THE OCTAGON

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

Patron: Dick Johnson

www.mgccq.org.au

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Treasurer	Carly Mattea	3325 0409	0410 310 452	0410 310 452
Committee	Ron Clydesdale	3863 3375	3863 3375	0409 728 647
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	Richard Mattea	3325 0409		0403 462 052
		Joan Appleby	3857 1561	3857 1561
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	Glenda Crew			

All enquires to the editors C/- G.P.O. Box 1847 Brisbane 4001
Clubrooms: 16 Donkin St West End
Hillclimb: Gramzow Road, Mt Cotton - Ph 3206 6303 E&OE

The opinion of correspondents and advertisers expressed in this magazine are not necessarily those of the management committee of the MG Car Club of Queensland Inc. and as such the club accepts no responsibility. Published six times a year members personal advertisements are free. Club constitution available in club rooms.

PRESIDENT'S REPORT

The second year of the new millenium has proved to be as hectic a year for the Club, as the first year of the millenium.

We have started each year optimistically looking forward to building on the previous year's successes, and we have !!

The 2002 membership numbered 410, which is the largest membership ever.

We almost cleaned up at the Adelaide National Meeting, going very close to again winning both the Wratten and Nuffield Trophies. Well done to all attendees.

Roll on Shepparton in 2003 where we will make a very strong effort regain those trophies.

The social events were all a big success with attendance numbers the largest seen. Congratulations to all involved.

On the competition front, the Race Meetings have been a success and it is pleasing to see more MGs out there racing.

The Mt Cotton Hillclimb continues to provide an outlet to satisfy member's competition urges. Due to hardworking Club members, the improvements to the track and surrounds are scheduled to be completed by the first hillclimb next year. Keep an eye on the calendar for a formal opening in March.

Many other car clubs ask about our success. The response is always that it is due to the positive approach from the members. The 'knockers' have been silenced and the end result is the clubs success due to some simple positive thinking. All this has been achieved without resorting too much to the FIFO principle. Thank you Club members.

I look forward to seeing everyone at our Christmas function.

Finally, to all, I wish you and yours a very Merry Christmas and a Happy New Year.

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From the Editor's Desk

At the end of 199/2000, all the choices were made by the experts as to which was the best of the century. Stirling Moss, one of the best F, racing drivers of the 1950/60 eras made the MGB the "Sports car of the Century".

This car produced between 1962 and 1980 and still going, sold in excess of 500,000 cars in many slightly modified series.

Where the TC, TD and TF had been widely accepted in Britain and in the US, the MGB had further worldwide acclaim. Even after the completion of the model in 1980, the moulds were taken out of mothballs for the production of the RV8 in 1992.

The MGF and the variants are a completely different car and may not be as enduring as the MGB.

At the recent "All British Day" at Tennison, a great array of British cars was presented and various Car Clubs were present. By far the biggest marque numbers were the MG's and the Jaguars. It was commented that the number of single Car Clubs was declining.

This is not so with the two great marques, which seem to be going from strength to strength. Particularly so the MG and so the MG Car Club continues to grow the biggest in Queensland with just over 400 members.

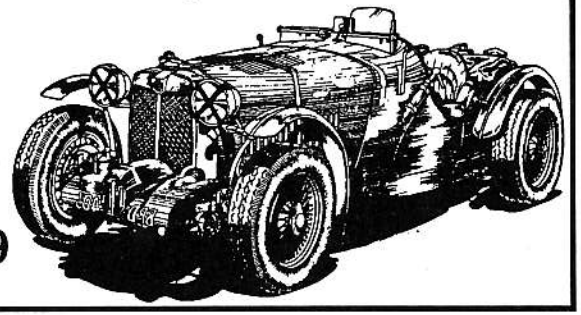
Bruce Mutch
(Safety Fast)

Club Members !!!
"Noggin 'N' Natter"

Don't forget to attend the Christmas Noggin 'N' Natter Night - Friday, 20th December 2002 Donkin St. Clubrooms, West End.

Bring some nibblies and enjoy an informal, fun evening.

Contact David Miles 3892 2699



Catch-up on the Web

www.mgccq.org.au

Our new web-site is now operational, providing members and non-members alike, information on our club and its activities.

If you have web access, here is an additional way to keep abreast of events. Calendar changes and additions are up-dated weekly, and new sections and services are still being added.

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NOTICE BOARD

NATIONAL MEETING - 2003

The Accommodation Bulletin has been released by the Victorian Club and suitable motel arrangements have been made for Queensland club members. Any interested members who have not yet let us know, would you please do so as soon as possible. A deposit (amount to be determined) will be required to hold a motel room.
Contact: Ron & Bev Clydesdale - 3863 3375

MG Car Club's Annual Dinner and Presentation Night

Saturday 8th February 2003

At **The Gardens Restaurant, Robertson Gardens Hotel and Villas - 281 Kessels Road, Robertson**

Contact: Paul & Kerry Strange on 3398 1993

Early Morning Breakfast Run

Sunday 2nd February

Meet at Ferny Grove Tavern 6.30am for 7am start.
Bullocky Rest Lake Samsonvale.
Contact Peter & Delia Rayment - 3300 3148

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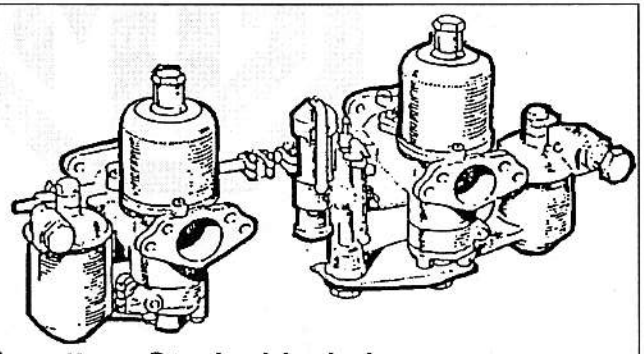

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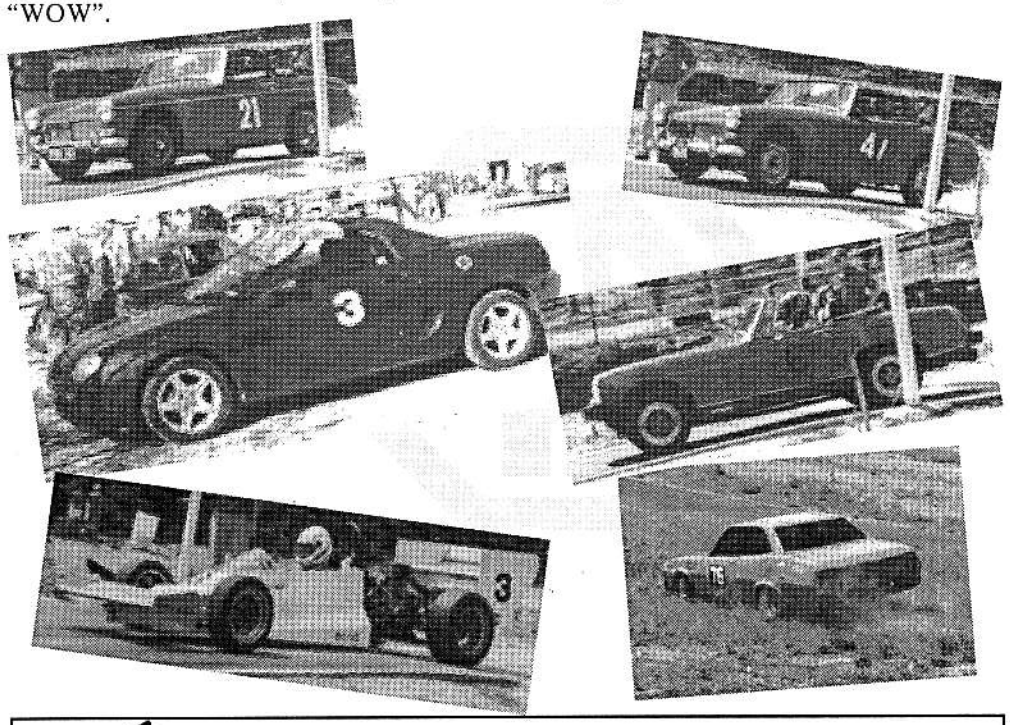
MG Car Club Multi-Club Hillclimb

Mt Cotton Hillclimb – Sunday 8th October 2002

The day was sunny and cool (and dry there's a drought on)

A field of 60 odd competitors faced the green light and achieved five runs.

A good day without too many mishaps. Des Edwards had his day cut short on the first lap. Allan McConnell had a very creditable 39.39 sec. Simon Lake was down to 40.80 sec and the sound of the 4.5 litre turbo-charged Land Cruiser of David Nicholson under full power was awesome. Nick Holman put "sticky boots" on the Midget and had a time of 56.60 sec .... "WOW".



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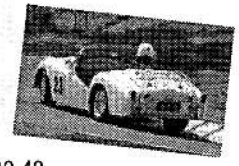
Provisional Results - Mt Cotton Hillclimb – Sunday 8th October 2002

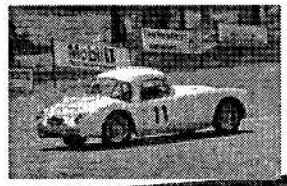
No.	Name	Car	Fastest	Place
Marque Sports Up to 1600cc - Record: 47.32				
10	Sharne Andree	Westfield SE 1597 Red	47.89	1
80	Bruce Chamberlain	Westfield SEi 1587 White	54.47	2
6	Nicholas Holman	MG Midget 1496 Red	56.60	3
Marque Sports 1601 to 2000cc - Record: 50.06				
25	Henri Van Roden	Mazda MX5 1840 Red	51.38	1
78	Bill Black	Porsche 911 1991 White	54.23	2
11	Dino Mattea	MG A Coupe 1798 White	59.88	3
Marque Sports 2001 to 3000cc - Record: 50.28				
23	David Dumolo	Triumph TR3A 2187 Primrose	58.44	1
Marque Sports 3001cc & over - Record: 46.72				
2	John Walker	MG B GT V8 4200 Red	50.96	1
	Relief: Graeme Walker		51.92	2
200	Andrew Buzaglo	Nissan 200Sx 2000T Blue	52.02	3
Gemini - Record: 53.82				
19	Paul Smith	Holden Gemini 1600 Blue/White	54.03	1
Sports Cars Up to 1600cc - Record: 44.38				
7	Ray Edwards	Leda Sports 1198 Green	47.89	1
22	Richard Mattea	Bulant Mk 7 1298 Red	49.13	2
14	Vern Hamilton	JMW 79 1171 Green	50.93	3
Improved Production Up to 1600cc - Record: 50.52				
55	David Jones	Honda Civic 1595 Silver	50.90	1
999	Clinton White	Ford Escort 1588 White	51.52	2
149	Warren Collins	Suzuki Swift GTi 1300 White	52.92	3
Group N - Record: 49.04				
71	Reg Wheeler	LJ Torana GTR XU 1 3310 Red	51.65	1
Formula Libre Up to 1300cc - Record: 40.34				
144	Simon Lake	Axtell Suzuki 1277 Black/Yellow	40.80	1
111	Paul Van Wijk	Zip GP 498 Grey	42.45	2
44	Chris Lake	Axtell Suzuki 1277 Black/Yellow	43.74	3
Sports Cars 1601 & over - Record: 46.20				
76	Graeme Adair	Leyland Coupe P76 Green/Black	47.78	1
176	Kevin Attridge	Leyland Coupe P76 Green/Black	50.56	2
Improved Production 1601 to 2000cc - Record: 47.89				
34	Peter Longden	VW Golf 2000 Blue	51.12	1
111	David Miles	Triumph Dolomite White/Blue	51.56	2
11	Rick Miles	Triumph Dolomite White/Blue	51.88	3
Formula Libre 1301cc & over - Record: 39.21				
9	Alan McConnell	Van Diemen 87 1428 White	39.39	1
7	Warwick Hutchinson	RPV J4F 2600T Blue	40.47	2
112	Bill Norris	Hawk Mk 2 1428 Silver	41.38	3

