

NOTICE TO MEMBERS

NOTICE IS HEREBY GIVEN OF THE ANNUAL
GENERAL MEETING OF THE MG CAR CLUB OF
QUEENSLAND INC. TO BE HELD ON FRIDAY
11th DECEMBER, 1987 AT THE CLUBROOMS
18 NASH STREET, ROSALIE.Q. AT 8p.m.

PLEASE BE ADVISED THAT NOMINATION FOR
COMMITTEE FORMS AND PROXY FORMS ARE
ENCLOSED IN THIS MAGAZINE.

ALSO PLEASE NOTE THAT NOMINATIONS CLOSE
WITH THE HON. SECRETARY MR. DAVID ROBINSON
ON FRIDAY 27th NOVEMBER, 1987.

This is not generally a long meeting, so
if you want to meet your old and new
Committee then come along. You will be
most welcomed.

The official magazine of the MG Car Club of Queensland Inc.,
affiliated with the Confederation of Australian Motor Sport.

PUBLISHED 8 TIMES A YEAR

Next edition due out on the 22nd January, 1988. Proof to us by
end of December. All adverts by members - on personal basis
ARE FREE.

All enquires to the Editors c/- G.P.O. Box 1847 Brisbane 4001.

| <u>MANAGEMENT COMMITTEE</u> | <u>Phone Home</u> | <u>Work</u> |
|---|-------------------|-------------|
| <u>PRESIDENT</u> Steve Austin | 245 5265 | |
| <u>VICE PRESIDENT</u> Linden Cooper | 341 3942 | |
| <u>SECRETARY</u> David Robinson | 848 0221 | 844 1037 |
| <u>EVENT SECRETARY</u> Joan Appleby | 857 1561 | |
| <u>MEMBERSHIP SECRETARY</u> Phil Hutchison | 277 4274 | 848 5061 |
| <u>TREASURER</u> Ann Thomson (CAMS Delegate) | 378 1368 | |
| <u>CLUB CAPTAIN</u> Peter Rayment (MARQUE Representative) | 300 3148 | 835 8932 |
| <u>COMMITTEE</u> Giles Cooper | 378 1221 | 229 3995 |
| Reg Tomkinson | 376 4304 | 376 5657 |
| Terry Corbett | 892 1151 | |

MG CO-ORDINATORS

| | |
|------------------------------|----------|
| <u>T/TYPES</u> Ian Costin | 300 3622 |
|------------------------------|----------|

POSTAL ADDRESS OF CLUB
G.P.O. Box 1847, Brisbane.Q. 4001
(The Committee meets every fortnight
at the Clubrooms - if you have any
queries then contact a C'tee member)

ADDRESS OF CLUBROOMS
18 Nash St., ROSALIE.Q.
(These are open most
Friday nights for a
natter.)

CONSTITUTION

A copy of our Club's constitution is available, for Club members
perusal, at the Clubrooms, Copies of this constitution are also
available for a nominal fee from THE HON. SECRETARY.

CALENDAR OF EVENTSNOVEMBER

- 20th Fri *NIGHT RUN for MGCC of Q., leaves Clubrooms 8 p.m. Enter on the night. Set by Phil Hutchison. All you need is your UBD/Refedex, torch, navigator and about 1½ hours to find your way and then join us for a drink and a chat afterwards.
- 22nd Sun INTERCLUB MOTORKHANA If you wish to be in a team to represent our Club then contact Peter Rayment 300 3148. Need helmets for open cars. 8a.m. scrutineering at the Beenleigh Rum Distillery.
- 28th Sat. *Working Bee at Mt. Cotton - quite an amount of fence to be reerected before anyone can run tomorrow - be there. Contact David Robinson for further details. Take shovels and other impliments suitable for fencing. If you want some BBQ or Fire wood come and help yourself and the club by collecting and cleaning up same.
- 29th Sun. *HILLCLIMB AT MT. COTTON providing the fences are up.. Entries close the week before. Entry forms and sup. regs. available from our Events Secretary Joan Appleby, 857 1561 or from the Clubrooms most Friday nights.

