



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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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

We are again, as mentioned last issue, still as busy as ever with Club activities both social and competitive.

The success of the Club events continues with increased members attendance at the social events, e.g. 80 people at the 'Christmas in July' event and increased numbers on the Day Runs.

Recent competitive events in which members successfully competed included our own Ironman event, the Leyburn Sprints, Pittsworth Sprints and the Festival of Speed on Tweed event at Murwillumbah.

Congratulations to Peter Gumley being the 2002 Australian Hillclimb Champion and to those members who were winners and participants. The AHC was held on the 13 - 15 September at the Mountainview Hillclimb at Grafton.

An interesting event will be run by the Historic Racing Car Club, who are hiring Mt Cotton for a historic hillclimb on the 19/20th October. This will include a novel event in the form of a Hillclimb Regularity.

An indicator of the success of the Club can be the number of members. Last year, that is to the end of 2001, was the highest ever number of Club members. So far, for 2002 we are on track to exceed that number, so we should keep doing what we are doing to continue such success.

On the 'sick and injured' list front, it is good to see Joan Appleby making a rapid recovery from the recent major surgery to install a replacement spare-part in the form of a new hip. John Wynne is also up and about without his stick, so we should see John again shortly involved in Club speed events.

This issue of the Octagon follows our Annual General Meeting so the composition of the Committee is known.

I would like to take this opportunity to thank the Committee members for all their hard work in the past year. All of the 'behind-the-scenes' activities, which make our events the success they are, are due in a large part to the hard work of your Committee. As always, it is a pleasure to be involved with a group of positive-thinking people who 'get the job done'.

At the risk of being repetitive, I would again remind you to keep your eyes on the calendar so as you do not miss participating in ANY of the events, whether social, competitive or working-bee. Again, any offers of assistance in any form will be very well received.

John Davies

Targa Tasmania - The Ultimate Tarmac Rally - introduces the new - Targa Tasmanian 2003 Shannon Tour.

Information contact Stuart Benson Competition Secretary

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From the Editor's Desk

Whilst the Economists and the Politicians are talking about the state of the economy, it is felt that the number of middle age people are now turning to the enjoyment of sports cars is a fair indication.

The MG of the 50's, 60's and 70's is priced to suit and also is being enjoyed by an ever-increasing number of possible retiree's. During the years when those cars came on to the market, folks at that stage were unable to outlay that type of money, due to family commitments, employment and housing requirements.

All these obstacles are now out of the way and for the MGB, which is probably the most popular model, they are generally holding their value. The MGB is now in historic status, both in registration and insurance and

can be kept quite mobile for reasonable outlay.

On a day run, where the majority of cars are either MGA or MGB, the club is catering for a growing number of new members who are enjoying their "recently found" open top sports car.

The number of members going to the National Meetings is ever increasing and while this may not be for state of the economy, it certainly has the MG Car Club going from strength to strength.

Safety Fast

Bruce Mutch
Bruce Mutch

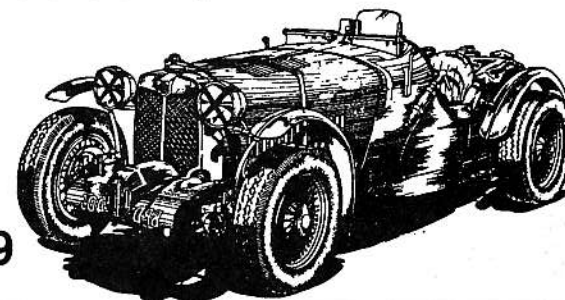


Club Members !!!
"Noggin 'N' Natter"

**Don't forget to attend the Noggin 'N' Natter
Night - Friday, 11th October 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 is to be released shortly by the Victorian Club and we need to arrange a suitable motel for the 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

SOCIAL COMMITTEE - NATIONAL MEETING 2004

The next meetings for the 2004 Social Committee are to be held on Tuesday 22nd October & 19th November at 7.30pm at the Donkin Street clubrooms. Anyone interested in attending would be most welcome. For those interested in helping with this committee but unable to attend, please contact Peta Lapworth on 3862 7872.

Looking forward to seeing you there - Peta.

MID-WEEK DAY RUN ANYBODY?

It has been suggested that our range of activities might be extended to include mid week day runs on a regular basis.

If you are interested in participating, or, more importantly, organising such events, please contact David Miles on 38922699 (home) or e-mail david@amiles.com.au.

If there is sufficient interest and support, your committee will be only too pleased to oblige.

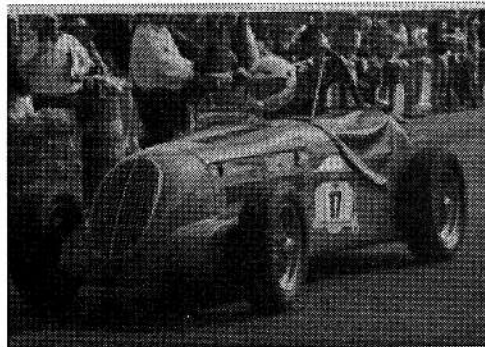
SPECIAL ANNOUNCEMENT

The Iron Man trophies which were unable to be presented due to a protest, will now be made at the clubrooms at our Nog 'n Natter on Friday, 11th October.



Leyburn Historic Sprints – 2002

A smaller than usual number of cars at 165 addressed the starters flag at Leyburn this year. The weather was excellent and the crowd was treated to the usual burnouts, which typifies the event. Courtesy AMS



Back after 53 years: The MG TC Special, above, that was driven to second place in the 1949 AGP by Ray Gordon, was among the special guests during the weekend.



"OK, tell me the truth. Were you using team orders?" 1949 AGP winner John Crouch, left, catches up with third place-getter Arthur Rizzo at Leyburn. The trophy from the race, which Crouch won in a Delahaye, sits between them. (Photos by Marshall Cass)

"September 11"

Visions of dust and explosions have once again filled our television screens for the first anniversary of September 11. People throughout the world have different memories, and for most, the horror of that occasion still shocks. How could anyone possible, on purpose, fly those jets into the buildings to die and to kill? We may never have an answer, but we still continue to wonder.

For us in the MGCC, we can give thanks that John Walker, who was in one of those towers the day before, lives to tell of his close call. At the same time, our prayers go out to all those who lost loved ones or suffered as a result.

Anzac Day and other such anniversaries will now include September 11; a day when the world stopped at the horror of what mankind could do to one another.

Yet out of the ash and dust come visions of hope and peace, with the desire to make the world a better place for our children to live.

John, we thank God you came back.

Ken Trudgian



MG Pilgrims re-live legend of Leyburn

The sight of a single MGB in Pittsworth will turn petrol heads, so Saturday's flotilla of thirty MG's cruising Yandilla Street caused quite a stir.

The British-made sports cars were heading for Leyburn, en route to their owners celebrating Christmas in July in Warwick that night.

Queensland MG Club Captain Peter Rayment said the weekend excursion was looking both backwards and forwards.

"We're going to Leyburn, the site of the 1949 Australian Grand Prix, which was won by an MG.

"We're also doing a reconnoitre for the national meeting of Australian MG clubs to be held in Warwick at Easter in 2004," Mr Rayment said.

The club convoy comprising 90 enthusiasts left Brisbane early Saturday, travelling via Lowood and Toowoomba before stopping for lunch in Pittsworth.

The oldest vehicle was a 1948 MGY, the newest a 1997 soft-top model.

MG stands for Morris Garages, which produced its first sports car in 1924. In April this year, current owners Rover rolled the 1.5 millionth MG off the production line.

More than 500,000 MGBs were manufactured between 1962 and 1980.

Source: Pittsworth Sentinel for the story published on the 24/07/02 written by Allister Silcock.



I bought my first MG in 1958 and have had one ever since' (from left) Peter Rayment helps Owen McNeill check his 1948 MGY before their departure for Leyburn. Brisbane members of the MG Club of Queensland paused in pleasant Pittsworth for Saturday lunch in Centenary Park.



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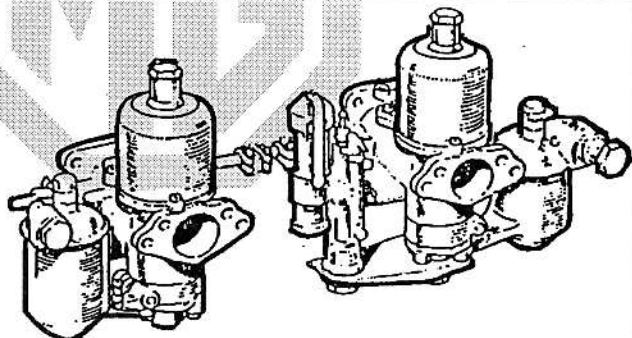
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Christmas in July 2002

After weeks of our beautiful sunny winter weather, we woke on the morning of July 20th to misty rain. As much as everybody appreciated the end of the dry spell, we certainly did not want it to spoil our big weekend.

