THUS ALLOWING INDIVIDUAL OUTLOOK FOR EACH EYE.



BIRD'S EYE ASPECT

MAIN FEATURES

- (A) ELEVATED STEERING WHEEL GIVES DIGNITY & POISE TO DRIVER AT ALL TIMES.
- (B) REMOVABLE TYRE MASKS THWARTS CHALKING ATTEMPTS BY PARKING CONSTABULARY.
- (C) SPRING
- (D) SHEWING HIGH CLEARANCE THEREBY ENABLING THE SUCCESSFULL NEGOTIATION OF FLOODED AND CORPSE STREWN ROADS
- (E) SMALL REAR WHEEL FOR ECONOMY
- (F) ELIMINATION OF DOOR, THUS OBIVIATING DOOR RATTLES & SQUEAKS
- (G) PORTHOLES (SEE "REAR VIEW")



OUR SATISFIED CUSTOMER



ELEVATION

On March 8th MG Car Club will be holding its first HILLCLIMB for 1992. Last year saw a very hectic series of events with highlight of the year being the running of the AUSTRALIAN HILLCLIMB CHAMPIONSHIPS in June. Our own Ivan Tighe posted his 3rd win in the event.

The competition in the openwheel class for outright placing has been pretty frantic. A number of drivers have competed thru the year fighting solidly for FTD and along the way class and outright records tumbled.

John Boyce scored first blood with a win over John Davies in March. Boyce recorded a 41.54 run while Davies set a new class record at 42.16. Keeping this pair honest was reigning champ Garry McFadyen who posted 3rd fastest time of 41.98.

By the time the Australian Championships rolled around Ivan had join the battle. Setting an outright record of 39.86 to win the title. McFadyen scored 2nd with 40.35 3rd went to Kim Rohrlack in 40.75. Boyce and Davies filled 4th and 5th respectively at 40.92 & a new record for Davies at 41.17.

In July Davies posted FTD with a new record time of 40.56 while Ivan filled 2nd on 41.11 and Boyce was 3rd on 41.90.

Then came the IRONMAN WEEKEND Ivan and Davies battled it out again with Ivan the victor on 40.24 just .26sec faster than Davies. You should of heard the excuses fly that night after the presentation.

Ivan again proved unbeatable at the October meeting setting a 39.33 to down Davies who set a 40.24.

While the above battle was raging the MG boys where having their own war. The year was encouraging with good fields of MG's competing. In March 4 B's, an A, an NA MAGNETTE & a TC fronted with John Walker's A scoring first blood with a 58.59 from Neil Haase in the MGB GT on 59.57. Peter Rayment's TC recorded 64.25.

At the Australian Walker brought out the A while John Crane fronted the B. Walker took the honours with 57.08 from Crane's 59.23.

July saw larger feild of cars but it was Walker country again with the A setting time of 57.03. Haase won the big caacity class with a 58.19 from Barry Smith on 59.04.

In the smaller class Samantha and Peter Rayment battled each other in "THOMAS the MIDGET" with Peter getting the nod on 61.05 from Samantha's 64.05.

The "THOMAS" battle continued into the Ironman Weekend with Peter recording a 60.57 to pip Samantha on 60.83. Five B's contested their class with Haase continuing his good form to record 57.88 from Smith on 58.51. Walker posted a 57.41 to win best MG overall.

October saw "THOMAS" in the hands of Peter record 59.50 while Samantha had the TC on 63.37. The B battle continued with Haase and Smith slugging it out. Haase recorded 57.48 while 58.11 was Smiths time while John Kingcott joined the battle setting a 60.90 driving Helens B for the 1st time.

All this battle came up to the final confrontation for 1991 in December.

Ivan & the two Johns would finish the year in spectatular fashion. First run Davies 41.00, Boyce DNF & Ivan 41.50. Second run Davies had it all go wrong on his entry into the reverse run of the first loop sending the DBF into the scrub and knocking the back left hand corner off.

