



THE OCTAGON

Official Journal of the MG Car Club of Queensland Inc.
Affiliated with Confederation of Australian Motor Sport

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THE OCTAGON - CHRISTMAS 1998

PRESIDENT'S REPORT

Well, the end of 1998 has arrived and I am still trying to accomplish all of the things I promised myself I would definitely do this year. I suppose everyone else is in the same boat. Isn't it funny how time gets shorter the older you get? At least I already have a subject for a New Years resolution.

I think we can consider the past year to have been a resounding success. This was due to the hardwork of our Club members. There is no such thing as a 'Fairy Godmother', unfortunately, to come forward and do all of the hard work to set up events etc..

In the Annual President's Report last issue, I thanked everybody for their input, & I would like to restate that thanks at the end of the calendar year. Well done team!!!

Please keep an eye on the calendar of events for 1999 and make every effort to participate.

All that is left is to say see you at the next MGCC event, and have a MERRY CHRISTMAS AND A HAPPY NEW YEAR.

John Davies
John Davies

From the Editor's Desk

With the event year drawing to a close and the festive season fast approaching, it is timely to reflect on what can be considered an "eventful" year for the club.

With a lot more people chipping in, the club rooms are being used and the roll up continues to grow.

The "trip" to the National at Hobart was thoroughly enjoyed by many and sixteen cars journeyed south.

Quite a few bits and pieces broke but with the help of club members and a bit of fencing wire all got through a great trip. This augers well for the National at Gosford next Easter where we will have up to fifty members going.

Historic Racing is part of our clubs heritage and with Lakeside in July and Leyburn in August, we had a bit of wet and dry for all to enjoy.

Our Race Meetings at Lakeside have been enjoyable and one wonders how the future will unfold with the advent of two new race tracks in South Queensland next year.

With more activity in the club and our new President pushing more buttons, there are many approaches from prospective car owners to join our club.

The calendar for next year is filling up quickly and we can be assured of an eventful year.

All the best for the festive season. - Safety Fast

Bruce Mutch

Editor - Bruce Mutch



CHRISTMAS MESSAGE

Many years ago in the month before Christmas, McIvors Store in Goomeri had a window full of toys. That was the place of dreams. Maybe no "big boy toys" are MG's, but there are still the dreams, especially at Christmas. Great, because dreams keep us young, give us hope and help us to also think of others. Back at Goomeri, I'm sure most of the town's families visited the window during December and Santa took many orders.

Yet as I think about it now, one thing stands out, it was an occasion when the whole family went out together and shared the wonder of Christmas.

Some years later I can remember another family Christmas tradition of going out together to share in a Christmas wonder; the Nursery Rhyme puppets in Myers Stores. Even as a teen, I marveled at the display but most of all, the wide eyes, open mouths and screams of delight of little children. yes, even Mums and Dads shared the wonder and beauty

but most family love was what showed. Today more than ever, we need that family love along with the true wonder of Christmas, Christ.

Harsh realities of this modern age seem to smother many of those glorious family outings. But I think something else has helped fill that void, Christmas "house" lighting. Once again, families venture out together to share a new wonder of Christmas. The lights tell the Christmas story of the Christ babe, Jesus, along with Santa, sleigh and reindeer.

The wonders of Christmas, its families and sharing dreams and hopes, all possible because God showed His love and hope in the wonder of Christ. I hope and pray that you all will share in that wonder of Christmas.

So from my family to your family and that great family of MG owners, drivers and dreamers, have a happy and blessed Christmas and a joyous New Year.

Ken Trudgian (Chaplain)



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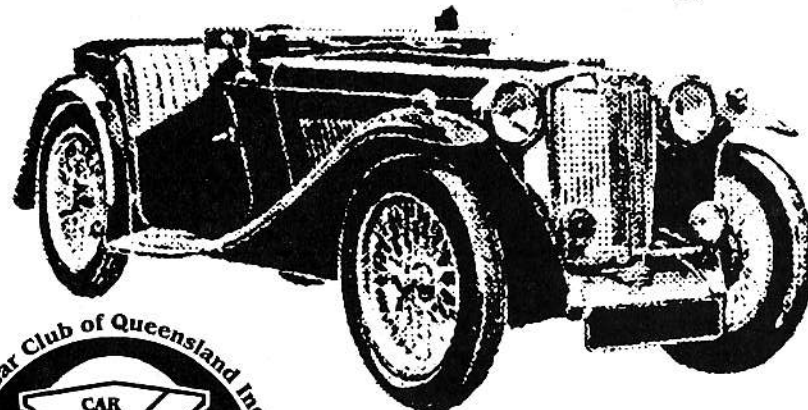


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THOUGHTS FROM THE PRESIDENT

*I have had a couple of good ideas !
(Sit down that man !! They ARE original)*

First good idea.

In the interests of club motorsport and to provide more events in which to participate, I would like to suggest that the time is ripe for somebody to start a SPRINT series. Somebody else that is, NOT us, another club.

I am thinking of a series similar to the British series, that is, like a ' horizontal hillclimb' at various venues.

There are available, or will be through 1999, a number of suitable bitumen venues. For example, Morgan Park Warwick, Stanthorpe, Pittsworth ' Round the Houses ' and also Frank Gardner's Norwell Park. The circuits could also be included, for example, one of the many Darlington Park short circuits, Lakeside and Ipswich (Willowbank)

Leyburn could not be included as it is only for Historics, BUT, it understood, the Warwick Council are approachable !

I have mentioned 7 venues above, and with our 7 hillclimbs plus Grafton etc.. would make for a busy year, but would also give competitors the opportunity to use their cars more often.

I stress that I am NOT thinking of organising this ourselves because we presently have enough on our plates.

Second good idea.

Somebody, should come up with a simple way to impart the necessary knowledge to interested people on how to build a cheap and simple open-wheel racing car. A motorcycle engined car springs to mind !

All of the drivers of open wheelers will tell you of the number of people who approach them on how to get started. All of these people seem to be on a limited budget, aren't we all?, and seemed daunted by the apparent complexity of it all. The reason these people are keen is that on a performance-for-dollar basis, there is not much that matches a cheap racing car.

I had in mind something along the lines of making available the chassis plans and engine modifications done etc.. This would also include details on the propriety components used eg uprights, or how to cheaply manufacture alternatives. The info could be in a ' kit form ' or even published as a series in this journal.

I am sure that the people who have built, or modified, their own racing cars would be more than willing to assist, and I would like to be the first to offer to do so.

Members thoughts on these ideas are welcomed.



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Wheels takes you driving in the new MGA



Article & Cover Pic reproduced from
MGA & Twin Cam Gold Portfolio
by Brooklands Books - UK -
December 1955

Better handling, better comfort, better wind protection, better speed - that's how the new M.G.A. type stacks up against the old TF.

No doubt the appearance of the new 11/2-litre MG sports car will create a storm among the diehards.

Until they drive it, that is. For, having tried the new M.G. on behalf of "Wheels" readers, I find it hard to see how anyone could hanker after the old car.

The modern shape pays off in performance and passenger protection; in personal comfort and substantially more cover luggage space.

One steps down into separately adjustable leather-upholstered bucket seats, set low between the chassis side members. There is much more; interior width up to 48 in. across the seats, although external width overall is an inch less than on the TF.

There's more space for elbows and feet.

The four-spoke flexible wheel is new, and the instruments are now in circular dials (no more octagons) grouped in front of the driver.

There is a 110 m.p.h. speedometer, a new counter with a yellow segment starting at 5,500 r.p.m., and a red sector at 6,000 r.p.m., oil pressure gauge, water thermometer, and, at last, a fuel gauge. In front of the passenger

is a hooded lamp for the reading of maps and route cards.

The view is unobstructed ahead, across both front wings and the sloping bonnet. The detachable curved screen and small supporting struts at the corners shaped to form hand grips and excellent protection is given by the easily erected hood. This has a leather like finish.

There are rigid side screens with spring-loaded flaps for signaling.

There is reasonable luggage space in the boot, above the spare wheel jack and toolkit; enough for two suitcases and some smaller packed packages. Maps and small packages can in big recesses in the doors.

It's a nimble car, the new M.G. with light, quick steering and a 28 ft. turning circle. Gear ratios are more widely spaced than on the T.F., so there is not much difference in maximum speeds on first and second gear, but it takes a road speed of 70 or so in third to put the new counter needle in the red, and on top, the car runs happily up to over 90 quite quickly.

From the performance of the Le Mans prototypes, when fitted with production-type windscreens, it looks as if the maximum of the standard model with 68 b.h.p. engine will be about 95 m.p.h.



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This potential trophy-winner breaks clean away from traditional M.G. styling, yet inherits all the qualities and fine craftsmanship that have for over a quarter of a century distinguished its famous predecessors. Many of its features are identical to those embodied and tested in George Eyston's record-smashing M.G. Special. Faster . . . sturdier . . . safer, it holds the road like a limpet and its 1500 cc. o.h.v. engine puts up a performance that is quite exceptional.



The gear shift is good via a short stiff central lever, but on right-hand-drive cars reverse calls for an out-and-back movement, somewhat less convenient to perform quickly in rally tests than the inward pull required when the steering wheel is on the left. The handbrake lever is still the fly-off racing type, but smaller and a little less convenient than the lever on the T.F.

The reduction in engine revs permitted by a 4.3 to 1 axle and 5.60 inch tyres on 15 rims means pleasant cruising at 70 with much less sensation of mechanical effort.

Handling and roadability constitute a big step forward. The oversteer I noticed on the old car seems to have gone, and the back end is slower to break away. Roll is negligible, and the brakes, the same size as used at Le Mans gave me a lot of confidence. Acceleration from 0 to 50 m.p.h. takes about 12 secs and unofficial tests with an MGA at steady speeds have shown 38 miles per Imp gal. at 50 m.p.h.

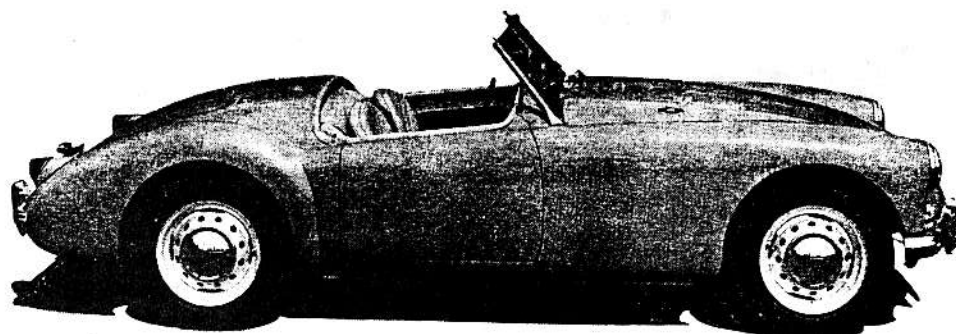
There is less wind buffeting and draughts in the new car, additionally, one can have a heater with adjustable blower.

So far, no tuning stages have been announced for the B-type engine. Presumably the most advanced stage might incorporate the Weslake cross flow cylinder head, with four carburetors; two on the hot side for part, throttle running, and two more on the cold side to be brought in the full power.