Thirty-seven (31 MG's) including Jim & Sandra Armstrong from Moura, Trevor & Judy Harris from Maryborough, Roger & Ann Paltridge from the Gold Coast and Paul and Denise Trower, whose MGB went out in the rain for the very first time, assembled at Gales. After some instructions from the run organisers, David Miles and Bevan Harris, we set off towards Lowood for the first leg of the trip. The slightly heavier rain in this district had several of those hardy topless people reaching for the shelter of their hoods and for once I was pleased to be in the GTV8. After driving the Lowood Sprint Circuit, our instructions continued for the "Gatton Gallop". Several cars managed to get slightly lost and missed seeing the Memorial to Lowood WW2 Airfield and the site of the former Lowood Motor Racing Circuit. However, everyone managed to get back onto the Warrego Highway and find his or her way to the Gatton Historical Village for our usual long morning tea break and the weather had cleared.

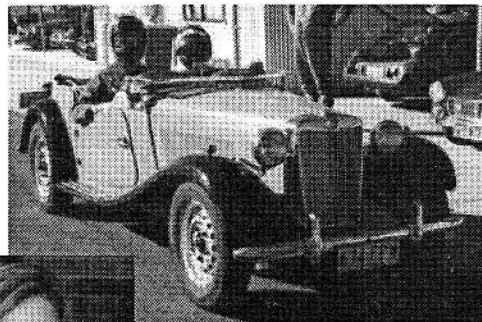
The Strange's, Ray & Sue and Bruce Gilmore met up with us at Gatton and there was time to wander around the village. After checking out the site of the Gatton Street Sprint Circuit, we headed off for the "Pittsworth Pitstop". This route took us along the old highway through Grantham, bypassing Helidon, then travelling through Toowoomba to Pittsworth for our lunch stop at Centenary Park. Here, Nick and Gwynneth Holman and Greg & Sue Lee joined us. Many of the locals came to look at the cars and have a chat. The local paper took photos

and produced an article, which has since appeared in print.

Once again, we did a circuit of the Pittsworth Sprints then followed our instructions to "Layback Leyburn" where Wendy at the Royal Hotel offered a wonderful afternoon tea. Warwick Car Club Members, Greg and Jeff Newey caught up with us here and naturally the Sprint Circuit was inspected by all and sundry. Mike Collins gave a short informative talk on the history of the Grand Prix Circuit and handed out memorabilia to those interested.

We arrived in Warwick late afternoon and time to settle into our various motels, fix the normal few car problems and indulge in the usual Happy Hour before getting into our glad rags and walking down to the Palace Hotel for our Christmas in July party. Everyone had bought along a gift and Santa visited later in the evening to hand them out. We had along our own Santa Claus (two in fact) as Sue and Ray arrived in their Santa suits. Everyone joined in the spirit of the evening, many with their flashing light bowties, earrings or brooches, Santa hats and reindeer ears. Warwick had quite a mild night compared to what they had been experiencing, so we were able to walk home comfortably without being frozen to death.





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Enquiries to Pat Walker (07) 3300 2914



Christmas in July 2002 (CONT)

Sunday morning and everyone met up again at the RSL Club for breakfast before the practice started at Morgan Park Raceway. Thirty-nine drivers tried out their cars during the day, some having as many as five runs. Chris and Michael Lake, Ivan Tighe, Rick & Andrew Miles came up for the day. Barry Evans and passenger, son Neil had their own white Christmas when the fire extinguisher in the GTV8 came out of its bracket and proceeded to spray the interior of the car with white foam. Barry had to stop in a hurry and toss it out of the window so he could see out of the windscreen. Neil enjoyed the experience. Lunch was well catered for by the local club and everyone had had their fill by 3.30 pm, then it was the trip home.

This weekend on our calendar has proved to be the most popular event of the year. Just under 50 cars altogether - Eighty people (the maximum) at the Dinner and a total of 96 during the weekend. Thirty-nine drivers in 25 cars ran at Morgan Park.



I would like to thank both David Miles and Bevan Harris for the time and effort they put in organising the route of the day run and for the detailed information that was included in the handout. It was appreciated by everyone and particularly by the Motor Racing Enthusiasts for the data and all the history of the Sprint Circuits and former Grand Prix Circuits.

Pat Walker

CAMS STATEMENT

FORMULA VEE IN 2003

CAMS has resolved the protracted issues relating to entry level open wheel racing competition in Australia following the meeting of the AMRC on 9 July 2002.

The AMRC has moved to evolve Formula Vee in a contemporary form in line with objectives set in the Towards 2000 paper and discussions with competitor groups over the last four years.

January 2003 will see the introduction of the current production 1600cc VW air cooled engine, as an option alongside 1200cc engines, together with a series of technical changes (primarily aimed at new cars) previously agreed with the Formula Vee Association of Australia (FVAA).

An essential element in this process is a united category representative group. CAMS will work with the FVAA to further progress their constitutional reform to ensure that competitor's interests are represented and that the category can continue to evolve to meet future needs and demands.

A working party will be formed under the AMRC to bring together the relevant groups from within Formula Vee and CAMS to work through technical and logistic issues in an effort to achieve parity and clear representation.

Colin Osborne, CAMS President, is pleased to see a resolution to the situation. "CAMS is looking forward to working with the FVAA to promote entry level open wheel motor sport in Australia."



Day Run - Lake Cressbrook - 8/09/02

Bennett	Cyril & Marie	MG TF	BRG
Boyce	John & Glen	MGF	BRG
Edwards	Ray	MGB Turbo	Orange
Evans	Barry	MGB V8	Orange
Gill	Trevor & Jenny	MGB	Red
Gilmore	Bruce (with Ray)		
Henman	Wayne & Donna	RV8	BRG
Hills	Phillip & Donna	MGA	Gold
Hoger	Errol & Wendy	MGB	Camino Gold
Hogg	Gary & Leanne	MGB	Red
Lawrence	Gary & Tracey	MGB	Red
Lupton/Rushby	Paul & Lyn	Magnette	Green
Mutch	Bruce	MGB	Gold
Rayment	Brant	Toyota MR2	White
Roberts	Peter & Merle	Camry	Silver
Smith	Barry & Jean	MGB GT	White
Smith	Peter & Trish	Singer	White
Trower	Paul & Denise	MGB	Red
Walker	Graeme	MGB	Blue
Walker	John & Pat	MGA	Red
Walker	Sandra	MGB	Blue
West	Guy & Pam	MGB	BRG
West	Selena Barina	White	



Day Run Lake Cressbrook - 8/09/02

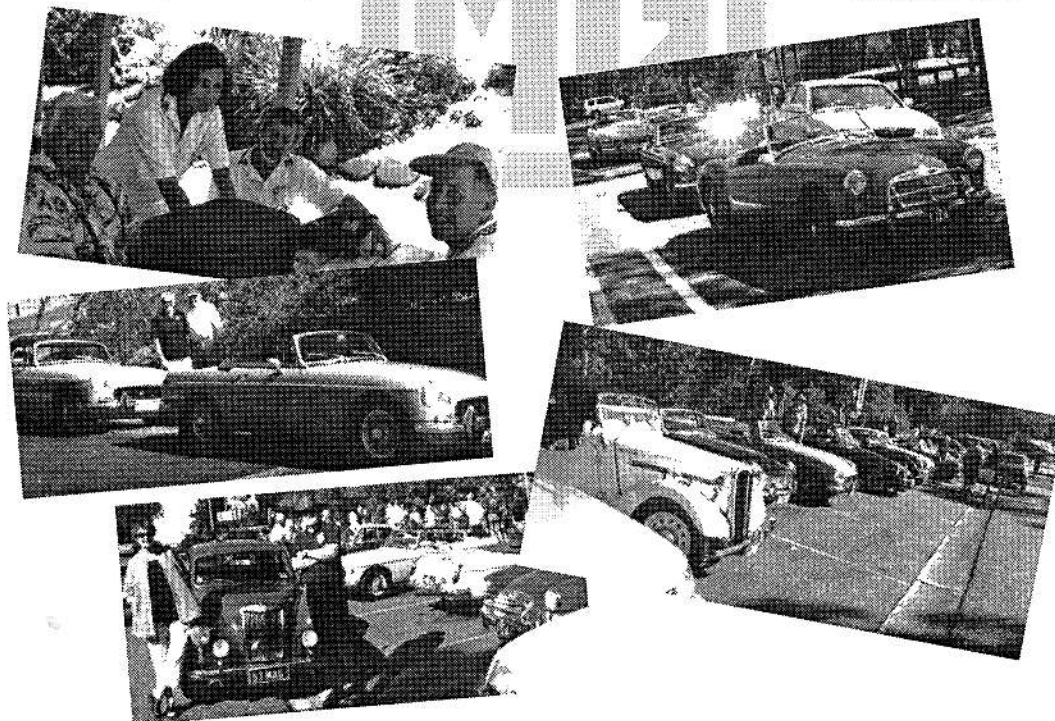
After the wild storms that swept across the south-east late on Saturday, it was with some trepidation that we greeted Sunday morning, the day of the run to Lake Cressbrook. We needn't have worried. Maybe it hadn't been absolutely beautiful the day before but it was certainly perfect the next.

By departure time twenty-two vehicles had assembled at Anzac Park, Toowong, vying for parking spots with two other car clubs, the French car owners and Porsche clubs who were also leaving on runs at the same time but fortunately to different locations. The French were being flagged off by the French ambassador. Where was the British ambassador, some wanted to know?