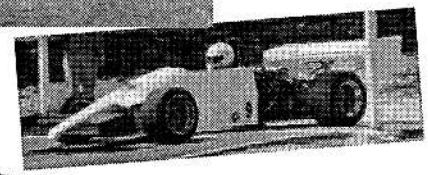
Provisional Results - Mt Cotton Hillclimb – Sunday 8th October 2002

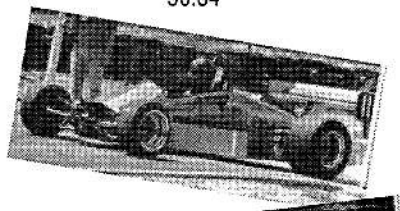
No.	Name	Car	Fastest	Place
Sports Sedans Up to 2000cc - Record: 45.33				
89	Donn Vidler	Morris Cooper S 1298 Maroon	49.99	1
40	Steve Cremin	Datsun 1200 Coupe Gold	50.07	2
Sports Sedans 2001cc & over - Record: 43.83				
54	Jeff Daniels	Ford Escort 4950 Orange/Silver	47.14	1
411	Geoff Limbert	Toyota Corolla 5520 White	48.22	2
Improved Production 3001cc & over - Record: 47.23				
327	Boyd Starkey	Subaru WRX STi 2000T White	47.91	1
36	Allan Kelly	Subaru WRX STi 2000T Blue	49.09	2
181	Martin Jordan	Holden UC Torana 3310 Yellow	49.37	3
Improved Production 2001cc to 3000cc - Record: 46.96				
17	Greg Turnham	VW Beetle 2500 Green	48.43	1
Formula Vee - Record: 50.01				
9	Brian Hunter	Mako 1192 Blue	55.29	1
Historic - Record: Various				
14	Ross Devencorn	Elfin DMR 3 1700 Blue	55.55	1

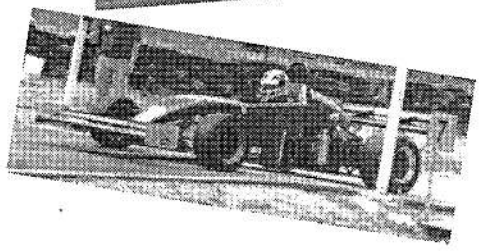
Best MG up to 1600cc	Nicholas Holman	
Best MG 1601-2000 cc	Dino Mattea	
Best MG 2001 cc & over	John Walker	
Best MG	John Walker	
FTD	Alan McConnell	
Most Improved	Andrew Crossley	
Top Six	Alan McConnell	39.42
	Jeff Daniels	47.17
	Ray Edwards	48.36
	Greg Turnham	48.97
	Geoff Limbert	49.56
	Richard Mattea	50.34











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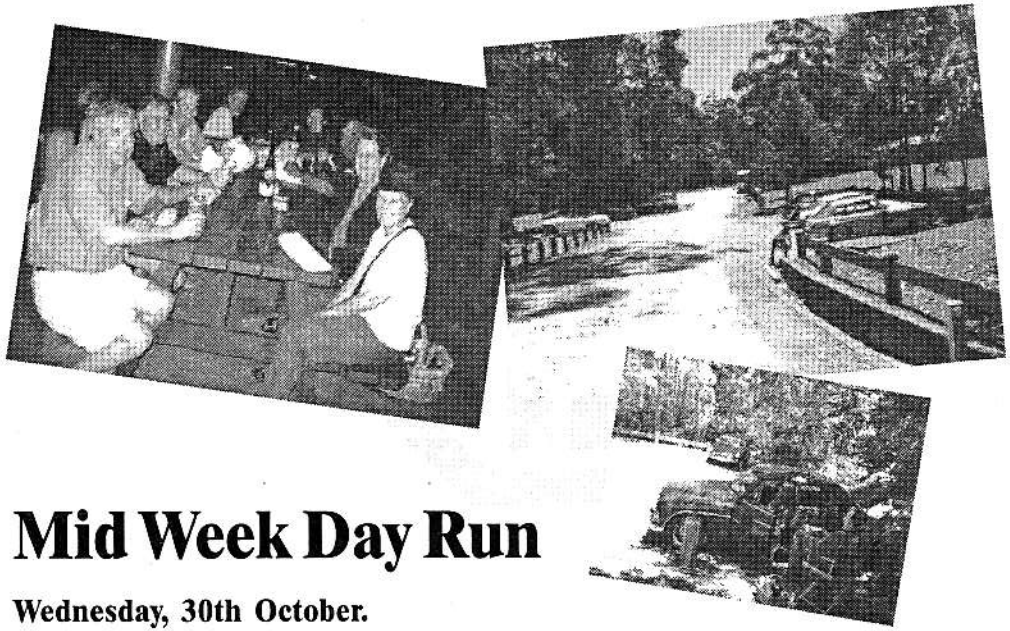
FRIDAY NIGHT OUT

Fish & Chips by the Bay - Friday, 25th October.

"Windswept by the Bay" would have been a more appropriate title for October's Friday Night Out, but just on 30 brave souls ventured to Lota, seeking relief from the high temperatures during the day, no doubt. They certainly found a cool bay breeze, even Peter Rayment wore his winter thongs!!

Fish & chip wrappings had to be held down, while any head on a poured wine or beer was quickly blown away! In spite of the unpleasant weather, a good time was had by all. Let's hope the blustery conditions have abated before **"Breakfast by the Bay"** on **Sunday, 3rd November.**



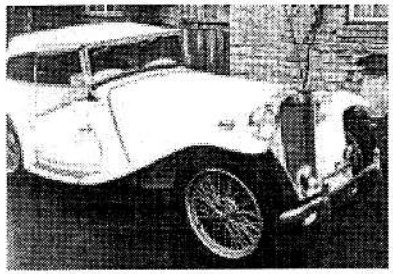
Mid Week Day Run

Wednesday, 30th October.

Twelve cars left from Ashgrove, for the first of what we hope will become regular events for our club. Near perfect weather and, once the suburbs were left behind, virtually deserted roads ensured a very pleasant and relaxing day for all concerned. Cyril Bennet had to leave after morning tea, but the rest continued on to Maleny. The last climb to Maleny was too much for Peter and Mary Wilkinson's TD, which boiled in protest, and the Walkers 'A' momentarily lost gears, but all eventually arrived at Mary Mc Killop Park for lunch, unwillingly shared by some with Scrub Turkey No 8, who has developed a liking for stealing food. Nice to see Malcolm Campbell having a "guest drive" in the Anne Miles 'B', as well as the Frank Window 'B' along for its first (I think) club outing.

After lunch, many couldn't resist the temptation of the Maleny Ice Cream Parlour, in spite of the 3 o'clock peak hour, from where all headed home at their own pace and time. With Christmas fast approaching, most feel that we should resume these runs at the end of February, so watch out for news on the web site and in the "Octagon".

MG TC



Specification:
Manufactured: 1945-49
Town of Origin: Abingdon, Oxfordshire
Engine: At front, straight four-cylinder, 1250cc ohv, rear drive
Number Built: 10,000

In 1946, MG and America met across a large pond and a passionate affair began. Like anyone falling in love, the American sports car buyer was prepared to put up with the Adored One's shortcomings and even cruelties. The MG TC was the model which began America's love affair with the sports car despite the fact it was slow, uncomfortable and came only with right-hand drive.

Cars such as Ford's coupes offered better performance and comfort for less money, but the MG TC had classic looks and was enormous fun to drive.

The secret was a vintage chassis (whippy frame, beam front axle) and a responsive little engine (the 54bhp, 1250cc XPAG).

A driver had to pay attention to get the best from it, and if a car asks you to concentrate, before long you either love or hate it. Drivers fell in love with the TC despite a top speed of only 69mph and a 0-6mph time of 22.7 seconds.

The TC Midget is in no way more difficult to drive than the ordinary family saloon.

It was the MG TC, which formed the backbone of the new sports car movement in America, which led to the founding of the Sports Car Club of America and a rival motor racing faction to traditional American 'ovals'.

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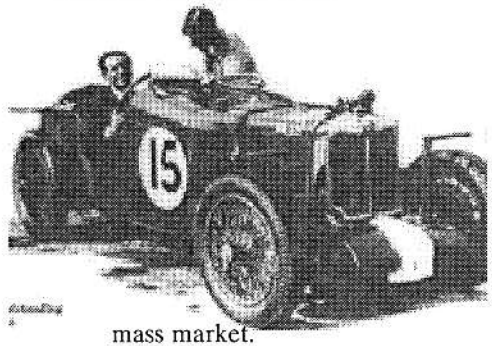
MG K-type Magnette



Specification
Manufactured: 1932-34
Town of Origin: Abingdon, Oxfordshire
Engine: At front, straight six-cylinder, 1087cc ohc, rear drive - No Built: 606

MG was founded in 1924 by Cecil Kimber and its first cars were like those of many another new marque: a proprietary base (in this case Morris – MG stands for Morris Garages') a tuned engine and a stylish body – just like the early Jaguars. MG, however, put most of its efforts into less expensive models and introduced sports cars, and motor sport, to a mass market.

Of all the great MG's of the 1930's, the K3 stands out. It was a simple car, with a 1087cc sohc Wolseley straight-six engine which was supercharged to give approximately 125bhp. It drove through a four-speed Wilson pre-selector gearbox, a popular choice with British car makers until the 1950's. There was nothing unusual about the chassis; it had semi-elliptical springs front and rear, but the weight distribution was just right and the body was superbly balanced.

The works entered them in the 1933 Mille Miglia where they finished first and second in class and then Tazio Nuvolari used one to head an MG one-two in the Tourist Trophy. These were the highlights but there were numerous other wins.

In 1935, MG was taken over by Morris Motors and the new owners ended MG's racing activities.

Please note the dates in the Calender

MT COTTON

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MG Car Club of Queensland Inc.

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Bathurst Theories

I used to think, as a member of MG Car Club, the next best car to own other than an MG was a Ford. Probably because of our Patron Dick Johnson. Mostly Fords give nice road holding feed back- *Driver Friendly.* All the Fords I drove, talked to me reasonably nicely. Holden's on the other hand are a little uncouth.

So if you are wondering why I drive a HZ Ute WELL "it's a U BUTE UTE MATE"!!!!

After the Bathurst slaughtering of the Fords by General Holden and his troops, maybe one should think again- I HAVE A THEORY!!

