



THE OCTAGON

MAY 1994

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

NEXT EDITION EARLY JULY - COPY TO EDITOR LATE JUNE PLEASE.

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MG CAR CLUB OF QUEENSLAND INC.

PROGRAMME OF EVENTS

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
	MAY 1994				
##	7th	Working Bee	Mt Cotton	John Davies	341-6798
##	15th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	27th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
	JUNE 1994				
	5th	Hillclimb - Qld Championship	Mt Cotton	Joan Appleby	857-1561
	JULY 1994				
	1st	New Members Night	Clubrooms	Delia Rayment	300-3148
	8th	Old Boys Night	Clubrooms	David Robinson	844-1037
##	22nd	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
##	24th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	31st	Concours (Combined MG Clubs)	TBA	David Robinson	844-1037
	AUGUST 1994				
##	14th	Day Run	Anzac Park - 8.30am	Helen & John Kingcott	351-6541
##	19th	Ironman - Night Run		David Robinson	844-1037
##	20th	Ironman - Sprint & Motorkhana		David Robinson	844-1037
##	21st	Ironman - Hillclimb		David Robinson	844-1037
	26th	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
	SEPTEMBER 1994				
	23rd	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
	OCTOBER 1994				
##	16th	Hillclimb	Mt Cotton	Joan Appleby	857-1516
##	28th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
	NOVEMBER 1994				
	25th	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
##	27th	MG Race Meeting	Lakeside	Joan Appleby	857-1561
	DECEMBER 1994				
##	4th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	9th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
	NOTES:				
	1/. CLUBROOMS ARE OPEN FOURTH FRIDAY OF EACH MONTH FROM APPROX 8PM.				
	2/. PLEASE NOTIFY PAUL STRANGE (3491400) OF ALL CHANGES, ADDITIONS AND DELETIONS TO PROGRAMME.				
	3/. DATES ARE SUBJECT TO CHANGE. IT IS THE ENTRANTS RESPONSIBILTY TO CONFIRM EVENT DETAILS.				
	4/. PLEASE SEE ALTERNATIVE LIST FOR NON MGCCQ EVENTS. CLUB POINTS WILL BE AWARDED FOR SELECTED INVITATIONAL EVENTS.				

FROM THE PRESIDENT/EDITOR'S DESK

What a couple of months, I have had. First there was the rush to make sure the Octagon was done for April before I went to the National Meeting with only the Nat Meet pages to be finalised. Then I was off to Sydney for work, back home for a Dayrun, McLeans Bridge for Mother's day, Hillclimb, Gemini Race Meeting at Lakeside and a Touring Assembly on 27th May, and work and some committee meetings, family commitments and rest time. Older persons say that life and the days seem to be shorter as you grow older, I think there is a need to make them a little longer for me.



My apologies for the late May edition but as you have seen, spare time has not been in abundance.

It was great to see the turnout for the dayrun organised by John Walker. Since it was my birthday, I was treated to a ride in the Rayment's TC and then a short drive only because I wimped out. Certainly different from the Madza Van/Commodore /Magnette ZA/Formula 2 (Recently a bent F2 from the last lap of the last race at the Gemini Meeting). Had no idea where the front wheels really were. I think it would require many, many miles to drive it as fast as Peter. Next Dayrun is 26th June - leaving 8.30 am from K-Mart Shopping Centre Webster & Gympie Road, Chermside.

The Club has organised a Combined MG Clubs Concours to be held on the 31st July starting Le Mans style from a different location for each club and travelling to the Concours Park Site. More details in the next edition. Should be a good day, so mark it down in your calendar.

Don't forget the Marque Night Run (which is point scoring) on the 24th June. Starts from Homebase Jindalee at 7.30pm.

Be seeing you at our events.

David Robinson

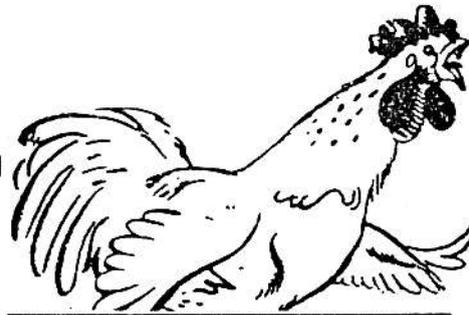


INVITATIONAL EVENTS AND ITEMS OF INTEREST

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
	MAY 1994				
	14th ->	Repco Mountain Rally	Melbourne	Marilyn Henderson	02-89916
	15th	ATCC	Winton	na	na
	22nd	Race Meeting	Lakeside	QGRA	
	29th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-4117
	JUNE 1994				
	5th	ATCC	Eastern Creek	na	na
##		QMC 3 DATE CHANGED	Townsville - To be confirme	Twin Cities Autosports	077-7346
	12th	Grass Motorkhana	Worrill View	Marque CC	399-3638
##	24th	Marque Night Run	TBA	Phil Hart	812-3213
##	26th	QMC 4 CANCELLED	To be advised	Gold Coast Tweed MSC	
	26th	ATCC	Mallalla	na	na
	26th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-4117
	26th	Race Meeting	Lakeside	QRDA	
	JULY 1994				
	3rd	ATCC	Wanneroo	na	na
	9th&10th	Historics	Lakeside	Lakeside	
	17th	Bitumen Motorkhana		Mike Ovens - Marque CC	221-4000
	17th	Race Meeting	Lakeside	Lakeside	
	17th-22nd	Classic Rally (6days)		BSCC	391-8881
	24th	ATCC	Oran Park	na	na
	24th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-4117
	AUGUST 1994				
##	7th	QMC 5	To be advised	Competitive Drivers-Eric Neal	075-9639
	28th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-4117
	SEPTEMBER 1994				
	4th	Race Meeting	Lakeside	Lakeside	
	4th	Classic Driving Trials		BSCC	391-8881
##	11th	QMC 1	To be advised	Holden Sporting-Alan Sleaford	356-6249
##	18th	Concours		Carl Stecher - Marque CC	399-5602
	25th	Race Meeting	Lakeside		
	OCTOBER 1994				
	2nd	Tooheys 1000	Bathurst	na	na
	8th-9th	Qld Classic Car Touring Rally	Probably New Farm Park	John Thompson	832-0242
	9th	Aust Motorkhana Champ	Mangalore Airport		
	15-18th	Snowy Mountains Classic	Canberra	Rally Sport Aust	06-25888
	16th	Aust Hillclimb Champ	Collingrove		
	16thor30th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-4117
	23rd	Race Meeting	Lakeside	Lakeside	
	29th	BP Range Rally Classic		BSCC	391-8881
	NOVEMBER 1994				
##	6th	QMC 6	To be advised	To be advised	
	6th	Interclub Motorkhana	To be advised	Paul Strange	349 1400
	13th	Aust Grand Prix	Adelaide	na	na
	27th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-4117
	DECEMBER 1994				
	JANUARY 1995				
	FEBRUARY 1995				
	3rd	Evening of Champions	TBA	CAMS	369-4566
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LETTERS

GOT SOMETHING
TO CROW ABOUT



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

AN OPEN TA-MUCHLY TO MGCCQ INC.

Members of MGCCQ,

Please accept this short note of thanks as a really sincere thankyou for your help, support and acceptance of myself and 'B' during my recent stay.

The friendliness shown to me for my duration in Queensland was not only heart warming, but heartfelt. To single out any one person or couple would be churlish of me.

It would also show my ignorance in omitting others.

A general, sincere THANK YOU to you all.

See you all in WA'95.

Yours sincerely

Chris Broughton

Dear MEMBER/PROPOSED MEMBER,

Sorry for the delay in answering your query. I hope this information may be of help. I will try to answer your questions.

*Which model and year is best for a vehicle.

The MGB 1962-1980 is probably the most suitable. The B was made here in Australia till 1972 but there are now quite a lot of imported cars also here now. After 1969 they had a 4 speed all synchromesh gearbox, but some of the earlier cars have been modified to this gearbox. The B has plenty of room with a lot of adjustment to suit nearly any height driver. They drive well and perform well and are very robust vehicle.

*Availability and price of parts.

Most parts are readily available from the specialist MG Service Houses and the prices are certainly comparable to most other vehicles. Quite often they are cheaper.

*Reliability & economical drivability on a day-to-day basis.

The MGB is a conventional car as far as mechanical specifications are concerned. They were solidly built and this is probably the reason that they are still going to-day as well as they are. There are various problems that the cars have. There is several places where they rust. Mainly in the bottom of the front mudguards and in front of the back wheel also at the bottom. If wire wheels are fitted (most do have these) the spokes should be checked for broken or loose spokes. The spline that drives the wheels also wears especially if not maintained.

*What to expect to pay for a vehicle.

The prices vary considerably depending on condition and from whom you buy the car. Anything from \$6000 to \$20000 with most reasonable ones around the \$9000 to \$12000. It pays to be in the right place at the right time.

*Insurance costs.

This varies depending on the drivers age and whether they have had insurance (no claim bonus) before. Also if you are after an agreed price insurance can change the price you must pay. There are several specialist firms who also insure these car for a good price but driver history is important.

*General maintenance.

As I said before they are a conventional type of car and especially if you are mechanically competent they are easy to work on.

*Where is best to look for a vehicle.

The Saturday morning's paper is a good place to get an idea as to what's around and available. Check the specialist houses and yards also (sometimes these are dear sometimes they have good bargains). You just have to look, look, look and be ready to jump when you find a suitable car.

*Anything else.

I have only mentioned the MGB but they can be extremely enjoyable to drive. With the roof down and a twisty bit of road in the early morning you are at ease with the world It is great motoring. From a car club point of view, it is good to talk to people with like interests and a good source of information about the cars. Great fun. There are some books available at the motoring bookshops such as "A Guide to Restoration and Maintenance of the MGB" which you would find informative.

I hope this is of help but the Club accepts no responsibility for for any of these comments.

Signed: *Helpful*

IT'S A BOY

NICHOLAS ANDREW PETERS

Born to Andrea and Brett on Saturday 16th April 1994.

Weight: 3570 grams (7 lb. 12 oz)

Height: 52 cm (20.5 ins)

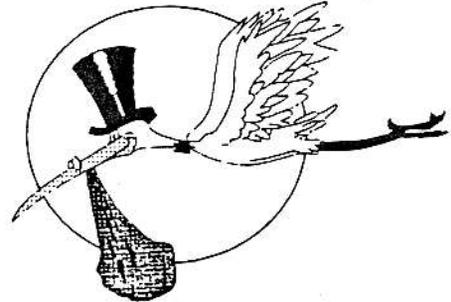
Helmet Size: Small

Flame Proof Suit Size: Very small

Feet: Rather large for heel and toeing but will get by if pedals are well spaced.

History: Very short but first word is bound to be "Bathurst". First appearance resulted in podium finish.

Licence: Not yet International, but can competently drive a baby capsule. Current height suitable for Formula One but a little short for other Categories.



A POSITION EXISTS FOR AN INTERESTED PERSON TO BECOME SECRETARY OF ONE OF BRISBANE'S LEADING CAR CLUBS. LOUSY PAY BUT GREAT ENTERTAINMENT

POSITION VACANT

PLEASE TALK TO ONE OF YOUR COMMITTEE MEMBERS AS THE CURRENT PRESIDENT/ SECRETARY/EDITOR WILL NOT BE STANDING FOR 1994/5 RE-ELECTION

NIGHT TOURING

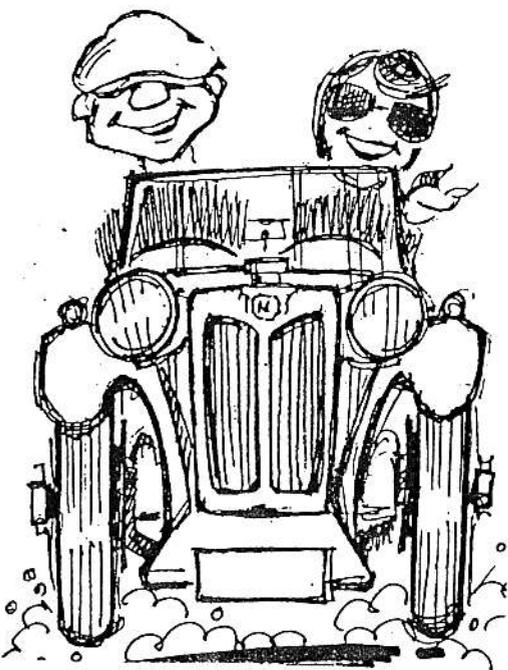
ASSEMBLIES

DATES: 24TH JUNE - (MARQUE CAR CLUB INVITATIONAL)
22ND JULY
19TH AUGUST - IRONMAN
28TH OCTOBER
9TH DECEMBER

VENUE: AS PER PROGRAMME OF EVENTS

WHAT TO BRING: Navigator/Driver - Maximum 2
1993 UBD Torch/Maplight
Third Party Extension preferred
\$10.00 Entry Fee
A Sense of fun and Adventure

MORE INFORMATION: Phil Hutchison 355 2188
Before 8.00 pm please.