Thanks to the great weather all the MG roadsters were topless. It was good to see some new faces and cars in the group. Unfortunately Ross Letten, who was to have

had Chris Carswell as his navigator, didn't even make it out of his driveway. A cap nut for the float bowl cover of his TD had come adrift. Brant Rayment left with us but only made it as far as the Warrego Highway before the lure of a day of Motorkhana at Queensland Raceway got the better of him. For the rest of us it was on to the Glamorganvale Road turn-off along the Brisbane Valley Highway for a scenic run through the hills surrounding Glamorganvale, then to Edith Maud Park beside the Bellevue Historic Homestead at Coominya for morning tea. Ray Edwards, who had picked up Bruce Gilmore in Laidley, was already there when we arrived.

It was here that we met up with a group of classic tractor enthusiasts who were on their annual tractor trek. Notes were exchanged before we were on the road again, this time



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Day Run Lake Cressbrook (Cont)

bound for our lunch stop at Lake Cressbrook. A leisurely drive up the Crows Nest-Toowoomba Road allowed drivers and passengers alike to glimpse views through the trees and hear the bell birds' call whilst appreciating the cooler air as we climbed higher. After a 4 km descent from the entrance to the reserve, with the lake gradually revealing itself below us, we finally reached our luncheon destination where some availed themselves of the barbecue facilities while others tucked into pre-prepared tucker.

After a relaxing time catching up on news, all too soon it was time to leave. At this point club members chose their own way back from the wide variety of homeward bound routes. Who was heard complaining to Barry over the CB on the way home that if they'd wanted to go home via the Birdsville Track they'd have asked? You just can't please all of the people all of the time!

A special thanks to Gary and Dawn Lawrence for their help in organizing the run. Sorry we left out the sand traps Gary!





FIA HISTORIC CARS COMMISSION

THE PHILOSOPHY OF WHEN IS A CAR, A CAR

1. INTRODUCTION

This paper is to discuss the philosophy of when is a car considered a car, a treatise which endeavours to put rules around when cars are built from parts.

2. THE PROBLEM

Over the years there have been many debates on whether a collection of parts assembled into a car could claim the history and identity of the number that part of it bears. In all of these debates, although often a decision has been made, there has never been any codification of these decisions into a guide for the future, resulting in the same debates being repeated.

Racing cars tend to be dismantled and rebuilt with replacement parts from the day they leave the factory. Racing cars, being delicate pieces of machinery wear components out quickly and are involved in incidents which result in further re-builds. Often a car is supplied from the factory with a number of spares to enable the car to be run. Over time, the identity of the spares and of the car become blurred with some components having been fitted at one time and others at other events.

When the car is considered historic, there is room for considerable confusion, and if the spares acquired over the years is sufficient, it is not uncommon for TWO cars to be built, sometimes at a distance unknown to the other, but often deliberately for fraudulent reasons.

It is to remedy this situation that the following is offered.

3. THE (POSSIBLE) SOLUTION

If the car is considered to be a cuboid of space limited by the extremities of the car

then all the parts within that space are "the car". Thus if the wheels are removed then they cease to be part of "the car". If an alternative set of wheels are put on the car, they assume the identity of "the car".

Similarly, if the car suffers an accident and a new chassis frame is fitted, this becomes integral with the car and the old chassis frame becomes scrap or spares. If the old chassis frame is repaired, it can only become "the car" if it is fitted back to the original car. Any additional car built around the old chassis frame is not "the car" and can claim none of the history of "the car".

Whilst the rejected component may acquire artefact status as "the chassis frame of the car that won Le Mans in 1962", if the car exists elsewhere, this can never become "the car" however restored.

In addition, if the car existed through a period and during that period was extensively modified, or was in two forms, it is not possible to create two cars, one representing the earlier period and the other its ultimate specification.

When the car has disappeared and not been seen for many years, there sometimes occurs the situation when a major component or a number of major components come to light and are collected together with the intention of rebuilding "the car".

In this situation, HCC should be approached and if they are agreeable and consider that there is sufficient of the car to which the identity can be assigned, allow "the car" to be rebuilt as a "reconstruction". Such a reconstruction should be very close to the original specification, since it will be necessary to rebuild almost everything. If components are being rebuilt from scratch



THE PHILOSOPHY OF WHEN IS A CAR, A CAR (Cont)

they should adhere faithfully to the original design. The re-construction will always be allowed on the premise that, should the original car subsequently appear, for which proof can be produced, then the re-construction surrenders any claim to that identity and any H'VIF issued becomes invalid.

*Alan Putt I. Eng. (CEI) M.I.E.E. (Elec)
Historic Consultant to the MSA
19th November 2000*

4. CONCLUSIONS & RECOMMENDATIONS

It is clear that a formalised method of assessing the situation of cars built from spares does not exist and it is suggested that the above paper form the guidelines for such a formal procedure.

It is recommended that HCC consider this paper and implement a set of guidelines to assist ASNs in their deliberations over HVIFs.

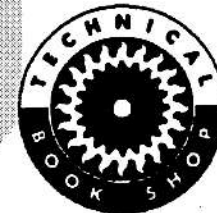
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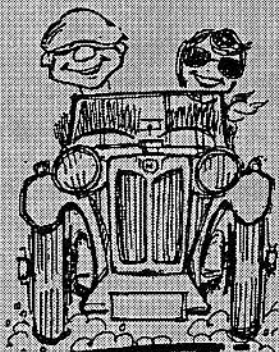
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NATIONAL MEETING 2003 SHEPPARTON

18 - 22 APRIL 2003

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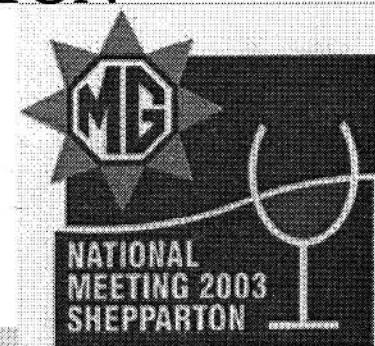
The MG National Meeting 2003 is being held in Shepparton, Victoria, over the Easter Weekend from Friday 18 April to Tuesday 22 April.

Shepparton has excellent facilities for a National Meeting and is readily accessible from all interstate centres, being 180 km north of Melbourne, and blessed with a mild climate.

A regional district in the fruit and wine growing area of Victoria, Shepparton offers all the facilities with accommodation close at hand without the big city congestion or cost.

Registration, scrutineering and the main social events will all be held at the Shepparton Civic Centre, Eastbank, which has just been upgraded into a fabulously versatile and professional facility within walking distance of most accommodation.

The Driver Education Centre (DECA) is only 8 minutes travel away and will be the



venue for the Motorkhana and the starting point of the Rally and Tour. The Rally caters for those who do not wish to enter the Speed Event, and the Tour is available as an alternative to the Motorkhana.

We have booked DECA and Winton for two days if required to maximise the track time for those who believe that National Meetings are about competition. The DECA Complex is the Motorkhana dream venue come true, while Winton rewards driver skill, as outright speed is not critical.

The Concours and Farewell Breakfast will be held in the parklands beside the Lake.

National Meeting 2003

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

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.

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THE OCTAGON - OCTOBER 2002

Vale Russell Crew



A certain BRG MGB is going to be missed at our club events! Owner/Driver Russell Crew passed away on the 4-8-02 after a short illness and we at the club, express our deepest sympathy to Russell's wife Glenda and also to Jason & Karly.

Russell had rebuilt and prepared the MGB himself and had accomplished some remarkable times, even setting a new record at the Hill. You could say that Russell was one of those great achievers. His driving appeared to be without flare, yet the times listed left many MG and other drivers envious of his ability.

There were also those who had an eye on that MG and would have liked it for themselves. Expression such as "that's how an MGB should look" was often heard around Mt Cotton.

Russell had interests in other fields, such as the Springwood Football Club, where both he and Glenda performed incredible duties. Friends and members there will surely miss him, just as we will at the MGCC of Qld.

At the Queensland Hillclimb Championships at Mt Cotton 1st and 2nd June 2002, Russell recorded the time of 52.72 in the Historic Class, quite an incredible time, particularly as he wasn't feeling well. After treatment for cancer, Russell and Glenda came along to the July 7th Hillclimb for a short time to catch up with friends. Russell was optimistic about the treatment but succumb to this dreaded disease.

At age 53, Russell had accomplished much and lived a full life, leaving a void in a loving family.

Russell, we will miss you, but your courage and ability will encourage many.

Vale Laraine Rhonda Campbell

(1947-2002)

Those who remember the days of the late sixties and early seventies, of weekly, Friday night meetings in those unique clubrooms in the Valley, "Bob a Dings" at Tingalpa, Hillclimbs where low fifty second runs could win FTD, and the infamous "Campbell Twins", will be saddened to hear of the passing of Laraine Campbell, wife of Malcolm.

Laraine, Malcolm and twin brother John, were the "Octagon" editorial and production team of the day, as well as being active members who competed in all the events the club offered at the time, (John, of course, has just won the Australian Sports 1300 Championship for the second time).