Before I tell you about that. Congratulations to Tony Longhurst, Briggs Motor Sport, Dick and the boys, and especially to Cameron and Tony with their big pussycat footprint Ford. For being the first fords home, on the lead lap, great tenacity and persistence in a battle, which from the start seemed loaded in favour of the General. The Drama of it all was excellent. I loved the Murf the Smurf Toilet break. Good on him for calming down and getting back into the race until the end. Just like Gary McCoy did at Motor GP - NEVER GIVE UP!!!!

What is the difference in the Ford/Holden racing cars?

1.Is it designs rules that can be changed (PARITY)?

2.Is it a big leap in suspension (Shock Absorbers Technology)?? If I took the shock absorbers off the winning Holden and bolted them on to any other shell touring car, how much better would it go???

3.Is it the 30 years of team support in all sorts of ways that the General has invested in and Ford does not have appeared to encourage to the same level?

MG did this very well starting in 1925 right through to 1980. Wasn't a group of enthusiastic sports car builders at a placed called Abingdon England who took on the world in the 1930s and beat them? They achieved more horsepower per cc than the mighty Mercedes Benz G.P Team. Built some of the most difficult aircraft frames to build in WW2. Bounced right back to sports cars in 1946. Weathered the corporate politics of the 50s, 60s and 70s. Battled on with the great survivor of them all "the MGB". Survived cessation of production in 1980, and now is back in the market place with the MGF and 2lt sports sedans and wagons.

In the dark years, they talk about staff loyalty and support of each other, loyalty of the products users, the parts supply.

Question

Is it about building the culture?

Or

Is it about clever technology and engineering?

Which sells cars the best?

Richard Croston

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Love Still Happens When You're in Your Seventies

Middle of May this year, I came home from my early morning training run on my bicycle (Yes I am still a veteran road racing cyclist) and made the comment to my wife Marjorie, "I think I want an MG car".

She looked a little stunned, but then, why not. Here I am in my seventies, still riding a bike like a kid, and now I want an MG. Well the reason was plain to me, on my exercise run an old MGB, dirty yellow had passed me, badly in need of TLC yet it sounded so good, I darned well wanted it. I'm still looking for that car, and so are some of my neighbours. We will meet again.

First step was to go to Abingdon motors and look what they've got, and ask the necessary questions. At that time I thought they were the only people who dealt with MG's. Anyway, the information I received there, more than cemented the idea in my head that I wanted one of the little beauties.

I also got word around among many of my friends just what I was looking for then lo and behold, one contemporary of mine casually said, "hey don't you remember so and so saying she had an MG she wanted to sell a year or so ago". I spent the next few days tracing where this elusive woman was.

Love Still Happens (Cont)

She was temporarily out West, but she had a house in Boonah, and in the garage alongside the house lived this MG, it had been there for 4½ years, and did it need TLC. Anyway, we made contact on the phone, and I got permission to go to her house and see her Mother and have a look at the little beauty.

I went, I saw, and fell in love, pity she had painted it white. It had what is called a straight body, no dings, plenty of rust though and after two days there, I got the battery charged, the tyres inflated, and then the engine to start. After the huge fall of soot and the bang, the engine didn't sound too bad at all. I then rang her and asked permission to take the car to my place, where I could evaluate it 'and really go over it, and ultimately get the RACQ to look it over. Just as well there was no traffic lights or stop signs between her house and mine, because I drove that little car home, stopped outside the gateway to my workshop (eventually, the brakes were very dicey) then found I couldn't engage gears to get the car into my property, so we pushed the car up the drive to my workshop.

Master and slave cylinders both dried up and perished, so they had to be replaced with the pipes. Bought the parts plus a workshop manual (I'm not a mechanic).

Here I was, now I've spent over 300 dollars on a car that isn't even mine, never mind another hundred or so with the RACQ for them to tell me whether it is a viable proposition or not.

After 3 whole pages of faults and the comment "this vehicle appears in a deteriorated state and un-roadworthy condition" he then commented he could fix it up cheaper than I, soI decided to take on the challenge.

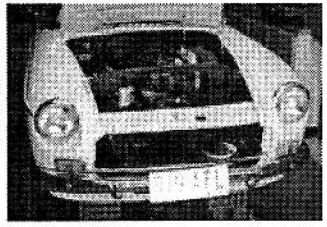
I showed the lady the report and she told me to make an offer for the car, I declined, but asked her to make up a figure that I would consider I would pay for it. She did, and I did, so on the 24th June, the car was mine. All I had to do was fix it !!!!

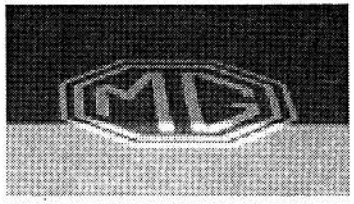
We fitted new brakes front and rear new wishbones, and a new steering rack, exhaust system etc, etc, add nausium, put her colour back to red (after all, everyone knows, the red ones run faster).

Now she is nearly back to how she used to look, all those years ago. Alright, I have gone overboard a little spending on the car, and yes I could have bought a modern little new car for the money, but it wouldn't be an MG would it?

To be truthful, I got the bug, it got me, and we are perfectly happy with the result. I put it on show at the ABCC Club day a couple of weeks ago, that's where I met Bruce Mutch. Hope it might be the beginning of a long friendship. Anyway I'm now a member of the MG Club of Queensland and looking for another little beauty to fix up - maybe an A Type.

Ken Cooke





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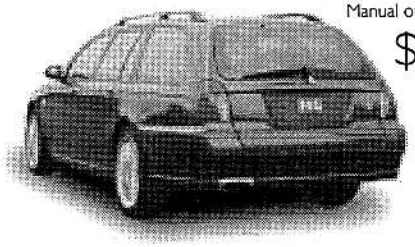

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National Meeting 2003

18th April – 22nd April

NATIONAL MEETING 2003 SHEPPARTON

Note that there are a number of changes to the program originally announced. These have been done to hold our budget and to engender a spirit of togetherness into the meeting.

The meeting remains fully featured and at a cost that represents real value.

ACCOMMODATION:

By now you should have booked or be about to book via your Club's Co-ordinator. We request that you do not book accommodation directly with the venue as this will adversely affect the cost arrangements we have with the City of Shepparton.

2003 PROGRAM

Friday	**18 April**	
	Registration and Scrutineering	Civic Centre (East Bank)
	Noggin N Natter (evening)	Civic Centre (East Bank)
Saturday	**19 April**	
	Concours	Victoria Lake Parklands
	Party Night, theme: Gold Gold Gold*	Civic Centre (East Bank)
Sunday	**20 April**	
	Speed Event	Winton Motor Raceway
	Observation Run	Navigation with sub-events (competitive)
Monday	**21 April**	
	Motorkhana Event	DECA
	Tour	Non-competitive event (Lunch included)
	Presentation Dinner	Civic Centre (East Bank)
Tuesday	**22 April**	
	Farewell Breakfast	Victoria Lake Parklands
	Delegates' Conference	Civic Centre (East Bank)

***GOLD, GOLD, GOLD -**

It will be a night of Glitz, Glamour, Glitter, Sparkle and Pizzazz, limited only by your imagination. The style of event where Aladdin could take Cleopatra to catch up with King Midas at the Disco.

The evening will be dazzling. Ensure you are dressed in *GOLD, GOLD, GOLD* to enjoy the evening to the max.

If you wish to attend the 2003 National Meeting, please make contact with the organisers as the Motel allocations have been made. This will necessitate deposits and confirmation.

Contact Ron & Bev Clydesdale - 3863 3375

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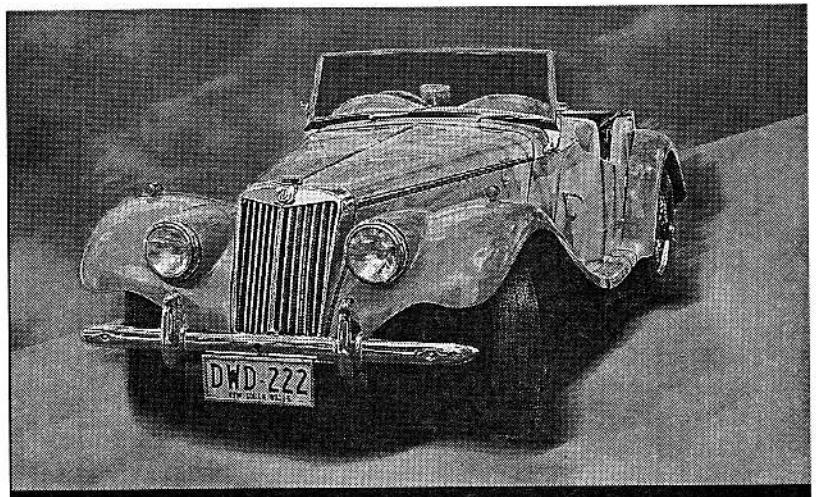

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MG's Power Machine

Exterior styling of the two-seater owes a lot to the demands of the airflow management required for competition cars

By BRYAN HANSEN

MG has given the motoring world its first glimpse of its new high-performance sports car - the MG Xpower SV

The SV has captured a great deal of attention at the British International Motor Show in Birmingham.

"The MG Xpower SV is a car with appeal to passionate sports car drivers who will relish its extraordinary racetrack performance characteristics," said the MG Rover Group's product design director, Peter Stevens.

Exterior styling of the two-seater owes a lot to the demands of the airflow management required for competition cars.

The Xpower SV range begins with a version powered by a 240kw, 4.6-litre quadcam V8 engine. It is expected to weigh 1450kg and be capable of a top speed of more than 270km/h, accelerating from zero to 100km/h in around five seconds.

The Birmingham showpiece is the MG Xpower SV Club Sport, powered by a special 345kW Sean Hyland-tuned, 5-litre V8. It can reach 320km/hand go from zero to 100km/h in 4.2 seconds.

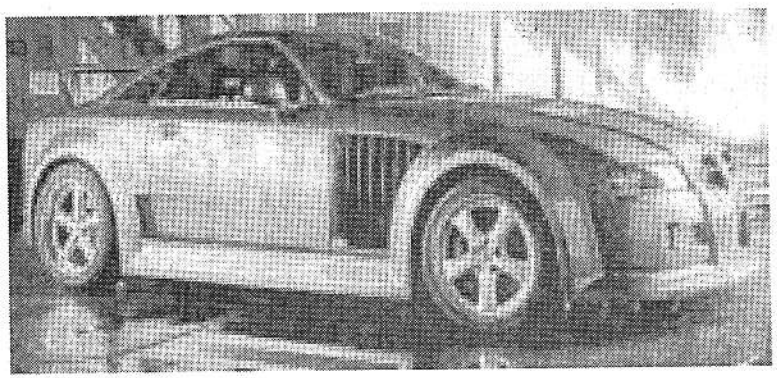
Engines with much higher stages of tune, even with factory approved nitrous-oxide injection kits, will be available to produce extreme power outputs.

The SV Club Sport will allow customers to either buy a complete Xpower model ready for road and track or to enhance the specification of their car with competition-derived parts.

The SV will be evaluated for a possible limited release in Australia in 2004.

It would join an MG range, which has been widened with the recent release of the MG ZT sports sedan, the ZT-T sports wagon and the MG TF roadster.