DAY RUN SUNDAY 26TH JUNE
MEET AT K-MART CHERMSIDE
LEAVE 8.30 AM DESTINATION IS
NORTH.

24th
JULY

EVENT SECRETARY
JOAN APPLEBY
857 1561

HILLCLIMB CIRCUIT
GRAMZOW ROAD
MT COTTON

MT COTTON
HILLCLIMB



ACTION STARTS
9.30 AM

AUNTY JUNE RAYMENT'S FAMOUS BREAD PUDDING

INGREDIENTS

- 1 loaf of stale French Bread
- 8 tablespoons butter
- 1 1/3 cups castor sugar
- 1 cup raisins
- 4 tablespoons whisky (rum has been tried successfully)
- 1 quart milk
- 4 eggs
- 2 tablespoons vanilla
- 1 cup icing sugar

Crumble bread into a bowl. Pour milk over it and let it stand for 1 hour
Preheat oven to 325F.

Grease a 9" x 13" x 2" baking dish with 1 tablespoon butter. In another bowl beat together 3 eggs, castor sugar and vanilla. Stir this into the bread mixture. Stir in the raisins.

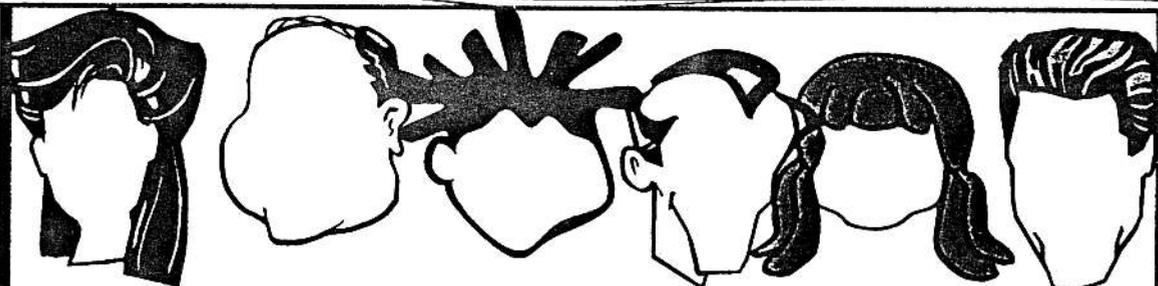
Pour into prepared baking dish. Place on the middle rack of oven and bake until browned and set (about 1 hr 20 mins). Cool to room temperature.

To make the Sauce

Stir the 8 tablespoons of butter and icing sugar together in the top of a double boiler until the sugar dissolves and mixture is very hot. Remove from heat. Beat remaining egg and whisk it into the sugar mixture. Continue beating until sauce cools to room temperature. Add whisky. Cut pudding into serving pieces. Pour sauce over, then place under griller a few minutes until it bubbles. Serves 8 - 10 comfortably.

Delicious but wicked! O.K. once a year.

COME ON FOLKS DO YOU HAVE ANY FAVOURITE RECIPES YOU'D LIKE TO SHARE- REMEMBER IT IS YOUR MAGAZINE.



NEW MEMBERS WELCOME

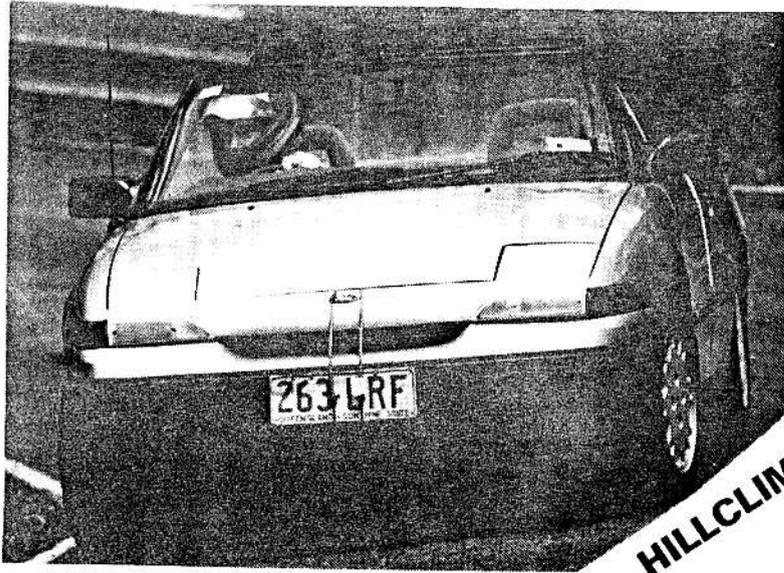
SHARON COLES
DAVID BLYTHE
CALLUM CURTIS
WACO HAMLIN
DARREN HARRIS
MARK MULLIGAN

DAVID IBERS
NEIL MILLS
GREG McHUGH
EVAN HOGER
IAN FLEMING
WILBUR GRAHAM

ROBERT ENGLAND
JOHNATHAN GARTON
MARCUS UPTON
GINO MOLLO
KERRY SINN

LEN BRIND (Sorry about the spelling last edition. Editor.)

We would like to welcome these new members to our Club and hope they enjoy the Club and the company of their fellow members as much as our current members.



HILLCLIMBS - AN UPLIFTING EXPERIENCE

BY BARRY GREEN

PHOTO: Author Green climbs his way to the top at the wheel of a borrowed Capri convertible.

Someone once said hillclimbing was "an uplifting experience" Obvious pun aside, it is just that - and more. Having dabbled in motorcycle drag racing, dirt track racing (bikes and cars), motorkhanas, rallying and more recently kart racing, all with varying degrees of success, I readily confess hill climbs are my favourite form of club-level motorsport.

Why? Well, there are a number of reasons.

Principally this is a form of motorsport which remains uniquely untainted by professionalism. As such, the "little bloke" can and does still win, without needing a megabuck budget and state-of-the-art machinery. This is largely because hillclimbing lacks the glamorous profile of circuit racing, so sponsorship is thinner on the ground - and that suits me must fine. And unlike "proper racing" you don't necessarily need a "proper" race car. It is still possible to drive your road car to the meeting, kick off the hubcaps, paint on a number with sandshoe cleaner, pull on a helmet and, provided you've got a fire extinguisher on board, the carby has double return springs and you've ocky strapped the bonnet down, away you go.

Well, it's nearly that simple! You also need to be a financial member of the patron club or one of its invited clubs, and a CAMS basic licence is mandatory. Having fulfilled those two minor requirements, you can then set about honing down your times, searching for the elusive tens and hundredths of a second, just the same as Johnson, Brock and company do in the Tooheys Top Gun Shootout on the Saturday before the annual Bathurst classic.

Therein lies the challenge. Unlike circuit racing where you can fluff a gearchange, miss the apex or brake a little early, but still make up for the indiscretion the following lap, hillclimbing is all about precision. You don't get a second change. Unlike circuit racing where you might force the opposition into error, here you can't cheat the clock and unlike circuit racing, you can't get mixed up in someone else's accident!

Another appealing factor is the cost - or relative lack of it. With four runs on the day and each run about a minute depending on the car you're driving, the wear-and-tear on motor, brakes, tyres and other componentry is minimal by racing standards.

Therefore most preparation costs can easily be accounted for under normal road going maintenance.

Finally, there's a class for just about everyone and anything, and if you're not ultra-competitive in your class, you can always on-the-quiet pick someone in another class who is running comparable times and conduct your own private contest to see who ends up quickest on the day. It is particularly satisfying to see your times being whittled down and ultimately run a personal best. You can ask for no more.

That's about it. I'm off for now - heading for them thar hills!!

Building for the Long Haul

by Rushworth Kidder

In his pressured age, I think way back-
to what the old boys knew

To my teenage eye, the house was gloriously authentic. It had perched on a ridge since the eighteenth century. The old boys who built it, using the natural insulation of earth and stone, dug it so deeply into a hillside that the ground and first storey both opened out at ground level on different sides. They had sheathed it with weatherboard and chimneyed it with a massive structure of brick, complete with beehive oven and multiple fireplaces.

Behind the house was a modest storage shed, similarly carved into a hillside. It had stone foundation walls on three sides, a rough-board front and a peaked roof. To help insulate it, the builders had planted an oak on the hill above. It was now a mammoth tree with mammoth roots, which is why I was there that morning.

"You see that rear wall?" asked Al, who owned the farm and who looked less than half an age removed from those original builders. Propping the door open for light, he shuffled into the darkness. "See how she's bowed right out? That's the roots behind, pushing on her." My job, he explained, was to remove the centre portion of rocks, chop out the offending dirt and roots, and rebuild the wall. There was a beam above the wall, so the roof wouldn't come down while I worked.

I didn't know much about dry walls - he'd hired me to cut grass and help in the garden - but I couldn't see that there was much to it. "Just do the best you can," he said, with a knowing smile. I got the crowbar and pick and shovel and set to work. I had the stones out in an hour. By midday, I'd cut back the earth enough so that I judged all the stones would set up smooth and flush when I put them back.

After lunch, I tied a string tight from corner to corner and began rebuilding - turning each stone to find its best face, hefting it into place, jiggling it around until it just touched the string, and chinking up the holes with little rocks. It was only as I approached the upper beam and looked at the remaining stones that I saw there would be a couple of big ones left over.

That's funny, I thought. I stood back to study my handiwork, and that's when I noticed something else. You could run your eye along the side walls from front to back, following a single layer of stones all the way. You could turn the corner and trace the same level lines across the back - until you got to my part of the wall. Then the lines fractured into crooked stones pointing every which way. What's more, the side walls were closefitting, while my part of the back looked very porous.

It wasn't that my work was badly done. It just somehow wasn't right.

Al poked his head in and was quiet for a moment. "You can tell where I rebuilt it," I offered hesitantly. He nodded, squinted and finally said, "That's god. It'll stay there a while." As he was leaving, he shot me a grin. "You did the best that you could."

That was three decades ago. I suppose the shed is still standing, although I've never been back to look. I knew Al for years afterwards, and he never said anything more about it.

I think of those old boys now and then, when the pulse and pressure of our quick-built age well up in my life. I think of them building for the long haul - for their grandchildren, for a future they cared deeply about. For them, a sense of pattern was neither luxury nor a burden. They knew, perhaps intuitively, that within the chaos of the world there was a discoverable order.

Maybe, like their stonework, they saw themselves as bulwarks against that chaos. Maybe, in the end they left us less with a collection of antiques than with a set of convictions: that even in their least public places, function should never overrule form, and that foundation ultimately determines superstructure. Maybe they saw something we've almost forgotten: that what you are when nobody's looking is what you really are.

REPRINTED MAY READERS DIGEST CONDENSED FROM THE CHRISTIAN SCIENCE MONITOR (DECEMBER 13, 1990)

Here we are at the Shell Service Station at Gales, 4.05am on Thursday 31st March, waiting for John and Pat Walker who duly arrived and after some minor adjustments to the V8's rear brakes, Newcastle here we come.

We made good time and travelled at around 55/60mph, with our first stop for petrol at Wallangarra. Next stop was Tenterfield for breakfast. A quick check of the cars and we were off again.

Everything was running quite smoothly until we reached Armidale where we stopped at traffic lights and found that the Midget's clutch didn't work. Furious pumping enabled us to select first gear and away to a park around the corner for the morning tea stop and check of the Midget, revealing the fluid was low in the master cylinder but not critical. We use Penrite silicon brake fluid and no Penrite dealer existed in Armidale.

By pumping the clutch we were able to select gears with some difficulty so we decided to press on. We stopped at Wallabadah for lunch and with the clutch still holding up, decided we might have better luck at Tamworth, to find yet again, no Penrite dealer, so we were forced to use ordinary hydraulic fluid.

Much to John's chagrin, as we were leading at this stage and just kept driving hoping the clutch would last the distance, poor John missed out on his afternoon tea break. We arrived in Newcastle around 5.00pm.

From this stage on, suffice to say, we had more than a few problems fixing the clutch slave cylinder. As Friday was April 1st we were beginning to think that everyone was playing April Fools' Day jokes on us with the wrong parts being offered/supplied on more than one occasion! The slave cylinder was out of the car three times during the weekend. At this stage I would like to add that without the generous assistance of all the Queensland crew the car would not have been repaired as quickly.

And so to the Nationals.

Friday was registration day with scrutineering of the cars also during the day. All of this was well organised and accomplished with a minimum of fuss. Friday night was the Noggin and Natter and this was held in the Newcastle City Hall, quite a spectacular building. The conversation noise was rather loud so everyone must have been having a good time and the very welcome food when it eventually arrived was most enjoyable.

Saturday was the Concourse and the weather forecast was rather ominous. Showers were predicted for the day and proved to be so, but the venue in a park at the base of Fort Scratchley and adjoining Newcastle Harbour was very picturesque. There was probably an example of just about every type of MG on display.

The SS South Steyne, a converted Sydney Harbour ferry was a suitable rendezvous for the nautical theme of the evening. Our

members masqueraded as a collection of blood-thirsty pirates, complete with Jolly Roger, cutlasses and more eye-patches than you could poke a hook at. It could be unkindly said that some of us did not really have to dress up. Dinner was a buffet style with a wide choice of menu, but unfortunately drinks were expensive to say the least and the selection limited.