DECEMBER

- 6th Sun. *MGCC of Q. RACE MEETING last one for the year, and it will be held at Lakeside International Raceway. Full field of events. For sup. regs. contact our Events Secretary Joan Appleby, 857 1561. Restricted to drivers with log books, licences etc.
- 11th Fri. MGCC of Q ANNUAL GENERAL MEETING Nominations for Management Committee will close on the 27th November with the Hon. Secretary, David Robinson. So please give this some thought. Are you will to help your Club if wanting more details about the Committee etc. then contact a C'ttee person now.
- 13th Sun. *MGCC of Q PROGRESSIVE PICNIC RUN - Meet at Walton Bridge Park, Waterworks Rd., The Gap 10AM. For Smoko. Then we'll amble up to the cool of Mt. Glorious for a picnic lunch - nothing to arduous for this time of the year. Last one for the year. Hope to see you all. Contact Peter or Delia Rayment if you are wanting more details. 300 3148.(H).
- Clubrooms will be closed from 25th Dec to the 1st Jan inclusive.

JANUARY

- 15th Fri *NIGHT RUN leaves the Clubrooms 8p.m. 1st one for the year set by Peter & Delia Rayment.
- 22nd Fri. Working Bee at Clubrooms to collate next magazine. Help welcome. Light work and a chat and a cuppa.

FEBRUARY

- 6th Sat. MGCC of Q ANNUAL DINNER - Q'ld Turf Club, Lancaster Rd., Ascot. Ascot or Derby Room. About \$20 - \$23 per head. If interested let David Robinson, Delia Rayment or Jan Tomkinson (376 5694) know and front with money. Limited number.
- *denotes MGCC point scoring events - towards perpetual trophies.

EDITORIAL

Dear Members & Friends,

Merry Christmas to each and everyone of you and a Happy New Year too.

In other words, this is your last magazine for this year.

But -- we've a little while to go before the end of 1987 so let's make hay while the sun shines.

As you'll see by the calendar we still have quite a number of events to run before the end of the year i.e. 1 Hillclimb, 1 Race Meeting, 1 Day Run + entering a couple of teams in the Interclub Motorkhana competition, and holding our Annual General Meeting. So if you are bored that's your problem.

We'd like to thank the following people:-

Pat & John Walker, Colleen & Alan Hughes,
Dominique & John Crane and Keith & Alan McConnell
they fronted with photos for this edition of your magazine- keep the good work up, but please remember the photos have to be clear, sharp and light ones to be suitable for reproduction herein OK.

Our New Year starts with a bang on the 15th January and a Night Run. So if you want to enter you will have to make sure that you are financial as MEMBERSHIPS ARE DUE ON 1st JANUARY, and you will have to be financial to run. Why not come to the ANNUAL GENERAL MEETING on the 11th December and pay your dues then, thus giving the Membership Secretary ample time to send out your new membership card and Basic Licence (if needed).

A couple of dates which we didn't have room for on the Calendar of Events page for 1988 are.

10th February - Wednesday night - Special Meeting at Clubrooms 8 p.m. re 1990 National Meeting to be hosted here by our Club. All interested persons welcome.

EASTER 1988 - MG Car Clubs National Meeting at Canberra. Full particulars available in the Clubrooms or we can send you out details.

Well enough from us this time. Hope to see you at either the NR, HC (we'll be away), RM, AGM PR or the Picnic Run on the 13th December - that's got you all working hasn't it?.

MERRY CHRISTMAS & HAPPY NEW YEAR ONCE AGAIN.

Peter & Delia Rayment

BODS AND BENDS

Congratulations to new parents Bev and Rob Ritchie on the safe arrival of son No. 3- Hamish. Born on Melbourn Cup day? Brother for little William and Andrew. Hope alls well.

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Congratulations to Dominique and John Crane who have since last edition of this magazine tied the knot. The honeymoon in New Zealand sounded great. Ask John to show you his photos....

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Scott and Kay Ramsay have only just settled into their home and their marriage in Brisbane to tell us that they up and away all ready. Believe they're off to Mackay, about the 23rd November. If we don't see you before then Kay and Scott all the best.

.....

Good to see the Hoger Gang (minus Sharon) down for the Historic Race Meeting recently at Lakeside. Hope they can make it for the AGM- Day Run week-end.....hint.....hint...knudge knudge wink wink...

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Canadian Visitors

We were collating the old club magazine last time when we had a visit from Philip and Edna Sumsion from the Victoria MG Car Club of the British Columbia, Canada.. Turned out Philip and Edna are the editors of their club's magazine - so we had a chat for awhile. We shall be swapping magazines with them in future, if anyone is interested, give us a bell.