However, no such equipment is available at present, but immediate competition requirements are met by sodium filled exhaust valves with over-bored guides, racing clutch, racing wire wheels with light alloy rims, a 26-gallon fuel tank, racing bonnet straps, and a choice of several axle ratios.

Other extras on the list are radio, screen washer, adjustable telescopic steering column, 5.90 section road speed tyres, radiator blind, external mirror and cockpit cover.

(Bit of Nostalgia for the 'A' Owners Ed)



MG Car Club of Queensland Inc.

1998 Ironman Results

• Touring Assembly • Darlington park Sprints • Motorkhana
• Mt. Cotton Hillclimb • Ironman Overall

September 1998

Ironman Outright and Clubman Official Provisional Results

Name		Touring Assembly	Sprints Time	Motorkhana	Hillclimb	Overall	Ironman Place	Clubman Place
Jon Siddons	C	5	111.05	55.82	97.65	269.52	1	1
Dean Tighe	C	19	105.74	55.54	95.14	278.42	2	2
Simon Lake	I	25	105.85	63.87	84.58	279.3	3	
Phil Hart	C	13	113.87	56.75	102.21	285.83	4	3
Paul Van Wijk	I	25	100.41	74.73	85.97	286.11	5	
Joe Tate	C	10	119.98	61.82	102.08	293.88	6	4
Scott Doyle	C	0	124.92	57.77	111.68	294.37	7	5
Wayne Skyring	I	40	116.13	48.36	104.58	309.07	8	
John Gilmour	C	30	111.59	67.07	102.82	311.48	9	6
Alex Molocznyk	C	21	125.86	62.77	11.33	319.96	10	7
John Boyce	I	28	113.78	89.78	91.94	323.50	11	
Brant Rayment	C	37	122.13	53.10	112.21	324.44	12	8
Andrew Bretherton	I	40	110.19	77.01	97.81	325.01	13	
Bill Tottey	C	32	122.86	64.39	106.92	326.17	14	9
Henry van Roden	C	29	125.83	60.40	110.95	326.18	15	10
Scott Rayment	C	40	121.90	58.02	107.59	327.51	16	11
John Novak	I	35	126.02	61.17	109.25	331.47	17	
Graeme Walker	C	18	133.27	62.98	115.78	333.03	18	12
Chris Hatfield	C	40	117.37	75.21	106.05	335.63	19	13
Ken Wasley	I	29	127.95	74.46	109.96	341.37	20	
Craig Hornibrook	C	36	127.03	70.55	108.86	342.44	21	14
Andrew West	C	40	127.30	64.28	114.60	346.05	22	15
Paul Strange	I	27	139.92	61.51	120.10	348.53	23	
Chris Sloane	C	40	123.91	71.16	114.61	349.68	24	
Brendan Parker	C	42	128.71	66.36	115.51	352.58	25	17
Andrew Lake	C	34	134.61	65.50	119.77	353.89	27	19
Peter Rayment	C	23	144.03	60.79	132.07	359.89	27	19
Kees Burghuis	C	40	126.76	86.12	109.68	362.56	28	20
Lynda Bennett	I	32	129.47	88.14	115.96	365.57	29	
John Tait	C	31	141.99	80.16	122.62	375.77	30	21
Samantha Rayment	C	23	149.33	62.37	144.54	379.24	31	22
Errol Hoger	C	33	144.85	86.03	125.59	389.47	32	23

Outright Ironman	Jon Siddons	Datsun 240Z	269.52
Outright Clubman	Jon Siddons	Datsun 240Z	269.52
Best MG Overall	Graeme Walker	MGB	333.03



Ironman Touring Assembly (Coomera) Official Provisional Results

Driver	Navigator	Car	Points	Place	Iron Points
* Scott Doyle	Rod Biggar	Ford Escort	35	1	0
Ted Looi	Andrew Gordon	MX5	38	2	N/A
* Jon Siddons	Greg Hilton	Datsun 240Z	40	3	5

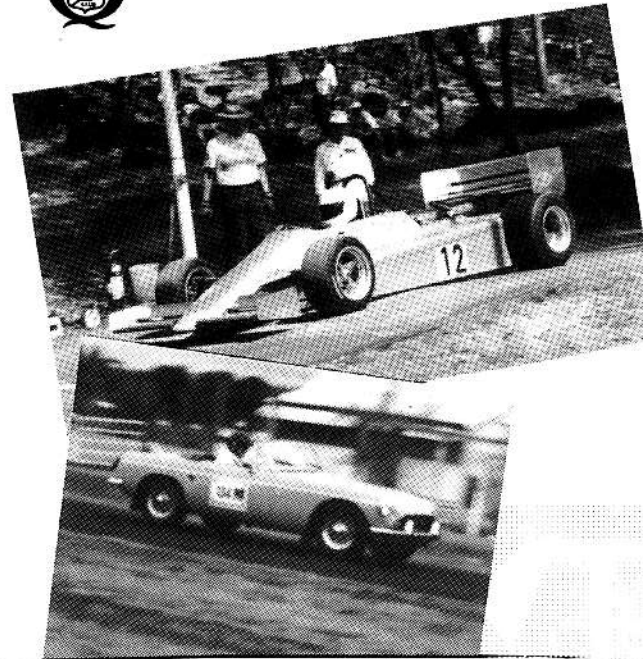
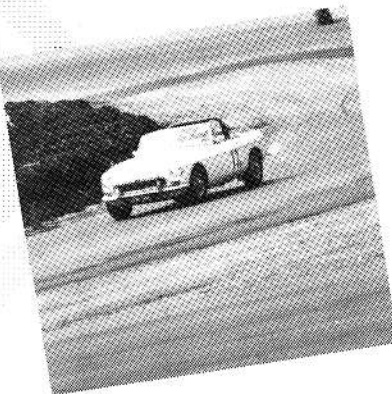
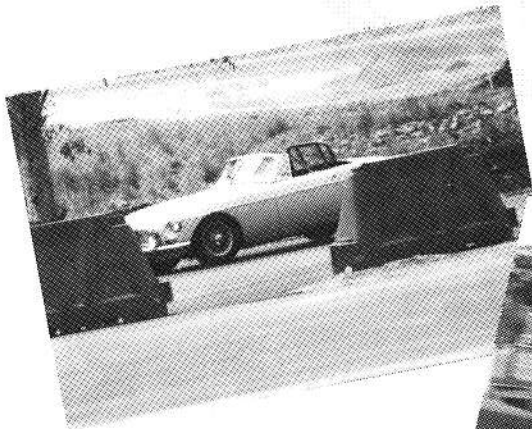
Ironman Motorkhana (Darlington Park) Official Provisional Results

First	Car	Test1	Test2	Test3	Total	Place
Wayne Skyring	Mini SPL	12.17	13.52	22.67	48.36	1
Brant Rayment	Toyota MR2	14.16	16.73	22.21	53.10	2
Dean Tighe	PRB	14.84	16.74	23.96	55.54	3

Mt. Cotton Hillelimb Provisional Results

Top Six	Driver	Time
3	John Boyce	45.46
52	Rob Mutimer	99.99
65	Dean Tighe	47.62
111	Paul Van Wijk	42.45
112	Bill Norris	39.79
144	Simon Lake	41.82

Fastest Time of Day	Driver	Time
112	Bill Norris	40.07
Top Six	Bill Norris	39.79
Most Improved	Barry Walker	Alpine
Best MG	Alan Blundell	MGBV8



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Birth of a Legend

In 1981, after the Abingdon factory had built its last MGB, British Leyland's press advertising for the Limited Edition models described it as, 'the most loved, most famous sports car that has even been built'. This, some 18 years and 512,880 vehicles later than the first MGB, launched to the public in September 1962. Astonishingly, that an 18-year model run should have been just eight variants, since the MGB was expected to have been replaced in 1970. So, for once, the copywriters' hyperbole was justified.

For any car to have remained in production for 18 years - and to be resurrected some 11 years after its apparent demise - has to be unique in the motoring world, and it speaks volumes for the 'rightness' of the MGB concept, its design, and translation into manufacture some three decades ago.

The credit for the MGB has to go to MG's then Chief Engineer, Syd Enever whose team had been augmented by two individuals who were to play fundamental roles in the MGB story. First of these was the late Roy Brocklehurst who had originally joined Abingdon as a design apprentice in 1947 and who was ultimately to succeed Syd Enever as Chief Engineer on his retirement in 1971.

The other key player in the evolution of the MGB was Don Hayter - who would also become MG's Chief Engineer, and the last. His career had started direct from school in

1942 with the Pressed Steel Company at Cowley. It was not cars but aircraft which were to be his introduction to industry, and he was to find himself translating manufacturers' plans into production drawings for such aircraft as the Spitfire, Wellington, Lancaster and Typhoon.

Post-war, Pressed Steel returned to car body manufacture and among the cars with which Don Hayter became involved were the Jaguar XK1 20 and the MG ZA Magnette. Seeking to broaden his horizons further, to incorporate the entire spectrum of motor manufacture, he moved to Aston Martin as a Draughtsman at Feitham under Frank Feeley. During his two year spell with Aston Martin he was to prepare the outline body styling of the DB4 which was consequently worked up by Touring of Milan. However, Aston Martin were shortly to move to Newport Pagnell, a relocation that Don Hayter did not want to make, and David Brown's loss was to be an Octagon gain.

Joining MG in 1956 under Syd Enever, he was immediately put to work on projects for the MGA Twin Cam as well as the styling of the Le Mans MGA coupe, which undoubtedly drew on his Aston Martin experience.

At this point it is worth considering the changing face of MG sports car production at Abingdon. From the 1930s, to the outbreak of war in 1939, MG production had always



been low volume. It was only with the post-war TC (10,000) and TD (30,000) that relatively high volumes became a fact of Abingdon life, but the MGA introduced in 1956 was to expand the sports car market vastly. With over 100,000 cars made, it brought sports car motoring to a growing section of the market.

At the same time, there were also volume sports cars from Jaguar, Triumph, Austin Healey and Sunbeam. The inevitable result was that many of the new breed of sports car drivers, particularly in the United States, were looking for higher standards of accommodation and comfort than those afforded by traditional models with their firm ride, detachable side-screens and relatively cramped and sparse interiors.

It was against this background that Abingdon was closely examining the alternatives for an MGA replacement, and Don Hayter was involved with the EX205/1

project car which, revised under his pencil, became a full sized mock-up. But as he recalls: "The coupe was a bit like a war horse in full armour, with curves in all the right places but still not quite right." Preceding this had been a prototype of a Frua-styled roadster on an MGA 1500 chassis, but this somewhat striking car met with little approval and the project was scrapped.