Boyce ended his year with 40.91 while Ivan scored FTD with a 39.99. So this year Ivan & the Johns will be at it again hopefully Fred Axtell will be back along with David Robinson & the new car of Bill Norris should give Davies curry.

We'll see after March 8th.

Now back to the "Battling MG's" in December. Peter & Samantha were at it again but this time Peter was mounted in Thomas & Samantha the TC. Thomas scored 63.58 from Sams 63.23.

Neil Haase scored 57.51 to win from Barry Smith on 58.48. Joining this group was Paul Strange who recored 60.19 for third. Walker again topped the MG's with a 57.26 in the A.

To sum up the year John Walker's A was fastest with 57.03. Barry Smith recorded the fastest B time with 58.43 while Neil Haase in the MGB GT recorded 57.48. Thomas was the fastest Midget with Peter recording a time of 59.90 while he also recorded 64.25 to be the best of the TC's.

With all that over we look forward to good feilds. Although not outright contenders the MG's have enjoyed a fine year of motor sport and can look forward to continuing the trend for 1992.

NOSTALGLIA

An excerpt from Keith Thallons Lowood report for Sports Car World - June 1962.

A WET track at Lowood! Now that's a rare occurrence. A discoverer (1948) and long time runner, official and/or scribe at Lowood meetings over the years, I can scarcely recall the last occasion. For the first meet of the year featuring the Q'land Touring Car Championship, the weather turned showery with intermittent rain squalls coming over from the coast. For most of the afternoon's racing, a wet track added to the spectator interest and a number of driver's embarrassment.

The meeting saw the first collective appearance of Queensland drivers newly acquired FJ's namely Glynn Scott's Lotus 20, Bruce Coventry's Gemini, Clive Nolan's Lotus 20 and Tom Ross' Lotus 22. The Nolan and Ross cars were making their debut on this occasion and the damp track did nothing to help these drivers master their new light weight mounts. Glynn Scott's car was well below form being fitted with a very mild engine in place of the original one he blew up recently in the south. There is a commendable build up of sports cars in Q'land at present and new names are appearing in the lists at every meeting. This trend is being aided and abetted by the local branch of the MG Car Club which this year plans to support a racing team of MG's under the manager-ship of Bill Thomas. They are an enthusiastic group and their efforts to popularise the sport amongst small time operators is worthy of every encouragement.

Breakaway in Queensland

AN upheaval in motor sports administration in Queensland has led to the formation of the Queensland Racing Drivers' Club.

Several personalities were involved in the split, which followed a motion of "no confidence" in the Queensland Motor Sporting Club.

The new club has adopted the motto, "By competitors, for competitors," and members have set themselves the same aims and objects as the British Racing Drivers' Club. Co-operation with the Australian Racing Drivers' Club also is planned.

Another interesting piece of sporting machinery freshly bolted together out of its factory kit was the Lotus Super Seven belonging to Ted Laker, erstwhile TR3 operator. It went quite nicely, won at its first start and should make its presence felt in the sports car field. Fresh to Lowood were the Elfin pair — the sports edition in the hands of Bill Weeks and the Climax engined racer with which Roy Morris recently scored a success at Warwick Farm. The program opened with a Le Mans start, restricted scratch race for sports cars Laker's Lotus in its first start, had too much for the opposition, leading Tim Harlock's 105E Centaur and Vince Jordan's 105E Lotus over the line. The MG Club boys turned out in force, some of them enjoying their first taste of real motor racing.

A race for production sports cars then gave the MG boys another outing, being won by Brian Tebble in an MGA followed by B. Campbell in another MGA with P. Kinnane bringing a sprite home in third spot.

The champions scratch race was naturally dominated by the Veloce Coopers with Scott driving the 1660 cc Cooper Climax leading the rest of the field home ahead of Coventry's Gemini, Nolan's Lotus 20, Whatmore's 1660 cc Lotus Climax and Graham White's Lotus XI. The finishing order was maintained for the full three laps of the race.