Source: Courier Mail – October 2002



Racer – with racetrack performance, the new MG Xpower SV, is packed with hi-tech sports equipment.

Grumpy Old Men !

One of the most frustrating things is to be sick on the weekend's, particularly long weekends. I am sure old Doc Mac was smirking when he passed on his learned advice. "Stay off that leg for three days, you should be right to use it on Tuesday". "Thanks Doc". As I started out the surgery door. "That doesn't mean roaring around in that beat up old sports car of yours".

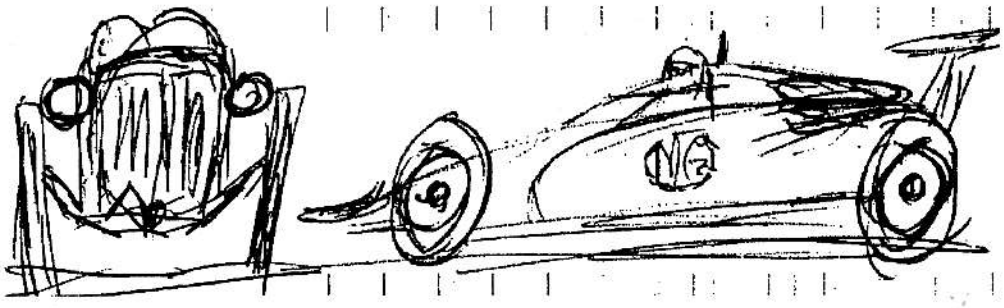
BEAT UP OLD SPORTS CAR!? This sports car has the best layback seats it makes one feel like Jimmy Clark driving his lotus *25.* The day I gave the good doctor a ride in my *sports car* in spite of the glint in his eye as we cruised down the esplanade Sunday morning soaking up the winter sun and revelling in the admiring looks from the alfresco coffee drinkers. He still managed some snide remark about 50 year old petrol heads and growing up and driving a proper car. - PROPER CAR one thing he will only ever be able to dream about is cursing the streets in a type 38 Bugatti (that's a proper car!). I have yet to find a sophisticated modern car that can come close to giving the feel for the road like, that masterpiece and its contemporary creations.

Here I am with a crook leg and commanded to spending the long weekend in bed. So I set everything up with TV, recorder and a huge pile of old car tapes. Remote control at hand and coffee maker on the bedside table.

Click - Spit - fizz and nothing - a TV set full of nothing - wonderful stuff. The TV has decided no more waking up in the early hours of the morning, recording GP and Indy cars for his sleepy owner, it's all over - finish, retired to eternal blankness.

The bung knee - the cause of all this enforced rest has decided to remind its owner that doctor smart remarks is correct and it needs to be rested. With agonising pain and lots of grunting from the belligerent patient the TV's are swapped to an old HMV of unknown vintage. It flicks into action proudly showing its age by delivering beautiful pictures of free to air TV only, no VCR channel no matter how much coaching it receives. By now everyone in the house is well aware off the dramatics, even the dogs have gone downstairs to avoid the cranky bastard and the girls have decided it's their turn to take Dad's BEAT UP OLD SPORTS CAR around all the Morton Bay water front drives. Why *don't you go down to Tweed Heads, start there and go* to Noosa I yelled from the window as they took off up the road waving over their shoulders and looking straight ahead as only women can do. Few!! Quietness finally descends on the house; the dogs tentively return up stairs, I am immersed in the biggest pile of Sports Car World magazines, reading I *was a Teenager TC Freak, why TCs rule the world. An* MGB is not a real MG!!!! Crikey!!! I always thought Austin Healey's were really MGs, just that someone who had a point to make, put different badges on them.

Richard Croston



To the Editor

Dear Bruce,

It has been very remiss of us not to write to you earlier arid express our thoughts on this enjoyable club we belong to.

As country members we do not get the chance to attend all the functions that we would like to, however the three functions that we have attended since our joining early last year have been a very rewarding experience for us and we believe we have made some very good friends.

We joined after a chance meeting with Richard and Carly (who were on their honeymoon at the time).

When I noticed an MG hat on Richards' head and we struck up a conversation, he and Carly suggested that we join the club and go to Canberra with them for the Nat Meet. As we had already booked for the Shannon's Tour also in Canberra around the same time, we decided we could double up for the MG Nat Meet as well and applied to join the Qld MG Car Club.

Like most new comers who join a new club, we were a bit apprehensive about acceptance by veteran members. That apprehension was well and truly put to rest by Bev and Ron Clydesdale who made us feel we had known them for a long time by the time that we actually met them and several other members at the Caltex at Goondiwindi, for the first time. The genuine friendship displayed by all the club members on that particular trip really was outstanding to say the least. It wasn't a very hard decision when we were asked if we were interested in coming to Adelaide the next year.

The year that followed really flew, however Ron and Bev continued to stay in contact with us (usually when the Octagon was published) and before we knew it, we packing the every nook and cranny of the little red bush B (those of you who have gotten to know Sandra by now will know what I mean) and were heading off to Adelaide and again meeting up with the crew at Caltex, Goondiwindi. This time we had another new member, Graham Hoyle from Bowen in tow with us who, like us last year, was quite apprehensive of what was in store. It was interesting to watch Graham settle in as well.

Anyhow, we really want to say when we met up with other club people at various points along the way to Adelaide. It was as though we had never parted some twelve months earlier. That's amazing, it really is! It was the same at the Christmas in July, which we must say, was a much needed and an excellent weekend away for us. Thanks Pat and John for all for all the prep work and again Bev and Ron who really looked after us once more.

To everybody else and we wont risk naming you all in case we miss someone out, you are really a great fun loving bunch and we are proud to be members of this magnificent club. To us, it has proven that whilst the joy (????) of owning an MG is what brings us together initially, the people who make up this club are the Queensland MG Car Clubs' real strength.

Thank you all, yours faithfully,
Sandra and Jim Armstrong.

Ed. Apologies for the belated inclusion but better late !!

National Meeting **Shepharton 2003**

1953 - 2003

1953 was a very good year, particularly if you own an M.G. TF or Z series Magnette. This was the year these two classic icons of British motor car design went on sale to an appreciative public. 2003 is the fiftieth birthday of these cars.

Celebrate the Golden Anniversary of the

M.G. TF Midget and Z series Magnette.

The T Register and Magnette Register within the M.G. Car Club Victoria will mark this significant occasion with two lasting mementos.

The Best in Australia Trophies

Special one-off trophies will be awarded to the owners of the best M.G. TF and the best Z series Magnette in attendance. This is a serious challenge to all Australian owners. The recipients will be able to truly say their car is the best of its type in the country. Award criteria announced in Bulletin 3.

Golden Anniversary Badge

A special, high quality, grille badge of unique design will be struck and availability will be limited to only entrants of TF and Z series cars in attendance (one per car). The proposed badge is illustrated here and more information will follow in Bulletin 3. Owners of M.G. TF and M.G. Z series Magnettes are encouraged to reserve their accommodation and prepare their cars to be part of the celebrations.

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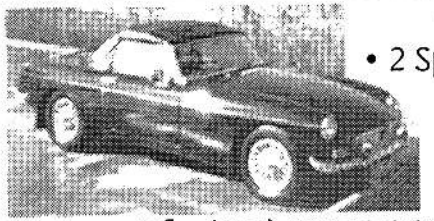

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THIS IS A CONDENSED VERSION OF THE PRESENTATION GIVEN BY OWEN McNEILL ON THE

HISTORY OF SCREW THREADS

The word THREAD comes from an Anglo~Saxon word which means to twist or turn as the early metal workers would twist a piece of heated metal into a spiral.

The screw thread was used to do work for the first time in the manufacture of paper at the time of the early printing presses. These early threads were relatively easy to make out of wood. With the beginning of the Industrial Revolution, the need arose for a metal screw thread, not as a nut and bolt for the rivet served this function, but as a means of making adjustments to parts of machinery which was made in workshops, usually around London, called at that time, Erection Shops.

The workers in these shops would simply take a piece of round metal, mark a spiral around it and set about cutting, chiseling and filing out the new thread. If, in a year or so the thread required replacing, there was no way of identifying it because no two threads were the same, a situation that remained till about 1790.

When the instrument makers started forcing small diameter brass through hardened dies, this was the beginning of producing threads that could be standardized. In 1798, Henry Maudslay set up an erection shop in London and soon realized that if a lead screw was fitted to a metal lathe, all kinds of threads could be turned on this machine. One of his young workers was Joseph Whitworth who then returned to Manchester and set up his own shop and applied himself to the problem of standard threads. He did this by gathering all of the known threads and studying them and then read a paper at the newly formed Institution of Mechanical Engineers called *"A uniform system of screw threads"* in which he proposed an angle of 55deg. and that the threads per inch (TPI) should remain constant in relation to the diameter.

In 1864 Mr Sellars proposed a standard thread for America with an angle of 60 deg. The brass fitting manufacturers of England and Germany in 1884 agreed on a standard thread having 26 TPI for all diameters, which we find on the threaded tube supporting early MG headlights. 1900 saw the British Cycle Makers with their own cycle thread of 60deg. To satisfy the new motor industry, the fine BSF thread was developed but the ME thread was introduced by the very dominant editor of The Model Engineer Magazine.

A small instrument thread called the BA (British Association) could have served the same purpose as it did on all Lucas electrical equipment. An interesting development was in 1923 when William Morris purchased the Hochkiss Engine works to produce Morris engines. The Factory had relocated from France during the war and therefore the machinery turned out French metric threads so Morris simply ordered that the metric bolts should have Whitworth heads which we still find on our MG T and Y type motors.

Moving on to 1953, America and Britain decided on the unified thread, which they called the UNF and UNC. Britain finally went metric in 1964 and Australia is left with the lot.

Noggin N Natter

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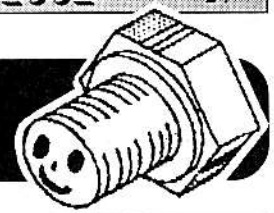
Sump Plug



Letter to the Sump Plug

Some items that you may be interested in

Chris Lake allowed John Davies have a run in the Axtell at Morgan Park on the Warwick Country weekend so as to nudge JD into getting the DBF running again. Unfortunately for John Davies he put in a very quick number of laps, which were very close to the times that Michael and Chris were doing considering that they were not doing 110% as it was a non competition event. Guess who won't be getting another run, as he was too quick for the regulars.

Interestingly enough at the Willowbank Weekend (ex firie) John Davies manned the radar gun, whilst Sergeant Lake was driving the fire engine at the circuit.

Lindon Cooper's son Hayden has taken up karting and has raced at the Gold Coast. At one meeting on the Coast he was not doing too well and spinning regularly. Sahra Lake suggested to Lindon that he should let her drive in the place of Hayden as he was having trouble, she was older and could dress in his driving suit, and anyway she had lots of experience in karts as she had played and won regularly in Mario kart on her Nintendo so she was more than capable.

John Davies had his MG 1100 appear on the Gold Coast Channel 9 news after the Murwillumbah weekend. Alas it was stationary at the time, so boasts of how fast it was cannot be proved at this time.

Regards,

Andrew.

National Meeting 2004

Good progress is being made for the 2004 National Meeting at Warwick. Should anyone wish to assist with the organisation, please contact Ron Clydesdale on 3863 3375.