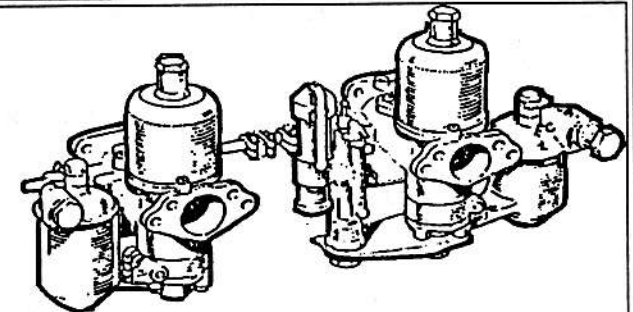
Both these two potential MGA replacements had started on the premise of a separate chassis and body, but the increasingly high idea of a monocoque production sports car had initial disadvantages of high tooling costs, although the on-line production economies would be very great. Both MG General Manager John Thornley and Syd Enever were convinced that, if volumes for the new MG sports car were to exceed those of the MGA, separate chassis construction would be a severely limiting factor, and it was therefore decided that monocoque construction would be adopted.

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One enormous advantage was that because of his experience at Pressed Steel, Don Hayter was well used to this construction method. It was Syd Enever's pairing of Roy Brocklehurst on chassis design, with Don Hayter on the body side, that was to be so instrumental in making the new MG sports car a success from the moment it was launched.

In these days of computer aided design, when so much of the preliminary work in the design sector is speeded up, it is interesting to discover how quickly the MGB project, which was allocated the number EX214/1 reached fruition. In 1959, drawing on the lines of EX1 81, MG's last record breaker, Don Hayter first put pencil to paper indicating the likely form of the new sports car. Unlike the preceding project, this was always conceived as an open car and, as he recalls, it was one of those projects which seemed right from the start.

"I drew everything to quarter-scale and

straightaway passed it to MG's model maker Harry Herring who produced the model within six weeks. That was the summer of 1959. I was able to design it from the standpoint that it had to be an easy car to get into production, and here my experience with both Pressed Steel and Aston Martin was to be very important. Once the finished model had been approved at Abingdon, John Thornley took it to Longbridge where it was immediately passed and allocated the ADO 23 project number. A full sized mock-up was prepared and the BMC top brass approved the project."

What is clearly astonishing about EX214/1 is that it was 'right' from the very start. The first quarter-scale model is virtually identical to the prototype and subsequent production cars, quite unlike many projects where the initial proposal changes substantially before it reaches production.

The first prototype was fitted with a 1588cc



MGA engine with twin one-and a-half inch SU carburettors, although in 1962 the MGA 1600 Mk2 had a slightly increased engine capacity of 1622cc. Had this capacity been adopted, the performance of the new car would have been inferior to that of the MGA, which would hardly have been an auspicious beginning.

For the MGA replacement there had been consideration given to the V4 prototype engine being developed by BMC. Prototypes had been made with both cast iron and alloy blocks, but the substantial, investment required for the development of the new power unit was such that it was abandoned. There was a further proposal to fit the car with the MGA Twin Cam engine, although the reliability record of this particular power unit in the hands of unsympathetic drivers undoubtedly put paid to this idea.

Finally, there was a proposal for a two-litre in-line four-cylinder engine developed from the BMC C-Series Six, the body of EX214 having been designed to accommodate this power unit. It was however the further development of the four-cylinder B-Series unit, this time with a capacity of 1798cc, that was to power the MGB, with the exception of the C and V8 derivatives, throughout its production life.

In terms of interior space, the MGB was as different from its predecessor as chalk from cheese. In the MGA, the cockpit area could best be described as 'intimate', but in the MGB there was now a definite sense of space. The cockpit length was increased from thirty two and a half inches to forty nine and three-quarter inches, while the width increased by no less than five and a half inches from forty five inches to fifty and one half inches. Yet such was the packaging achieved by Syd Enever and his design team that his resulted in a car some three inches shorter than the MGA.

Much of the early development work on the prototype centred round the rear suspension. Don Hayter recalls, "Syd Enever wanted a softer suspension than the MGA. So

trailing arm with Panhard rod and coil spring was the route to go, and Roy Brocklehurst put in many hours of development on this set-up. Hundreds of road miles were completed, but the testers did not like the tendency of the car to steer itself from the back. Put very simply, the car did not feel as forgiving as an MGA, and this was the death knell of the IRS system. Interestingly, an MGA with an independent rear end was not proceeded with either. As far as the front suspension was concerned, this was virtually identical with the MGA, which in turn first saw use in the TF."

So, despite the advanced rear suspension ideas, the MGB was to retain a cart-sprung system like its MGA predecessor. Roy Brocklehurst however modified this with longer leaves, and inclined to promote slight understeer. Unfortunately, this meant that the overall length of the car was increased by one inch, although there were to be substantial gains in production terms. Had the IRS route been adopted, the spare wheel would have had to have leaned against the rear bulkhead with the fuel tank behind. With the greater length, the spare wheel could lie flat on the boot floor, while the petrol tank was to assume its traditional underslung position. The second prototype car incorporated these changes and the 1800cc engine was fitted. The first prototype was scrapped, but surviving photographs show just how close it was to the production version.

Interestingly, Don Hayter recalls that there was none of the press hype and scoop regarding the possible introduction of the new MGB. The prototype cars, and the pre-production versions which totalled eight, were regularly driven on the roads around Abingdon and the prototypes tested at MIRA. "The press respected our secrecy and embargoes then - they knew they would always get a fair crack of the whip when the car was released," he said. But he does remember just before the launch, the visit to Abingdon of a French photographer, complete with a distractingly attractive girl assistant, who was



Barry Evans

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seeking to obtain scoop pictures of the new car. "That particular ploy did not work!" he chuckled.

The attention to detail on the MGB project applied to every aspect of the car, not just its mechanical specification. The seating design is a case in point. Jimmy O'Neil was involved with the seating from the outset and developed the first one-piece cushion mouldings, manufactured by Aeropreen Products of High Wycombe. These were a substantial innovation in driver and passenger comfort, the MGB being one of the first cars to be fitted with them.

The combination of these and the Pirelli Webbing underframe was to continue throughout the production life of the car, and anyone who has driven long distances in an MGB will testify to the soundness of the combination. Don Hayter recalls that a considerable amount of on-the-road research was carried out to determine the optimum set-up for the seats. As he pointed out: "The crush rate of the car seat cushions is crucial for driver and passenger comfort, and has to be in phase with the car's suspension."

Abingdon had always intended that the new MGB would be capable of modification for competition use, and this explains one of the most oft-heard complaints about the roadster with the roof up - the very narrow depth windscreen. Don Hayter explains, "This was dictated by Appendix J Regulations for sports car racing, and why it has been referred to as beetle-browed. We also carried out a

considerable amount of research into sump baffles in the engine - because of the effects of hard cornering, particularly if the car was driven in competition.

"It was always intended that, for lightness, the car should have an aluminium bonnet, doors and boot lid, but ultimately only the alloy bonnet saw its way onto the production cars, and, then just for a short while. Again we were concerned about heavy-handed owners and mechanics. The early Sebring cars, incidentally, were in fact very standard. It was only later that the competition cars made extensive use of alloy panels, which I organised with Pressed Steel."

The first MGBs were completed in May 1962, the initial 500 destined for the vital North American sports car market. The public launch was at the 1962 Motor Show when it was priced at £834.6s.3d. inclusive of purchase tax. So was launched a 110 mph sports car that was to set new standards of performance, road holding, comfort and all-round reliability, which over half a million first owners would enjoy.

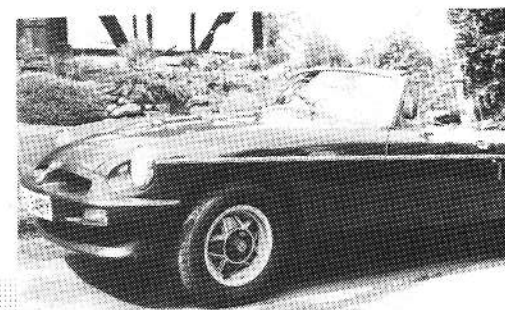
Don Hayter is at pains to point out that the launch of the MGB was only the start of a continuous development programme which ran right through until the two-litre O-Series engine-change programme was aborted towards the end of the model's life. The MGB GT, still regarded as one of the most classic body shapes of all time, appeared in 1965, to be followed by the MGC in 1967 and the MGB GT V8 in 1973. On the MGB itself,

overdrive was added as an option in 1963, a five-bearing crankshaft engine substituting the original three bearing crank in 1964 and a Salisbury type rear axle fitted in 1967.

Countless other changes were to be made during the model's life including the fitting of black polyurethane bumpers at front and rear to comply with American regulations. On the question of the compliance with these increasingly stringent requirements, Don Hayter tells of how the European manufacturers worked together with the American authorities on the framing of the regulations. Roy Brocklehurst was an increasingly regular transatlantic commuter on behalf of MG at this time.

Perhaps, the final word on the MGB should be Don Hayter's comment on Syd Enever:

"He was the best self-taught engineer ever and someone who always made you think. He knew precisely what he wanted with the MGB - getting the exhaust note exactly right is a classic example - and the enormous success and popularity of the MGB is the best possible tribute to him." *Source: MG Enthusiast 1992*



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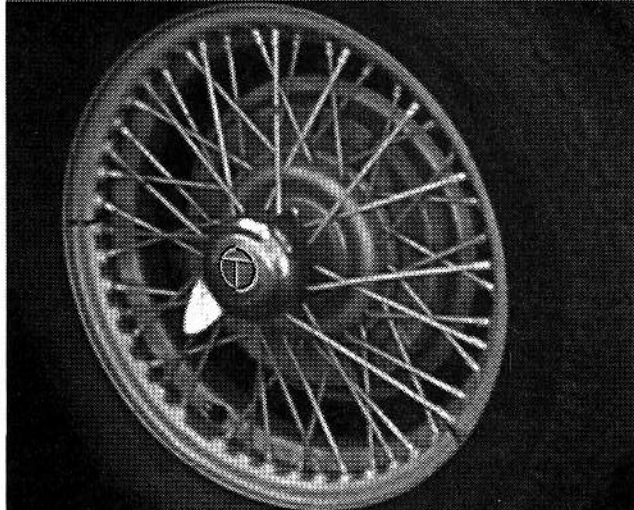
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M.G. CAR CLUB OF QUEENSLAND INC MT. COTTON HILLCLIMB 6-12-98

A fine day with no excessive temperatures augured for good racing. There were only a couple of misadventures - Terry Overland sidetracked "Lovers Leap" and Gary Schmidt came off the second loop "snaking" to exit the fence backwards. Even Danny Mischok had a heap of excuses as to why he ended in the "Nut" Factory, Chris Hatfield had to make a few adjustments to the thistle coming out of the hairpin for the second time.

A good day with only a few dented egos.