MODERN MOTOR — June 1955

The first general meeting of the Q.R.D.C., on April 22, elected the following officers: president, Charles Whatmore; vice-president, J. S. McLennan; secretary, G. J. Lord; treasurer, C. Swinburne.

Membership of the Q.R.D.C. is limited and by invitation only. Only those who have proved their interest in the sport over a long period will be invited to join. However, associate membership will be conferred on some enthusiasts not qualified for full membership. Regulations provide that at least six of the 12 office-bearers shall have actively competed in road-racing events within the previous two years.

Members hope to hold their first meeting early in August. They are negotiating for a 2½-mile circuit within 50 miles of Brisbane.

1967 MGB GT - YELLOW PAINTWORK, CHROME
WIRE WHEELS, O/D, SUNROOF, GENUINE UK
IMPORT - DRIVEN DAILY - RELUCTANT SALE
REGO NUMBER "MGC-015" CONTACT DAVID
ATTWOOD ON (02) 634 6387
\$13500.00 ONO

KEN PHILP IS MAKING WAY FOR A NEW PROJECT
FOR 1992 - HE'S SELLING EVERYTHING
PHONE HIM ON (07) 229 0494 (WK) - (07) 378 2676

1969 LOTUS EUROPA S2 - APPROX 20000k SINCE ENGINE REBUILT
FROM BOTTOM UP. 45 DCOE WEBER. MILD CAM. CUSTOM EXHAUST
EXTRACTORS. BODY COMPLETELY REFURBISHED BY LOTUS
FIBREGLASSING EXPERT. RUST FREE STRENGTHENED CHASSIS.
NEW BACK TO BARE GLASS RE-SPRAY IN TEAM LOTUS GOLD LEAF
COLOURS. EXCELLENT TRIM. CONSISTANT CLASS WINNER IN MARQUE
CAR EVENTS. EXCELLENT TRIM. SOME SPARES INCL WIDER STEEL
WHEELS WITH YOKOHAMA A001R's. BEST OFFER OVER \$19000.00

1962 AUSTIN HEALEY SPRITE Mk 2 - THIS CAR HAS BEEN TOTALLY
REBUILT FROM TGROUND UP OVER THE LAST THREE YEARS. NOT
EVEN RUN IN YET. STRAIGHT & RUST FREE. ABSOLUTELY LIKE A
BRAND NEW CAR. RENOVATIONS AND IMPROVEMENTS TOO LENGHTY
TO LIST. - \$15000.00 ONO

1962 JAGUAR Mk 2 - GENUINE 3.8 LITRE. STRAIGHT AND RUST FREE.
LENGHTY LIST OF IMPROVEMENTS TO MECHANICS, CHASSIS AND
SUSPENSION. ENGINE DEVELOPMENT BY MIKE HUNTER. FULLY ROAD
REGISTERED AND LOG BOOKED FOR HISTORIC RACING. 280 BHP AT
REAR WHEELS. - \$30000.00 ONO

FORD ULTRA CLOSE FOUR SPEED GEARBOX (2.5 FIRST GEAR). UNUSED
SINCE FULL RECENT RECONDITIONING.

TYRES - 2 SETS OF YOKOHAMA A008R's - ONE SET BUFFED, THE
OTHER SET USED ONLY FOR ROADWORK (ONE TYRE IS UNUSED).
BOTH SUIT 5" RIMS - ONE IS A 70 PROFILE & THE OTHER 80 PROFILE.
BRIDGESTONE 75 PROFILE TO SUIT 5" RIMS; DONE ABOUT
17000 k (ONE UNSED). BEST OFFER.