As is often the case, Laraine's role was one of support for Malcolm, as he competed in the well-known red mini, and extended to typing the "Octagon". This support continued, as Malcolm moved from cars to catamarans to go-karts and more recently, into his own home-based computer training business.

Having raised two boys, and establishing their comfortable at Aspley, Malcolm and Laraine were looking forward to enjoying the fruits of their combined hard work.

Tragically, however, Leukemia intervened, and "Larry" lost the fight on July 29th.

Our thoughts and prayers are with you Malcolm, sons Shaun and Darren, and the Campbell family.



EXHAUSTIVE NOTES!

BLLAAATT! BLLAAATT! Boom! Boom! What a great sound, even if you couldn't hear a thing after the car left the pits; and how easy it was to place the cards it circulated around the circuit at either Lakeside or Surfers Paradise. You know if I didn't know better, I would say Richard Croston (Octagon, February 2002) was being critical of our most recent innovation of the day in the late 70's, on Elfin, car number 38, a lovely green colour, a Hargan green.

Powered by a Mazda Rotary engine, it brought tears to your eyes with its joyful exhaust note, and brought the dale of cotton buds plummeting, as the wax in your ears just simply fell out!

Because of such cars as the Renmax, later to be replaced by a Kaditcha, and later inclusion in the start line-up of the Peters' brothers' Auscam car, powered by, you guessed it, a Mazda Rotary engine, competition grew. But the brilliantly power innovated Elfin seemed to be relegated to finish in either second or third place – but not always.

One time at Surfers Paradise Circuit, because of all the comments from less adventurous racers, we were given the use of a CAMS approved "titanium" fabricated muffler by Ralph Vine, in an attempt to enable the backrunners to enjoy the yells and sounds of praise of the spectators as the Elfin flashed by. We sacrificed the night to hear their praises, although we were taken by their grateful hand and – ahem – their finger signs. But the result was the same, the rotary powered Elfin melted that rather (may have been made of titanium) expensive muffler at a cost of \$200. Kerry did pay you Ralph – didn't he?

So it was, back to Buddy Doolan at Lukey Mufflers in Bowen Hills, for our regular order of 18 inch long, round tractor mufflers, brown as "flame arresters", the only thing to pacify the beast. My boss, Jim Bertram at GP Cars must have wondered what was going on.

To Richard, if it was the Elfin, sorry we put you through so much pain, but I feel that if you ever happen to stand on the starting line at Willowbank dragstrip with the fumes bringing tears to your eyes and the vibration from the exhausts from a "dragster rail" moving you up and down as it fronts up to the lights, I believe you will then realise that those Mazda rotary-powered innovations will sound more like Peter Pan's Tinker Bell, flying past in your ears.

But the adventure didn't end. Then came Iain Corness and John English with their Mazda rotary-powered Escorts, but by that time, maybe Richard has retired, fatigued and worn out, "wired for sound". Hell, that's a good title for a song.

Tom Storrie

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When Real Men Raced

By Richard Croston

The Willowbank Historic Race meeting, a highlight of our local motor racing calendar, July 26th, 2002, brought back reflections of when real men raced! The cars represented in those years, when I was a teenager innocently hanging over the fence totally enthralled in the atmosphere of the sport were Ford Twin Cams, Repco Brabhams and Waggot Engines, were present at today's meeting.

My favourite car this year was Ian Ross magnificent Repco Powered Elfin 600, which sparkled like a precious jewel. Ian's story of how he and his colleges collected and re-manufactured the parts for the old Repco engine, is a testimony to the commitment some people have, to preserve our (Australian) motor racing heritage. The restoration was not only time consuming but the bank manager probably has a lot less of Ian's money to worry about!

The Willowbank problem of not being able to see enough of the circuit is compensated by the layout of the pits. They are excellent. They can accommodate three hundred cars with plenty of room to work while spectators can wander around contributing to the scene. It is a pity the new owners of Lakeside, The Pine Rivers Shire Council, do not wake up and realise what an asset they have and use it to their full advantage and the advantage of the racing enthusiasts.

Preparation for the race meeting, for me, started last Christmas, when it was decided the KM200 needed a new fire wall and left hand inner guard. These sorts of projects always lead to something else needing to be done. Being pulled down, there is always 'this little job as well' syndrome that seems to go with refurbishing.

I arranged my holidays to start a week prior to the race meeting for good insurance. For those who know, anything is possible. This week always fills up with last minute jobs

needing to be done. By Friday morning, in spite of the car sounding right, with everything checked and rechecked, the little self-doubts continued. Thoughts like, will it run right? Will the brake balance be O.K.? It won't lock up, spinning off into the scenery?

Friday's practice was rewarding with consistent high 1 minute 4 second times. A slight adjustment on the brake bias and lots of complaining from Damien, my son who was the driver that day, about too much oversteer and old rear tyres that he couldn't get heat into. We adjusted the roll bars to elevate some of the oversteer but the old rear tyres, Damien had to live with. (The only person who could fix the tyre problem was the 'friendly' bank manager but he is not so friendly these days).

The left-hand suspension of the car takes a pounding at Willowbank with the corner onto the straight and the high-speed sweeper down into turn two. This load and the age of the car provided us with a broken left rear axle to repair on Friday afternoon but what the KM200 lacks in cornering agility, it more than makes up for with brilliant straight line speed and good useable torque from the engine.

Saturday qualifying was excellent, placing us on the third row of the grid for most of the Sports Car races. The braking improved but the oversteer still persisted.

Damien's first race provided him with a good dice with David Whitehead's Nota Fang and two very fast MG's from Sydney. The Nota Fang proved to be a tenacious competitor all weekend, driven well by David with some very experienced engineering from Graham Brennan and David's father, Ian as pit crew.

Sunday's racing was developing into some interesting tactics. Damien and David had some discussion about how they could work together to catch Trevor Basset's Ferrari, yet still be able to beat each other.



When Real Men Raced(Cont)

John Evan's whose Lotus 7 was slightly faster than the two Nota cars, was able to catch the Ferrari early in the race but couldn't do much about getting past because of its size and speed along the straight.

Fortunately for Damien, the big black Ferrari and the Evan's Lotus spun themselves out of the way in the Lionel Ayres Trophy race, thus giving Damien a well deserved second to the Henderson Elva BMW. Well done Damien!

All of this fabulous 'Old Time Motor Sport' bothers me when one contemplates our sport today. You see, back in the early 60's, Australia's roll call at the international level was very high, higher than today with only Mark Webber at the top level and the Green brothers doing their stuff in America.

What made motor racing so special in the 60's was Jack Brabham, three times world champion, the only man to win a world championship, in a car built by himself. Phill Irving, the brilliant designer of the Repco Formula I engine and the mastermind of Velloccett and between the wars, HRG Vincent motor bikes.

Ron Tauranac, the brilliant designer I builder of the Brabham, Ralt and March cars, Frank Gardiner, the British touring car

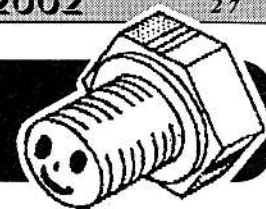
champion, Brabham team driver and developer of racing cars particularly the Lola, Paul England, Ivan Tighe, Peter Hollinger, Tim Harlock, Merv Waggot, Gary Cooper and Frank Match (there are probably some others who should be mentioned here), are men who conducted their roll in the sport at the highest level. Australians proudly did battle with Enzo Ferrari, the Coopers, Colin Chapman (Lotus), Masaratti and BRM.

My question is what has happened so that today Mark Webber struggles with Paul Stokel to keep their Minardi team alive? The only real hope for a competent driver / engineer is a tin top job with the General (Holden). Where is motor sport going? What opportunities do we offer our youth in the sport? Can we guide them along a path where ultimately they can do battle at the highest level like our footballers, hockey and tennis players? Or is it all going to be left to those rare and extraordinary gentlemen like Allan Jones who managed to conquer the business side of sport and do it in spite of the shortage of large sums of cash?

Perhaps this is the rambling's of one of the over 50's who was sober enough to remember the 60's, when real men raced, and should be bloody happy that Mt Cotton is in such good hands!



Sump Plug



So you thought Christmas was all about summer heat, surfing and sweating- you obviously missed the MGCCQ Christmas in July weekend in Warwick!

Good thing Sump Plug didn't otherwise you would have missed all of the scull-duggery I am about to serve up as Christmas pudding...

Take for example the lunch break taken at Pittsworth. Harmless enough, Owen and Mary McNeill departing early, on account of their wonderful 1 1/4 litre Y-Type Sedan's sedate pace, motoring off towards afternoon tea at Leyburn. Ordinarily, Owen inadvertently leaves behind his fold-up chair, this time Mary left behind her handbag; of course this fact was not discovered until Owen and Mary had made good progress towards Leyburn. As Mary was the purse string holder, it was fairly imperative that the McNeill's retrieved the said handbag. Owen made haste back to Pittsworth and fortunately found the rest of the MG mob still lounging about enjoying the park... Not before testing the Y-Type to it's road-burning handling limits!