Blend stirs industry

The push for compulsory ethanol fuel blends has met with a mixed reaction.

Story by Jim Mathers

The RACQ is urging state and federal governments to tread carefully on the issue of ethanol-blended automotive fuel amid questions about its effects on vehicles, petrol prices and the environment. "While the RACQ supports the development of more environmentally friendly fuels, the evidence suggests that overall environmental benefits from ethanol fuel blends could be limited, the Club's external relations general manager, Gary Fites, said recently.

According to RACQ's technical services manager, Steve Spalding, the news is mixed.

"The information suggests fuels with 10 percent ethanol (E10) could offer a reduction of about 20 percent in greenhouse gas emissions," Mr Spalding said.

"But the ethanol blend could also reduce fuel economy by about 2 to 3 percent, which means motorists using it may see a slight increase in their fuel bill."

Mr Spalding said while evidence indicated E1O would not have negative effects on a well-maintained vehicle, the potential existed for ethanol to harm aged rubber components on an older vehicle.

"E10 should not lead to any noticeable increase in maintenance or deterioration of a vehicle's engine, but higher percentage blends shouldn't be used without vehicle recalibration and/or modification," he said.

"Also, reports suggest ethanol-blended fuels can dislodge dirt, rust and petrol derivatives that have accumulated in a vehicle's fuel system, and this could block the fuel filter; especially in older or poorly maintained vehicles."

The Federal Chamber of Automotive Industries (FCAI) has indicated that manufacturers' new car vehicle warranties would support an ethanol level in petrol of up to 10 percent.

But FCAI chief executive Peter Sturrock warned that any increase above that level would affect warranties.

"Ethanol levels in excess" of. 10 percent could cause severe operational malfunctions, including loss of drive ability, loss of fuel economy and accelerated wear of engine components and fuel lines," Mr Sturrock said.

Meanwhile, the Federal Government from September 17 imposed an excise of 38.143 cents a litre on ethanol used in petrol - the same as the excise applying to petrol itself.

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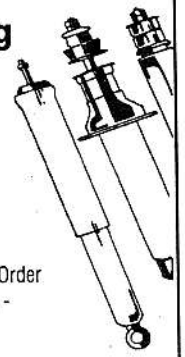


Blend stirs industry (Cont)

The government also decided to provide at the same rate a production subsidy to domestic ethanol producers, to help overcome the potential problem of cheap imported ethanol flooding the market.

At this stage, the subsidy' will be provided for only 12 months, while the government looks at long-term arrangements for the industry.

The RACQ's Gary Fites said the Club was concerned motorists would end up paying more at the 'pump if the government mandated the blending of ethanol with petrol, as has been suggested by some quarters.

"We believe making an ethanol petrol blend compulsory would increase pump prices and provide marginal economic benefit for Queensland's cane farmers," Mr Fites said.

"While the government for now has instigated a rebate for local ethanol producers to compensate for the excise charged, the fact remains it is cheaper to produce purely petroleum based fuels." In what is a very price-sensitive industry, you can almost guarantee that petrol companies eventually will pass on any increase in production costs to motorists."

ETHANOL FACTS

- Ethanol used for automotive fuel is made from fermented agricultural products, such as sugar cane or grain In the USA, 95% of ethanol is sourced from corn starch.
- The most common blends are 10% ethanol (known as E1O); 20-24% (E22, used in Brazil and needs specific vehicle recalibration and component changes; 85% (E85, used in parts of the USA and requires specific vehicle technology) and 100% (E100, used in Brazil and needs dedicated vehicle technology).
- BP recently extended its trial of E10, which it sells at selected Brisbane service stations (see www.bp.com.au). E10, initially available with premium fuel, is now being blended with conventional unleaded and sold at marked pumps.
- Prior to the government's ethanol excise announcement, BP said E1O would be sold for the same price as unleaded petrol.

The Editor Needs Your HELP!

WANTED

We need your support to keep this publication full of interesting reports and points of interest, so any ideas or thoughts would be most appreciated!

Please submit your contributions to the Editor: Bruce Mutch C/- G.P.O. Box 1847 Brisbane 4001 **A/H - Ph: (07) 3376 1384** Fax: (07) 3271 2043

For your information just in case you have an interest in numbers.

MG PRODUCTION TOTAL 1.5 MILLION CARS IN 78 YEARS

Drawn from MG Rover press release re 1.5 million MGs sold -

" MG Rover announces today (16 April), the building of the 1.5 millionth MG car since production began in 1924."

MG TF 2002- 4,027
MG ZT (Saloon & ZT-T estate) 2001- 5,760
MG ZS (5dr & Saloon) 2001- 8,392
MG ZR (3- & 5-dr) 2001- 14,195
MGF 1995-2001 77,269
MG RV8 1992-1995 1,983
MG Maestro Turbo 1989-1991 504
MG Montego Turbo 1985-1991 7,276
MG Montego EFi 1984-1991 34,476
MG Metro 6R4 1985-1986 205
MG Maestro 1600/2.0 EFi 1983-1991 47,914
MG Metro Turbo 1983-1990 21,968
MG Metro 1300 1982-1990 120,197
MGB GT V8 1973-1976 2,591
MGC/GT 1967-1969 9,002
MGB/GT 1962-1980 513,276
MG 1100/1300 1962-1971 157,409
MG Midget 1961-1979 224,843
MG Magnette MkIII/IV 1959-1968 30,996
MGA Twincam 1958-1960 2,111
MGA 1955-1962 98,970
MG ZA/ZB Magnette 1953-1958 36,600
MG TF Midget 1953-1955 9,600
MG TD Midget 1949-1953 29,664
MG Y-type (YA/YB & YT open tourer) 1947-1953 8,336
MG TC Midget 1945-1949 10,001
MG WA 2.6-litre saloon 1938-1939 369
MG TB Midget 1939-1939 379
MG VA 1½-litre 1936-1939 2,407
MG TA Midget 1936-1939 3,003
MG SA saloon/drophead coupe 1935-1939 2,738
MG R-type 1935-1935 10
MG Q-type Midget 1934-1934 8
MG PA/PB Midget 1934-1936 2,499
MG N-type Magnette 1934-1936 745
MG L-type Magna 1933-1934 576
MG K3 Magnette 1932-1934 31
MG K1/K2 Magnette 1932-1935 410
MG J3/J4 Midget 1932-1933 31
MG J1/J2 Midget 1932-1934 2,463
MG F1/F2/F3 Magna 1931-1932 1,250
MG D-type Midget 1931-1932 250
MG C-type Midget 1931-1932 44
MG 18/100 MkIII Tigress 1930-1931 5
MG M-type Midget 1928-1932 3,235
MG 18/80 Mk1/11 1928-1933 736
MG 14/40 & MkIV 1926-1929 851
MG 14/28 Super Sports 1924-1926 395
MG cars production total 1924-2002

500,000 Saloon;
1,000,000 Roadster:
1,500,000 Total

Breakfast by the Bay

6.15am – a clear Sunday morning - 3 November.

Crackle ... Crackle ... "Where's Harvey Norman?" rattled the CB radio in Sandra Walker's blue B.

"Just keep on Old Cleveland Road and you'll see us on the left," responded Sandra laconically as she continued to guide the stragglers in via her CB.

We made a wonderful spectacle for the other early morning motorists as we waited for the starting signal. The run consisted of some 23 MGs, ranging from the Rayment's Red TC to the Ferguson's newly acquired red RV8, with a TD, TF, Magnette, 4 MGAs, a swarm of B roadsters and GTs in most colours of the rainbow, and rebadged white MG commercial van.

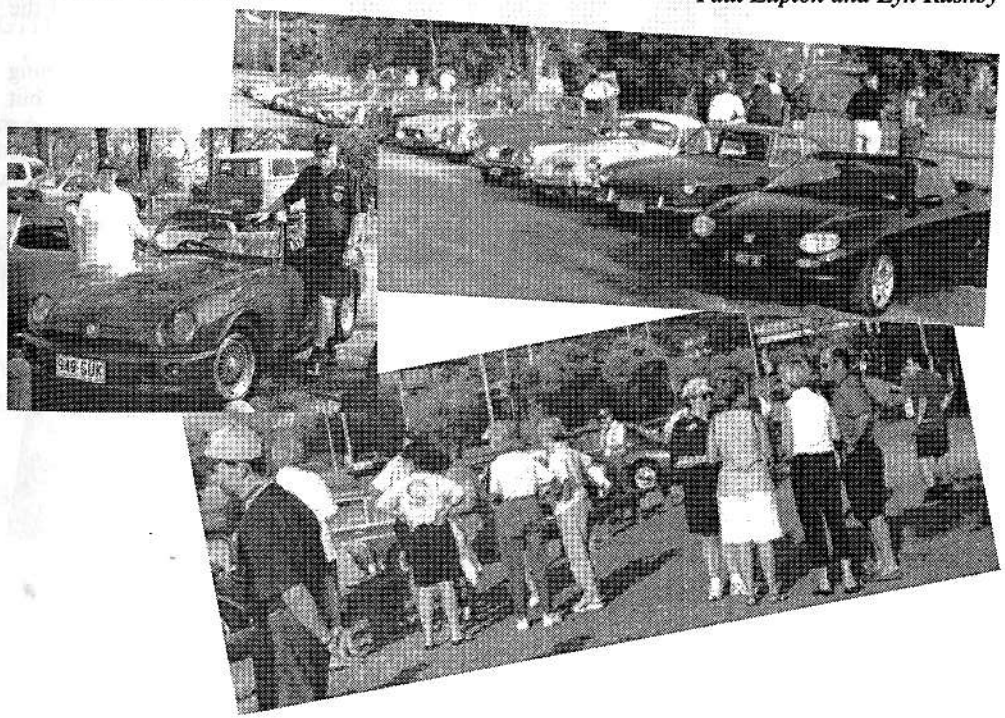
One of the stalwarts to MG Breakfast Runs was heard to remark that this was the best rollup for a run, in some time. While regular runners like the Walkers, Clydesdales and the Rayments attended, it was great to see so many new members rising early on a Sunday morning to enjoy some open-car motoring in their pride and joy. Long may that feeling continue.

The brief, but different, route from Carindale to Victoria Point involved a "compulsory U-turn!" (Pat Walker), a rifle range, vineyard, university farm, and several roundabouts (at speed), before arriving at the shady breakfast area, overlooking a sparkling full tide in the passage between Victoria Point and Coochiemudlo Island.

Breakfast was a very social gathering thanks to the electric barbecue and some additional gas appliances. (It's amazing what you can fit into an MG when you're hungry!)

Thanks for joining the Breakfast Run in such numbers, folks.

Paul Lupton and Lyn Rushby



The Christmas Season

A few thoughts and memories!

Once upon a time! (no, this isn't a "fairy story"), come Christmas, come motor racing. It was time for the Tasman series. This was the time of year for the International drivers, namely, Moss, Brabham, Surters, Hill and many others to challenge the local "Hot Shots", and sometimes the locals won, but always there was terrific racing. For us Queenslanders, the trip to Surfers Paradise or Lakeside proved a time of great joy, as we watched our hero's and checked out the latest cars from Cooper, Brabham and Ferrari. Not only that, who remembers the Ferguson (4 wheel drive) with Hill in the wet at Lakeside? These were the days of motor racing!