OFFICIAL PROVISIONAL TIMES

RACING CARS 1301 cc and over

3	John Boyce	Kaditcha	44.68	45.58	45.05	45.17
7	Warwick Hutchinson	RPV	45.99	45.85	45.56	48.67
12	Ivan Tighe	Kaditcha	45.57	44.73	44.86	44.80
20	Des Edwards	Westfield	50.68	50.66	50.07	49.96

GROUP N

15	Anthony Beshan	Torana	51.07	49.84	49.99	
198	Lynda Bennett	Triumph	59.04	59.14	58.57	56.94

FORMULA FORD

36	Alan McConnell	Van Dieman	49.74	46.59	46.60	
	Rel. Darren Harris					
93	Darren Harris	Kookaburra	50.90	50.31	49.66	48.96
	Rel. Alan McConnell					

Marque Sports Cars - 1601 -2000 cc

1	Ray Edwards (Ent)	MGB				
Dvr.	Mason Marshall		54.88	54.62	54.40	
Rel.	Ray Edwards					59.97
5	Norm Singleton	Fiat	DNR	DNR		
51	Nick Singleton	Fiat	DNR	DNR		
Ent.	Graham White	MGB GT				
8	John Walker		60.96	60.00	59.91	
12	Graeme Walker	MGB	57.48		57.89	58.22
Rel.	Helen Danalis			65.27		
17	Paul Strange	MGB	60.70		62.54	60.42
Rel.	Kerry Strange			70.20		
47	Peter Rayment	MGB				60.80
Rel.	Samantha Rayment		64.54	62.51	62.29	
71	Fred Douglas	MGB	53.14	52.81	52.54	52.27
7	Stuart Douglas	MGB	56.14	52.23	52.32	52.67

RACING CARS up to 1300 cc

10	Phil Kenward	Tardis	58.53	58.64	59.26	63.55
20	John Wynne	JMW	47.84	46.27	45.93	45.87
44	Chris Lake	Axtell	47.34	45.98	45.78	45.76
144	Simon Lake		42.98	42.97	42.27	42.95
52	Rob Mutimer	Bandit	46.26	44.17	44.52	44.99
152	Scott Mutimer		46.02	45.24	DNF	45.68
99	Errol Hoger	VJA Honda	69.84	61.40	64.00	59.77
111	Paul Van Wijk	Zip	DNF	42.70	43.01	43.13

CLUB CARS, STREETS, ROAD REG. 1601 - 2000 cc

3	Chris Sloane	BMW	55.63	55.83	55.59	55.87
11	Dennis Caplet	Renault	55.01	61.32	58.84	58.92
111	Noel Caplet	Renault	60.21	63.21	62.41	62.58
14	Troy Mavin	Escort	67.66	61.62	57.94	57.63
5	Ken Wasley	Bluebird	57.15	58.17	55.86	54.86
22	Don Milner	Dolomite	53.66	52.95	53.77	52.51
33	Bruce Le Garde	Honda Civic	55.38	55.55	DNF	DNF
47	Jim Peall	Anglia	54.05	53.57	53.77	54.80
35	Danny Mischok	Escort	48.80	48.51	DNF	DNF
20	Alan Bruce	Datsun 120Y	58.57	63.25	DNF	62.53
Rel.	Graeme Adair					

FORMULA VEES

9	Brian Hunter	Mako	62.80	65.21	66.90	61.89
45	Lee Evans	Concept	55.07	52.70	53.40	53.04
145	Ray Evans		56.09	57.59	54.40	54.48



CLUB CARS 2001 - 3000 cc

3	Justin Wade	BMW	51.30	49.06	49.43	DNR
19	Kerry Horgan	R27	59.23	58.80		DNR
23	Charles Harris	Triumph	DNR	DNR		
123	Martin Harris	Triumph	DNR	DNR		
231	Andrew Harris	Triumph	DNR	DNR		
32	Tom Overland	BMW	DNF	58.34	56.78	56.87
43	Barry Walker	Alpine	56.93	DNF	57.56	58.41
Rel.	Morris Walker					
52	Bill Tottey	RX7	56.98	54.23	54.17	54.32
63	Andrew Bretherton	RX7	50.24	49.69	49.43	49.25

SPORTS CARS to 1600 cc

7	Ken Trudgian	Leda	54.17	53.53	51.48	51.36
62	David Irwin	Sprite	DNS	DNR	DNR	DNR

1601 cc and over

8	Alan Blundell	MGB	51.25	52.04	DNR	DNR
---	---------------	-----	-------	-------	-----	-----

GEMINIS

3	Craig Yates	Gemini	57.58	55.49	55.19	55.73
30	Jason Higgs	Gemini	55.55	DNF	56.35	55.39
69	John Novak	Gemini	57.23	60.20	55.60	55.30

MARQUE SPORTS 2001 cc and over

2	John Walker	MGB V9	53.61	51.79	51.67	51.26
Rel.	Graeme Walker					
4	Chris Hatfield	Cobra	78.85	51.97	51.97	51.45
89	Brian Learoyd	Corvette	DNR	DNR	DNR	DNR
240	Alex Molocynyk	240Z	53.49	54.26	55.11	54.19

UP TO 1600 cc

16	Sharnee Andree	Westfield	55.58	55.43	54.78	53.98
13	Darryl Duncan	Fiat	78.72	89.93	DNR	DNR
21	Gary Schmidt	Westfield	51.43	DNF	53.26	52.04
12	Wayne Skyring	Westfield	52.88	53.44	52.39	52.10
123	Peter Smith	Westfield	66.35	64.11	63.40	62.92

HISTORIC CARS (SPORTS)

7	Barry Tanton	TR3A	63.01	62.40	63.20	62.27
57	Damien Croston	KM200	50.45	57.12		51.14

CLUB CARS 3001 and over

3	Stuart Patterson	RX7	54.87	55.44	53.99	54.30
17	Glen Anable	BMW	2-15-68	56.82	56.35	
44	John Gilbert	Commodore	DNR	DNR	DNR	
60	John Cetinich	Triumph Stag	54.76	52.93	52.97	52.80
77	David Miles	Rover	56.12	56.76	56.21	55.80

CLUB CARS up to 1600 cc

10	Rick Baggerley	Escort	62.44	60.26	DNA	DNA
7	Mark Feurer	Morris Minor	61.53	60.51	60.08	60.46
2	Neal Stone	Pulsar	61.15	60.87	60.69	60.56
	Ferris Lee	Civic	57.48	55.93	55.54	55.46

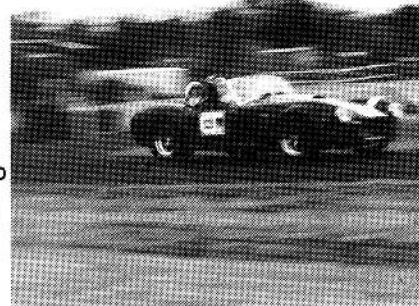
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144	42.93
111	42.50
52	44.25
3	45.95
12	DNR
7	46.61

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BEST MG 2001 and over
BEST MG OVERALL

- Troy Mavin
 Simon Lake - 42.27
 Paul Van Wijk 42.50
 Peter Smith - 62.92
 Stuart Douglas 52.23
 Alan Blundell - 51.25
 Alan Blundell



Holler for a Marshall

By David Ivers

There is an old saying, almost a cliché used by various motor racing officials' organisations around the world during the constant search for new members, that being a volunteer at a race meeting is "the best seat in the house". Like most old sayings, there is an element of truth in this.

During the presentation following the recent Queensland Hillclimb championships, many thanks were given by the competitors to the various volunteers who manned (personned) the flag points during a weekend which had more than its fair share of rain. This recognition was gratefully received, however, speaking for myself, the sheer fun of being that close to the action outweighs any hardships that may have to be endured.

Like most other volunteers, I would much prefer to be actually driving than spectating, however, since at present this is impractical for me, I may as well enjoy myself, as well as helping my fellow car enthusiasts get their "fix". After all, when I finally get back to competing myself, I expect to be given the same opportunities.

I first volunteered my time at a flag point at Mt. Cotton for the 1995 Australian Hillclimb Championships, which in hindsight seems to be the only time I've done it when it hasn't rained! Having been an enthusiastic spectator at various race meetings for a number of years, to get that close to the cars whilst they were in action was a real eye-opener. I have never missed a round of Touring Car racing, either on TV or in person, since the last days of the old Group A, so it was a real treat to see Kevin Hefferman's effort from a distance of no more than 10 feet.

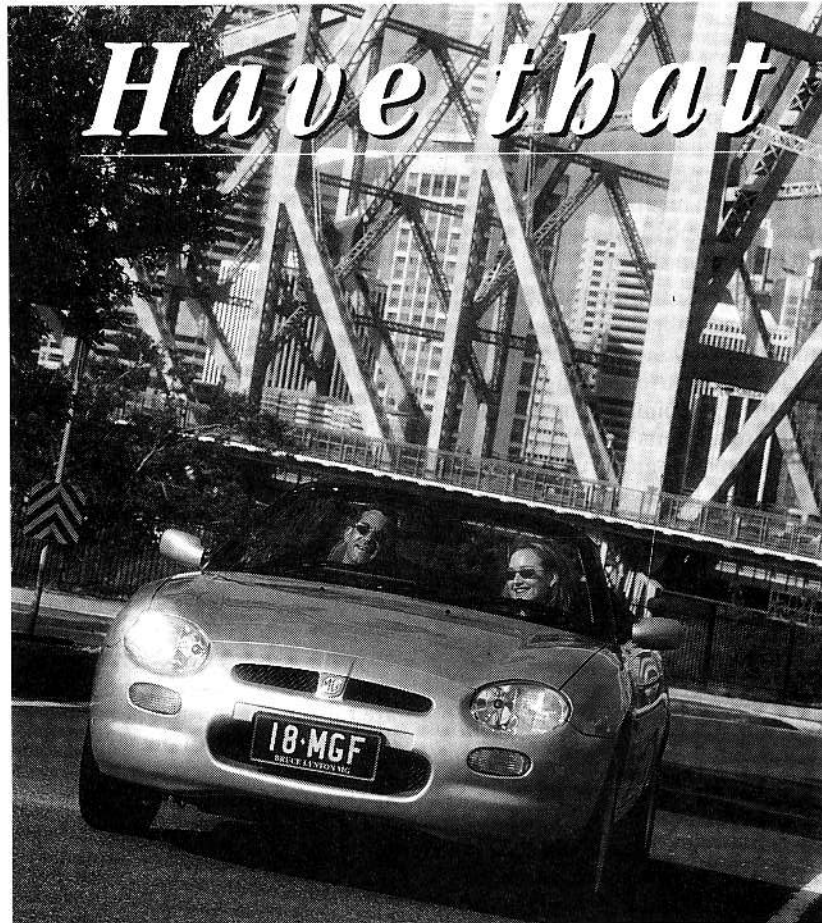
The television commentators may give the impression that the privateers are not as skilled as the full-time racers, or as brave, but if you ever have any doubts, try standing at the hairpin when the Price Attack Commodore explodes into view across Lover's Leap, on two wheels, without even

the slightest lift of throttle!

If that doesn't make an impression on you, try standing in the same spot when Lloyd Bax in his GTHO Falcon makes a mess of the corner after coming down off the second loop, then decides, "bugger it, I'm here to enjoy myself" and proceeds to smoke his tyres more than halfway up the climb back to the finish line, Or when a newer, though no smaller Falcon makes even more of a mess of the same corner and ends up pointed directly at you through the gap in the Armco (yes, adrenaline is brown!). Or if you harbour any driving ambitions yourself, there was John Davies making his superb 39.5 second run to take out the championship.