RACE CAR TRAILER - 4 WHEELS PLATFORM TYPE.
I HAVE PURCHASED A CLOSED TRAILER FOR MY
FORMULA FORD. MUST SELL. NEED THE SPACE.
PLEASE PHONE REX KEEN 264 3120 A/H FOR DETAILS

WANTED 1970-74 MG MIDGET
FOR SALE - MANY NEW MG 1100 PARTS
AND BOOKS SEE CLUB ROOM NOTICE BOARD
FOR FULL DETAILS - THE WRECK FOR THE
MG1100 IS ALSO AVAILABLE. CONTACT PIP BUCKNELL
ON (074) 93 5126.



British achievement in two different spheres — the MGB alongside Britain's newest airliner, Vickers VC10.

ENGINE SPECIFICATIONS

Number of cylinders	4
Bore	3.16 in.
Stroke	3.5 in.
Capacity	1798 c.c.
Firing order	1,3,4,2.
Compression ratio	8.8:1
Torque	106lb./ft. at 3,500 r.p.m.
Developed power	95 at 5,400 r.p.m.
Main bearings	Steel-backed copper-lead shells.
Big-ends	Steel-backed copper-lead shells.
Pistons	Aluminium solid skirt.
Number of rings	4 (3 compression, 1 oil control).
Valve seat angle: Inlet and exhaust	45½°.
Valve head diameter:	
Inlet	1.562 to 1.567 in.
Exhaust	1.343 to 1.348 in.
Valve timing marks	Dimples on camshaft and crankshaft wheels.
Rocker clearance: Running	.018 in. cold.
Timing	.021 in.
Inlet valve: Opens	16° B.T.D.C.
Closes	56° A.B.D.C.
Exhaust valve: Opens	51° B.B.D.C.
Closes	21° A.T.D.C.
Oil Pressure:	
Running	Between 50 and 80 lb./sq. in.
Idling	Between 10 and 25lb./sq. in.
Oil filter	Tecalemit full-flow felt element.
By-pass valve opens	13 to 17lb./sq. in.
Carburettors	Twin S.U. Type HS4.
Choke diameter	1½ in.
Jet size	.090 in.
Needles	MB (Standard), No. 6 (Rich), 21 (Weak).
Piston spring	Red
Air cleaners	Cooper paper element.
Fuel pump	S.U. electric HP.
Thermostat setting	165°F.
Pressure cap (Radiator)	7 lb.
Fan blades	3 at 24°.
Contact point gap setting	.014 to .016 in.
Static ignition timing	10° B.T.D.C.
Sparking plugs	Champion N5.
Size	14 mm. ¾ in. reach.
Gap	.024 to .026 in.

TECHNICAL TALK

INSIDE THE MGB ENGINE

David M. Palmer
discusses features of
the entirely new
1800 cc BMC which
powers the MGB

ANNOUNCEMENT of the new MG sports car, with its 1.8-litre engine, caused me to wonder just how far the British Motor Corporation could stretch the capacity of their "B" series power unit. Over the past few years its capacity has expanded internally by over 300 cc's, whilst the cylinder block casting has remained the same.

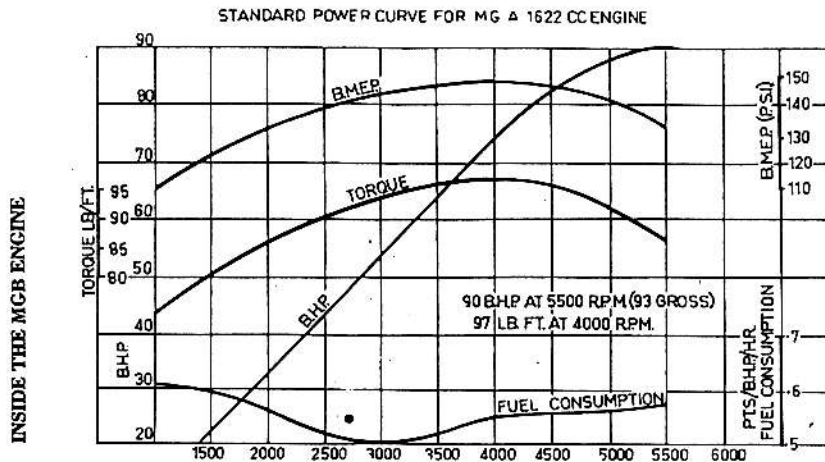
It first appeared in 1954 (the capacity then being 1489 cc) when it provided the motive power for the Morris Oxford Series II and the Austin A50 Cambridge. It remained in this 1½-litre form in saloon cars until 1961, but the MGA—which had been using this unit since its inception—was given extra capacity in 1959 by having the engine over-bored to 1588 cc. It was made larger still early in 1961 when the capacity was increased to 1622 cc. This "B" series power unit has been, and still is being fitted to 25 different BMC cars as well as numerous vans, and it seems that now it has reached 1.8 litres it will "go on for ever" to coin a BMC phrase associated with Morris Minor.