Owen has discovered that running authentic 16" high cross-ply tyres is about expensive as purchasing 12" wide super-soft racing slicks from our mates at Avon. Fancy that, all of the obscene cost with absolutely none of the performance benefits!

Thinking about performances, what about Chris Carswell's sterling efforts with the scones at Leyburn! 1/8" think butter with whipped cream on top- even Sump "I don't really have an issue with cholesterol" Plug couldn't come at that! (I hope Dee doesn't read Sump Plug)

Young (very young) Rhys Lapworth didn't have a problem with a quick tour around the Leyburn sprint circuit in Dad's MGA- better start the next restoration project Rodney, maybe something faster than the MGA 1600 for Rhys' 16th birthday. It may quite possibly take that long judging by your first effort! Worth the trouble you took though.

Christmas dinner at the Palace was great fun, the food excellent and the company beyond compare. Even Santa Claus arrived full of the Christmas spirit, until the Drama Queen insisted on kiddie-testing his beard, tugging away and suggesting he was a cheap imposter. That was until discovering his REAL beard under the snow white rayon Westfield Shoppingtown curls..... He probably got his REAL belly at the same beer and scone pub at Leyburn that Carswell played up at!

What about David "scab-a-drive" Robinson's form at Morgan Park. Manages to talk Ray Edwards and Bruce Gilmore into driving the fantastic old Leda, and flogs the poor little thing about quicker than Ray. That's one drive he won't get again!

Then he borrowed Richard Mattea's Bullant, fits into Vern's old missile (apparently has short-arse legs just like Dickie) and has another go or two at Morgan Park. As Richard quite correctly points out, it's quid-pro-quo and he is looking forward to a drive or three in the Cheeta, if it ever goes again.....

One wag pointed out if Richard applied bank rates to the loan, by the time David probably got it going again, with compounding interest, Richard would probably own the Cheeta by then!

John Davies probably won't be seen driving the Lake's Axtell Suzuki again either after apparently posting similar times as Chris at Morgan Park... Chris and Michael Lake obviously didn't set the Suzuki's rev-limiter to 1000rpm like they intended to!

It was great to see so many MGs enjoying their exercise at the circuit on Sunday.

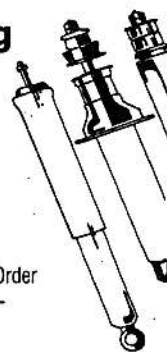
Barry Evans received the "come-in-spinner" award for most loops of the day in the ex-Gould, ex-Wells MGBGT V8. Actually, Barry had a really busy day, spinning the potent V8 a few times, having a fire extinguisher discharge (accidentally) during

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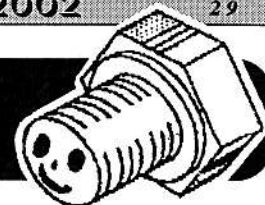
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Sump Plug



one run and also repairing the Drama Queen's ancient fuel pump. Barry now owns one of the very few fully fire-proofed MGs in the country, with the "white Christmas" interior to prove it!

Let it be said on the public record that Julie Evans only spun the V8 once. As Papa Bear always says, 'if you don't toss it into the scenery, you will never find the limit...'

At this stage Sump Plug needs to thank on behalf of the Club all of the people who assisted on the day, and reminds them that the 2004 nat meet is not that long away!

And then it was time to contest the Ironman event.

I heard that "Little Barry" had a sleep over at "Big Barry's House" on Ironman Weekend. Sounds like a tale from Enid Blyton's "Noddy and Big Ears". Good thing the President couldn't make it to the party...

Brant Rayment lent his car to Richard Mattea for the Ironman Motorkhana. Some wag in the assembled group looked at the said driver and mentioned something about a midget driving a midget. Now that's a little harsh. Richard came back after a few tests complaining about the overabundance of tall people whilst looking for some blankets for a "booster cushion". It was said that control was difficult as he had to ballet toe-point the pedals. Very cute if he was dressed in a tutu - I don't think so!

Well known (infamous) older gentleman frequently seen punting about his fast yellow, one owner since new Mustang (enough clues?), is the first competitor at the sprints. It seems that your friend and mine got a little confused about which circuit variation he was to use. Our first competitor decided to drive right through the witch's hats to use another circuit - the second competitor decided that our first friend knew the deal and followed. Abandon run. Slightly frustrated Clerk of Course called another Driver's Briefing upon their somewhat belated return. Mustang

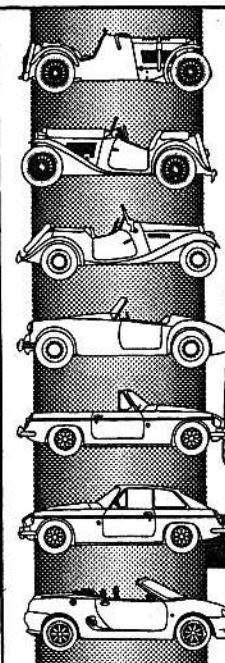
driver's excuse was that at 100 mph there were witches hats everywhere. Must organise motorkhana style maps for wayward sprint drivers to stick on their dashboards for next time!

Joan Appleby's been at it again. Must have drunk the whole can of beer instead of the little bit from someone else's can, because she has taken a nasty fall and broken her leg. It seems that she has already had a quick trip to hussy to receive a new factory approved genuine ball joint. Cannot let the truth get in the way of a good story and we wish Joan all the best for a speedy recovery (I have heard she is already home and speeding around on her zimmerman frame!).

Kimberley Robinson has a new set of wheels. Dad says we must all be afraid, very afraid, as there is but five months till she has a Learner's Permit. Went to the Ironman Motorkhana and went round and round and round and round. Dad asked late in the day whether she wanted to drive again and received the reply that her arms were tired, no thanks... how will she ever develop the stamina to drive herself to distant National Meetings!

Mind you, Dad Robinson had a very busy Ironman - helping to fix the Bullant, finding a trailer for Andrew's terminally busted VW, driving home Kimberley's Escort, followed by getting the catering trailer to Mount Cotton on Sunday morning and then tripping back down the freeway to borrow another trailer to pick up the boiled dry Escort on the M1.....how much talent can one man have! And he still managed to sell a few raffle tickets ! PS. If you ever need a tow or a tilt-tray, don't bother with the Yellow ones, just call Robinson's Automotive Relocations!


Club Level Motorsport is a nice family activity. Discuss. The Holmans were out in force over the Ironman weekend, Gweneth and number one son Jon sharing the driving in her 1500 midget while Nick was relegated




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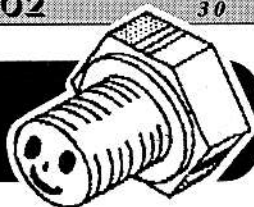
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Sump Plug



to scaring himself in his TF. Actually Nick tells me the TF is okay to drive fast, except it's slow. And it's probably scarier watching the TF completing motorkhana tests than it feels to drive – the front tyre sidewalls cop most of the load. Never seen so much positive camber on anything! Still I suppose it saves tread wear!

Fortunately the club procured the use of a pistol type speed gun, which was used to measure the speed of the competitors over the weekend. At Ipswich Raceway, measuring at the end of the front straight, for MG enthusiasts, the speeds were (roughly) Papa Bear Rayment (midget) 110km/h, Graeme Walker (MGB) 134km/h, Brant Rayment (midget rocket ship) 164km/h and John Walker (MGB GT V8) 174km/h. All sounds fairly quick and almost exciting until I tell you that Phil Hart's road registered Porsche 996 recorded a speed well into the 180's and Alan McConnell's McDemon topped the score sheet with 194km/h! PS. Can't explain why most of the speeds end in 4s?

The President has been at it again. After borrowing lots of other people's cars at the Morgan Park practice day, he managed to negotiate the use of Ken's Icon Suzuki open wheeler for the Australian Hillclimb Championships to be held at Mountainview (Grafton). All of this is obviously because Dear John still hasn't re-assembled his DBF. (Robinson hasn't finished his homework either, so I'm not sure who wins the wager) The saintly Ken thought it might be beneficial for John to have a drive of the Icon at Mount Cotton first, especially as John might be a bit rusty. He certainly was, off on the exit from the first corner, across the track sideways and dumping it, unceremoniously, a reasonable distance from the black stuff. Spent the next half hour cleaning the rubbish out of it and the following half hour trotting around the pits looking to borrow a 7/16 left-hand thread rod end to replace the one he bent during his off!

Yes John it was damp. But not that wet....

At a very wet finish to the Ironman Hillclimb, Lapdog got to run his very slow MGA in his first ever top six elimination! Talk about last man standing. Actually heard John Davies and Andrew Lake pleading for runners. First time I've seen a MG in a top six and hopefully not the last.

Owen McNeill delivered a fascinating Noggin Natter talk on the history of screw threads. Much mirth from the filthy-minded MG members when Owen explained the eighteenth century nomenclature including such priceless expressions as "erection houses" and "screwing apparatus". Now really, children, behave!

Bev Clydesdale has been missing in action lately, on account of some health problems, ultimately leading to a stint in the big house for some running repairs. These have gone more or less to plan and she is on the way to recovery. I've been told that Ron's self-catering efforts well exceed the ability to burn water and boil toast, unlike some of the male club members I know of...