Philip and Edna had to leave for home only a few days later, just before the All Historic Race Meeting too. But next visit they hope to coincide with either the All Historic Race Meeting or one of the future National Meetings held each Easter.

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New Queenslanders

We have just received a note from Judy & Peter Probert, late of Melbourne who will by now have made their move to Karana Downs, Queensland. We met the Proberts over at the National Meeting this year at Perth. Hope everything has gone well for their shift and we look forward to seeing them around the MG scene.

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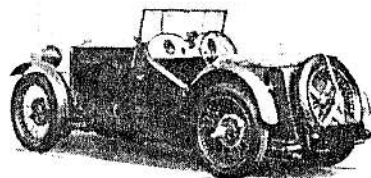
MORE TRADING POSTFOR SALE MG 1100

APPENDIX J RACING CAR. New engine - 1 meeting old; new sandblasted and painted (Monza Red) body shell; new twin circuit brakes; new tyres; new alloy cage; ready to go; new LSD; includes trailer; \$5500 or offer contact Patrick Mewing 834 8518 (other bits as well).

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M.G.s THROUGH THE AGES...

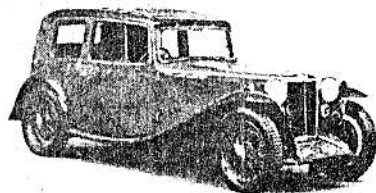
M.G. production models



'J'-type Midget

Production period:
1932-4

Further development of 'M'-type. 847-c.c., 4-cylinder, o.h.c. engine. Two carburettors, 36 b.h.p. at 5,500 r.p.m. ('J1' and 'J2'). 746-c.c. supercharged ('J3' and 'J4'). 'J1', 4-seater; 'J2', 2-seater; 'J3', supercharged; 'J4', supercharged racing model (72.3 b.h.p. at 6,000 r.p.m.). Four-speed gearbox. Centre-lock wire wheels. Some had swept wings, instead of cycle-type. Approx. numbers built: 'J1'/'J2', 5,500; 'J3'/'J4', 30. Shown: 'J2'.



**'K'-type
Magnette**

Production period:
1932-5

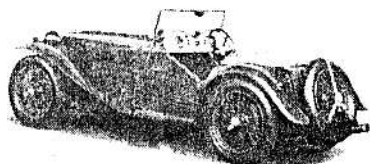
Development of 'F'-type. 6-cylinder, o.h.c. engine, in 1087 c.c., 1271 c.c., and 1286 c.c. capacities. Early models three S.U. carburettors, later two. Long-chassis 4-seater saloons and tourers; short-chassis 2-seaters. Four-speed manual or preselector gearbox. Centre-lock wire wheels, swept wings. Approx. 400 built. Shown: 'K1' saloon.



'K3' Magnette

Production period:
1933-4

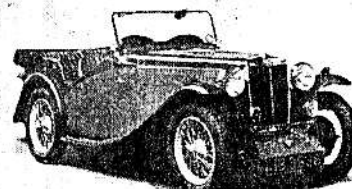
Racing version of 'K'-type (winner of 1933 Ulster T.T.). 1087-c.c., 6-cylinder, o.h.c. engine, supercharged, 120 b.h.p. at 6,500 r.p.m. Four-speed preselector gearbox. Half-elliptic springs. Centre-lock wire wheels. Two-seater racing body; flat tail with slab tank (1933) or pointed tail (1934). Number built: 32. Shown: 1934 model.



'L'-type Magna

Production period:
1933-4

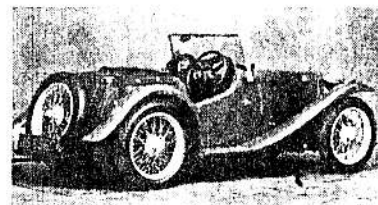
Development of 'F'-type. 1087-c.c., 6-cylinder, o.h.c. engine. Two S.U. carburettors, 41 b.h.p. at 5,500 r.p.m. Four-speed manual gearbox. Half-elliptic springs. Centre-lock wire wheels, swept wings. Open 2-seater and 4-seater, also 4-seater saloonette and 2-seater coupé. Approx. 575 built. Shown: 2-seater.