To find out a little more about this latest variation of the "B" series engine I paid a visit to the new engine design building at Longbridge, Birmingham, where the majority of BMC power units are designed, and questioned one of the senior members of their staff.

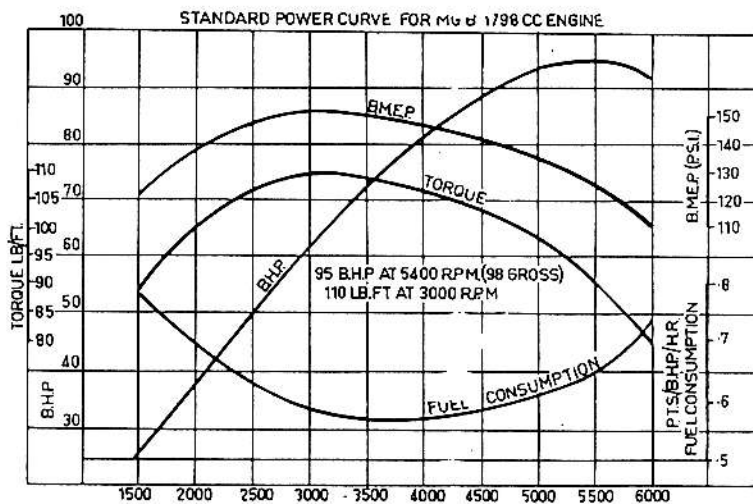
Immediately I was told that the present capacity of 1798 cc is the limit for this cylinder block and crankcase; to obtain such an increase from the previous 1622 cc capacity cylinder bores have been opened out from 3 in to 3.16 in, while the stroke remains at 3.5 in. Now, neither the bore nor the stroke can be enlarged further, as the engine has finally reached its maximum size,

The MGB crankshaft, although naturally similar in design to that fitted to the MG A engine, has thicker webs and increased diameter main bearing journals, these now being 2¼ in, the big-ends remaining at 1½ in diameter. The crankshaft thrust washers on the centre main bearing are also of heavier gauge to stand up to the increased loading put on them by the more powerful unit. The timing chain is fitted with a vibration damper which has a synthetic rubber bearing surface for silent running.

Apart from machining of the combustion spaces to match the big bores of the block, the cylinder head is exactly as used on the 1622 cc engine; the same valves and valve springs are employed, the same shape combustion chambers, and the same rocker gear. The drop in compression ratio is achieved by fitting new pistons (of larger diameter, of course) with slightly concave tops instead of the old flat-topped ones which gave a 9.0:1 ratio. As this engine runs hotter in close proximity to the bores the pistons are also of heavier gauge material. Whether or not special high compression pistons are to be made for competition work (as they were for the MGA) is something which could not be answered during my visit, but it is my guess that the usual factory tuning parts will shortly become available. Camshaft design remains the same as on the previous engine.



These factory graphs show the respective power/torque bmeep and fuel consumption curves for 1622cc MGA Mk II and the 1800cc MGB engines.