Since that memorable weekend, on occasions when I have been unable to compete, I have been only too eager to volunteer for a place out on the circuit. Not only do you get closer to the action than anyone except the drivers and get the opportunity to study the lines various drivers are taking, but you also get to see things that, due to the nature of the track, are not visible to the spectators down near the pits. Such as, at this year's Queensland Championships viewed from the finish line, Alan McConnell in full Ari Vatanen "maximum Attack" mode, appearing back up the hill and around the loop with the Datsun completely sideways, and the front right-hand wheel hooked off the inside edge of the road to provide some means of directional control (that was intentional, wasn't it?). Yes, he did make it across the line pointed the right way, without hitting anything, although I heard later that he did manage to get a few valves to hit some pistons. And those fancy Japanese engines have so many valves to bend...

Anyway, don't feel too sorry for the poor "flaggie" even out in the rain - there's usually at least one kind-hearted driver who'll give you a wave, even if you don't personally know them! It really is "the Best seat in the house" and if you don't believe me, try it for yourself.



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Restoring An MGC by Chris Carswell

1990 "I've found just the thing for you, it's an MGC. Condition?"

W-e-l-l.... but nothing you couldn't handle. It's a great buy! So I let my Sydney friend (?) persuade me I should buy this car as my next project. Soon, sitting in the backyard, was the crumpled remains of an MGC. After an inspection of my purchase I discovered an MGC is definitely not an MGB. They are not even first cousins under the skin. I considered calling the transport back for a short trip to Willawong.

1993 Rebuild the entire braking system

Discovered the meaning of interchangeability, e.g. For the front calliper's Ford Falcon pistons, seals and dust covers substituted for the genuine article while Ford Capri provided the rear wheel cylinder and a TR6 the disc pads. An Austin 1800 brake booster is identical to that of the MGC. Hopefully the addition of silicone brake fluid has lengthened the life of the entire braking system. The value for the \$50 per litre outlay is proved when one forgets to tighten the master outlet pipe - silicone doesn't destroy paintwork.

1994 Recondition the engine

This year was devoted to fully reconditioning the engine, once again substituting other parts (Austin Healey rings, Austin AD061 bearings). Armed with wad punches, hammers, rolls of gasket material and the management's best dressmaking scissors, manufactured a complete set of engine gaskets. The flywheel was now a bit lighter and the engine breathes a little better.

1995 Convert B gearbox into a C gearbox

Searched the world for a C gearbox and found one right in our own backyard in Adelaide. "While the internal workings may be the same as those of a B be assured that the clutch, bell housing, coverplate and rear flange are unique to the C.

1996 Body work

Now it was time for the cosmetic stuff. Much time was spent cutting and welding half panels into the front guards, radiator supports and the lower door panels. Like a jigsaw puzzle the whole had then to be fitted together. This proved the most difficult, time consuming and frustrating part of the whole project.

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1997 Paint

Prime, undercoat, and paint, rub, paint, rub, paint, rub Nine coats of original black lacquer. The satisfactory competition of the job was entirely dependent on the vagaries of the weather - too wet, too windy, too cold but never just right. The neighbours changed their washing days to suit the activities in our backyard!

The motor and gearbox and ancillary components were finally installed

1998 We have lift off!

Joined the MG Car Club, registered as a historic vehicle and enjoyed the first club outing to Jolly's Lookout. The fresh smell of rain washed bush, the wind in our hair, feeling 30 years younger (if not looking it!). No Rolls ever ran so well.

Acknowledgements and grateful thanks go to:

Gary of Parts & Service Co. for the endless hours spent cross referencing parts numbers in countless catalogues. Also for his advice and insistence that I use Silicon brake fluid.

Peter and Ross Liddle of Liddle's Cylinder Head Engineering for the use of their machinery and equipment and helpful advice. Gust proves that some pupils will succeed in spite of the teacher Peter was one of my pupils during my years in the classroom).

Milton of Bob Jane T-Mart Taringa for the use of his latest hi-tech alignment/balance

equipment and workshop staff to get that front-end spot on.

Brendan of Brendan's Motor Cars Adelaide for his tireless efforts in locating those unique gearbox parts.

Wayne, Andy, Scotty and John of The House Of MG for providing me with access to more treasures than could be found in Aladdin's cave and for tolerating my frequent forays into their precious stores in search for those hundreds of miscellaneous pieces that every MG seems to need. Also for the loan of carbies, distributors etc. Finally, I would especially like to thank Andy for teaching me to count?

Lastly my special mate, Dee, for her patience and tolerance, with meals delivered timely to accommodate those crucial moments, and for the pair of hands that held, shoved, pushed as required. And for the use of her SPECIAL SCISSORS. (Dee now wants to own her own MGC, anyone know of a spare slightly crumpled MGC that would make a good project for another 7 or 8 years?)

GREATEST MOMENT?

To hear Andy tell Wayne "It drives better than YOUR C Wayne!!"



MG Car Club of Queensland Inc.

Lakeside Race Meeting - 29/11/98

A cloudy day which provided much relief from the heat and a good days racing. A few problems like the oil spill and then the clean up by the dispensable Geminis. Some interesting attraction being the speed of the Ralt over David Barram's ASP.

The competition of the three racing "G's: (Fred, Don & Alan). Kevin Heffernan's run away wins from the Rover V8 and the usual close encounters of a third kind with the V's FF HQ's & Gemini's.

Don't forget the first race meeting of the year with MGCC Lakeside on 21/2/99.

Event 1 - Racing Car/Sports Car & Invited Cars Scratch Race

Pos	Car	Driver
1	5	Jason Clements
2	10	David Barram
3	18	Ash Lowe

Event 2 - Gemini/Scratch Race

1	78	Kaye Woodward
2	39	Ron Lange
3	65	Rod Dawson

Event 3 - Club Car/Group N & Invited Cars Scratch Race

1	8	TBA
2	3	Terry Williamsen-Bell
3	12	Andrew ryan

Event 4 - Formula Vee Scratch Race

1	26	Kirstine Freeman
2	17	Chris Kidd
3	69	Nick Leontsinis

Event 5 - H.Q. Holden Scratch Race

1	27	Geoff Anderson
2	25	Dale Todd
3	38	Timothy Young

Event 6 - Sports Sedans & invited Cars Scratch Race

1	74	Kevin Heffernan
2	1	Chris Donnelly
3	44	Warren Smith

Event 7 - Regularity Trial

1	21	Barry Tanton
2	77	David Miles
3	52	Gerald Cullen

Event 8 - Sports 1300 Queensland Championship Race

1	10	David Barram
2	18	Ash Lowe
3	77	Steve Bannister

Event 9 - Racing Car/Formula Ford Queensland C/Ship Race

1	5	Jason Clements
2	81	Paul Scott
3	33	Peter Roggenkamp

Event 10 - Queensland Gemini Championship Race

1	39	Ron Lange
2	78	Kaye Woodward
3	1	Scott Darra

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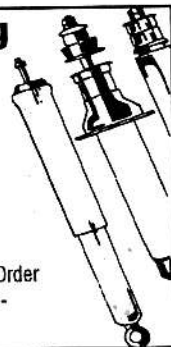
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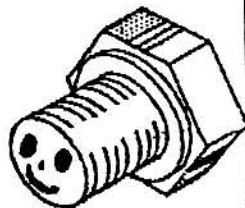
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SUMP PLUG



From time to time the editorial team suffer the scorn of club members who wish to 'correct' the typo's we miss. Personally I enjoy the odd 'steak.... Here are my favourites...

Racing cars as **raving** cars (all too close to the truth)

Track as **truck** (easily confused)

Zoller supercharger as a **Roller** (probably suitable for a Rolls Royce)

V6 Cosworth as **Bosworth** (no reasonable explanation)

Leyland as **Ley-Land** (this is the Club President's pronunciation!)

Racing Car News as Racing Cars **Necus** (could be Nexus, again in this case, close to the truth!)

And the winner is: Did **Carole Corness** mean erudite in her letter, or has **Elaine Hamilton** a crudite tongue?

And now the Sump Slurry.....

David Robinson was entered (as relief for John Davies - VJA Honda) at the Noosa Historic Hillclimb. He didn't drive though, he went shopping at Eumundi and Noosa instead with the Girls!! (The boy definitely needs help!!)

MG Car Club members did extremely well at the Hillclimb, with **Dean Tighe** (Chevron F5000) taking outright, closely followed by **Kevin Heffernan** (Commodore), **Ash Lowe** (JMW), and **Jon Siddons** (Datsun). Well done boys, you've made the club proud, however, the Plug has not been informed of any misdemeanors.....yet.

Congratulations to both of the **Boyces** who in a modified round robin tennis competition managed to take out the big prizes at the Biannual tennis challenge (even though they were on different sides!). I bet there were some very sore bodies the following day.

David Irwin has broken his toy again (The Plug is beginning to find these stories a little boring now...). This time a very non-standard BMC clutch cable at Lakeside.

At the same meeting, **John Tetley** excused himself to go and join his Formula Ford mates who were about to give him the 'Ballerina Award'. No prizes for guessing what this was about.

The Navigation Tip for 1999 - Ask **Kerry Strange** about 'false tulips' (and stand well back when you do!)

The biggest cheer at the last hillclimb was for the ever-youthful **Errol Hoger** smashing the 60-second barrier in a VJA Honda. The Plug couldn't help but notice that Errol has stacked the crowd with every blood relative and their companions he could muster to cheer him on in the potent Black Beast.

The new scrutineering shed/carport, opened by John Davies, seems to have caused a few problems with the **Scrutineers**. Now they're in the cool, they've forgotten about all those who aren't, making the queues longer and slower (and HOTTER)! (Thanks to **Stratco** for the donation).

Watch out Vern!! **Ken Trudgian** has got his Leda sports 1300 on the go, and with his excellent contacts with higher authorities, is now looking to give your hillclimb/class record a beating!



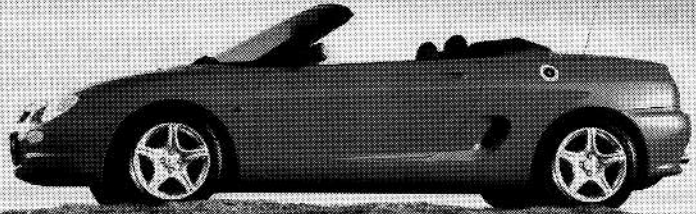
CALENDAR

JANUARY • FEBRUARY • MARCH 1999

- January 8 (Fri) - Noggin & Natter, MG Club Rooms - Contact David Miles 3892 2699
- February 12 (Fri) - Noggin & Natter, MG Club Rooms - Contact David Miles 3892 2699
- February 13 (Sat) - Annual Dinner and Trophy Presentation, Chifley on George
Contact Ron & Bev Clydesdale 3263 6575
- February 21 (Sun) - Club Race Meeting, Lakeside - Contact Joan Appleby 3857 1561
- March 7 (Sun) - Hillclimb Working Bee, Mt Cotton - Contact John Davies 3341 6798
- March 12 (Fri) - Noggin & Natter, MG Club Rooms - Contact David Miles 3892 2699
- March 14 (Sun) - Hillclimb, Mt Cotton - Contact Joan Appleby 3857 1561


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"The Right Tool For The Job"

by Peter Egan

(reprinted from "Side Glances" column, Road & Track magazine, April 1996)

Had a strange dream the other night: I was out in my workshop, making sandwiches, for some reason, and I had about a dozen slices of bread laid out on the workbench (Sanitation is meaningless in dreams, unless the dream lasts long enough for you to become seriously ill). Oddly, I was spreading mayonnaise on the bread with a tiny Craftsman screwdriver of the size normally used to fix alarm clocks or busted Smiths tachometers. Naturally, it was taking forever, and I was quite frustrated by the whole process.