So what does Christmas this year provide for the racing enthusiast? Memories of the horrific accident with rain at Surfers in the CART series; the big 7ft yellow Monaro taking out the 24 hour race at Bathurst or perhaps a re-run of the videos.

There is no doubt about it, Christmas means "arm chair" motor racing now!

At least we can get the MG out and enjoy a run in the sun and probably "burn" our feet. However, the fun of driving cars that have character is better than nothing to look forward to.

I enjoy those memories; the trips to Surfers and Lakeside in my first MG, a white A.

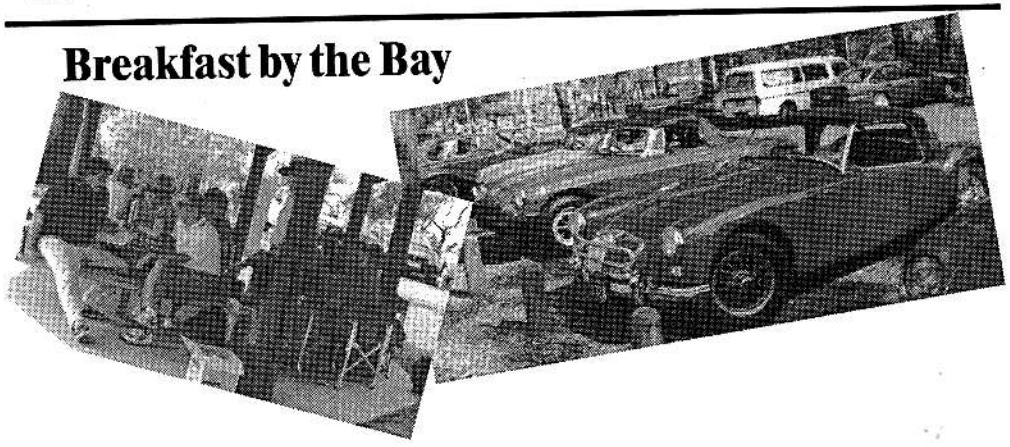
But Christmas is much more than any of these memories. For many, it is a time to remember Jesus' birth and what God has given each of us; namely life, life worth living now. Christ Jesus allows us to get over the Bali bombing and leap to the future with hope. Christ Jesus, the babe of Bethlehem, sheds hope on the confusion of the Middle East. Christ Jesus loves us and helps us understand and love each other. Christ Jesus is the true memory of Christmas and the future.

Sure, we'll remember the good times, of past Christmas's and summers of racing and "young bloods" driving their first MG's. No doubt there'll be the video gift to watch and enjoy, but most of all, the reality of Christmas, Christ Jesus be a part of your Christmas and share the hope and joy of what it really means.

Your Chaplain

Ken

Breakfast by the Bay



MG Car Club Race Meeting Willowbank Queensland Raceway

Sat. & Sun 23rd & 24th November 2002

A bright and sunny weekend heralded the finale to the State Championships over the weekend.

There was over 160 entries and this led to some very close racing.

- **Gemini State Championships**

The closely run race was won by Ron Lange with Nick Rangeley and Benn Wilson in the places.

- **Improved Production Car Championships**

This was a runaway victory to Scott Duncan in the 13B rotary powered "Rocketship" Mazda 808 coupe, Scott Draheim in the turbo powered Datsun 1200 coupe was second from Mark Thomas in the RX7.

- **Historic Group N Championships**

John English in the orange C49 six cylinder Valiant Charger ran smoothly to take the title from Bruce Dunnett in the Holden Torana XU1. Dunnett invariably took the start but was overtaken by English in the fast moving Charger. Third place with an excellent drive was the young Brett Emson in his XU1. Brett's father, Steve Emson has purchased Lloyd Bax's yellow GTHO Falcon which will see a welcome return to Qld racing in 2003.

- **Saloon Car State Championships**

The battle between the Ford (ER) and Holden (VN) continues with a vengeance. Due to rear grid alteration and a few black flag demerits, two of the fastest cars were relegated to the back of the field. In the championship race, Jake Camilleri (Ford) and Scott Nicholas (Ford) were first and second.

However, in the final race, they both started from the back of the field (reverse grid). In what turned out to be a very exciting race, Scott Nicholas got the chequered flag and John Camilleri, a very close second.

- **Racing Car State Championships**

Ash Lowe in the Spectrum headed Chris Gilmore in the Van Dieman" RF96, unfortunately the Ralt PT 34 of John and Troy Chaplin, had mechanical problems and could not continue.

- Formula Vee State Championships

Very close racing had Trent Usher in the Bee car "Jabiru" triumph over Russell White in a Spectrum.

- **Super Cast Main Event**

So low to the ground, Carlo Chermar in a 250cc P&P Kart was 1.9 seconds faster (54.71 sec) than Ash Lowe in the 1600 Spectrum 56.62 sec. Second was Stephen Tapper in a Stockman MR2 - 54.81 sec.

Willowbank Queensland Raceway (Cont)

• Sports Car State Championships

The Red Hooper 1300 of John Campbell (55.15 sec) absolutely blitzed the field with Steve Morcombe, second in his Westfield SE. Club members Fred Douglas MGB and Don Lake in his new red Mazda MX5 with Brian Ferabee (MX5), Doug Chapple (MX5), Henry Van Roden (MX5), Chris Hatfield (GT HO DRB) raced for the fun of it.

• HQ Holden State Championships

Ever reliable, the HQ's again proceeded close racing with Dave Blunt winning from Shannon O'Brien and Michael McCloud. The older HQ drivers keep popping up in the more advanced classes as in the saloon cars.

• Sports Sedan - Invited Car State Champ.

The EB Falcon (6 litre) of Chris Donnelly and a lap time of (56 sec) won in front of Bob McLoughlan in the 6 litre VL Commodore with 56.43 sec. with David Waldon in the 3 litre Honda Prelude (56.99 sec). These are awesome cars !

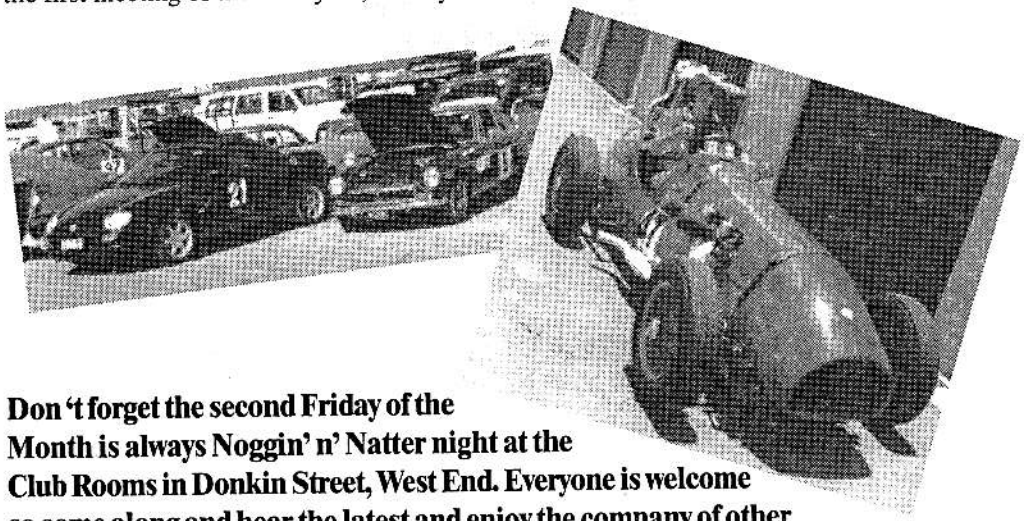
The turbo-charged 2 litre Fiat of Geoff Gillespie is to be replaced in the future with a BMW in M3, which is being built at present. (Watch this space)

• Regularities

There were 28 cars involved in these events and things were a little willing with times from 67 sec Frank Moore (Tornado) Robin Yea in the Mustang - 68.6 sec.

Peter Mathwin MGB GT won this event No 11 retaining 98 points. Mark Switzer in a Datsun 260Z in event 22 retaining 99 points. Peter Mathwin was third in this event. Event 33 had Mark Switzer in the 260Z again, winning with 99 points and Steve Wilkins second in his A/H Sprite. Event 41 had Ray Edwards in front with 100 points retained, driving Bruce Gilmore's LEDA 1200 cc Clubman. Barry Evans in the MG GT V8 retaining 99 points.

A great weekend of racing was enjoyed by competitors and spectators and look forward to the first meeting of the 2003 year, run by the MG Car Club at Qld Raceway.



Don 't forget the second Friday of the Month is always Noggin' n' Natter night at the Club Rooms in Donkin Street, West End. Everyone is welcome so come along and hear the latest and enjoy the company of other Club Members. Contact:- David Miles 3892 2699.

Classic Adelaide

October 16th - 20th 2002

Classic Adelaide is a truly great event on the historic rallying calendar. It is run over four full days of rallying, plus a prologue on what can only be described as some of the most magnificent hills and country roads surrounding Adelaide. Every year, people of Adelaide embrace this event with thousands of spectators, a street party on the Friday night and over 800 volunteers (including our own MG Car Club in Adelaide who supervise a stage on the Saturday).

Quite a few Queenslanders make the trip south, including Stephen Rochester/Don Milner Triumph TR3A, Phil Father, Escort RS1600, Keith and Mary Callinan Alfa GTV, Michael Lew/Gary McLane, Alfa, Brian Falloon Triumph TR5 and in the Touring Section, Terry Healy from the Oldtimer Garage in his lovely AC Ace.

For me, it was my second Adelaide. My first in 2001, just blew me away. Where else can you drive your car flat out on closed public roads, all within a 100km radius of a major capital city .... fantastic! It did help that I grew up in Adelaide, so some of the roads to be used were a little familiar. After work on the Thursday, 17th October, I hitched the trailer onto the car and headed off to Adelaide. Loaded on the car was my 1973 MGB GT. Not much has been done to the car over the past year, really only routine maintenance (via the House of MG, mate Dave McCulloch and myself), a dyno tune and a new set of wheels and tyres (thanks Don Lake).

Arrived in Adelaide late Friday night. Saturday and Sunday was spent on reconnaissance of the special stages, checking of pace notes with my navigator (and nephew, Jai Raymond), with a few leftovers completed on Monday. Tuesday was a check over the car and Wednesday was scrutineering. Sailed through scrutineering except for the "in car" camera mount and a debate over whether the car qualified for the Standard Class, which I had entered - I lost so got "bumped" to Limited Modified.

Prologue - October 23rd around the houses at Murray bridge, a country town on the River Murray, about 50 km's from Adelaide. Car ran well but given that there was a very long steep hill and the B didn't really have the power for this, we finished 76th out of 104 starters in the Competition Section. This then set the seeding for the starting times for the next four days.

Our goal for the event was to beat four other cars of similar speed, finish the four days and have a ball.

Day One - Special Stage One

We were really going well as I was quite familiar with this stage and it was a fast flowing type stage, which I prefer. We were approx. 1.5 km's into the stage when there was an almighty clatter from the engine. I had held onto third gear, nearly 6,000 rpm just a bit too long - I thought I had done a bearing in the motor. This is where the problem lies with in-camera's. Evidence is held that I thought our event had finished on the first stage, on the first day. I am also heard to say "I can't work this out, oil pressure is OK, temp is OK, I am not blowing smoke ...." in between swear word !! Anyway, we cruised through the stage at 40kph which cost about 2 minutes (a very long time in these type of events). Our next problem was my Service Crew was waiting for me at morning tea after I mistakenly said "nothing ever goes wrong with this car, see you at morning tea".