Had a lovely day run to Perseverance Dam on Sunday. Great to see so many new faces enjoying a quiet drive in the country together. Didn't even mind wobbling along in the queue that formed behind Peter Smith's charming old Singer roadster for the grind up towards Crows Nest. Evidently many members thought it rude to pass such a quaint old thing (except for the usual suspects). Personally, I'm missing the good old days, when at each run there was at least one "wrong direction" from the lead car and we treated the locals to the sight of 15 or so MGs completing U-turns at once with the resulting mayhem... Must be the excellent standard of preparation and idiot (like me) proof maps handed out prior to setting-out!

And now my latest favourite joke. Did you hear about the dyslexic Satanist – sold his soul to Santa!



Ironman Weekend 2002 By Richard Mattea

Friday the 23rd of September saw the start of the 27th MG Car Club's "Ironman" weekend for 2002 with the running of the night navigation run. The run commenced from our West End clubrooms and sent the competitors out into predominantly the bayside and southern suburbs of Brisbane. My ever faithful navigator (or should that be naviguesser?) managed to point me mostly in the correct direction, although we did discover how well Carly's s relatively new Astina performed hand brake turns on a number of occasions. Competition was intense, for some, resulting in the night run results being subject to a successful protest – unique for this type of event. The winners however were Arnie Kriedemann and Joanne Gillespie. The night also proved to be a successful introduction to night runs for Alexandra Mattea who slept through the whole event.

The Saturday began bright and early with the collection of our long-standing event secretary Joan Appleby from her home at Kedron. We arrived at Queensland Raceway for the Sprint and Motorkhana at after establishing Joan in the scrutineering bay I went off to unload the Bulant. Little did I know that the car gremlins had been hard at work on the Bulant as it refused to start. Thanks to Graeme Walker's continuity test light (an essential piece of equipment for all MG owners) the fault was quickly traced to a fault with the low-tension lead and was quickly rectified. The Sprints got underway on the "Clubman" circuit once a yellow coloured Mustang had demonstrated the course to the other competitors. The day continued without too many problems, apart from Darryl Selwood's Fubar, which parted company with its chain and a high-speed spin by the Bulant driver. The sprint times were made up from a standing 400 meters, a standing lap, a flying 400 meters and a flying lap, with the best of a competitors times making up their Ironman points for the sprint. Congratulations must go to Alan McConnell for his Fastest Time of Day in his "new" Van Diemen motorcycle engine powered hillclimb special. Other notable performances were put in by Phil Hart in his 911 Porsche, which was clocked at 181 km/h down the front straight.

Alan McConnell must have decided to exercise all of his cars during the weekend as after he had completed a run or two in the sprints he then climbed into his motorkhana special for the motorkhana event that was run by the Holden Sporting Car Club in the adjoining pits. A driveshaft failure prevented Alan from doing perhaps as well as he would have liked in this event, which was won by Wayne Skyring in his motorkhana special. Craig Hornbrook demonstrated to all why he has gone into the tyre business with a number of very impressive displays in the V8 Commodore. Brant Rayment also demonstrated how to properly motorkhana an MG Midget and finished a close third, just behind Alan.

Sunday morning did not look all that promising from a weather point of view with the sky full of grey clouds. On my arrival at Kedron to collect Joan for one of our now quite regular trips to the Mt Cotton hillclimb I learnt that Joan had fallen on the Saturday evening and was not well enough to come out to play. Joan was subsequently diagnosed with a broken femur, which has required surgery!! The grey skies erupted with a number of heavy showers, which meant that it depended on when you ran as to what sort of time you achieved! Most Ironman competitors elected to put their toys away after completing the mandatory two runs to be classified as an Ironman finisher for 2002. Gary Goulding took out FTD in his Toyota powered Van Diemen. A highlight of the day was to see our club President and Australian Hillclimb Champion of 1992 and 1995 spin the borrowed Icon Suzuki of Ken Trudgian's on the first corner!!!

The outright Ironman winner for 2002 was Alan McConnell, with Dave Homer taking out the "clubman" competition for the person who competes the whole weekend in the same car. Brant Rayment won the best MG Trophy.

Congratulations to all competitors for completing what is a very demanding and tiring weekend of motorsport, however I'm sure we all enjoyed ourselves and I would encourage other members to participate in this event next year as it will provide good practice for the National meeting being hosted in Queensland in 2004.



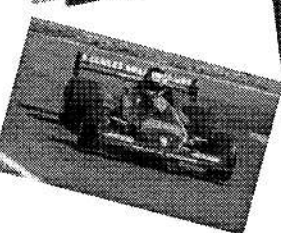
The Australian Hillclimb Championships

13th to 15th of September 2002

By Dino Mattea

The Australian Hillclimb Championship was held this year at Grafton on the 13th to 15th of September. The Copmanhurst Shire Council sponsored the event. The venue was the Mountainview Motorsport Complex. Some 18 MG Car Club members competed with a high degree of success. Our members won in 6 of the classes and set 5 new records in the process. The MG Car Club members participating were:

Darryl Selwood	3 rd in Formula Libre up to 750cc
Simon Lake	2 nd in Formula Libre 751 to 1300cc
Michael Lake	3 rd in Formula Libre 751 to 1300cc
John Davies	6 th in Formula Libre 751 to 1300cc
Alan McConnell	1 st in formula Libre 1301 to 2000cc (New Record)
Bill Norris	2 nd in formula Libre 1301 to 2000cc
Gary Goulding	5 th in formula Libre 1301 to 2000cc
Warwick Hutchison	5 th in Formula Libre 2001cc and over
Darren Harris	3 rd in Formula Ford
Richard Mattea	1 st in Open Sports Cars up to 1600cc (New Record)
Darren Barnes	1 st in Closed Sports Cars over 1600cc
Dave Homer	1 st in Improved Production up to 1600cc (New Record)
Clinton White	2 nd in Improved Production up to 1600cc
Paul Gray	3 rd in Improved Production 1601 to 2000cc
Donn Vidler	1 st in Sports Sedans up to 1300cc (New Record)
Ross Liddle	3 rd in Sports Sedans 1301 to 2000cc
Jeff Daniels	7 th in Sports Sedans over 3000cc
Peter Quayle	1 st in Historic Group M (New Record)



The Australian Hillclimb Championships (Cont)

The circuit is very challenging, situated in a natural bush setting, with good spectator viewing areas. The Grafton Sporting Car Club did a commendable and professional job as hosts. Their sponsor, the Copmanhurst Shire council is to be congratulated for their support of the sport and they would be well please by the outcome.

It was also pleasing to see the attendance of MG Car Club members supporting both their participating members and motorsport hillclimbing. They were treated to yet another record-breaking performance of Peter Gumley and to see him challenged by Gary West (W.A.) in a Lola F3000.

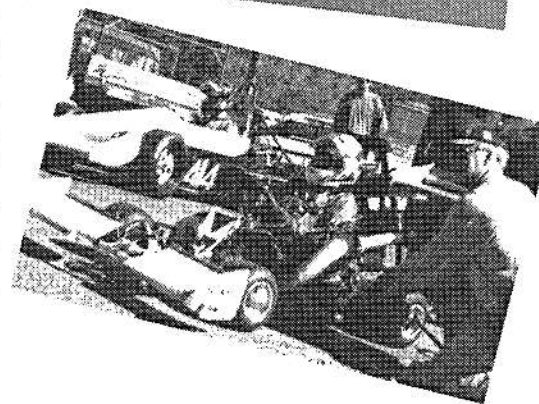
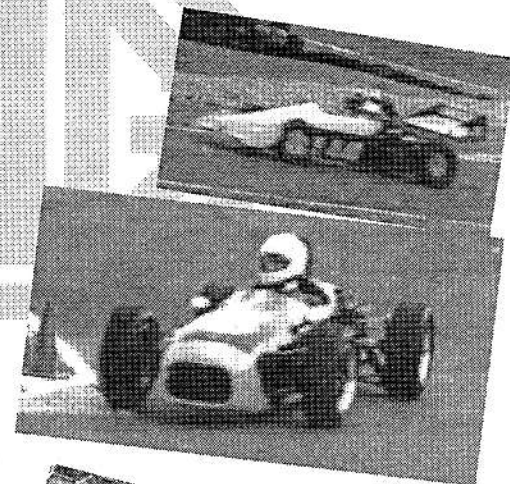
Third outright in the competition was Peter Finlay who (thanks to Ivan Tighe) found a significant power boost from his Cosworth engined March. It was Peter's swansong to his hillclimb career. We thank him for his fine contributions over the years.

There were no serious mishaps during the event although Dave Homer rearranged the panel work of his Suzuki Swift on his last run on Saturday. Ross Liddle also demonstrated a slightly different driving technique my crossing the finish line backwards in his Gemini. In true motorsport tradition Dave Homer worked overnight to repair the damage to his Swift to ensure he was able to line up again on Sunday and on his very last run took first in class in a new record time.

The only sad note of the meeting was the elimination of John Davies from the record book. Simon Lake equalled John's long standing class record and Tim Edmondson lowered his time by 0.43 of a second. John vows to return next year in his own DBF and to reclaim his honour.