The Queensland Club members were chauffeured to the evening functions in David Robinson's van (support vehicle). Thirteen Queenslanders and a ring-in from Western Australia made for a tight squeeze and about 20 laughs to the mile.

Sunday dawned bright and sunny and we were all off to the Motorkhana. I managed three WD's and John had two, but apart from that all the rest had a good run. Trophies were won by Peter R and David. John proved to be quite a crowd-pleaser with his blue smoke-filled run, entering as many garages as he could backwards.

After we had finished our runs at the Motorkhana we decided to take in some of Newcastle's sights. Sunday night was free so we decided to have dinner out. After a brief walking tour of Mayfield's low spots, into the van we piled and set off to find an RSL Club - not an easy task when you do not have a map and twelve people are assisting the driver navigate. We eventually found an RSL Club and had a most enjoyable meal.

Monday dawned another beautiful day and it was off to the Economy Run for us with everyone else going to the Hill Climb to compete. The surrounding countryside of Newcastle was quite pretty, and we were fortunate to place 3rd in class in the Economy Run while at the Hill Climb Peter R, John, Peter T, Ray and David won trophies.

Monday night was the presentation dinner held at West's Rugby League Club. The food and drinks were great. Trophies were presented and Samantha was judged Miss MG Australia before the dancing began. At 2.00am we were imbibing outside the cabins, no doubt causing other tenants to heave sighs of relief when we vacated next morning.

Tuesday, the last day, came all too quickly. The farewell breakfast held at the Belmont Sailing Club on beautiful Lake Macquarie was a time to say goodbye to all the people we had met and return home to Brisbane. We left Belmont around 10 am and took two days to drive home, via the coast road. The return trip was not quite as exciting as the trip down as the Midget managed to hold together, clutch and all.

Our one overriding thought about the whole weekend was the friendship extended by everyone and if you ever get the opportunity to attend an MG National, our advice is do not miss it.

Ron and Bev Clydesdale



MG Car Club Hunter Region National Meeting 1994

Competition Results

Class: D
MOTC

10 WILLIAM TYSON	N/P	61.99	56.74 *	63.19	33.07	214.99	11	42.31	2	39.38	61.32	39.38	2	8
11 ADRIAN BROOKS	N/P	43.02	30.01	42.09	21.89	137.01	3			48.24	44.31	44.31	5	11
47 NEVILLE ROXBY	N/P	44.83	35.49	46.29	23.74	150.35	6			39.03	39.17	39.03	1	4
85 PETER GOSTELOW	N/P	39.80	38.87	40.09	22.77	141.53	5							12
86 GEORGE PETHARD	2													6
126 ROB LAWSON	6	70.18 +	42.75	56.29	31.09	200.31	10	25.40	7					3
127 NORMAN RICHARDSON	N/P	45.70	56.74 *	42.32	23.57	168.33	9	40.13	4					5
134 BOB PHILLIPS	4							35.56	6					4
180 ROSS TAYLOR	N/P	47.61	37.71	45.57	25.89	156.78	7			46.99	46.38	46.38	7	3
181 PHILIP REDHEAD	1													9
189 PETER PAYMENT	N/P	50.36 +	28.37	34.16	20.33	133.22	1	36.86	5	40.11	39.44	39.44	3	14
202 RON HEANEY	N/P	48.49	35.25	48.83	27.34	159.91	8			43.54	42.83	42.83	4	4
232 BRUCE SMITH	N/P	42.77	32.43	42.94	22.14	140.28	4							7
253 BOB THEOBALD	N/P							64.58	1					3
268 PETER KERR	N/P	67.98	54.92	65.54	31.30	219.74	12			52.08	49.64	49.64	8	10
288 LEON BARGHOLZ	5							41.25	3					6

Class: K
MOB MKI (PUSH
BUTTON HANDLES)

3 GARY BOOTE	N/P	37.19	28.52	36.99	21.23	123.93	5			44.39	42.72	42.72	14	2
7 RICHARD MERRICK	N/P	55.11	29.23	51.94	27.03	+ 163.31	15			38.58	38.03	38.03	4	6
9 OLIVER MULLER	N/P	41.40 +	24.34	31.41	19.27	116.42	1			40.78	39.70	39.70	8	2
29 DARREN HODGSON	N/P	54.49	37.06	59.53	34.17	+ 185.25	19	39.12	2	37.17	36.90	36.90	1	19
45 JOY PEARSON	2													13
62 ROGER WHITE	4									46.87	44.37	44.37	16	4
63 RAY EDWARDS	N/P	38.07	29.87	53.35 +	22.10	143.39	10			46.00	38.53	38.53	6	3
94 LORRAINE PIKE	1													9
109 GRAEME SEMKEN	N/P	41.08	29.87	50.34	24.77	146.06	11			41.81	41.35	41.35	11	3
110 MAREA SEMKEN	N/P	46.91	34.21	64.79	27.37	173.28	17			44.07	45.05	44.07	15	2
121 GARY JOHN WHEATLEY	N/P	41.76	30.66	40.13	22.53	135.08	8			41.58	40.41	40.41	9	3
122 JEAN WHEATLEY	N/P	75.87 +	48.68 *	47.06	27.37	198.98	20							1
123 ANDREA WHEATLEY	N/P	50.74	31.93	47.13	23.50	153.30	12			46.85	45.15	45.15	17	2
124 JOHN COLLINS	N/P	36.33	27.51	33.98	19.83	117.65	2			37.30	37.78	37.30	2	12
172 RICK LITTLE	N/P	42.49	48.68 *	43.97	24.41	159.55	14			41.46	40.42	40.42	10	3
207 KEN MOIR	6	40.11	30.97	41.28	23.65	136.01	9							3
209 GEORGE QUINN	N/P							40.30	1					10
248 DAVID NEWELL	5	47.47	33.09	49.63	24.97	155.16	13	25.35	4					6
271 KENT BROWN	N/P	38.46	29.79	40.41	22.45	131.11	7			42.56	42.58	42.56	13	3
289 CHRISTOPHER BROUGHTON	N/P	69.80 *	32.47	49.16	24.11	175.54	18							4
292 PETER POLGLASE	3	45.58	48.68 *	46.09	26.14	166.49	16	17.60	5					9
313 DAVID WALKER	N/P	37.76	27.61	36.83	21.10	123.30	4	26.70	3	38.03	38.14	38.03	4	6
314 BROOKE WALKER	N/P	40.42	28.47	39.71	22.09	130.69	6			39.90	38.71	38.71	7	2
315 COURTNEY WALKER	N/P	64.80	45.84	84.09	36.33	231.06	21							2
335 MICHAEL BREWER	N/P	38.46	26.49	35.89	21.15	121.99	3			39.66	37.77	37.77	3	9

Class: R
MOB GT V8

6 ZBL WOOLF	N/P	44.25	31.67	45.13	23.09	144.14	4	28.15	3	46.09	44.16	44.16	8	5
15 DAVID H. WIGLBY	4	48.81	32.10	50.55	21.90	153.36	8			38.54	37.58	37.58	2	7
30 STEPHEN POLDHAZY	N/P	41.44	30.20	40.20	23.03	134.87	2			40.96	39.79	39.79	5	8
36 MURRAY ARUNDELL	5	38.37	28.69	50.14	21.73	138.93	3			40.01	39.72	39.72	4	10
65 BEV WATERS	N/P	56.09	29.53	44.59	23.52	153.73	9							8
116 EVAN REDMAN	3	44.03	29.44	50.73	23.07	147.27	6	33.64	1					5
117 BRADLEY RYAN	N/P	49.18	37.82	46.58	26.65	160.23	10			49.78	49.26	49.26	10	10
186 JOHN WALKER	N/P	61.09 *	30.27	55.73 *	31.65	+ 178.74	12			37.20	37.40	37.20	1	2
210 ROSEMARY DODDS	1	42.00	30.58	43.78	28.89	+ 145.25	5	32.93	2					11
211 ROSEMARY DODDS	2													17
260 STUART JONKLAAS	N/P	38.51	29.68	39.13	22.00	129.32	1			40.93	39.61	39.61	3	6
266 WAYNE RUSHTON	6	39.34	29.98	55.73 *	23.02	148.07	7			41.52	40.81	40.81	6	14
267 JUNE RUSHTON	N/P	61.09 *	31.73	50.36	31.65	+ 176.83	11			48.77	44.90	44.90	9	3
331 GREG SHIRRY	N/P									45.53	44.12	44.12	7	2

Class: T
MIDWINTER

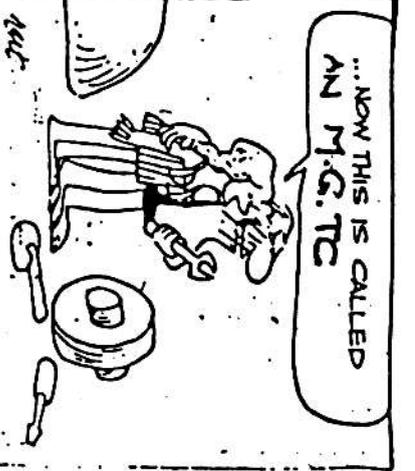
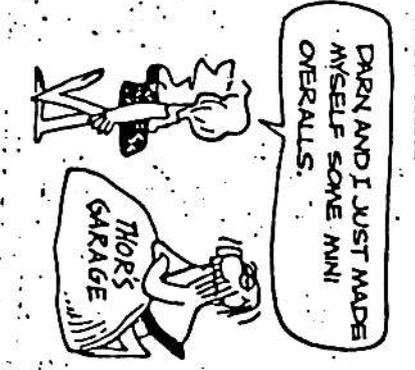
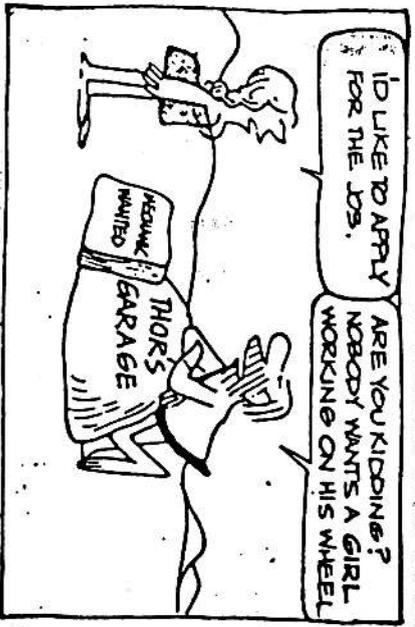
1	TAN HANCOCK	HUNTER REGION	N/P	39.60	27.65	38.63	21.70	127.58	7		39.34	38.87	38.87	2		39.34	38.87	38.87	2		0
23	DAMN HAYES	NEW SOUTH WALES	1	64.02	29.70	46.30	30.73	+ 170.75	19					2						8	
24	LYALL CLARKS	NEWCASTLE	3	38.00	28.56	36.84	22.29	125.69	4					4						16	
37	JOHN RIX	NEWCASTLE	N/P	46.77	30.47	43.10	23.63	143.97	15					15						8	
39	DALR POWELL	NEW SOUTH WALES	N/P	37.89	31.47	37.13	21.49	127.98	8					8						2	
66	BRIAN EXLEY	NEW SOUTH WALES	2																	11	
80	JONATHAN MOODIE	VICTORIA	5	41.75	30.89	40.60	22.74	135.98	13					13						6	
112	DON HARRIS	VICTORIA	N/P	34.93	24.56	33.51	19.77	112.77	1					1						11	
148	MATTHEW CHANDLER	NEWCASTLE	N/P	69.02	28.74	40.03	21.91	159.70	17					17						14	
149	JAN CHANDLER	NEWCASTLE	N/P	69.02	31.26	45.75	24.13	170.16	18					18						2	
154	RON CLIDESDALE	QUEENSLAND	4	69.02	36.26	55.33	27.78	188.39	21					21						2	
170	JULIE LEE	WESTERN AUSTRALIA	N/P	39.63	27.13	45.53	21.60	133.89	11					11						8	
171	GARRY LEE	WESTERN AUSTRALIA	N/P	37.00	25.47	33.50	20.38	116.35	2					2						3	
187	DELIA PAYMENT	QUEENSLAND	N/P	43.69	28.99	44.30	23.10	140.08	14					14						8	
188	SAMANTHA PAYMENT	QUEENSLAND	N/P	40.87	27.77	36.86	21.50	125.83	5					5						2	
212	RICK HUNT	NEWCASTLE	N/P	40.87	30.02	40.42	22.47	133.78	10					10						2	
213	JAMES HUNT	NEWCASTLE	N/P	38.65	28.03	45.30	21.94	133.92	12					12						2	
224	IRBNE TOAL	WAGGA WAGGA	N/P	62.49	36.26	55.33	29.98	184.06	20					20						4	
251	SUSIE RICHMOND	CANBERRA	N/P	45.88	29.30	50.33	21.57	147.08	16					16						2	
252	SIMON JOHNSTON	CANBERRA	N/P	39.55	26.46	38.45	20.81	125.27	3					3						2	
277	RICHARD PERRYMAN	CANBERRA	N/P	37.07	27.35	40.39	21.58	126.39	6					6						1	
332	TONY SLATTERY	GOLD COAST	N/P	46.27	27.74	35.36	20.93	130.30	9					9						5	
334	JOHN NORRIS	HUNTER REGION	N/P																	5	
344	MARTYN HOPPMANN	CANBERRA	5																	2	

Class: V
MIDWINTER ZA
TO MR IV

44	ANTHONY PEARSON	SOUTH AUSTRALIA	1	40.93	29.63	40.13	31.36	+ 142.05	1					1						24	
76	COLLEEN POWLER	SOUTH AUSTRALIA	3	64.60	37.90	57.21	26.36	186.07	5					5						15	
230	LESLIE SOMBRIVILLE	VICTORIA	4																	9	
262	LINDY TAYLOR	NEW SOUTH WALES	2	48.98	33.33	45.89	24.01	152.21	3					3						13	
290	PETER TIGHE	QUEENSLAND	4	43.98	36.19	56.46	25.52	162.15	4					4						12	
291	DAVID ROBINSON	QUEENSLAND	6	47.52	35.09	42.38	24.47	149.46	2					2						11	
347	IVAN PETRIE	NEW SOUTH WALES																		2	

Legend Concours: (N/P) - Non Placed

Hillclimb/Economy: (-) DNS or DNP
Motorcross: (+) WD, (+) Hit Marker, (+) Not Fully Gassed
Teach1: Morris Garages, Teach2: Butterfily, Teach3: Hopkirk, Teach4: Stalom



TARGA TASMANIA 1994

WITH DEAN AND LYNDAL TIGHE

The 1994 Targa Tasmania was held in late April early May, and Lyndal and myself would like to take this opportunity to thank all the people involved for all the help to make the event possible for us. To finish 15th outright and second in class in such a strong field of 280 was a very good result.