Anyone worked out the problem yet? I fortunately saw the Pommi Pit Crew of the Baker/Ballantyne (Sunbeam Tiger) and asked their opinion.

It was a loose tappet. The lock nut had come loose - no wonder it sounded like a VW! Fixed in no time and on my way. My pit crew checked everything at the lunch stop and no further

Classic Adelaide (Cont)

trouble. After lunch is one of the best stages of the rally - Gorge Road. This stage is incredibly fast, sweeping bends, wide roads but as it sounds, it travels through a Gorge so you have sheer rock wall on one side and guard rail the other (you don't want to contemplate going over the guard rail into the Reservoir below!!!). It is the one section of the road that keeps bringing people back - and we do it twice (Day one and Day three). We had a great run on Gorge Road catching up a fair bit of time.

Day Two

After our little problem on Day One, we reassessed our goals - no point in worrying about Trophy times, placings etc - let's just have fun and so we did. Another seven great stages, all completed well within Trophy Times and with no further mechanical problems. A fantastic Street Party is held in the city on the Friday evening with all the cars parked in the street. I estimated there would have been around four thousand people there - just fantastic !!

Day Three - Saturday

This is the day which is generally make or break over the nine stages. There seems to be more accidents and mechanical failures on the Saturday than the other days, as the crews push that bit harder. WE maintained the pace we had set on the Friday and with no mechanical problems. We moved up again and caught most of the cars we had aimed to beat - great. Another good run down the Gorge Road and just 8 seconds slower than a genuine RS Porsche Carrera ... not bad! Worst moment was being caught on TV by the Classic's film crew, crunching my way into second gear - not good when viewed at the finish of the day in the bar with fifty other crews !!

Day Four - Sunday

Sunday starts with the longest stage of the rally, around 17 km's, mostly uphill and very twisty. It has probably the tightest turn on the rally. Unfortunately, fellow Queenslanders and friends, Michael Lew and Garry McLane didn't quite make it and put their lovely Alfa into a fence and then into someone's backyard. AS if that was not bad enough, there were hundreds of spectators, news' crews and the Classic's documentary makers all on hand to ensure Michael doesn't forget his slight error. The day finished well for us with a couple of my favourite stages. Overall we finished 57th spot from 104 starters. I was very happy with the result given the limited specification of the car, the problem on day one and the driver's average skills !!!!

Given the problems on Day One, I didn't even check our class position as I thought we would be out of contention. Imagine my surprise when two trophies came in the mail.

Trophies were for 1st in the "6 Limited Modified Section - Class B" in both the Outright and the Heritage sections.

I must say that this event is so well run along fantastic roads with enthusiastic spectators and volunteers alike. There is a touring section, a parade section and the full competition section, so there is something for everyone. Check out the website www.classicadelaide.com.au for full details. I should also thank Centrepoint Finance for their support of my entry, Lynda's Landrovers (Hobbo) for his ongoing support.

I would love to see more Queensland MG's there next year - any interest?

Peter Mathwin

MGCCQ Mt Cotton Hillclimb

Track Upgrade and Site Improvement Project

The next stage of this project starts next week with the relocation of the return road. The new alignment will see this road re-enter the pit area at the eastern end. The construction will be to the same standard as the track and provide a full and uninterrupted asphalt paved surface from Start to Finish and back to Start.

This work completes the first stage of the upgrade project and expends the funds allocated by the club.

We do have further improvements planned but not yet approved or funded. For instance

a. Relocating and upgrading the canteen
b. Provision of better toilets
c. Provision of water and electric power
d. Relocation of the Timing Shed
e. Expanding and surfacing of the pits
f. Upgrade spectator viewing areas
g. Upgrade spectator parking areas
h. Picnic areas & children's playground
i. General beautification and native tree planting

A very ambitious and comprehensive programme.

We also have smaller projects in the plan which will have to be funded by user contributions of either time, money or material donations.

This includes relocation of the and improvement of the Scrutineering Shed. The installation of the newly formed spectator area. Grass seeding and tree/shrub planting, and the construction of a retaining wall along the down road and burn out strip. The latter (retaining wall) is planned to start early in the new year. This is provided we can get support to do this work as afore mentioned.

Consequently we are asking for volunteers or cash. The club will in this instance provide the materials. We would like people who use and enjoy the circuit to provide their labour or alternatively make a cash contribution. The first day of the working bee will be:

Saturday 4th of January 2003 on site at 7.30 am.

Then at dates to be advised to complete the project before a planned Grand Opening of the "New" circuit in March 2003.

The initial tasks of the working bee will be heavy and some long hours are planned. We request that you contact Dino Mattea (ph. 07 3263 2625) to register your assistance or contribution. Our target is to have a team of 12 people for a full day (or equivalent) and to fund $500.00 of incidentals (suggest a $10.00 contribution) from all who cannot supply their labour.

The club sees this approach as the only way that some of the "cosmetic" items are possible. Please support our aim to make this a truly great venue.

Dino Mattea

FOR SALE

•TRD FORGED *1750* cc Piston and Ring set to suit 2T engine. NEW IN ORIGINAL BOX - HAVE BEEN BALANCED AND PINS MATCHED TO PISTONS. - TRD Part Number 13101-TAO51 *$650* O.N.O. Phone David Robinson 07 *3255* 1037 B/H or Mobile 0417 731 455

•4 only - SS Commodore 14" X 7 Alloy Rims $200 ON 0
Phone David Robinson 07 *3255* 1037 B/H or Mobile 0417731 455

• Fully recond. Banjo Diff to suit MGB Mk1 Spline Hubs - $750.00
Contact Ray Edwards after hours - (07) 3341 7502

• Old English MG Midget 1967 Mk3, new black carpets, new black vinyl hood, black seats with original white piping. Wire wheels, vertical bar grill, new Pioneer CD Player. Too much to list. Very appealing car. Receipts and photos of restoration are available on request. Contact Roger Kelly - (07) 5455 3478

WANTED

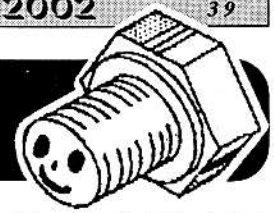
• WANTED; for MGA - 1 3/4" inlet manifold and H6 carburettors to suit, particularly looking for C/AEH200 manifold. Can anyone help? Phone Phil Redhead (02) 6647 4644 or philred@austarnet.com.au

• WANTED: Books, Magazines and Videos for Library. Not only MG related items, but anything that you think may interest others. The aim is not only to build a lending library with computerised records, but also to build a reference library so many of our vehicles can be dated and the information used for Certificates of Description.

If the Club is fortunate enough to have items duplicated then the items that are in the best condition will be kept and other items either returned to its original owner or could be sold with the proceeds back to the library (if requested).

Any donations, please contact David Robinson (07 *3255* 9037 B/H or 07 3848 0221) or speak with Paul Lupton or Dee Anderson.

Sump Plug



Busy MG World

My how time flies in this busy MG world. I seem to have only just processed the last load of sump slurry for my editor and he is on the phone again seeking more truths, half truths and blatant lies.

Anyhow, Andrew Crossely came to our attention again (after his Ironman efforts) at the Hillclimb by shortening the wheelbase of his VW and adjusting the armco just after the finish. Well, in truth quite away after the finish line, and here is the rub; don't attempt to recover the un-recoverable, just stop it... Many would suggest that hillclimbing Vw beetles is an un-recoverable exercise in any case! That said, Mr. Turnham's "NON.911" green beetle still scares me witless, as it hurtles towards anything that looks like a comer, and somehow manages to negotiate it successfully.

Enough VW bashing for this issue, even though it is the Octagon!

The big news from the last hillclimb meeting was probably Allan McConnell's 39-second run followed by another during the top six, just to prove the first was no fluke! His second sub-forty run was conducted after Graham Adair's P 38's gearbox disgorged all of it's oil over the first loop and finish, demonstrating either our effectiveness in cleaning the track or alternatively the size of Allan's... (strength of conviction?)

It was the first really big spill the circuit has had after the new surface has gone down and we sort of ran out of cement dust to quench the mess!

Bruce Gilmore must have saved up all of his pension cheques for some time and splashed out on some new rubber for the Leda. Ray did the right thing and rewarded Bruce with some excellent times around the 47-second mark. Certain other Clubman drivers are now seriously plotting to sell off their first born, wife and mother-in-law to finance similar purchases!

The Rayments are back from Beach Judging (I'm serious-terrible job, but someone has to do it) and report that it's just like concours judging. There are a bunch of criterion that are to be assessed and therefore the beach you like the most, doesn't necessarily get up. Often I've thought the same thing at various concours', though sometimes I think I've been suffering from inverted snobbery too, thinly veiling green-eyed jealousy.

The Historic Hillclimb held at Mount Cotton seemed to be successful, though with a smaller than anticipated field. Noticed lots of wonderful MG helpers on the day. Also noticed Barry Smith sporting a very pukka pith helmet. Certainly suits his current steed, the flat-head Ford Special, although I don't think the pith-wear is CAMS/FIA approved. Mind you most of us possess equipment and apparel that isn't either!

Also got to the latest Breakfast run organised by Paul (everybody loves Magnettes) Lupton. Plenty of new faces enjoying the beautiful early morning weather in their open MGs. Plenty of wives and significant others also missing from the passenger seats! Obviously still in bed!

The NZ equivalent of CAMS (excuse my ignorance) have finally solved the kero-hopping problem. I couldn't help but notice at the V8 Supercar event conducted at Pukkachoe, that once one of the offending, (so-called) "super-cars' had removed the stacked tyre corner marker, a plethora of punctures occurred. Unfortunately the NZ officials decided to knock-over the steel spike mid-race, (which was evidently causing the tyre problems), seeking to disadvantage the fair driving competitors who had not steered

Sump Plug

over the offending spike and suffered a puncture.

Godwin has dragged his V8 MGB into the 21st century, finally curing it's overheating problem by installing the BIGGEST electric fan in the world ahead of the radiator.

When I say big, I really mean BIG- it's about the same size as a real MG TC wheel! Hope it doesn't wobble about like a TC wheel.

Here is some grist for the rumour mill... Gary Lawrence, the Ladies Man. Evidently, the Luptons, Wests and the Lawrences have been spending quite a reasonable amount of time in small country towns of late, developing route options for our 2004 National Meeting Observation run. The story is that in every little town, village and hamlet visited, Gary seems to have struck a chord with the local lady-folk and has no trouble eliciting information, favours etc from every other female he encounters... Now, being a bloke I'm not too sure how this is achieved. Is it the silver bodgie locks, the glistening red MK I MGB, the natural pheromones he excretes or what?

When does a MG parked on the side of the road exert a similar effect to a police speed enforcement camera vehicle? Obviously on day runs, especially when it's Barry Mulch pointing the camera! Just makes me shudder when I think of Bruce aiming his trusty Nikon at me, as I can't be responsible for the breaking lens with my good looks!