Of course, the increase in size and power output made it necessary to ensure adequate cooling and this has been achieved by fitting a water pump giving a greater flow delivery. Again, the pump itself is similar to the original one, a longer spindle and bigger impeller giving the extra efficiency. Another change in the cooling system (and one which is being made on virtually all BMC engines shortly) is the thermostat; instead of the old bellows type which was often adversely affected by cooling system pressures, a wax-element unit is now being fitted and is claimed to be more reliable. To complete the cooling system changes,

a three-bladed fan is used instead of the old six-bladed unit.

Induction manifolds and twin SU carburetors are again used, the latter now being Type HS4, having a .090 in jet and MB standard needle (the weak and rich needles are quoted in the specification at the end of the article). Exhaust manifold is entirely different to that on the MGA Mk II engine, this new layout having a twin-outlet which mates with a two-pipe exhaust system as far as the front silencer, from there a single pipe carries gases away to the rear of the car.

ODDS AND ENDSC.A.M.S. NOTES2nd. Category Group 2B Marque Sports Cars.

Cars in the above classification are listed on page 193 of the 1992 CAMS Manual of Motor Sport. The requirements and modifications are page 194. "Look Alikes" and "Replicas" are not eligible to compete as Marque Sports Cars - Group 2B. They should be entered in one of the other sports car classes available.

Log Books

If your car has been issued with a Log Book you must produce it at scrutiny on ALL occasions. It doesn't matter whether or not a Log Book is required for that particular competition, if the car is the subject of a Log Book you must present it.

FORMULA PHOTOGRAPHICS 57 Kingston Terrace North Adelaide 5006

If you competed in the recent Duttons Grand Prix Rally then please contact Bruce Cook to receive COMPLIMENTARY photographs of your car and details of obtaining further prints and bromides.

AFFILIATION WITH HOME CENTRE The Club has written to Home Centre to find out all the current details. Further update shortly.

ELECTRICIAN WANTED If you would like to do donate your time to the Club to do some small jobs, then please contact Peter Tighe at 391 2093.

PLUMBER WANTED The toilets at the Hillclimb need a little maintenance. Next working bee at the Hill on 23rd February. If you can help please by donating your time, then please contact John Davies for Details.

WANTED MGB Contact Allison Waugh 360 3555

FOR SALE 1969 MGB Mk11 Red - Electric O/D. Mechanically perfect with receipts held. Recon. Motor. Front end rebuilt. Diff recon. New custom made roof. VG Body & Paint. Good tidy interior. Near new wheels. Stereo and all accessories. Spent \$20,000 to date. Reluctant sale due to personal reasons. \$12,000 ono Phone 464142 A/H (Cedar Creek) Steve Longford

VALENTINES RAFFLE

1st Prize winner was Alex O'Sullivan 75 Ashvale Street Kingston
2nd Prize winner was Pauline Graham of Accurate Suspension Woodridge.

N.S.W. Hillclimb Championship Dates:

16th February	Bathurst Esses
8th March	Amaroo Park - using part of the main circuit in reverse direction and connecting road opposite tower.
12th April	Dapto - Huntley
26th April	Parkes
5th June	Grafton (N.S.W./Victoria Challenge)
	GREAT WEEKEND - FOR ACCOMODATION contact David Robinson

CONSTITUTION AMENDMENT NOTICE

TO COMPLY WITH THE REQUIREMENTS OF THE AUSTRALIAN TAXATION DEPARTMENT AND THE DEPARTMENT OF JUSTICE, THE FOLLOWING AMENDMENTS TO CLAUSES 3 (19) AND 32 AND PROPOSED CLUB AMENDMENTS AND ADDITIONS TO CLAUSES 1, 7.3, 20 (1), 21 (2)b, 28 (4) AND 31 OF THE CONSTITUTION OF THE M.G. CAR CLUB OF QUEENSLAND INCORPORATED IS HEREBY NOTIFIED TO ALL MEMBERS. THIS AMENDMENT WILL BE VOTED ON AT THE SPECIAL GENERAL MEETING AT THE M.G. CLUB OF QUEENSLAND INCORPORATED CLUBROOMS AT 9 NASH STREET, ROSALIE, BRISBANE AT 7.30 P.M. ON 27TH FEBRUARY 1992. Only Financial Members are allowed to vote. A General Meeting of Club Members will follow.