Late Breaking Sump Plug News

PS. Late breaking (maybe should be braking?) sump plug slurry from AHC at Grafton. Congratulations to Peter Gumley, who has done it again, with only the minor places changing. John Davies' long standing class record was bettered, while John was placed last in the same class. And a certain Queensland open-wheeler pilot accepted Paul van Wyck's award (as Paul had to depart prior to the presentation) on his knees and adopting a slightly squeaky voice... Now that's not very nice Chris - Paul isn't that short and if the Axtell had as much suspension as the Zip, you would probably have a squeaky voice too!



**MG Car Club of Queensland Inc.****Treasurer's Report for the Financial Year ended 30 June 2002**

I hereby submit the MG Car Club of Qld Inc accounts for the financial year from July 2001 to June 2002.

The operating profit for 2002 was higher than last year at \$42,513. The 2001 profit was \$28,172. This change is due to an increase in revenue.

The increase in income was from events held during the year. The event profits increased from \$15,582 in 2001 to \$40,662 in the 2002 financial year. This was due to the success of the all of the events held during the 2002 financial year, including the Australian Hillclimb Championship held at Mt Cotton in September 2001.

The decrease in interest income is due to a fall in interest rates and a decrease in the term deposit due to the investment made in the hillclimb upgrade.

The overall expenses for 2002 have not changed significantly from 2001.

The year 2002 also saw the continuation of the Mt Cotton Hillclimb Upgrade. To the 30 June 2002, we had invested \$156,000 in the upgrade. I am sure that everyone who has been to Mt Cotton since the work has done will agree that the track and surrounds are looking great. I believe the investment in this work has been well worth it. This can be backed up by the increase in the number of hillclimb entries we have received since the track resurfacing has been completed and the pits upgraded. The return on our investment in the upgrade outweighs the interest that would have been received if the money was still in the term deposit.

Overall we can consider 2002 to have been a very successful year both financially and socially. I believe we are continuing to take many positive steps to ensure the MG Car Club of Queensland is successful in providing sporting and social excellence for all members.

I would like to thank those who have made an effort to lend a hand during the past 12 months and would encourage others to assist in whatever capacity they can.

Carly Mattea
Treasurer
18 September 2002



M.G. CAR CLUB OF QUEENSLAND INC.
BALANCE SHEET
AS AT 30 JUNE 2002

	NOTES	2002 \$	2001 \$
<u>CURRENT ASSETS</u>			
Cash	3	43,913	13,870
Receivables	4	2,375	3,088
Investments	5	164,561	247,946
Inventories	6	1,616	2,757
Total Current Assets		212,465	267,661
<u>NON-CURRENT ASSETS</u>			
Property, plant & equipment	7	228,489	126,487
Receivables	8	10,578	10,578
Total Non-Current Assets		239,067	137,065
TOTAL ASSETS		451,532	404,726
<u>CURRENT LIABILITIES</u>			
Creditors and borrowings		0	0
Provisions	9	14	-4,279
Total Current Liabilities		14	-4,279
TOTAL LIABILITIES		14	-4,279
NET ASSETS		451,517	409,004
<u>ACCUMULATED FUNDS AND RESERVES</u>			
Reserves	10	60,347	60,347
Accumulated Funds		391,170	348,657
TOTAL FUNDS AND RESERVES		451,517	409,004

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



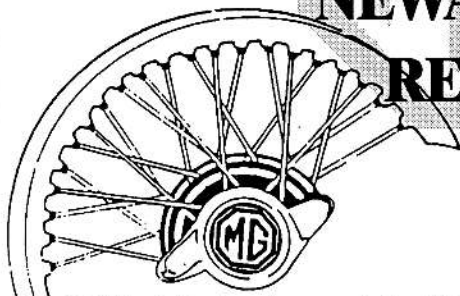
M.G. CAR CLUB OF QUEENSLAND INC.
PROFIT AND LOSS ACCOUNT
AS AT 30 JUNE 2002

NOTES	2002 \$	2001 \$
Operating profit/(loss) before income tax	42,513	28,172
Income tax attributable to operating profit/(loss)	0	0
Operating profit/(loss) after income tax	42,513	28,172
Retained profit/(loss) at the beginning of the financial year	348,657	320,485
Total available for appropriation	391,170	348,657
Retained profit/(loss) at the end of the financial year	391,170	348,657

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M.G. CAR CLUB OF QUEENSLAND INC.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE PERIOD ENDED 30 JUNE 2002

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements have been drawn up in accordance with Statements of Accounting Concepts, applicable Accounting Standards and Schedule 5 to the Corporations Regulations. They have been prepared in accordance with the historical cost convention and therefore do not take into account changing money values or, except where stated, the current value of non-monetary assets. The accounting policies adopted are consistent with those of the previous year.

Depreciation of Fixed Assets -

Items of property, plant and equipment are depreciated over their estimated useful lives using the diminishing value method

Inventories -

Inventories are valued at the lower of cost or net realisable value.

Revaluation of Assets -

Land - Mt Cotton -

The club's land at Mt Cotton was revalued by the Committee on 19 June 1995 to a value of \$60,000.00

Trophies -

Club trophies have been independently valued at 21 January 1981 by Mr D.J. Miles of A.Miles & Co Pty Ltd with additions since that date being valued at cost.

Provision for Diminution -

The provision in the value of the loan to Mt Cotton Hillclimb Ltd reflects the amount estimated to be unrecoverable.

Income Tax -

Income tax is not payable as from 1 July 1989 in accordance with Federal Government Legislation.

Good and Services Tax (GST) -

The club is registered for GST as from 1 July 2000.

The GST tax periods are registered as quarterly, and the GST accounting method used is "Cash".

The club is registered with an Australian Business Number (ABN) as from 12 May 2000.

The club's ABN is 17 363 680 667.

NOTE 2: SEGMENT INFORMATION

The business operates as a sporting car club in Australia.



M.G. CAR CLUB OF QUEENSLAND INC.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE PERIOD ENDED 30 JUNE 2002
 (Continued)

	<u>2002</u> \$	<u>2001</u> \$
NOTE 3: CASH		
Cash on Hand	0	0
Cash on Deposit	117	117
Cash at Bank	43,796	13,753
	<hr/> 43,913	<hr/> 13,870
NOTE 4: RECEIVABLES - CURRENT		
Sundry debtors	0	355
Prepayments	2,375	2,733
	<hr/> 2,375	<hr/> 3,088
NOTE 5: INVESTMENTS - CURRENT		
Macquarie Finance Limited	28,280	27,267
National Australia Bank Term Deposit	136,281	220,679
	<hr/> 164,561	<hr/> 247,946
NOTE 6: INVENTORIES - CURRENT		
Stock on Hand -		
Regalia	1,292	1,802
Canteen	107	105
Events	0	539
Printing & Stationery	217	312
	<hr/> 1,616	<hr/> 2,757

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M.G. CAR CLUB OF QUEENSLAND INC.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE PERIOD ENDED 30 JUNE 2002
 (Continued)

	<u>2002</u> \$	<u>2001</u> \$
NOTE 7: PROPERTY, PLANT AND EQUIPMENT		
Building, at cost	4,777	4,777
Accumulated depreciation	-1,650	-1,570
	<hr/> 3,127	<hr/> 3,207
Equipment, at cost	9,299	9,299
Accumulated depreciation	-7,191	-6,715
	<hr/> 2,108	<hr/> 2,584
Furniture & Fittings, at cost	3,291	3,291
Accumulated depreciation	-2,124	-1,943
	<hr/> 1,167	<hr/> 1,348
Timing Gear, at cost	111	111
Accumulated depreciation	-111	-111
	<hr/> 0	<hr/> 0
Catering Trailer, at cost	950	950
Accumulated depreciation	-881	-866
	<hr/> 69	<hr/> 84
Trophies, at valuation - 1981	3,912	3,912
Trophies, at cost	107	107
Library Books, at cost	1,780	717
Land, Mt Cotton - at valuation - 1995	60,000	60,000
- Capital Improvements	156,219	54,528
	<hr/> 216,219	<hr/> 114,528
	<hr/> 228,489	<hr/> 126,487
NOTE 8: RECEIVABLES - NON CURRENT		
Loan Mt Cotton Hillclimb Limited	20,578	20,578
Less provision for diminution	-10,000	-10,000
	<hr/> 10,578	<hr/> 10,578



M.G. CAR CLUB OF QUEENSLAND INC.
NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE PERIOD ENDED 30 JUNE 2002
 (Continued)

	<u>2002</u>	<u>2001</u>
	\$	\$
NOTE 9: PROVISIONS - CURRENT		
GST Control Account	14	-4,279
Doubtful Debts	0	0
NOTE 10: RESERVES		
Revaluation Reserve	60,347	60,347

The Club's land at Mt Cotton was revaluated by the Committee on 19 June 1995 from \$27,000 to \$60,000 thus transferring \$33,000 to the Revaluation Reserve.