DAY ZERO PROLOGUE Day Zero was a 4 km stage around Gorgetown, the times were used for the starting order for the five days of the event. Neal Bates was fastest in a time of 2.39. We qualified 15th in a time of 2.50 only 2 seconds behind Dick Johnson in the Barchetta. The field was very strong, with 12 Nissan GTR's and some 30 or so Porsches, 15th was a good place to be. And a baptism of fire for Lyndal, who had never been in the pulsar when driven hard, "boy doesn't it go".

DAY ONE LAUNCESTON- LAUNCESTON The first day started easy with a quick blast from Launceston and finished with a sprint around (Longford, (where the old race track was). At the end of the day we had lost a total of 13 seconds, this placed us equal 13th outright and first in class.

DAY TWO LAUNCESTON -HOBART The second day started damp, with the first stage being very slippery, the stage was called the Sideling, and saw the demise of Dick and the Barchetta. The stage was very well suited to the 4 wheel drive cars and our time was 5th fastest, in the process passing one of the factory Porsches driven by the Tasmanian Porsche dealer John Pooley. Over the day we lost 1 minute 34 seconds this promoted us to 10th Outright, but with the faster days to come we soon realised we did not have the straight line speed of the top guns.

DAY THREE HOBART - HOBART The Third day was a blast down to the south west of Hobart, with a short squirt up Mt. Nelson. The day contained 6 stages, a total of 55.4 km of Targa. Ending the day with a time loss of 7 minutes 25 seconds this placed us 15th Outright and 1st in class. A hard day, Lyndal had a bad dose of motion sickness and a tough schedule to keep did not help matters. The highlight of the day was spending about 45 minutes at a road black, normally not very interesting, but when the car in front of you is driven by Roger Clark it becomes very interesting, a very nice gentlemen.

DAY FOUR HOBART - BURNIE Day Four started with a run through the Botanical gardens in the centre of Hobart, this was by far the roughest stage in the event but good fun and very well supported by the spectators. From here we travelled north to Symmon's Plains for three laps, it was good to drive around a place seen so much on the TV. Riana was the stage of the afternoon, 36 km of changing roads over three hills and two fast valleys in the middle, then a cruise into Burnie for a stop over and a display for the locals which was very well supported. At the end of day three we had dropped to 19th outright 2nd in class, the lack of top speed was starting to show. The day was very fast but when competing with GTR's we were simply out horsepowered.

DAY FIVE BURNIE - HOBART The final day, and the longest of all. A run down the West Coast to Hobart via Queenstown, the bald hill capital of the world and into the longest Targa of the event 52.5 km. Two 20 km stages and a 35 km stage and into Queenstown for lunch and a quick rest. The first stage from lunch was a quick blast up the hillside, two cars ahead of us, Max May backed his 911 Porsche off the side of a 120 metre cliff. We arrived to see him climbing back on the road. The next stage was the biggest of them all, with a very fast start and a climb at the end. This was the only stage that we were passed in, a Porsche 911 and the factory Mazda, like we were standing still. I never knew the new turbo Mazdas were so fast. The finish in Hobart was attended by some 15000 people, lining the streets all the way into the city. To finish and win a Targa plate was very satisfying.

Targa Tasmania was also filmed by the new Tasmanian television network Southern Cross Network, they are currently producing a 1 hour special that will be available on video and will be broadcast in August by the Nine network. The Southern cross Network also placed one of their "in car cameras" with us for day five. From this we have the complete day on video, guaranteeing at least some footage on the special.



The producers are sending a copy of the footage to us as soon as it is available, when it arrives we can organise a video night to give a good example of driving on pace notes and the speed of a bitumen rally if the club members are interested.

TARGA TASMANIA 1994

Andrew Miedecke and Alan Taylor driving a 1988 Porsche 944 "Cup" version, scored a last minute win in the thrilling 1994 edition of Targa Tasmania. The 2000km event finished in Hobart on Sunday May 1. Miedecke had engaged in a spirited six day battle with the Toyota Celica Group A Rally 4WD of rally champion of Neil Bates and Coral Taylor and despite a series of very fast runs through Targa stages on the final day, looked set to stay in second place until after the penultimate Targa stage at Tarraleah, Bates Toyota, backed by the Japanese factory and having world debut retired with a suspected blown head gasket. The car had started having overheating problems as it climbed the 99 bends out of Queenstown, but was still able to clean all the sections until the engine cried enough Gary Waldon, driving one of the James Hardie 12 Hour race Mazda RX7's had got within 5 seconds of the Porsche earlier in the day, but was unable to maintain the pressure on the Port Macquarie Ford and Mercedes dealer.

Multiple European Rally Champion Sandro Munari in the debut factory backed Lamborghini Diablo VT 4WD finished third in a car not entirely suitable to the tight twisting roads of Tasmania. Munari was immensely impressed the Targa, and has indicated that the factory will return next year with a different car, using the lessons learnt this year.

Jim Richards took fourth place in his private Nissan GTR after experiencing turbo seal problems on the first day. Another rallying great, Britain's Roger Clark took tenth place in the Porsche 968CS. Leading Queensland finisher was Guy Bedington and Peter Svensson in the Mazda RX7 in 11th place, while Dean and Lyndall Tighe placed 15th in the Nissan GTi-R.

Grahame Ward, navigating for Sir Jack Brabham in a new BMW M3 survived a high speed crash on the final stage of day 44 when the BMW slid sideways off the road and crashed into a tree, before spearing up the tree, coming to rest on its roof. They had been in seventh place outright at the time, and looked set to win their class.

The total of 35 special road closed Targa Stages made up the event, which was described by Miedecke as one of the greatest motorsporting events in the world today. Munari was very impressed by what he call the "ambience" of the Targa. He had not been part of a happier event for many, many years, and he felt the spirit of competitors was very nice. The 35 stages , with police supervision totalled just over 500km the longest being 52.5km on the final day. A total of 280 starters took part in the prologue, with over 230 classified as finishers.

Targa Tasmania General Classification Results - Outright

	CREW	VEHICLE MAKE	TOTAL
1	Andrew Miedecke - Alan Taylor	Porsche 944 Cup	00:03:46
2	Garry Waldon - Rod Horsley	Madza RX7	00:04:21
3	Sandro Munari - Jeremy Brown	Lamborghini Diablo	00:05:16
4	Jim Richards - Barry Oliver	Nisan GTR	00:07:11
5	Leigh Mundy - Terry Curain	Porsche 930 Turbo	00:10:54
6	Ray Lintott - Mark Stacey	Nissan GTR	00:11:27
7	Ross Ambrose - Terry Atkinson	Nissan GTR	00:14:29
8	Bruce Gowans - Tony Jackson	Toyota MR2	00:14:43
9	Roger Clark - Max Harvey	Porsche 968CS	00:14:45
10	Paul Bailey - Terry Bennett	Porsche 930 Turbo	00:14:48

Special Stages = 35. Total Special Stage Distance = 500km Overall Distance = 2000km

TORQUING TECHICAL!

Although some engines are more prone to oil leaks than others, there is no doubt in my mind that the quality of any engine repair, regardless of how well everything else may have been done, will finally be gauged by the assembler's ability to ensure that the engine is operating entirely free from oil leaks.

The practice of simply piling on compounds such as Shellac, or silicone rubber sealant's etc, (by amateurs and professionals alike), in a desperate endeavour to prevent leak is a no-no, and to be condemned for several reasons.

Firstly, more is *not* necessarily better, as any excessive silicone rubber squeezed into the engine during the tightening process may come free, roll into a ball and block off vital oil galleries and water passages with disastrous results. Some sealant compounds set hard and can make it near impossible to successfully separate and clean mating surfaces during future disassembly.

Oil leaks may not be to a faulty gasket, but rather to a distorted housing that is preventing the gasket from seating. (Use a straight edge to check for flat mating surfaces)

Gaskets

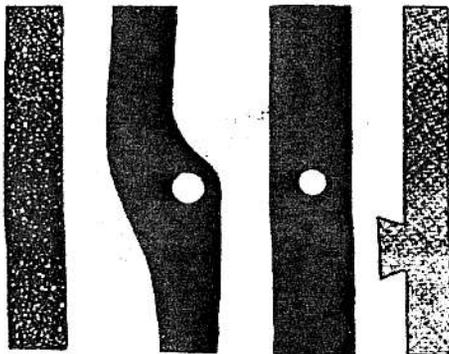


Figure 1 - gaskets are available in a variety of materials and deform under pressure to create a seal

A gasket is a soft flexible material placed between parts to prevent leakage. It can be made of fibre materials, rubber, neoprene

(synthetic rubber), cork, treated paper or thin steel. (Fig 1).

When the parts are fastened tightly together, the gasket is compressed and deformed. This forces the gasket material to fill small gaps, scratches, dents or other imperfections in the mating surfaces. A leak-proof seal is produced. (Fig 2).

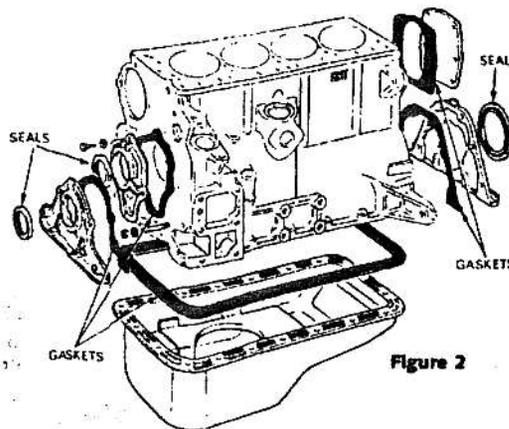


Figure 2

Gasket Rules

When working with gaskets, remember the following

1/ Inspect for leaks before disassembly.

If the two parts are leaking, the mating surfaces should be inspected closely for problems - check for distortion, corroded or deformed surfaces, stripped fastener threads etc.

2/ Avoid part damage during disassembly.

Be careful not to nick, gouge, or dent mating surfaces when removing parts. The slightest unevenness could cause leakage. The hide end of a copper/hide hammer is ideal for tapping around stubborn parts to initiate movement. Check a second time to ensure that all bolts, nuts and locating screws have been removed (it's easy to miss one).

3/ Clean off old gasket carefully.

All of the old gasket material must be scraped or wire brushed from the old parts. Use care, especially on aluminium and brass. These soft metals are easily damaged. Use a dull scraper and wire brush lightly. The removal of particularly stubborn gaskets can be aided by using a spray on gasket remover. This softens the gasket material, enabling it to be more easily

scraped from the surface.

4/ Wash and dry parts thoroughly.

After gasket removal, wash parts in a solvent. Blow dry with compressed air if possible. Then wipe mating surfaces with a clean lint-free cloth.

5/ Check new gasket shape.

Compare the new gasket to the shape of the mating surface. Lay the new gasket into place and inspect. All holes and sealing surfaces must match up.

6/ Use sealer if needed!

Some gaskets require sealer. Sealer is normally used where two different gaskets come together. (Fig 3). It will prevent leakage where gaskets overlap, and will hold the gasket during assembly where necessary. Use sealants sparingly. Too much sealant could clog internal passages in the assembly.