Before we put too heavy a Freudian spin on this dream (inadequate tools, etc.), I should mention that I had some Wild Turkey on the rocks after a dinner of chorizo enchiladas with Negra Modelo, which is asking for trouble if you include the espresso we had while watching Bullitt again. When I went to bed, my neurones were firing like a string of cheap Chinese firecrackers.

Anyway, dedicated mechanics will recognise immediately the source of frustration-on in this dream was using the wrong tool for the job.

Anyone with an ounce of mechanical experience will tell you that a better tool for spreading mayonnaise on bread would have been, say, a broad-tipped Snap-on gasket

scraper or an old hacksaw blade with some spring to it. The only legitimate use of a small, thin-tipped Craftsman screwdriver, of course, is to mix epoxy resin and hardener to a consistent dark grey colour on the torn-off lid of a Fram oil-filter box,

There's a lot of this kind of tool-use confusion in garages today, so I thought it might be helpful (leaning on my years of experience, as usual) to reveal to the novice found 1-11 that 2000-piece tool set your family got you for Christmas (\$4000 cheaper than if they'd bought each piece separately!), Let's ~ with the main stuff

Hammers: Probably the original tool, if you exempt (as I always do) a straw stuck down a termite nest in search of food, as used by lower primates and some of the guys who were in my high school shop class. Originally employed as a weapon of war, the hammer is nowadays used as a kind of divining rod to locate expensive car pans not far from the object we are trying to hit. For those with a more accurate sense of aim, the hammer is useful for tapping oilpans, water pumps and other brittle pot-metal castings to see if we've forgotten to remove one of the bolts, which we have.

Mechanic's knife: Used to open and slice through the contents of cardboard cartons delivered to your door; works particularly well on boxes containing convertible tops or tonneau covers.

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Electric hand drill: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in the of a sports car just above the brake line that goes to the rear axle.

Pliers:- Used to round off bolt heads.

Hacksaw: One of a family of cutting tools built on the Ouija board principle, It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes,

Vise Grips. Used to round off bolt heads. If nothing else is available, they may also be used to transfer intense welding heat to the palm of your hand.

Oxyacetylene torch: Used almost entirely for lighting those stale garage cigarettes you keep hidden in the back of the Whitworth socket drawer (what wife would think to look in there) because you can never remember to buy lighter fluid for the Zippo lighter you got from the PX at Fort Campbell,

Zippo lighter: See Oxyacetylene torch.

Whitworth sockets: Once used for working on older British cars and motorcycles they are now used mainly for hiding 6-month-old Marlboros from the sort of person who would throw them away for no good reason.

Drill press: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering against the Rolling Stones poster over the bench grinder.

Wire wheel: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the same time It takes to say "Django Reinhardt."

Hydraulic floor jack: Used for lowering a Mustang to the ground after you have installed a set of Ford Motorsport lowered road springs, trapping the jack handle firmly under the front

air dam-

Eight foot long Douglas Fir 2 x 4: Used for levering the car upward off the hydraulic floor jack, perhaps.

Tweezers. A tool for removing wood splinters,

Phone. Tool for calling your neighbour Chris to see if he has another hydraulic floor jack.

Snap-on gasket scraper: Theoretically useful as a sandwich tool for spreading mayonnaise used mainly for scraping dog-doo off your boot.

E-Z Out bolt and stud extractor. A tool that snaps off in bolt holes and is ten times harder than any known drill bit-

Timing light: A stroboscopic instrument for illuminating grease build-up on crankshaft pulleys.

Sanyo Boombox: An electromechanical device that miraculously allows the lovely Cecilia Bartoli to sing Rossini arias in a garage full of choking paint fumes, which is something she would not normally be inclined to do.

Two-ton hydraulic engine hoist: A handy tool for testing the tensile strength of earth straps and hydraulic clutch lines you may have forgotten to disconnect,

Shop manual: A kind of mirror whose smudges and grease stains reflect the true soul of the clean and apparently innocent car standing nearby; the automotive equivalent of a police blotter.

Shop rags. Composed almost entirely of pink lint, shop rags are essentially a washable version of the shop manual; when laundered at home they add a nice fresh scent to the washer and dryer.

Craftsman: 1/2 x 16-in. screwdriver: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

Compression gauge: Used during buyer's inspections by overly cautious consumers who do not own a 2-ton hydraulic engine hoist or



a Craftsman 1/2 x 16-in. screwdriver.

Outside micrometer: A device for periodically reviewing the meaning of all those little incremental marks on the barrel and trying to remember whether they translate into hundreds or thousands of an inch and exactly how many decimal places to the right of the period that is, anyway.

Battery electrolyte tester. A handy tool for transferring sulphuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

Metric wrenches: Used on cars from countries whose citizens believe that an acute understanding of the earth's circumference (updated to a unit equal to 1,650,1763.3 wavelengths of the orange-red radiation of an isotope of krypton) is a more legitimate and easier-to-visualise form of measurement than the instep of a dead king (as in, "Ludwig, let us pace off those wavelengths again!" Or "Zut alors! I need to measure the curtains and I have forgotten my isotope of krypton!"). On American and British cars, used to round off bolt heads.

Aviation metal snips: See hacksaw.

Trouble light. The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night, Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate 105mm howitzer shells

might be used during, say, the first few hours of the Battle of the Bulge. More, often dark than light, its name is somewhat misleading,

Phillips screwdriver- Normally used to stab the lids of old-style paper and tin oil 'I cans and splash oil on your shirt, can also be used, as the name implies, to round off Phillips screw heads.

Air compressor. A machine that takes energy produced in a coal-burning powerplant 200 miles away and transforms it into compressed air that travels by hose into a Chicago Pneumatic impact wrench that grips rusty suspension bolts last tightened 40 years ago by someone in Abingdon, Oxfordshire, and round them off.

Grease gun: A messy toot for checking to see if your zirk fittings are still plugged with rust.

Deep-well sockets: Normally used as piston-pin and wheel bearing drifts, deep-well sockets are also good for drawing circles when a coffee-can lid would be way too big.

Toshiba miniature refrigerator: A trouble-free mechanical appliance, manufactured to metric standards, used primarily to chill Lotus piston pins down to an easy press-fit while storing up to 12 bottles of Guinness stout proving once again that Science is really at its best in the service of Art.

Well, that's enough for now, I've got lots of un-mentioned tools left in the old box, but I should probably save them for another day when I run out of column ideas, much as I did earlier this morning.



Historic Leyburn Sprints

August 22nd & 23rd 1998

The annual weekend at Leyburn saw the involvement of over 200 cars. The track had been redesigned and lengthened to include another chicane on the second straight and finish around the corner instead of "going to Warwick".

And reference to the previous two years times was academic except for consistency. There were 218 cars competing which reduced the number of runs. The weather was generally kind on Saturday as can be seen by

the reduction in times for Run No. 1 over practice.

It did rain a little on Saturday night and the track was wet on Sunday morning with a bit of cavorting and a few "donuts" on the grass, but it did dry out in the afternoon with a black sky the heavens opened up.

Some brave soles had as much fun as they did as kids making fun in the rain.

A good weekend with great cars and leading up to the 40th Anniversary of Leyburn Grand Prix in 1999.





CAMS Report - Spring 1998

There are two matters which have been brought to the fore in the report.

* CAMS Competition License - 1999

In the past, the basic license for CAMS has been issued by the Club.

This has changed and for the coming year 1999 and into the future:

(1) You will receive from the Club your application for MGCC renewal for the new year. This will be processed and you will receive your New Club membership Card.

(2) With the membership renewal application will be a CAMS Application for your Level 2 Competition License and **NOTE** you will forward this completed competition license application with your MGCC Membership No. with the cheque direct to CAMS in Melbourne.

(3) Refer to the CAMS license report on the new system in your Octagon.

* New Clothing for Motor Sport.

The article in the CAMS Report refers only to Motor Racing. The requirement for Club Motor Sport remains the same as current requirements by CAMS.

CAMS new competition licensing system ready for 1999.

A new competition licence structure approved by the Board of CAMS Limited will be simple, consistent, fast, smooth and cost efficient. It will be implemented during November in readiness for the 1999 motor sport season.

Changes are:

* Plastic, credit card-sized licences with Competition Record each level 3 and above licence will have the member's photograph. Each member will receive both the Record and Licence together with a plastic pocket and a lanyard.

* Rolling renewals for all licenses, excluding international applicable to new licences issued after 1 January, 1999. However, to comply with FIA requirement, international licences will still be renewed annually on 1 January.

* Centralisation of the licence processing system at Level 2 and above licences will be issued directly from the CAMS Member Services Centre in Melbourne.

* Once a year payment of the Personal

Accident Contribution (PAC): the collection of the PAC will become a single payment, made at the line of licence purchase, removing the existing PAI levy at applicable events.

* Licences will be divided into the levels. At Level 3 and above, they will be discipline-specific.

Level 1

The licence can only be purchased once per annum at "Come and Try" events and is for use at that event only. If a Level 2 licence is purchased within 60 days of this event, the full value of the Level 1 licence will be credited towards the value of the Level 2 licence.

Level 2

This licence will not be discipline-specific. The holder will be able to enter any motorkhana, any speed event, all club and multi-club off road events and most touring road events. The licence will be available from car clubs.

Applicants will be required to complete a simple medical declaration and to pay the



prescribed fee. They will keep the built-in receipt, while the main form is returned to CAMS for processing. The receipt will be valid as a temporary licence which can be used exactly like a Level 2 licence until the plastic card licence is produced (which should be within five working days). Clubs will no longer have to pre-pay for books of Basic Licences.

Licence levels for each discipline will be:

Motorkhana

* **Level 1** - "Come and Try" participation in any n0-n-championship event.

* **Level 2** - all levels of motorkhana

Speed Events

* **Level 1** - "Come and Try" participation in single car events at club level

* **Level 2** - all speed events

Off Road

* **Level 1** - "Come and Try" participation in short course events only at club level

* **Level 2** - all club and multi club-events in first year of off road participation

* **Level 3** - short course events up to and including international competition and long course events up to National competition only

* **Level 5** - all events

* Navigator only licence - for competitors who would still like to complete at Level 3 but who cannot or would prefer not to drive eg medical reasons (Navigator only licence not available at Level 5)

Touring Road Events

* **Level 1** - "Come and Try" participation in club level events, with some vehicle restrictions

* **Level 2** - all events

Circuit Racing

* **Level 3** - all events up to and including State Championship competition

* **Level 4** - all events up to and

including National Championship competition

* **Level 5** - all events up to and including International competition

Rally

* **Level 1** - specially designed and permitted "come and Try" events only

* **Level 2** - all club events and one state level event per year

* **Level 3** - all events up to and including National championship competition

* **Level 5** - all events up to and including International competition

* Navigator only licence - for competitors who would still like to compete at Level 3 but who cannot or would prefer not to drive eg medical reasons (Navigator only licence not available at Level 5)

Attainment and upgrading of licences will be based on drive education and skill - the education and skill criteria have been set for each discipline after extensive consultation with Category/Managers, National and State Committees and Panels.