- Change of name
- 1. NAME
The name of the Association shall be the "MG Car Club of Queensland Inc." hereinafter referred to as "the Club".
Add to the following to the end of Clause 3 (19)
3 (19) "and which is a non-profit company as defined in the Income Tax Assessment Act"
Insertion of new rule
7.3 There is no appeal against rejection of membership.
Alteration
- 20. (1) The Annual General Meeting shall be held on day between the 15th September and 30th September at such time and place as the Management Committee shall determine.
THE REST OF THE RULE REMAINS UNCHANGED.
Alteration
- 21. (2) (b) On the requisition in writing signed by not less than one-third of the members presently on the Management Committee or not less than ten (10) Club Members.
In the case of 21 (2) (a) and 21 (2) (b) such requisition shall clearly state the reason why such special General Meeting is convened and the nature of the business to be transacted thereat
THE REST OF THE RULE REMAINS UNCHANGED.
Alteration
- 28. (4) All amounts of fifty dollars or over shall be paid by cheque signed by the treasurer and one other member authorised from time to time by the Management Committee.
Alteration
- 31. FINANCIAL YEAR
The financial year of the Club shall close on the 30th day of June in each year.
Alteration
- 32. DISTRIBUTION OF SURPLUS ASSETS
If the Club shall be wound up in accordance with the provisions of the Associations Incorporation Act 1981 as amended and there remains after satisfaction of all debts and liabilities any property whatsoever PROVIDED the Confederation of Australian Motor Sport complies with the definition of a non-profit company for the purposes of the Income Tax Assessment Act then such property shall be paid to the Confederation of Australian Motor Sport upon condition that such funds are to be used to assist in the establishment of a motor sporting hill climb venue in the State of Queensland. Should the Confederation not be prepared to accept the property upon the condition referred to, then such property shall be paid to such non profit company (as defined in the Income Tax Assessment Act) as the members may by special resolution determine, such resolution to be passed by not less than three fifths of the eligible voting members of the Club present at a general meeting of the Club due notice of the proposed resolution having been given.

M.G. CAR CLUB OF QUEENSLAND INCORPORATED

I, of
.....
being a financial member of the abovenamed
Club, hereby appoint
of
to vote for me at special general meeting
of the Club to be held on day
of1992, and at any
adjournment thereof.

Signed thisday of
..... 1992

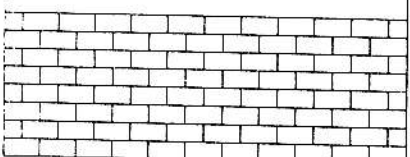
Signature

**CANTEREN
BUILDING FUND**
\$10 GETS
YOUR NAME HERE

See the following to donate

Jan Tomkinson
joan tige
Jeanne Robinson
or
Any Committee Member

LARGE BUILDING NEXT ISSUE



ALL DONATIONS \$10.00 SCORE A BRICK ON THE WALL
A BRICK COSTS \$2.00 WILL BE ACKNOWLEDGED

ODDS & ENDS

ODDS & ENDS

ODDS & ENDS

NATIONAL MEETING TASMANIA GET TOGETHER OF COMPETITORS AND ALL OTHER INTERESTED PERSONS.

GATHERING AT THE RAYMENT HOUSE 70 BROMWICH STREET THE GAP ON 21ST MARCH AT 6.00PM
PLEASE BRING SELF, FRIEND, WIFE AND FOOD AND DRINKS.

WANTED "T" type for special event occasion for 50th Birthday passenger ride
around block so to speak. Any person interested please contact Ann Thomson 378 1368