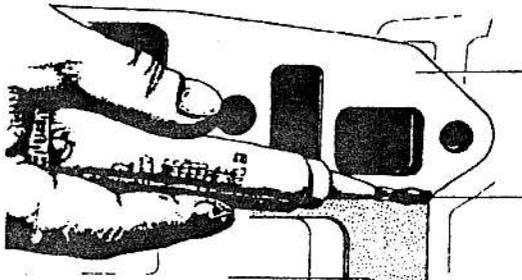


Figure 3— Using gasket sealants

7/ Hand-start all fasteners before tightening.

After fitting the gasket and parts in place, screw all bolts in by hand until finger tight. This will assure proper part alignment and correct threading of fasteners. It also lets you check bolt lengths. If you have a large selection of bolts to choose from and are unsure which length to use, use the depth bar on a set of vernier callipers to measure and transfer it to find a suitable length bolt.

8/ Tighten in steps.

When more than one bolt is used to hold a part, tighten each bolt a little bit at a time in a little bit at a time in a crisscross pattern until the recommended torque is reached.

9/ Do not over-tighten.

It is very easy to tighten the bolts too much and deform sheet metal parts and split or break the gasket. Apply only the specified torque.

By Clive Broadbent from CLASSIC CAR.



1994 IRONMAN

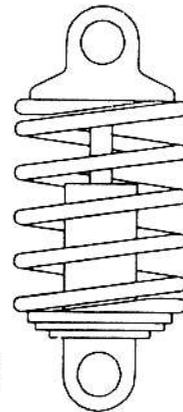
WEEKEND

19-21st AUGUST

Supplementary
Regulations
Contact Joan Appleby
Phone 857 1561

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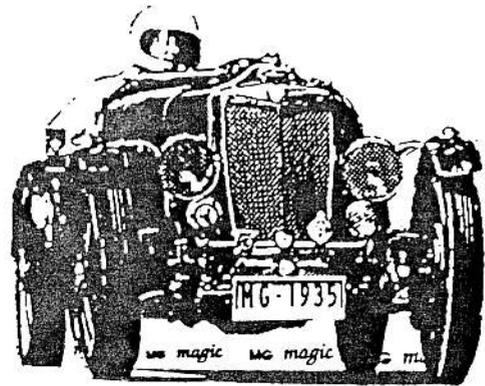
UNIT 5, 5 JOHNSTONE RD (CNR BELCONNEN CRES)
BRENDALE, QLD, 4500

Phone: (07) 205 3165

NAMBOUR MATTER TO NEWCASTLE

-by Peter Kerr

I was last in Newcastle for a National Meeting in 1985 and was really looking forward to a return visit in 1994 for two reasons. Firstly, I could now run my pre-war Magnette in the extended Pre-war racing class. Previously I had to run in Sports Car Class and that was a real pain, not only for me but also for other competitors who had to put up with me driving all over them in the speed event. Anyway, at the eleventh hour my Magnette was grounded by the decision of a colleague, so I returned the borrowed trailer and attempted to fabricate a nose blower in 7 days. On the 7th day it became obvious that I would have to make some alternative arrangements. Little did I know that my counterpart in Melbourne, Ian Mawson, was making similar decisions after his P type spat the dummy on the dyno! I also wanted to be at Newcastle because it is such a great venue for a National Meeting.



**IN PETER KERR'S
OWN WRITE**

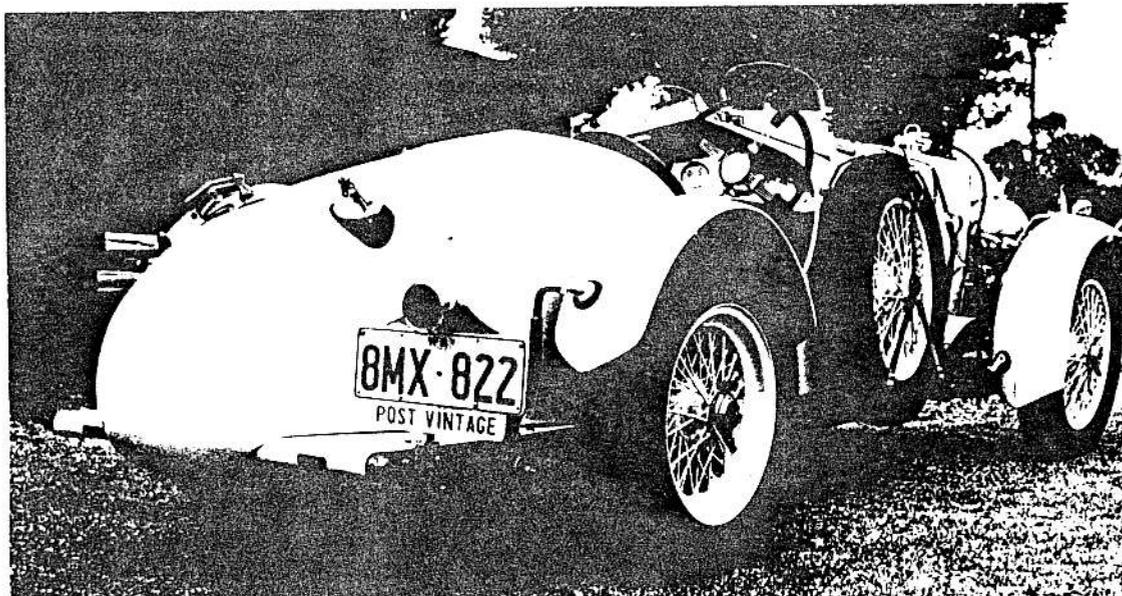
I greased the TC, changed its oil, and packed a few spares including a crown wheel and pinion, and packed the ports. We have experienced a solid month of tropical rainstorms and things really looked bleak. However, rather than waste my entry, I also fueled up the BMW ready for a wet start. I was working till 9.15 p.m. on Thursday night, so after finishing dinner at 10 p.m. we had some shuteye ready for a 4.am. departure. At 6 a.m. on Good Friday morn the clipper blue TC headed south fully loaded including 2 large ports on the read luggage carried. We enjoyed the first sunshine in months and the trek down the New England Highway in Autumn was really magical. Queensland does not have an autumn really, so the avenues of trees just amazed us. During lunch in the gardens at Armidale we collected leaves to send to daughter Jo-anne who had attended the University of New England as a student in 1992 and 93, but was now living in Alice Springs. Other travellers commented on our wandering TC. I had to explain that I aimed it rather than steered the MG at speed. Anyway, we arrived at Newcastle sometime after 7. p.m. and were late registered and scrutineered. We enjoyed a meal at Sizzlers, a new addition since 1985 within walking distance of the Town Hall. It was quite comforting though, to recall the town layout which I had learned 9 years earlier.

Saturday was concours day and a chance to catch up on old friends. Walter held a meeting with pre-war owners and it was decided to scrap the pre-war racing class because numbers were down. It reminded me of a similar meeting years earlier when the MGA roadsters voted to scrap the coupe class for similar reasons. The trouble with those racing cars is we use them and they break! I should have suggested that we don't use them to get a full class of entries. I believe there is one sure way to discourage racing cars to the Nationals, and that is to scrap the class. By all means change the other groupings if owners agree.

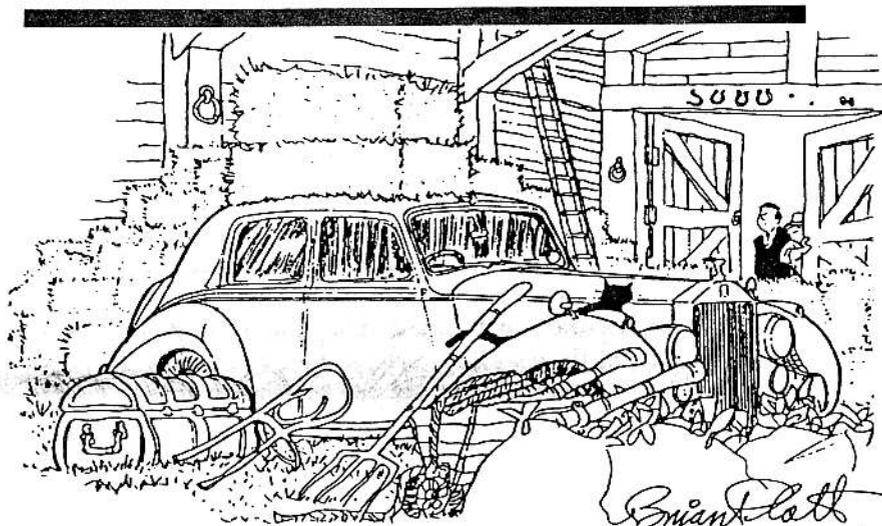
I had an entry in the Motorkhana and the Hillclimb, so I used TC 9525 as a learning experience around the courses. A bog standard TC with 19 inch wheels and not so much as even a datsun steering box must be treated gently - none of this coming backwards through the finishing line for us thank you. The highlight was to see Bill Tyson complete the course for the first time ever in his TC. He had entered in previous years, but not run, so we gave him a big cheer as he waved his time car aloft at the finishing gate.

After the farewell breakfast on Lake Macquarie we followed the Hunter Club J van across to the wineries. It was lovely to be back at Murray Tyrrells again. In 1985 I explained I wanted to take something better home than the sample wines. He scratched his head and muttered: "that's hard; that's hard." This year I had Marg on site and she soon had some nice wines selected. We adjourned to the balcony of Cafe Mac's and surveyed the vines (and the wines). Our return to Newcastle was marred by what sounded to me like the gearbox rear bearing. It turned out to be the diff. I looked up the Directory to find a dealer to make a warranty claim but had to resort to phoning Nambour for my replacement diff in the shed (which I could guarantee would get us the 1200 km home). Of course I had the shed key in Newcastle. Lloyd and Brad took 20 seconds to get into the shed with bolt cutters - they confirmed the Magnette was safe. Sadly, the package became lost in the system and ended up in Sydney. We waited patiently and waved each interstate bus down outside our unit in vain. I eventually collected the diff at 1.30 a.m. on Saturday morning by cab from the Newcastle depot and installation began at 6 a.m. The longest job was actually installing the floor boards et al and packing all our gear again. Thanks to Matthew and Stuart at Hunter Valley MG - nice to have friends in a strange town.

Once the diff was confirmed as shipped but then missing in transit we were able to explore Newcastle and surrounds by public transport. We found Hamilton by bus, Nelson Bay, Fingle etc and had a lovely train trip trough the Hawkesbury to Sydney. We hit the Rocks, Centre Point Tower, Powerhouse Museum, the monorail, and became typical tourists. We chose to see Naked Gun 33 1/3 rather than the heavy Oscar winners and laughed so much we didn't say diff once for the rest of the day. The pubs sell \$2 schooners near the University so what else do you need. I also had a lovely evening at the Hunter Clubrooms and caught up with Ray Tolcher, Brian and Jeanette George and Roger Waters. The Redmans kindly drove me back to Mayfield when I couldn't get a cab. Ian Lloyd showed his slides which ranged from his first M type to MGs in the German Black Forest - lovely stuff.



Our trip home up the Pacific Highway included an overnight stop at South West Rocks to stay with Lorna and Bill Tyson. Lorna has just had the pins removed following her fall at the gorge in Launceston during the 1992 Nationals when she broke her ankle. She drove around Tassie and home to New South Wales in the TC with her ankle in plaster at the time. We arrived home on Sunday at 7.30 pm in time to unpack and go to work on Monday morning. I drove the TC to work and it was certainly battle scarred with bugs splattered all over it. Still, we had had a ball. The highlights were the reunions. I just love it. Marg said the highlight was Samantha winning the Miss MG. She really deserved to win too. Marg also enjoyed driving in an open car and the sight and bush smell was magic. I had the MG grille to wire up on the BMW but the TC was tops. On the free night Marg and I snuck off to the anchors for some seafood. Nice and quiet with a table full of MGCCV members. We loved it - thanks for the memories. It was also lovely to talk with enthusiasts who remember my clipper blue TC. It still carries the original registration of OX-589 and is unknown in Queensland - except to solve the odd originality argument at the concours. I was reminded of Ethels 21st birthday party - TC 9525 got a key and all. That was about the time she starred in a bubbly, bubbly Tarax soft drink commercial for the tely. Enough.