I believe that the Mid-week Day Run was a great success, enticing lots of retirees, under-worked self-employed (you know who your are) and under-employed (this fellow you all know) MG bodies and cars for a burn in the hills. Only complaint I heard was from a retired gentleman of leisure, used to a certain feed-bag routine, which was not accommodated in the timetable. For future reference, eleven-sees must commence and be completed prior to lOam.

I just love the "speckle-checker" (family code for spell-check): entering Graham Adair the richest man in the world suggests the neat correction of "Gamma Adder". God bless personal computers-a continuing source of amusement for sick little minds...

Thinking of sick little minds reminds me of my Boss's wife's windfall the other day. She suggested spending the extra cash on a "little something for us"; he suggested that expenditure on a ten day long off-shore fishing trip he and his mates were contemplating was a "little something for us"...

Thank you to the good MGCCQ members who assisted the Rayments with the timing at the Historic Noosa Hillclimb for their time and their chastisement of that Triumph - loving commentator, Brian Ferrabee. Mind you, I don't think Brian will forget either...

Congratulations to Warwick Hutchinson for FTD at the same event, blasting up the course in 57.77 seconds, once the rain finally stopped.

Saw Club Member and copper, Andrew Lake the other night on telly! Striding purposefully up the riverbank after assisting in the rescue of two kiddies tossed into the river by their mother. It seems Andrew didn't have the same effect on the media reporters. On the telly he was referred to as Andrew Clark and in the newspapers he became Andrew Blake (well that's closer, at least it rhymes) doesn't matter we should all be very proud of his dedication and service to the community. I'm sure the vicious rumour that he only got wet to retrieve one of the kiddie's rag dolls is just that, a scurrilous rumour...

Big Barry Soames has been at it again, stopping during one of the November Race Meeting regularity trails to close his bonnet

Sump Plug

properly, scoring a 2,45 lap and extending the track time for all of the other competitors by at least a lap or so. Such public spirit should be rewarded!

Speaking of rewards, also heard about John Boyce's RSI injury, gained by slicing so many tomatoes (for the official's lunches) at Queensland Raceway. What a reward for his years of dedication to motorsport in Queensland, reduced to cutting up salad for flaggies etc. Mean-spirited club President says that this injury is a direct result of John's speedway days (daze) only turning left- he simply can't handle any right hand down operation...

Don't worry John, I also heard the same Club President baiting the guest super-kart commentator about "lightweight 2-stroke pistons" (holed as a result of lean running) and the superior "power to weight ratio" (no driver stupid enough to sit in the thing) of 2 stroke motor-cycle engined conveyances, all of which reminds me of the same body's 3 cylinder Kawasaki jigger, which Ann Thomson still calls "that horrible noisy thing!"

Now here is a good one. Why hasn't Carly Mattea returned to her netball team, as Alex Jane is nearly 12 months old? One guess only should be required...

Good Samaritans

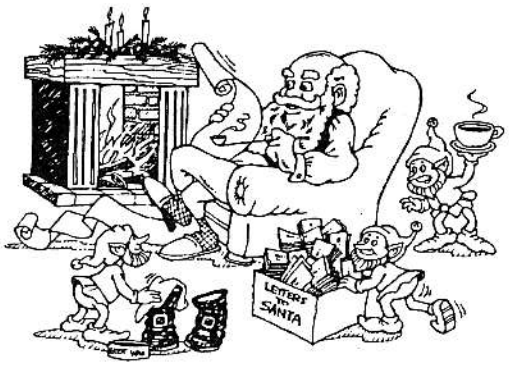
Back some time ago in an Octagon Sump Plug reported this story! !!!

Did you hear about the good samaritans that decided to help repair a friends Nissan Bluebird. Now these two blokes have a reasonable amount of knowledge and experience. Both have and have had competition cars. Just a head gasket they thought. No worries! Just a couple of nights work. Meanwhile many nights work later and late at night, time to turn it over to build up oil pressure. One says to the other " Jeez, taking a bit long for oil pressure, maybe the gauge is faulty too!. Keeps turning it over. Other one says " Maybe it might work better if we put oil in it". The moral of this story is "You never know how bright the other bloke really is."' It appears that a few years later one on these Hurricane Lights (not too bright) has managed to run his van out of oil. Oops!! History just seems to repeat itself.

At the October Hillclimb when the sun shone brightly, there appeared in the start lineup, the latest in Midget accessories - *"The brolly dolly'."* Some wag suggested a bikini or something in the skimpy costume area, but alas, the suggestion fell on deaf ears.

Wasn't it nice to see some family togetherness. There was young Susan and Graeme out for a drive to the Breakfast Run. Mother and Father must have felt pleased at this show of sibling love.

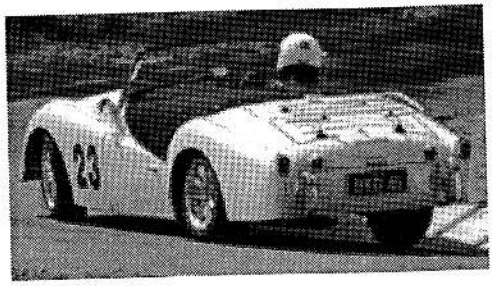
Joan Appleby made it to the Race Meeting in November. The body may be aging but the mind is still alert and was seen and heard not to let an opportunity pass to "have her say". Now who want's to get on her bad side. *Not ol' Sump Plug.*



MG CAR CLUB OF QLD INC.

MULTICLUB HILLCLIMB

1st DECEMBER 2002
Official Provisional Results



No.	Name	Car	Fastest	Place
Improved Production 3001cc & over - Record: 47.23				
27	Darren Barnes	Nissan GTi-R 2000T White	47.93	1
181	Martin Jordan	Holden UC Torana 3310 Yellow	48.30	2
36	Allan Kelly	Subaru WRX STi 2000T Blue	49.39	3
Marque Sports 2001 to 3000cc - Record: 47.78				
77	Vic Vakranoff	Porsche 911 3000 Yellow	54.36	1
23	David Dumolo	Triumph TR3A 2187 Primrose	58.52	2
Sports Cars Up to 1600cc - Record: 44.38				
17	Keven Johnston	Kajera 1300 Red	45.97	1
7	Ray Edwards	Leda Sports 1198 Green	48.41	2
22	Richard Mattea	Bulant Mk 7 1298 Red	48.41	2
Marque Sports 3001cc & over - Record: 46.72				
50	Bruce Horey	Mazda RX 7 Turbo 2616T Black	47.07	1
2	John Walker	MG B GT V8 4200 Red	50.05	2 New Record
	Relief: Graeme Walker			
7	Barry Evans	MG B GT V8 4600 Green	50.80	3
Gemini - Record: 53.82				
19	Paul Smith	Holden Gemini 1600 Blue/White	54.06	1
Marque Sports Up to 1600cc - Record: 46.78				
121	Des Edwards	Westfield SEi 1587 Silver/BRG	46.49	1 New Record
80	Bruce Chamberlain	Westfield SEi 1587 White	51.98	2
47	Peter Rayment	MG Midget 1098 Red	60.12	3
	Relief: Delia Rayment			
Marque Sports 1601 to 2000cc - Record: 50.06				
71	Fred Douglas	MG B 1900 BRG	50.67	1
25	Henri Van Roden	Mazda MX5 1840 Red	53.19	2
34	Robert Thomson	MGF Trophy 1800 Anthracite	54.46	3
Improved Production Up to 1600cc - Record: 50.52				
19	David Homer	Suzuki Swift GTi 1298 Grn/Blu/Silv	48.04	1 New Record
71	Geoff Trew	Morris Cooper S 1380 Red	50.62	2
55	David Jones	Honda Civic 1595 Silver	51.33	3
Improved Production 2001 to 3000cc - Record: 46.96				
3	Chris Sloane	Mazda 626 2200 Silver	57.07	1
Improved Production 1601 to 2000cc - Record: 47.89				
15	Jason Lea	Datsun 120 Y 1990 White	50.05	1
38	Entrant: Paul Kurzok	Datsun H510 SSS 1832 Yellow		
	Driver: Darren Kurzok		50.58	2
110	Harry Doling	Datsun 1200 Coupe 1770	50.81	3

Hillclimb 1st DECEMBER 2002 Official Provisional Results (Cont)

Group N - Record: 49.04				
71	Reg Wheeler	LJ Torana GTR XU1 3310 Red	51.15	1
6	Brian Gallway	Morris Mini 1310		
	Relief: Michael Gallway		59.28	2
26	John Davies	MG 1100 1098 Green		
	Relief: Kimberley Robinson		69.60	3
Formula Libre Up to 1300cc - Record: 40.34				
111	Paul Van Wijk	Zip GP	41.73	1
44	Chris Lake	Axtell Suzuki 1277 Black/Yellow	44.80	2
Formula Libre 1301cc & over - Record: 39.21				
9	Alan McConnell	Van Diemen 87 1428 White	39.73	1
20	John Wynne	JMW 80 1100S Yellow/Blue	45.25	2
102	Laurence Svenson	Stealth 3968 Red	52.94	3
Sports Sedans Up to 2000cc - Record: 45.33				
86	Ross Liddle	Isuzu PF50 1950 Blue	46.90	1
40	Steve Cremin	Datsun 1200 Coupe Gold	50.34	2
Sports Sedans 2001cc & over - Record: 43.83				
67	Garry Ford	Ford Escort 4100 Orange	44.98	1
5	Ray Curtis	Lancer Evo 5 2000T Yellow/Black	47.44	2
54	Jeff Daniels	Ford Escort 4950 Orange/Silver	47.62	3
Formula Vee - Record: 50.01				
35	Steve Riley	Hornet 1192	55.21	1
9	Brian Hunter	Mako 1192 Blue	56.27	2
	Relief: Ken Trudgian			
Historic Group M, O, Q - Record: 48.24				
14	Ross Devencorn	Elfin DMR 3 1600 Blue	53.89	1
72	Alan Telfer	Lotus Super 7 1498 Blue	54.15	2
Historic Group J, K, L - Record: 50.30				
20	Barry Smith	Ford Special 3916 Silver	61.18	1
Best MG Up to 1600cc				
	Brant Rayment	MG Midget	50.43	New Record
Best MG 1601 to 2000cc				
	Fred Douglas	MG B	50.67	
Best MG 2001cc & over				
	John Walker	MG B GT V8	50.05	New Record
Best MG				
	John Walker	MG B GT V8		
Top Six				
1.	Alan McConnell	Van Diemen 87	39.86	
2.	Paul Van Wijk	Zip GP	40.73	
3.	Chris Lake	Axtell Suzuki	44.38	
4.	Garry Ford	Ford Escort	44.84	
5.	Keven Johnston	Kajera	45.87	
6.	Des Edwards	Westfield SEi	46.69	
Most Improved				
	Jason Lea	Datsun 120 Y		
Fastest Time of Day				
	Alan McConnell	Van Diemen 87	39.73	

MG Car Club Hillclimb

Mt Cotton - Sunday 1st December 2002

Under bright sunny skies, over 70 cars had entered the competition for the last Hillclimb of the year.

All drivers generally commented that the condition of "the hill" was the best ever seen. A good crowd enjoyed some good racing. One dag commented "even Fred Douglas was beaten by John Walker who practices doing Meals on Wheels around the hills of the Gap".

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