A CAMS member Hotline has been set up for enquiries:

1300 653 529 (local call cost only)

Detailed papers and/or presentations about the new licensing system are available from your State Office.

Advertise anything you want in the

Octagon! Available to members at no cost.

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- You know the quarter mile times for your ride on mower
- You've embarrassed your spouse at least once by insisting on wearing a full face helmet while driving her to work
- You know the racing line for every corner on your daily commute and practise hitting them every day
- No tyre dealer in town will honour their tyre warranty on any car that you've been seen driving
- You quote your street tyre life in weeks rather than miles
- You've started looking for sponsors for your daily commute
- You've slalomed in a roadwork zone and counted the penalty points for the cones you knocked down in the rear view mirror.
- You stop at a service station, get your wife to fuel you up as fast as she can, you then screech out of the servo
- You refer to gutters as ripple strips and roundabouts as chicanes

10 reasons why Car Racing is better than sex.

- 1/ It is socially acceptable to do while others watch
- 2/ Bigger cars don't always get the most attention
- 3/ You get to use your rubber more than once
- 4/ You dont have to sit through dinner and a movie before you race
- 5/ You and the car always finish at the same time
- 6/ You always know where to put your hands
- 7/ You can drive hard right from the start
- 8/ The quicker you finish the better you are
- 9/ You can do it more than once in an afternoon
- 10/ It is quite acceptable to have a CO DRIVER !!

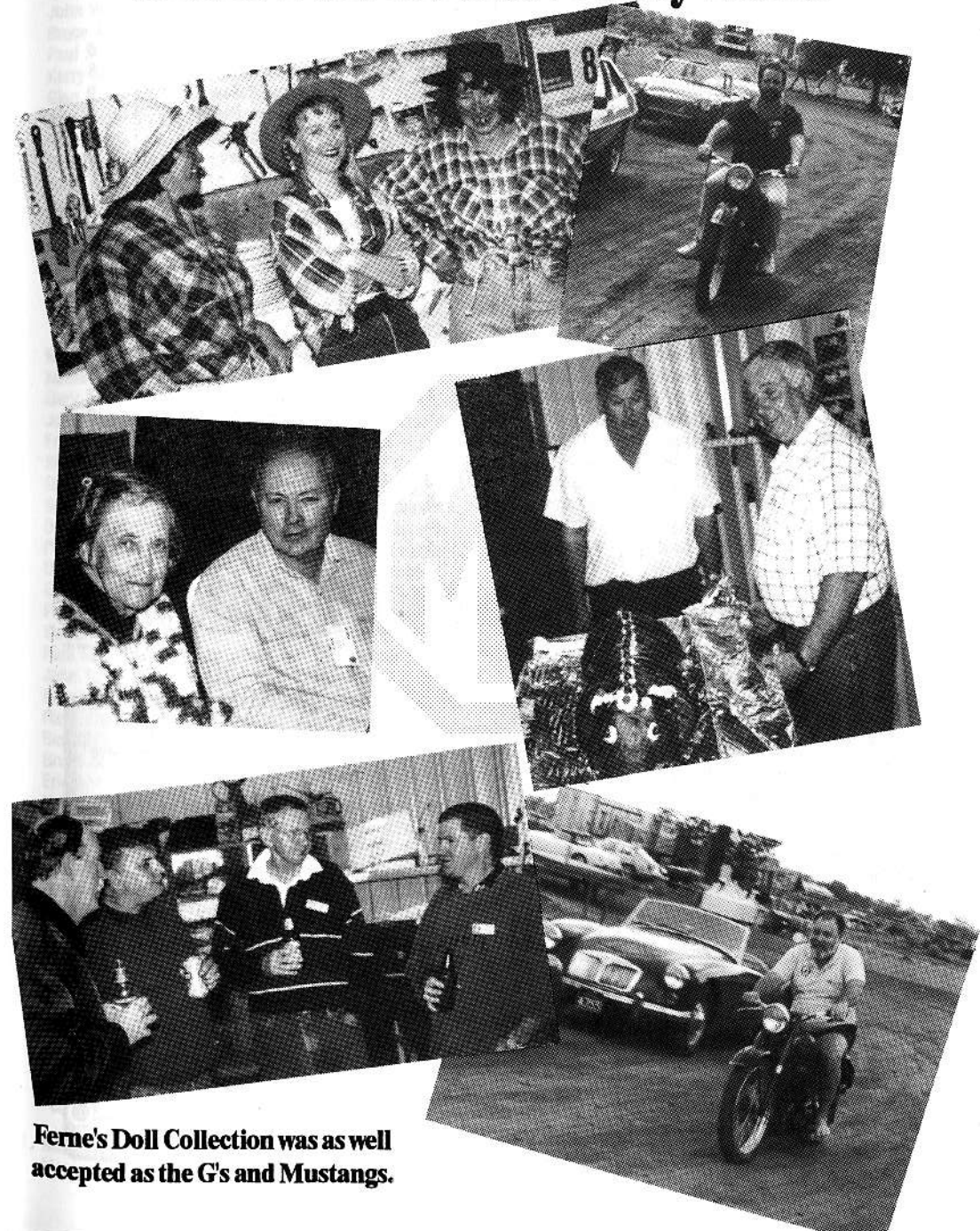
NATIONAL MEETING - 1999

The Sydney Club is pleased to advise that the National Meeting 1999 will be held in Gosford on the Central Coast of NSW.

* Friday 2 April until Tuesday 6 April 1999*



More Fun on the Dalby Run!



Ferne's Doll Collection was as well accepted as the G's and Mustangs.



MG Car Club of Queensland Inc

1998 Competition Point Score

CTA DRIVERS TROPHY

Name	Dvr	Place
Graeme Walker	56	1
Paul Strange	50	2
Peter Rayment	32	3
Daniel Jones	16	4
John Boyce	14	5
John Tait	14	5
John Tate	10	6
Danny Mischof	6	7
John Novak	5	8
Paul van Wijk	3	9
Brant Rayment	2	10
Andrew Lake	1	11
Bill Tottey	1	11
Errol Hoger	1	11
Scott Rayment	1	11
Ken Wasley	1	11
Gary Schmidt	1	11
Brenden Parker	1	11
David Irwin	1	11
David Miles	1	11

CTA NAVIGATOR TROPHY

Name	Nav	Place
Helen Danalis	56	1
Samantha Rayment	52	2
Kerry Strange	50	3
Glen Boyce	17	4
Brant Rayment	12	5
Simon Lake	6	6

MOTORKHANA TROPHY

Name	Mot	Place
Brant Rayment	24	1
Peter Rayment	20	2
Scott Rayment	20	2
Paul Strange	16	3
Bill Tottey	10	4
John Novak	8	5
Joe Tate	8	5
Samantha Rayment	6	6
Kerry Strange	6	6
Simon Lake	6	6
Graeme Walker	6	6
John Boyce	5	7
Andrew Lake	4	8

John Tate	4	8
Helen Danalis	4	8
Barry Walker	3	9
Brenden Parker	3	9
Glen Boyce	3	9
Ken Wasley	2	10
John Tait	2	10
Errol Hoger	1	11
Paul Van Wijk	1	11

MG MOTORKHANA TROPHY

Name	mgm	Place
Paul Strange	22	1
Peter Rayment	22	1
Samantha Rayment	8	2
Kerry Strange	8	2
John Boyce	8	2
Graeme Walker	8	2
Helen Danalis	6	3
John Tait	4	4
Glen Boyce	4	4
Errol Hoger	3	5

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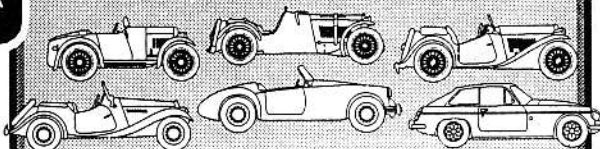
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CONCOURS TROPHY

Name	Ttl	Place
Ron Clydesdale	12	1
John Walker	10	2
Bruce Mutch	10	2
Paul Strange	10	2
Kerry Strange	10	2
Glen Boyce	10	2
John Boyce	10	2
Neil Mills	10	2
Dino Mattea	10	2
John Tait	10	2
David Irwin	10	2
Guy West	10	2
Richard Mattea	10	2
Graeme Walker	8	3
Peter Knight	8	3
Todd Wright	8	3

MARQUE SPEED TROPHY

Name	Mars	Place
Gary Schmidt*	64	1
John Walker*	59	2
Fred Douglas	46	3
Stuart Douglas	36	4
Graeme Walker	36	4
Sharne Andree	30	5
Brian Hunter*	22	6
Peter Smith	22	6
Daryl Duncan	18	7
Graham Hobbs	18	7
Peter Rayment	18	7
Samantha Rayment	16	8
Paul Strange	16	8
John Tait	14	9
Marshall Mason	12	10
Ray Edwards	11	11
Ben Blythe	10	12
Bruce Mutch	9	13
Eric Blythe	8	14
Helen Danalis	7	15
Steve Moore	7	15
John Kingcott	6	16
Kerry Strange	6	16
Helen Kingcott	4	17
John Tetley	4	17
Errol Hoger	2	18

T TYPE TROPHY

Name	Ttl	Place
Peter Rayment	9	1
Samantha Rayment	8	2
Delia Rayment	6	3
John Tetley	4	4

LADIES TROPHY

Name	Ttl	Place
Samantha Rayment	74	1
Kerry Strange	72	2
Helen Danalis	66	3
Glen Boyce	30	4
Carol Jackson	12	5

BEST MG TROPHY

Name	Ttl	Place
Graeme Walker	120	1
Peter Rayment	94	2
Helen Danalis	91	3
John Walker	90	4
Samantha Rayment	76	5
Paul Strange	75	6
Fred Douglas	64	7
Kerry Strange	57	8
John Tait	56	9
Glen Boyce	44	10
John Boyce	44	10
Ron Clydesdale	42	11
Stuart Douglas	42	11
Bruce Mutch	40	12
Peter Smith	34	13
Neil Mills	28	14
Chris Carswell	24	15
Ray Edwards	24	15
Delia Rayment	24	15
Errol Hoger	22	16
Brian Hunter	22	16
Guy West	22	16
Bronwen Douglas	18	17
Godwin Caruana	12	18
Gary Lawrence	12	18
Marshall Mason	12	18
Ray Parker	12	18
Ken Trudgian	12	18
Dino Mattea	10	19
Richard Mattea	10	19
Barry Smith	10	19
Barry Evans	6	20
Richard Higgs	6	20
Nick Holman	6	20
John Kingcott	6	20
Geza Kovacs	6	20
David Lake	6	20
Anne Reynolds	6	20
Peter Smith	6	20
Don Webster	6	20
Graham White	6	20
Helen Kingcott	4	21
John Tetley	4	21