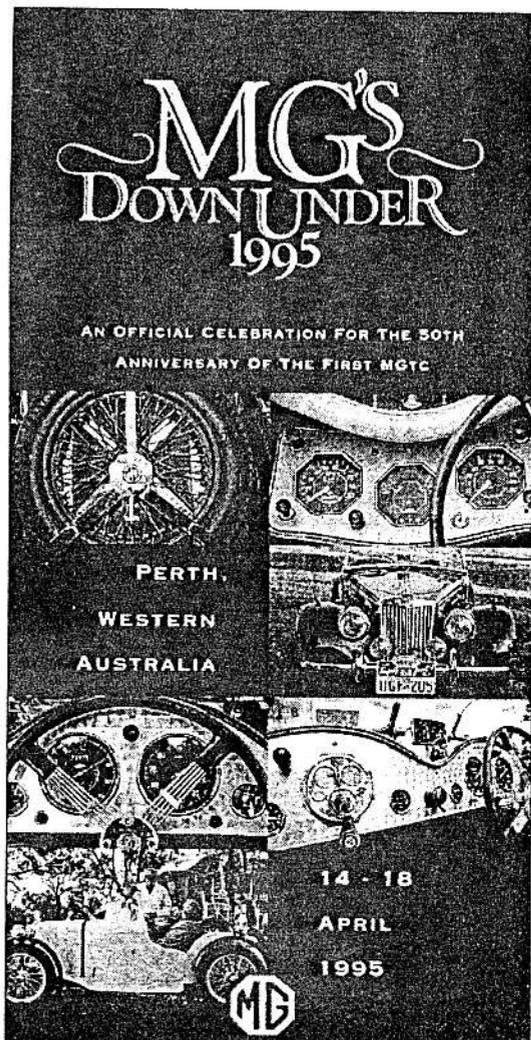


"Arr . . . the ol' car be in 'ere since 1949. Don't suppose she be worth much now?"

NATIONAL MEETING TO PERTH 1995

Organisation of this event is already well advanced. The West Australians presented a professional package at Newcastle including a full colour brochure describing their plans, registration forms detailing registration, and accommodation costs and issuing a challenge to East Coasters to attend.

Some Accommodation has been booked by Delia Rayment and further enquires should be directed to Delia.



The Nat Meet will be based in the picturesque, historic port town of Fremantle. The events follow the usual pattern with a few twists.

Friday April 14th.

Following registration, a traditional "Nog'n Natter" will be held Harbourside, overlooking the port of Fremantle. This will be an opportunity to meet and chat with old and new friends in the convivial surrounding of Fremantle.

Saturday April 15

Go to goal - An evening with a difference. Its back to the convict days of the 1860's with dancing to a real Australian Bush Band. All this takes place within the walls of the historic Fremantle Prison.

Sunday April 16

Have the evening off - you deserve it! This is the time you wander amongst Fremantle's sights and sample the many excellent restaurants, cafes and pubs, with possibly a boat cruise on the Swan River.

Monday April 17

The Trophy Presentation Dinner - the presentation will be celebrated with a formal dinner comprising of five star cuisine complemented by Western Australia's finest wines.

Tuesday April 18

The Farewell Breakfast is to be held at Lombardo's, one of the famed America's Cup restaurant overlooking the Fishing Boat Harbour.

Tour

Optional guided tour of the South West corner of W.A. Travel by bus or drive your car for including Margaret River and Albany.

All MG Races

To be held on the weekend following Easter at Wanneroo. A 2 day race meeting including regularity events for all MG models.

All this sounds like a well planned meeting. So far the response has been good from our MG owners but all the more makes it merrier. Some details of the costs are listed and Rayments would only be too willing to discuss the Meet with you. Phone 07 300 3148.

Distance to Perth is approximately 4400 kms or 2700 miles. The relevant costs are shown in the table below. Prices to send the cars by Car Transporter from Brisbane to Perth (minimum 5 cars) \$1157 each one way. Perth to Brisbane return \$2223. Perth to Adelaide only \$230 per car. These are the only the initial prices and inquires have been made with TNT and TGK Car Carrying. The other alternative is to travel by train with the car. Prices as per the following page.

Petrol costs for oneway trip Dollars

	@ 25mpg	@30mpg	@35mpg
Gallons used	108	90	77
Cost per Litre	Dollars		
@ 90c	442.26	368.55	315.90
@ 95c	466.83	389.03	333.45
@ \$1.00	491.40	409.50	351.00

Accommodation

4 nights @ \$60 Dbl	\$ 240.00
Food	
5 days @ \$35 Dbl	\$ 175.00

Total for oneway trip Dollars

@ 90c	857.26	783.55	730.90
@ 95c	881.83	804.03	748.45
@ \$1.00	906.40	824.50	766.00

NATIONAL MEETING TO PERTH

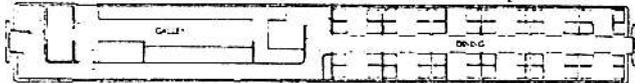
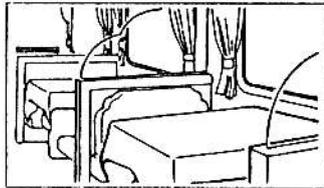
AN ADVENTURE THAT SPANS A CONTINENT

INDIAN PACIFIC

The name Indian Pacific is derived from the Pacific and Indian Oceans which are linked by this great railway adventure. The complete journey takes 64 hours travelling 4352km from Sydney in New South Wales to Adelaide in South Australia then to Perth in Western Australia. The train has three classes of travel - First Class offering Twinette and Roomette sleeping accommodation including all meals, Economy Twinette sleeping accommodation with all meals and Coach Class which provides reclining seats with no meals included. The train can carry a maximum of 106 First Class, 32 Economy and 104 Coach Class passengers.

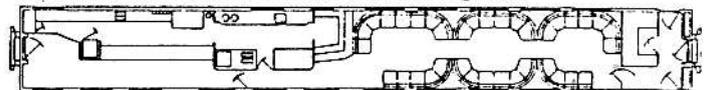
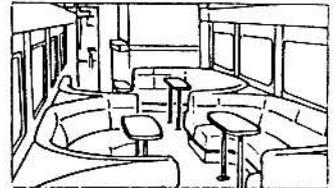
DINING CAR

All First Class and Economy Class passengers are served their meals in the Dining Car. When the train is full, there are 3 sittings for meals, each taking approximately 1 hour. The Senior Dining Car Steward contacts all passengers after the train departs to determine which sitting is required. Breakfast usually commences at 7.00am, lunch from 12.00 noon and dinner from 5.30pm. Meals are usually three course table d'hote menus and a selection of Australian wines is available for purchase.



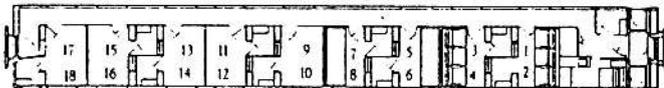
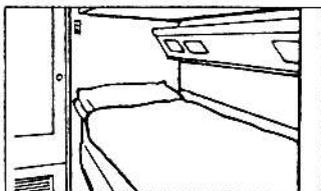
ECONOMY CLASS LOUNGE AREA

Located in the Coach Class buffet car, this small lounge area is for the use of Economy Class sleeper passengers only. Lounge seating is vinyl covered. Passengers can purchase alcoholic and non-alcoholic drinks, and snacks such as potato chips, nuts and sweets from the buffet. These can be consumed in the lounge area.



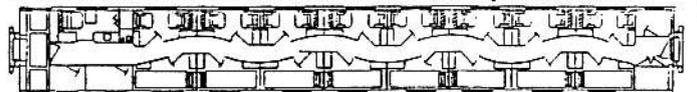
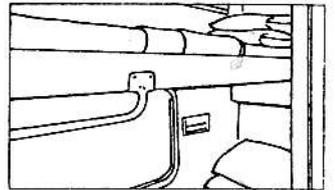
FIRST CLASS TWINETTE SLEEPERS

Private compartment with a three seater lounge, converting to an upper and lower sleeping berth at night complete with pillows, sheets and blankets. En-suite with shower, wash basin, toilet, towels and face washers; 3 pin 240V AC power point, wardrobes; full length mirror; reading lamps, foldaway table; chilled water dispenser; luggage storage space and Conductor call button. 9 compartments to a car.



ECONOMY CLASS TWINETTE SLEEPERS

Private compartment the same size as a First Class Roomette, with two facing lounge chairs, converting to upper and lower sleeping berth at night complete with pillows, sheets and blankets. Includes wash basin, towel and face washer, wardrobe, vanity mirror, 3 pin 240V AC power point, reading lamps, foldaway table and Conductor call button. Showers and toilets are located at the end of each car. 16 compartments to a car.



FARES	FIRST CLASS INCLUSIVE *		HOLIDAY CLASS **		COACH CLASS SEATS	
	ADULT	CONCESSION	ADULT	CONCESSION	ADULT	CONCESSION
FROM SYDNEY TO	\$	\$	\$	\$	\$	\$
Adelaide	334.00	220.50	199.00	114.50	110.00	84.50
Kalgoorlie	758.00	489.00	489.00	274.50	270.00	214.50
Perth <i>1000 43.50</i>	932.00	612.50	598.00	344.00	290.00	254.00
Adelaide to Perth	598.00	392.00	399.00	229.50	180.00	169.50

* Includes sleeping berths and all meals. ** Includes sleeping berths but no meals.

TRAVEL FACILITIES AND SERVICES

- SLEEPING BERTHS:** These are provided for both First and Holiday Class travel only.
- DELUX COMPARTMENT:** Contains a three-quarter bed and an upper sleeping berth, ensuite shower, toilet and washbasin, lounge chairs, wardrobes and usual first class appointments including large double glazed picture windows with venetian blinds. To occupy this compartment a minimum of 2 Adult First Class fares must be paid plus a compartment fee of \$120.00 per night.
- FIRST CLASS ROOMETTES:** Consist of single berth compartments each containing a wardrobe, washbasin, towel, power point, (240 volt A.C.), toilet facilities, vanity mirror and bedding. Shower are located at the end of the Sleeping Car. NOTE: There is no single supplement charge for roomettes.
- FIRST CLASS TWINETTES:** Consists of two-berth compartments each containing two wardrobes, ensuite shower and toilet, towels, washbasin, vanity mirrors, power point, (240 volt A.C.), bedding and reading light. Two twinettes linked by an inter-connecting door through the shower recess are available on request.
- MOTOR VEHICLE AND TRAILERS**
- | | SYDNEY - ADELAIDE | SYDNEY - PERTH | ADELAIDE - PERTH | PORT AUGUST - PERTH |
|---------------------------|-------------------|----------------|------------------|---------------------|
| Not exceeding 5.5m | \$ 175.00 | \$ 465.00 | \$ 290.00 | \$ 270.00 |
| Exceeding 5.5m up to 8.2m | 175.00 | 697.50 | 435.00 | 405.00 |
- Motor Caravans**
- | Max Height | 1.57metres | 405.00 |
|------------|------------|-------------|
| | | 1.94 metres |

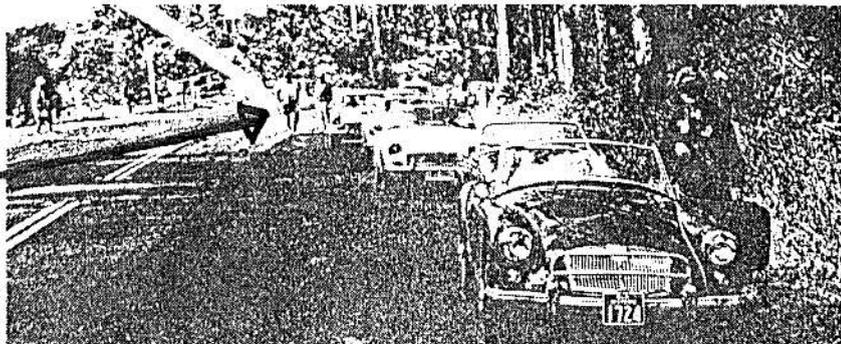
ANZAC DAY RUN

by John Walker

How lucky can you be? Anzac Day dawned fine and sunny - and STAYED that way. Cars started arriving very early at our rendezvous - The Ferny Grove Tavern Car Park - and by the time we got underway we had 20 cars in our convoy. Seventeen MG's and 3 non marque cars from as far afield as Gympie (West's and Whites) and Carrara (Martyn and Mary). The route passed through the small communities of Samford, Closeburn and Dayboro then continued up the ever winding (but very scenic) road to Mt. Mee. The cars were given a breather here while waiting for the tail to catch up

NEW GUIDE POST
JOHN KINGCOTT

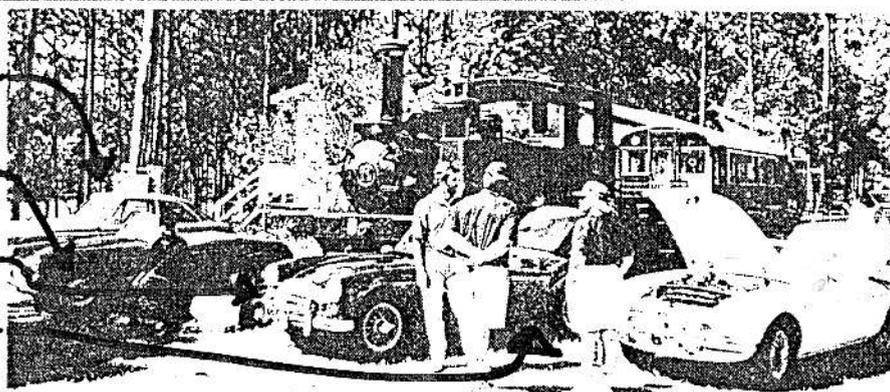
(COMMENTS BY
AUTHOUR NOT EDITOR
ED.)