M.G. CAR CLUB OF QUEENSLAND INC.
REVENUE ACCOUNT
FOR THE YEAR ENDED 30 JUNE 2002

	<u>2002</u>	<u>2001</u>
	\$	\$
INCOME		
Profit from canteen trading	3,556	4,295
Donations	60	56
Events	40,662	15,582
Subscriptions	17,323	16,472
Interest Received	6,620	14,916
Regalia	291	44
Sundry Income	0	0
	<hr/> 68,512	<hr/> 51,365
LESS EXPENSES		
Accounting & audit fees	878	400
Bad Debts	0	0
Bank Charges	1,972	818
Club room expenses	6,321	7,763
Depreciation	752	839
General Expenses	2,398	1,449
Insurance	3,774	3,320
Octagon	5,828	4,038
Printing, stationery and telephone	3,321	3,228
Repairs - equipment	0	181
Profit/(loss) from social events	378	695
Trophies	377	463
	<hr/> 25,999	<hr/> 23,193
Operating Profit/(Loss) Before Income Tax	42,513	28,172

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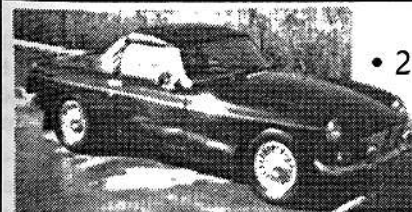
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'Y' Type Competition

Use & Successes

The 'Y' type, of course, was never designed to be a competitive sports car but, nevertheless, it had its moments with those drivers whose preference is the racing or rallying of saloon cars. And it was particularly useful and popular at club level.

After the Second World War, the competitive world of motor sport took some while to regain its feet. Italy, however, was relatively quick off the mark and re-introduced the famous 1,000-mile road race, the 'Mille Miglia' in 1947. 'The Autocar' magazine sent John Dugdale and another staff member with a brand-new 'Y' type, provided by the factory and registered DRX 557, to cover the event.

In the British public's eye, the Monte Carlo Rally was the major European rallying event. Before the war, cars had started from points all over Europe to finish in that most attractive and affluent area of the Mediterranean. No doubt the glamour and wealth associated with Monte Carlo accounted in part for the public's interest in this event. To seasoned rally drivers, however, the 'Monte', whilst attracting a great deal of welcome publicity, was never the most demanding, nor the most rewarding rally event. There was no Monte Carlo Rally after the war until 1949. On that occasion Glasgow was the only British starting point and the average journey which entrants, from whatever starting point, had to make to reach Monte Carlo was 1,995 miles. In 1950, an extreme winter, only five cars made it to Monte Carlo without penalty. In that year OWL 543, an Almond Green 'YA' was entered for the rally, driven by experienced rally and racing driver Betty Haig with Barbara Marshall as co-driver. In 1951 Major and Mrs A. Pownall entered their 'Y' in the rally and appear to have made it to Monte



Carlo, coming 45th in the final test. In 1952 only 15 cars made it to Monte Carlo without penalty.

Meanwhile, on the domestic scene, that other prestigious event, the R.A.C. Rally had been reinstated. In the 1951 R.A.C. Rally 'Y' types were successful (this time in the under 1500cc closed cars class). First in class was J. Readings, with Len Shaw third and a little further down the field a Mrs L. E. Grounds, in 23rd place, is also thought to have driven a 'Y'. Also competing in a 'Y' was F.M. Baker.

The 1951 1,000 mile Circuit of Ireland Trial saw at least five 'Y' types competing, known drivers being J. M. McCaughan, R. J. Caldwell, J. E. McGrath, D. A. Wilkins and Mrs J. J. Flynn. Mrs Flynn won the Ladies' Trophy.

Another famous lady rally driver of the times was Lady Samuelson. She is known to have owned a 1950 'YA' (registration number LPO 900) but there is no record of it having been entered for any competitive events.

In 1953, three specially built and prepared YBs (HMO 908, 909 and 910) were entered for the R.A.C. Rally of that year. They were



'Y' Type Competition (Cont)

crewed by R. E. Holt, J. L. Shaw and G. R. Hold respectively. At the end of that season Len Shaw bought HMO 909 from the manufacturers and retains it, in rally trim, to this day. He and the car came sixth in the General Category and won class and team prizes in the 1953 Rally and, more latterly, the car took part in the commemorative R.A.C. Golden Fifty Rally in 1982, again driven by Len Shaw!

Len Shaw had previously been sold OWL 543 after the 1950 Monte by John Thornley, the then General Manager of MG, and had raced and rallied it quite successfully. The names of Shaw, Readings, Baker and Grant (the latter referred to later) etc appear again and again in reports of competitive events during the early fifties (for example in the British Rally of June 1951). In many of these events these gentlemen drove 'Y' type MGs. Regrettably, HMO 908, HMO 909 and OWL 543 have, in the intervening years, all been scrapped.

One name, which is very much associated with MG in competitive events, and particularly with 'Y' types, is that of Dick Jacobs. It was he who John Thornley credits as being the driving force in the early fifties in persuading MG to re-enter motor sport, albeit to begin with semi-officially. His specially tuned YB, (chassis number YB41 4, UHK 111) won its class three years running (1952, '53 and '54) in the B.R.D.C. Silverstone Production Touring Car Races sponsored by the Daily Express. The car was, incidentally, driven to and from Silverstone on each occasion and not trailed to the events. In the 1952 race the YB beat three Jowett Javelins in class 'F' (1100 to 1 1500cc). It still exists today, in Kent. Dick Jacobs also received the last YB off production line (chassis number YB1551). This car was given a special 'full-width' coupe body and was raced extensively. It was last heard of in 1979 so may still exist.

In the 1953 Silverstone race another 'Y' type, (a YB?), race number 15 owned by

Gregor Grant, the editor of Autosport magazine, and loaned for the race to George Phillips, was also entered. It came third in class.

An achievement of a different sort was accomplished by the well-known record-breaker Goldie Gardner in Belgium in July 1950. An MG distributor from Brighton by the name of Richard Benn believed that the 'Y' type might be able to achieve 100mph if it was appropriately tuned. He thus set about having his car tuned to Stage V with the aid of Syn Enever and Reg 'Jacko' Jackson from the Abingdon factory. Included in the tuning specification was the fitting of a Shorrock's supercharger giving 6 1/2 lb of boost. Furthermore, the underneath of the car was improved aerodynamically and oversize rear tyres were fitted. On the Jabbeke Road in Belgium the car, driven by Major Gardner, made several runs, the best of which recorded a speed of 107.36 mph. The average came out at 104.725 mph for the flying mile and 104.713 mph for the 5 kilometre distance. All these speeds were officially timed and verified. In relating this story I feel I must put the record straight as regards the state of the car after the several high speed runs had been made. There is a recurrent myth in MG circles that after the runs the car's engine 'blew up' or 'made loud noises'. This myth is repeated again and again in many publications on the marque MG. However, to clarify matters I quote from the article on the subject written by Russell Lowry, which appeared in 'Motoring' magazine, the house magazine of the Nuffield Organisation. "Then, having satisfied his own quiet, unshaken argument, Richard Benn stepped into his closed carriage and motored himself sedately home to Brighton.

Although not strictly 'competitive' Sidney J. Perelman's journey from Paris to Peking in his YT in 1978 deserves a mention here. The idea initially was for the 'Sunday Times' to publish a series of articles written by the American humorist and traveller recounting

**'Y' Type Competition (Cont)**

his journey. The black YT had been bought by Perelman in Bangkok in 1949 and for a long time had been stored in the premises of a bankrupt delicatessen in Philadelphia. Before commencing its epic trip to Peking it had only covered 19,000 miles in the intervening twenty-nine years. British Leyland donated a Land Rover to accompany the YT and two other MG enthusiasts went along to look after the car's needs, taking with them a large quantity of spares. Perelman and the car made it to Peking (via France, Italy, Yugoslavia, Bulgaria, Turkey, Iran, India, Burma and Hong Kong) although, sadly, once the trip was over he became ill and, nine months later, he passed away. His observations on the trip have, alas, never been published. It is worth noting in conclusion, as symptomatic of the world in which we live today, that by the time the YT reached Peking all its MG badges had disappeared; stolen by souvenir-hunters.

In more recent years Frank Vautier became notable for his spirited performances in what started life as a 1951 Sun Bronze 'Y'. This car

was extensively modified with advice from Dick Jacobs during its long competitive life (it still occasionally appears at club events today). Among the modifications carried out were the fitting of larger twin SU carburettors, a ZA Magnette rear axle, two front anti-roll bars, MGA disc brakes at the front, radial tyres and eventually a supercharger. And the car was certainly 'modified' in quite a different way one day in the summer of 1974 at Wiscombe Park Hillclimb when it was rolled onto its roof on taking a hairpin a little too fast! Once the car was righted, the driver took up his position behind the wheel and the 'Y' was able to continue to the top of the hill!

In closing I should like to thank 'Autocar' magazine for giving me their permission to reproduce the advertisement, 'Success at Silverstone' from their issue of 16th May 1952. I should also like to thank the following for their help in researching this article: David Mullen, Colin Dye, J. S. R. Bridges and for supplying the photographs, Harry Chapman and Alan White.

JOHN G. LAWSON

**Please note the
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