BEST ALL ROUND TROPHY

Name	Ttl	Place
Graeme Walker	106	1
Paul Strange	93	2
John Novak	81	3
Simon Lake	78	4
William Norris	74	5
Samantha Rayment	74	5
Kerry Strange	72	6
Peter Rayment	70	7
Paul Van Wijk	70	7
John Walker	68	8
John Boyce	67	9
Helen Danalis	67	9
Gary Schmidt	67	9
David Miles	53	10
William Tottey	53	10
Anthony Beahan	52	11
Joe Tate	52	11
Lee Evans	50	12
Brant Rayment	49	13
Ben Cowie	48	14
Fred Douglas	46	15
David Irwin	45	16
Vern Hamilton	44	17
Ken Wasley	43	18
Ray Evans	40	19
John Tait	40	19
Scott Rayment	39	20
Rob Mutimer	38	21
Ken Trudgian	38	21
Stuart Douglas	36	22
Danny Mischof	36	22
Graham White	32	23
Sharne Andree	30	24
Mark Mulligan	30	24
Brian Hunter	28	25
John Joyce	28	25
Glen Boyce	27	26
Barry Walker	27	26
Darryl Duncan	26	27
Warwick Hutchinson	26	27
Denis Caplet	24	28
Daniel Jones	24	28
Paul Kennedy	24	28
Chris Lake	24	28
Steve Austin	22	29
Des Edwards	22	29
Stuart Patterson	22	29
Peter Smith	22	29
Scott Mutimer	21	30
Warren Collins	20	31
Alex Cowie	20	31
Damien Croston	20	31
Alan McConnell	20	31
John Heffernan	18	32
Graham Hobbs	18	32

Note: Only those marked with a * are eligible for trophies in the Speed and Marque Speed Trophies having worked at at least 2 official working bees



Kerry Horgan	18	32
Anthony Jay	18	32
Andrew Lake	18	32
Brendan Parker	18	32
John Wynne	18	32
Darren Harris	16	33
Charles Mutch	16	33
Dean Tighe	16	33
Glenn Anable	14	34
Nicholas Sheahan	14	34
John Tate	14	34
Ron Clydesdale	12	35
Ray Edwards	12	35
Carol Jackson	12	35
Marshall Mason	12	35
Philip Kenward	11	36
James Peall	11	36
Geoff Anderson	10	37
Richard Baggarley	10	37
Benjamin Blythe	10	37
John Davies	10	37
Brian Ferrabee	10	37
Kerry Finn	10	37
Andrew Fletcher	10	37
Kevin Heffernan	10	37
Bruce Horey	10	37
Dino Mattea	10	37
Richard Mattea	10	37
Neil Mills	10	37
Mal Parker	10	37
Brad Stratton	10	37
Guy West	10	37
Barry Wraith	10	37
Brad Summerson	9	38
Eric Blythe	8	39
Bruce Cook	8	39
Linden Cooper	8	39
Richard Croston	8	39
Ken Freeburn	8	39
Per Hansen	8	39
Charles Harris	8	39
Peter Knight	8	39
Steven Poots	8	39
Neal Stone	8	39
Todd Wright	8	39
Gary Hoffman	7	40
Stephen Moore	7	40
Trevor Cumberland	6	41
John Kingcott	6	41
Barry Tanton	6	41
Dennis Viney	6	41
Errol Hoger	5	42
Troy Mavin	4	43
Barry Smith	4	43
John Tetley	4	43
Alan Bruce	3	44
Adrian Diehm	3	44

SPEED TROPHY		
Name	Hill	Place
Bill Norris	77	1
Gary Schmidt*	72	2
Paul Van Wijk	69	3
John Novak	68	4
John Walker*	67	5
Simon Lake	66	6
Anthony Beahan	52	7
David Miles	52	7
Lee Evans	50	8
Ben Cowie	48	9
Vern Hamilton	47	10
Fred Douglas	46	11
David Irwin*	46	11
Joe Tate	44	12
Bill Tottey	42	12
Ray Evans	40	13
Brian Hunter*	40	13
Ken Wasley	40	13
John Boyce	38	14
Rob Mutimer	38	14
Ken Trudgian	38	14
Stuart Douglas	36	15
Graeme Walker	36	15
Des Edwards*	34	16
John Tate	32	17
Sharne Andree	30	18
Danny Mischok	30	18
Mark Mulligan	30	18
Steve Austin*	28	19
John Joyce	28	19
Paul Kennedy	27	20
Darryl Duncan	26	21
Warwick Hutchinson	26	21
Denis Caplet	24	22
Chris Lake	24	22
Barry Walker	24	22
John Davies	22	23
Stuart Patterson	22	23
Peter Smith	22	23
Scott Mutimer	21	24
Warren Collins	20	25
Linden Cooper*	20	25
Alex Cowie	20	25
Damien Croston	20	25
Alan McConnell	20	25
Paul Strange	20	25
John Heffernan	18	26
Graham Hobbs	18	26
Kerry Horgan	18	26
Tony Jay	18	26
Peter Rayment	18	26
Scott Rayment	18	26

John Wynne	18	26
Darren Harris	16	27
Samantha Rayment	16	27
Dean Tighe	16	27
Glenn Anable	14	28
Brendan Parker	14	28
Nick Sheahan	14	28
John Tait	14	28
Andrew Lake	13	29
T Cumberland*	30	6
Ray Edwards	12	30
Carol Jackson	12	30
Marshall Mason	12	30
Ken Freeburn	11	31
Philip Kenward	11	31
Stretch Peall	11	31
Brant Rayment	11	31
Geoff Anderson	10	32
Richard Baggarley	10	32
Ben Blythe	10	32
Brian Ferrabee	10	32
Kerry Finn	10	32
Andrew Fletcher	10	32
Kevin Heffernan	10	32
Bruce Horey	10	32
Mal Parker	10	32
Brad Stratton	10	32
Barry Wraith	10	32
Bruce Mutch	9	33
Brad Summerson	9	33
Eric Blythe	8	34
Bruce Cook	8	34
Richard Croston	8	34
Per Hansen	8	34
Charles Harris	8	34
Steve Jones	8	34
Stephen Poots	8	34
Neal Stone	8	34
Helen Danalis	7	35
Gary Hoffman	7	35
Steve Moore	7	35
Godwin Caruana*	6	36
John Kingcott	6	36
Kerry Strange	6	36
Barry Tanton	6	36
Dennis Viney	6	36
Helen Kingcott	4	37
Troy Mavin	4	37
Barry Smith	4	37
John Tetley	4	37
Alex Bordon	3	38
Alan Bruce	3	38
Chris Caswell	3	38
Adrian Diehm	3	38
Errol Hoger	3	38
David Ivers	3	38
Steven Toomey	3	38
Nigel Pemberton	1	39



MGCAR CLUB OF QUEENSLAND

New Members List - 1998

Name	Type	Model	Name	MGB.	MkII.69
Chris Carswell	MG	C.67	Geza Novacs	MGB.	MkII.79
Anthony Stapleton	MG Midget	MkIV.80	Gary Michael	MGB.	MkII.EH.64
Paul Lupton	MG	Magnette.57	Andrew Row	Mini.62	
Gary Hoffman	Toyota.	MR2.GTUR	Maxine Whiting	MGB.	MkI.67
Duke Hoffman	Toyota.	MR2.GTUR	Brendan Parker	Lancer.	GLI.92
William Bromilow	MG	TF.53	Brian Stevenson	MGB.	MkII.74
Brent S. Green	O	Sprite.63	Rachel Gill	MG	Midget.71
Charles Dickson	MG	B.MkII.70	Gary Schmidt	Westfield.	SE197
Helen Danalis	O	Nis Pulsar 94	Shaun Rogers	MGB.	MkII.69
Marshall Mason	O		Derek Moore	MGB.	MkII.70
Kenneth Deutscher	MG A	MkI.55	Steven Poots	Subaru	Imprezza
Darryl Duncan	Fiat	X/19.78	Tristan Fitzpatrick	MG SPL.KM300.57	Derek
Rachel Gadsden	MGB.	MkII.70	Derek M. Elwin	Westfield	.SE.94

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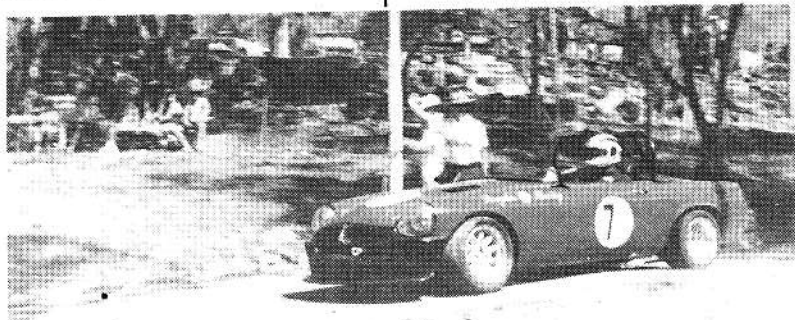
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Barry Tanton	Triumph	TR3.59	Timothy Frogley	MG B.76.	Rubbernose
Anne Reynolds	MG B. Rubbernose.79		Richard Baggarley	Escort.	79
Charlie O'Brien	O		Tim MacTaggart	MG	B.MkI.64
Peter Marks	MG	TF.1500.55	Len Don	MG	B.MkI.65
Melanie Gill			Robert Sarec	Lotus.Elise	.97
Sharne Andree	Westfield	.95	Sabine Wendt	BMW.	MS.89
Murray Arundell	MG TC.B.	MkI.BGTV8	Michael Francis	BMW	MS.89
Lee Evans	Formula Vee		Jeffrey Wilken	Jaguar	Sovereign
Lex Franks	MG	K.SPL.34	Troy Mavin	Escort.	72
Nicholas Sheahon	Escort	.73	Ashley Falconer	Lancia.	B20.52
Peter Smith	MG	Midget	Alex Spiteri	Datsun	260Z.75
Trevor Connolly	MG	TC	Steven Hammond	Datsun.	260Z.72
Geoffrey Grosskreutz	MG	B.MkI.66	Mark Meyers	Subaru.	WRX.97
Frank Window	MG	B.MkII.70	Geoffrey Parish	Subaru.	WRX.97
Delia Morey	MG.	MkI.67	David Leary	Robnell.	429.97
David Wands	MG	Y.SPL.48	Giuseppe Oliverio	Farriers.	1980
Suzanne Chambers	MG		Kenneth Barry	PRB.	Clubman.88
Paul Marks	Cortina	.65	John McInemey	Subaru.	WRX.98
Ian Sayce	MG.	F.98	David Hatchman	Datsun.	1600.70
Michael Bolin	MG	B.76	Maria Kosenko	MG	B.MkII.69
Barry Evans	MG.B.V8.	SPL.Tourer	Andrea Ouwers	MG	B.MkI.63
John Kelsey	MG.	B.MkI.67	Philip Smith	MG	B.MkI.64
Richard Mattea	MG.A.	1600.MkI.60	James Croft	MG	B.MkII.69
Russell Crew	MG.	N.MkI.66	David Edds	Morris	Minor.53
Steven Toomey	MG	A	Wayne Pfingst	Nissan.	180B.75
Todd Wright	MG	B.73	Thierry Cornevin	Midget	69.F.VVC
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