BRIAN HUNTERS GT

MISS MG (1994)'s
"Thomas the Midget"

JOHN WALKERS MGA
PAUL STRANGE
MARTYN JENKINS
MARY JENKINS



Woodford was our venue for Morning Tea. By this time everybody was ready for a comfort stop. After a short visit in the main street, we headed for the DURUNDUR Railway Park for our tea and bikkies and a look at the old steam train.

Jeannie produced a Birthday Cake (That's why we had to wait for the tail!) for David. Happy Birthday was sung (badly) by all and Kimberley served the cake. With so many people to catch up with, new cars to check out, past and future National Meetings to discuss and wedding photos to look at, it was nearly lunch time before we headed off to our next stop.

This proved to be a bit embarrassing for the organisers as we couldn't find Coochin Creek National Park. After making a few enquiries from the locals, we decided the Park at Beerwah was handy and suitable for our needs - and we were starving! All the cars looked great lined up in the park, and everyone happily settled in the shade with blankets and picnic baskets.

After most of the cars had departed, the last half dozen stayers decided to go find this Coochin Creek National Park - and we did! After crossing both the old and new highways and travelling along single vehicle lanes and single vehicle wooden bridges there it was - and the verdict? Our stop at Beerwah was much better for us and the cars.

A big thank you to all who attended and made the day the success it was.

Those who attended were:-

Samantha Rayment and David Lake	Midget	Ron and Bev Clydesdale	Midget
Delia and Peter Rayment	MGTC	Wendy and Errol Hoger	MGB
Glen and John Boyce	MGB	Helen and John Kingcott	MGB
Kerry and Paul Strange	MGB	Mary and Martyn Jenkins	MGB
Brian and Helen	MGB	Pat and John Walker	MGA
Barbara and Alwyn White	MGA	Delma and Colin West	MGTF
Gil and Peter Calahane	MGTF	Bronwen and Fred Douglas	MGBGT V8
Brian Hunter	MGB GT	Barry Smith & Family	Holden
Peter Tighe, David Jeannie Kimberley Robinson	MG Magnette	David	Subaru
Plus visitors Wilbur and Margaret Holden Owners of TF under restoration.			

POINT SCORES TO DATE (18th May)

Ladies Trophy

NUMBER	CHRISTNAME	SURNAME	DRIVER	NAVIGATOR	HILL	TTL	PLACE
2196	SAMANTHA	RAYMENT	0	14	6	20	1
2227	PAULINE	GRAHAM	0	0	14	14	2
2067	KERRY	STRANGE	0	14	0	14	2
2253	ZOE	McCONNELL	0	0	4	4	3
2331	PRIMROSE	ROGERS	0	0	4	4	3

Closed Touring Assembly - Driver Trophy

NUMBER	CHRISTNAME	SURNAME	FEB	MAR	MAY	JUL	AUG	OCT	DEC	DVR	PLACE
1461	PHILIP	HUTCHISON	10	10	0	0	0	0	0	20	1
1946	ANDREW	LAKE	8	6	0	0	0	0	0	14	2
1987	PAUL	STRANGE	3	10	0	0	0	0	0	13	3
1224	BARRY	SMITH	10	0	0	0	0	0	0	10	4

Closed Touring Assembly - Navigator Trophy

NUMBER	CHRISTNAME	SURNAME	FEB	MAR	MAY	JUL	AUG	OCT	DEC	NAV	PLACE
1555	CHRIS	LAKE	10	10	0	0	0	0	0	20	1
2067	KERRY	STRANGE	4	10	0	0	0	0	0	14	2
2196	SAMANTHA	RAYMENT	8	6	0	0	0	0	0	14	2

Racing Drivers Trophy

			FEB	NOV	RTTL	PLACE
1878	PAUL	LIVADITIS	20	0	20	1
1467	DALE	JEFFERIES	20	0	20	1
1892	STEPHEN	POCOCK	20	0	20	1
2371	RUSSELL	PENFOLD	20	0	20	1
2420	TONY	PATCH	20	0	20	1
2125	SHANE	EKLUND	20	0	20	1
2416	GUY	BEDINGTON	20	0	20	1
1245	DAVID	ROBINSON	20	0	20	1
2514	CHRIS	MADDEN	18		18	2

Marque Sports Trophy (No Working Bee Points allocated yet)

NUMBER	CHRISTNAME	SURNAME	MAR	APR	JUL	SPT	AUG	OCT	NOV	MARS	PLACE
1740	JOHN	BROADBENT	12	10	0	0	0	0	0	22	1
482	JOHN	WALKER	10	8	0	0	0	0	0	18	2
869	PETER	RAYMENT	4	10	0	0	0	0	0	14	3
2518	JOHN	BOSCI	12							12	4

Best MG Trophy

NUMBER	CHRISTNAME	SURNAME	DRIVER	NAVIGATOR	HILL	RUNSOC	TTL	PLACE
869	PETER	RAYMENT	10		0	14	18	42
2008	PETER	TIGHE	9		0	12	18	39
1245	DAVID	ROBINSON	0		12	9	18	39
482	JOHN	WALKER	0		0	18	18	36
2196	SAMANTHA	RAYMENT	0		14	6	12	32
1861	JOHN	CRANE	0		0	0	18	18
1406	DELIA	RAYMENT	0		0	0	18	18

Best T Type Trophy

NUMBER	CHRISTNAME	SURNAME	CTA	RUN	HIL	MOT	TTL	PLACE
869	PETER	RAYMENT	10	18	14	0	42	1
2196	SAMANTHA	RAYMENT	14	12	6	0	32	2
1406	DELIA	RAYMENT		12	0	0	12	3
2013	PETER	CAHALANE		6	0	0	6	4

Speed Trophy (No Working Bee Points allocated yet)

			MAR	APR	JUL	SPT	AUG	OCT	NOV	HIL	PLACE	WORK	RUN
1740	JOHN	BROADBENT	12	10	0	0	0	0	0	22	1	0	22
1977	JOHN	DAVIES	10	10	0	0	0	0	0	20	2	0	20
878	IVAN	TIGHE	8	12	0	0	0	0	0	20	2	0	20
2316	KEN	FREEBURN	10	10	0	0	0	0	0	20	2	0	20
1892	STEVE	POCOCK	10	10	0	0	0	0	0	20	2	0	20

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

CLOSED TOURING ASSEMBLIES (DRIVER and NAVIGATOR TROPHIES).

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

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

MOTORKHANA TROPHY.

Club Motorkhanas held during the year including nominated QMC rounds. Run over 6 classes. Class A - Production vehicles with a wheelbase up to 2150mm B- 2151mm to 2390mm C- 2391mm to 2650mm D- greater than 2651mm F- Motorkhana Specials H- Production 4WD Vehicles. Points allocated for positions in the various classes. Refer Table A. Plus 2 points for Fastest Time of Day.

*****Points gained are transferred to the..**BEST: All Rounder -T Type - MG - 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 and the Marque Speed trophy.

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

Plus 2 for Fastest Time of Day, Overall. Plus 2 for breaking 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 to a maximum of 12 points. These will only be added to your Speed & Marque Speed trophy (where applicable) 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.

The following trophies (*) points score is derived from the above trophies are are not further transferred.

***MARQUE SPORTS CAR SPEED TROPHY.**

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

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.

***BEST T TYPE**

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

***BEST MG**

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

Best MG MOTORKHANA

Points gained from all nominated motorkhanas. Placings are based on production MG cars in classes as per Motorkhana Trophy.
Plus 2 points for the fastest MG. (These points do not transfer to any other trophy.)

LADIES AWARD.

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

RALLY TROPHIES (Drivers and Navigators)

Points allocated from outright positions from Open & Closed Qld Rallies to which MGCC of Qld Inc. is invited, and that does not excluding any particular grade of driver (Novice, Clubman, Recognized or Classified) from the event.

To be included in Rally Trophy will be Sprint Rallies. (These points do not transfer to any other trophy.)

RACE CAR POINT SCORE

Shall be conducted on MGCC of Qld Inc race meetings. The number of races counting shall be the same for all classes. Groups as listed below:

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

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

TABLE A

1st 10points, 2nd 8points, 3rd 6points, 4th 4points, 5th 3points, 6th 2points, 7th to end of field for all starters 1point.

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 in any of the trophies.

So much to tell and so little space. I've heard so much from so many and if only I could tell these stories, many would be so embarrassed and Sump Plug in so much trouble but there are still some I can tell you all about. Bumper Issue.

Heard Bill Norris ventilated the spare engine on his recent trip to Parkes. Appears Bill and Per put the spare engine in because of problems with the usual one. Had a rattle in it on Per's first and only run and then Bill had to blow it up at 11000 revs before he got a timed run. Sounds a bit like David and Peter's gearbox in the Magnette. Now did the chicken come first or the egg!!!! Per has eventually beaten Bill but not the way he probably envisaged. Thanks must go to both for the help they gave Ivan & Joan Tighe.

Seems the gremlins have gotten into the Kaditcha as well. Clutch played up and only one timed run which was good enough for 3rd Outright. Congratulations! Seems new engine must have the gr..gr..grunt! QHC should be like an Australian Championship.

Did you hear about the new "PAT BRAKES" in MGB's. Named after the discoverer. It appears that when red MGA's and white MGB's start to travel too quickly on day runs, then the pat brakes work on the left arm. Seems to work very effectively. Any good for Hillclimbs John and Paul. Could be better for Regularities.

Heard Col West say that after John Walker the organiser getting lost on the day run recently on Anzac Day that perhaps he should have read the article on Setting Night Runs by John Crane.

Heard about the removal of eye spectacles from National Meeting Competitors by another competitor and then asked to count the fingers. Don't know what that was about but sounds like only half the story. John Walker was in top engineering form also. Asked Peter Tighe when the wheels were off the Magnette if he made the coil over shocks for it? Bit more advanced in 54 then when MG built the V8 GT's eh!! Why were the Rayment Family all in one bed in a 5 bed cabin? Chris Broughton from WA reckons he was going to play up, but no one saw him doing anything I shouldn't write about. Sam was seen eating Buffalo meat at the RSL - something about lean meat??? Magnette support Vehicle Madza Van was seen with up to a large number of supporters (unable to count) sitting, standing and lying down. One female occupant was said to say that the fuel drum she was sitting on had performed surgery upon her body. Our illustrious and infamous president with the foot in mouth disease remarked to Samantha that he liked her Adelaide's National Meeting Pyjamas better than Newcastle's. Reply was that I didn't were any last year. Some-one's got the story wrong or -or right.

Peter Tighe trying to borrow red MGA racer. Pat reckons that it's been sitting around without a battery so she says it must be time for it to do something useful. Some gossip that it was sold for a battery, but John must have found a battery in the V8GT so he could take it on the day run. Peter reminded John about this deal at Newcastle but John said not to confuse him on race day.

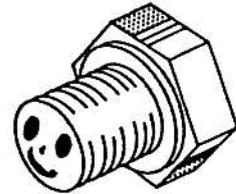
Congratulations to Dean and Lyndall Tighe in coming 15th Outright and 2nd in Class in the 1994 Targa Tasmania. Top Effort to them and their crew. Bad luck to Dick Johnson with his different form of parking.

Brett Peters did well in the 12 Hour finishing 3rd in the Porsche. Also heard that the stork visited recently. Congratulations to all concerned. (See Stork Bulletin. Ed.)

Appears that John Walker has the headaches not Pat. Strange story!!

Walkers and Clydesdales off to Sydney to race Model Cars. Husband and wife team in front and back. Only lasted to Ipswich turnoff and the girls were relegated to the rear for talking too much. Could have been a long trip to Sydney. Pat reckons she can only drive for 15 minutes and then he has a crook (maybe crooked) neck.

THE LOW DOWN ON DIRTY OIL & GOSSIP



With SUMP PLUG

Sump Plug continued

Ask David (Crasher - Sometimes known as "Hard Luck") Robinson just how wary he is about Formula Fords. Always has been doubtful of their use of rear vision mirrors, but knows for sure now.

Heard recently Tony (Wizard) Jewels complaining that he had missed one wallaby but the other one hurt his bus. Not only was he concerned about his bus but he lamented that it was a local Tamborine Wallaby. Must come with name tags down in the bush. Also did the spinner act in "Hungry" at QGRA Meeting and has had to have nose surgery done.

Vern Hamilton now the proud owner of the late John Dooley Bulant, was out for a test and sort day at the same QGRA Meeting. Just running the engine in, not happy with the brakes, only done 8 laps ever in the car and he puts up a 58 sec lap. Obviously lost none of the skills he had in Formula 2's. Well done Vern. Only 3 secs a lap to catch the pack leader Barrum.

Who's the 40 year old that's been rejuvenated recently. Must be his diet. (Hay makes the Bull fat and straw makes him skinny. Ed)

So much for this month.

Send your contributions to Sump Plug GPO Box 1847 Brisbane 4000 so I can embarrass some more of our members.

NEW MEMBERS NIGHT

1st JULY @ 7.30PM

MG CLUB ROOMS AT 9 NASH STREET

*SEE YOU ALL FOR AN INFORMATIVE AND SOCIAL NIGHT
NOT ONLY CAN YOU MEET THE OTHER NEW MEMBERS
BUT YOUR COMMITTEE AND MANY OF THE REGULARS*

MARQUE SPORTS CAR CLUB

GPO BOX 2512 BRISBANE QLD 4001

TOURING ASSEMBLY

DATE: 24th June

START: HOMEBASE JINDALEE at 7.30 pm.

FINISH: INDOOROPILLY PIZZA HUT.

WHAT TO BRING: Must have 3rd Party Insurance Extension Certificate
1993 UBD, Navigator, CAMS Basic Licence.

FOR SALE

2 Avon 5/22-13 tyres in good condition, plenty of tread, ideal Hillclimb tyres for Sprite or Midget only \$60 each.

Phone 07 205 3673

FOR SALE

Smiths Speedo Good Condition \$50
Phone 07 205 3673

WANTED

WANTED Radiator to suit Sprite or Midget, Wiring Harness suit Sprite or Midget (Early Model)
Phone 07 205 3673

FOR SALE

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

WANTED

Wanted Radiator To Suit Sprite Or Midget In Any Condition As Long As Tanks Ok. Also Wiring Loom For Early Sprite. Richard Croston 07 2053673

FOR SALE

MG Magnette 1953 ZA Body restored and painted. Good tyres and many spares.
\$2000 (negotiable)
Phone 079 54 1115

FOR SALE

MG Magnette 1956 Model fair to good condition

workshop manual, plus extra parts
\$3500 Phone 074 851649

FOR SALE

MGC GT (1968) Auto - Fully Restored, Dumask - Red/Black Interior, Full Sunroof, Bra, Wire Wheels, Radio/Cassette. Numerous National And State Concours Awards.

Very Reluctant Sale.

12 Months MG-408(NSW)
\$30,000 Keith Bradshaw
02 634 7242

FOR SALE

MGTD completely disassembled for sale. Some 80/85% original parts including chassis, body panels, motor, gearbox, seating instruments etc.
\$10,000. Phone 077 253878 or Fax 077 254858.

FOR SALE

MG Magnette Mk IV 1964, Automatic, original Car 41000 miles, registered until January 1995 Engine gearbox bodywork all good.
Call Ivan 02745 3292
\$3000 or will exchange for a MG 1100.

FOR SALE

LHF Splined hub (Male) for wire wheels #BTB731 suit '64 MGB \$100. Rostyle hub centre caps with MG Logo #AHH 9268 \$10 each. Soft Top tongue #AHH 6884 \$2 each. All in original Leyland packets. MGTC "Bluemells" steering sheel and centre cap \$60.
Phone Terry or Cindy O'Beirne on 814 3762 A/H

RENTAL**SUNSHINE COAST COTTAGE AT SUPERB NOOSAVILLE**

Will accomodate 2 adults and 2 children comfortably. Chiropractic ensemble plus 2 singles. Bring own linen. Short distance to Hasting Street and main surfing beach at Noosa Heads.

\$320 p.w. Christmas School Hol.
\$280 p.w. Other School Holidays
\$220 p.w. Off Season
Long periods - Negotialble
Lots to do and see.
Contact Delia Rayment 300 3148

FOR SALE ADVERTISEMENTS ARE INSERTED AT NO CHARGE.

ADVERTISEMENTS WILL APPEAR FOR ONE ISSUE ONLY UNLESS OTHERWISE REQUESTED.



RESTORERS' CORNER

2 Used Magnette LHF doors c/w most hardware	\$20 ea
3 TC Spare Wheel Racks, with most fittings	\$40 ea
5 TD Spare Wheel Racks, with most fittings	\$40 ea
1 600X16 Dunlop Tyre (Roadspeed RS5), good tread	Free
2 MGA Coupe RH Doors, with frames and glass, (used).	\$150 ea
2 MGA Coupe LH Doors, with frames and glass, (used).	\$150 ea
1 Magnette Bonnet (new) ZA/ZB	\$850
2 Magnette Boot Lids (used) ZA/ZB	\$30 ea
1 Hood Cover to suit MGB fold down hood	\$50
1 TF Fuel Tank (new)	\$1150
2 TF Fuel Tanks (used)	\$450 ea
2 TD two & three bow soft tops (new)	\$300 ea
2 TF Soft Tops (new)	\$300 ea

All prices are ex stock and include sales tax



MG Car Company of Australia

A.C.N. 001 506 190

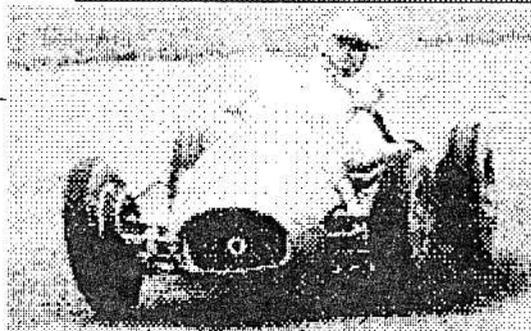
10 East Street, Granville NSW 2142

Phone: (02) 682-6655 Fax: (02) 682 5332

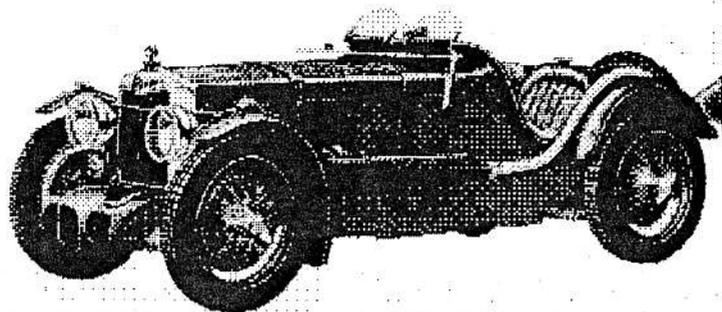
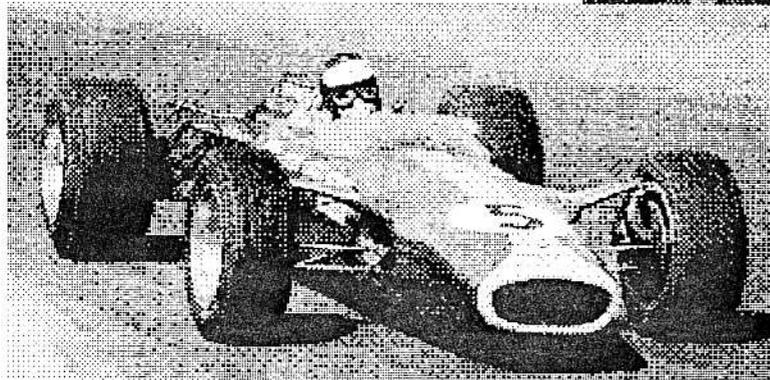
8.00am - 5.30pm Monday to Friday 8.00am - 12.00pm Saturday

MG CAR CLUB OF QUEENSLAND INC.
CORDIALLY INVITE YOU TO
RE-INTRODUCE YOURSELF TO OLD FRIENDS AT

□ **OLD MEMBERS NIGHT** □



AMS



8th 18th JULY 1994
at the Clubrooms
9 Nash Street Rosalie at 7.30pm

To share in the nostalgia of years gone by
bring along your photos or old movies
All invited ... old members, pit crews, helpers,
wives, girlfriends and associated families

Make the night memorable...all have something to reminisce about

Dear Member

The National Council of CAMS believes the publishing of this issue of *CAMS Report* provides an ideal opportunity to speak with you by way of a newsletter. You are probably aware of the many changes currently under way within CAMS and it is about those changes that we would like to speak.

It is also an opportunity to welcome Mr Ed Ritchie to CAMS. Mr Ritchie will head the professional staff as Chief Administrator, replacing Sir Guy Boileau. While he has been a motor sport enthusiast for most of his life, Ed Ritchie has been appointed for his strong management and administrative background, having held the position of Retail Network Development Manager at Shell Australia from 1989 until late 1993.

In the September 1993 issue of *CAMS Report* we announced that a significant restructure of CAMS was being developed. Since initiating this restructure (which became known as the "Healesville Model") we have found that some adjustments were necessary following the questions and expressions of concern from many of the membership and State Councillors. In particular, the Healesville Model would have expanded the size of the National Council and there were concerns that it would eventually have cut us off from our constituencies. We believe this may not have worked for you or for us. Responsibility for decision-making would have fallen increasingly to the staff, leading to overwork and consequently, increased staffing and costs.

As a result, a Committee of Inquiry into the Structure of CAMS was set up in February under the chairmanship of Melbourne solicitor, Jeffrey Browne. That committee is due to table its recommendations to the National Council in May.

By way of background, Jeffrey Browne is a pre-eminent solicitor in the sporting world, specialising in the structure of sporting administrations. In particular, he was directly involved in the reorganisation of the AFL, taking it from an association of football clubs to the national organisation it is today. Mr Browne also re-drafted the rules and regulations of the Australian Baseball League, with excellent results.

While recognising the obvious differences between those sports and our own, we believe nonetheless that motor sport can learn and benefit from the experience of those associations. We are all increasingly uncomfortable with the structure of CAMS as it is today, given that little has changed in its structure since 1953.

Following discussions with your club delegates and State Councils we have recognised that it is time for motor sport in this country to adopt new attitudes and responsibilities and in particular:

- that CAMS must become a more contemporary organisation
- to be more responsive to the needs of members
- to achieve a higher level of public awareness and support and
- to meet all the relevant legal and corporate requirements of the 21st century.

We also need to accommodate the legitimate commercial expectations of the Australian motor racing industry, which has grown to well over \$100 million in the last 10 years.

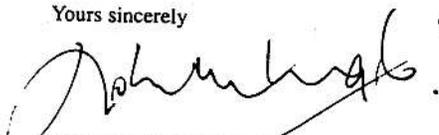
All sports, and indeed the whole entertainment industry, are on the verge of a great revolution with the advent of Pay TV. We are also enjoying increasing interest in motor racing from the corporate world. We must be ready to take advantage of these opportunities.

We are a service organisation which relies to a great degree on voluntary workers. Because of the incredible and increasing costs involved in this highly technical sport, we must have a structure which can make the best use of both voluntary and professional staff.

Your National Council is a voluntary group working in an honorary capacity. We are required to operate in a highly volatile political environment where we must at all times be ready to act on the recommendations of our various national advisory committees and to interface with the membership by way of State Council.

We have the interests of the sport and its long-term viability at heart and we seek your continued support of the National Council during this period of evolution.

Yours sincerely



JOHN M LARGE - PRESIDENT

on behalf of the
NATIONAL COUNCIL of CAMS

Personal Accident Insurance - Why?

Accident Insurance is payable regardless of who is at fault for the accident.

\$20,000 isn't much if you're dead or disabled but don't forget, the PAI is additional to a member's right to claim under the public liability policy for negligence; it's not an either/or situation. PAI is there to help when you or your family need help and it is a relatively prompt benefit in a time of need.

Many track operators and promoters in the USA today simply do not insure - they cross their fingers. They have become either un-insurable or their premiums are so high they can't afford to pay.

It comes as no surprise to find that California is the world's most litigious area. But guess who's second - Australia. Australia leads the rest of the USA and the world in taking matters to court for financial settlement - and that's a sobering statistic.

One other point to remember. When you compare CAMS PAI to others, make sure you're comparing oranges with oranges. There are cheaper packages out there for us to buy but they don't necessarily have the size or quantity of benefits, and they don't necessarily have the reliability of a "sound" insurer who will still be in business when the claim arrives.

Personal Accident Insurance (PAI) has been an integral part of the CAMS benefits package since 1966, when PAI was introduced to ensure that drivers, competitors, officials and all others involved in the staging of motor sport events in Australia could be assured that they had a benefits package to help them, or their families, in the event of personal injury or death.

In those days premiums were as low as 50 cents per event and were paid as part of an entry fee. In the ensuing years, the PAI premium was paid out of CAMS' general revenue, a sustainable system until this year, when premiums basically went through the roof.

In 1990, the PAI premium was a mere \$113,000 per annum. By 1993 it had doubled to \$225,000, a normal insurance industry reaction to the increase in claims against the policy. Initial quotations for the renewal of the policy for 1994 were as high as \$600,000. Ultimately, CAMS' brokers, Sedgwick Limited - the largest in Australia, were able to negotiate an acceptable policy package at a significantly reduced amount, although still substantially higher than the previous year.

And just what is that policy? What does it have to warrant us paying these levels of premiums?

The first point for us all to realise is that insuring anything these days is getting to be more difficult and more expensive; to insure motor sport competitors is one of the most difficult tasks of them all. It is only the CAMS safety record, the stead in which CAMS itself is held up by the world insurance markets and the buying power of 30,000 members that enables Sedgwick to arrange such extensive Personal Accident and Public Risk policies.

**"PAI is there to help
when you or your
family need help..."**

The CAMS PAI provides \$20,000 for death, \$20,000 for permanent total disablement, up to \$450 per week for temporary total disablement, \$500 ambulance, \$200 per week for 52 weeks confinement, up to \$200 per week for 52 weeks emergency home help and up to \$200 per week for 52 weeks student tutorial expenses. Personal