**'N'-type
Magnette**

Production period:
1934-6

Development of 'K'- and 'L'-types. 1286-c.c., 6-cylinder, o.h.c. engine. Twin S.U. carburettors (56 b.h.p. at 5,500 r.p.m.). Four-speed manual gearbox. Smaller wheels on centre-lock hubs. Open 2-seater and 4-seater, also Airline Coupé and Allingham-bodied 2/4 seater. 'NA' had rear-hinged doors and plain radiator. 'NB' (1935 on), front-hinged doors and vertically slatted radiator; 'NE' was special racing 2-seater (won 1934 T.T.). Approx. numbers built: 'NA'/'NB' 750; 'NE' 7. Shown: 'NA' 4-seater.



'P'-type Midget

Production period:
1934-6

Development of 'J'-type, with 3-bearing crankshaft, sturdier chassis, better brakes, more comfort. 'PA' (1934), 847-c.c., 4-cylinder, o.h.c. engine (36 b.h.p. at 5,500 r.p.m.). Twin S.U. carburettors. Four-speed gearbox. 'PB' (1935 on), 939-c.c. engine (43 b.h.p. at 5,500 r.p.m.); slatted instead of plain radiator. 2-seater, 4-seater and Airline Coupé bodies. Approx. 2,500 built. Shown: 'PB'.



'Q'-type Midget

Production period:
1934

Racing model, with blown version of 'P'-type engine, in chassis and body similar to 'K3'. 746-c.c. 4-cylinder, o.h.c. engine, supercharged (113 b.h.p. at 7,200 r.p.m.). Four-speed preselector gearbox. Set 750-c.c. Brooklands track record at 122.4 m.p.h. Number built: 8.

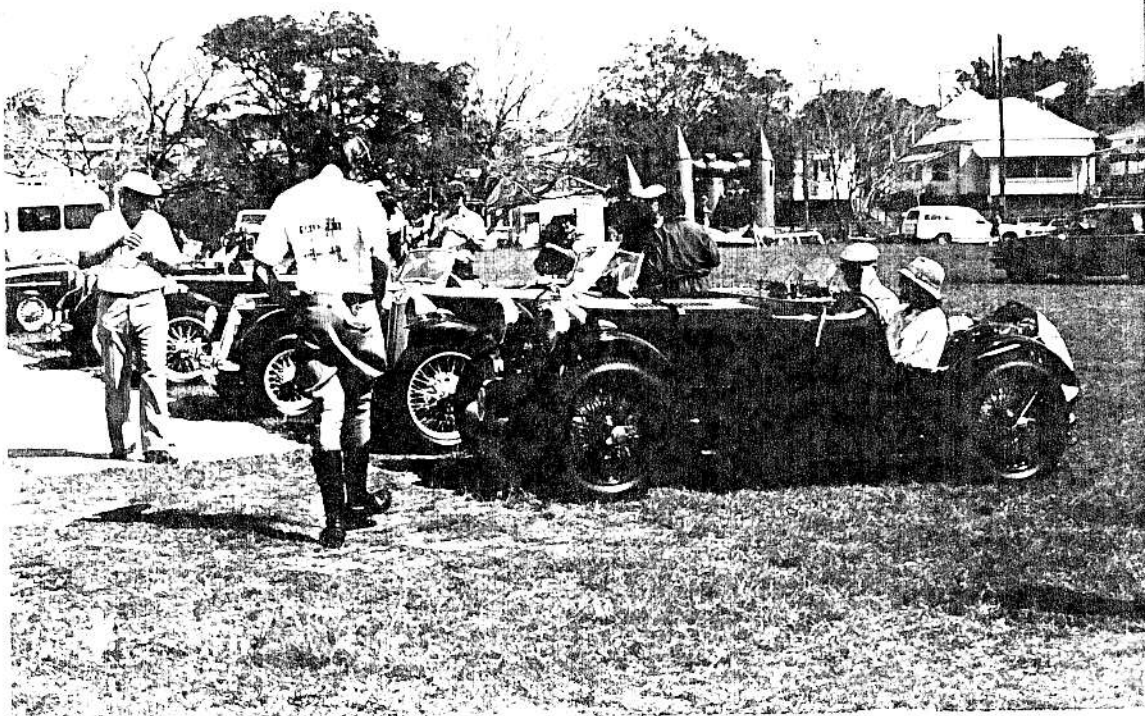
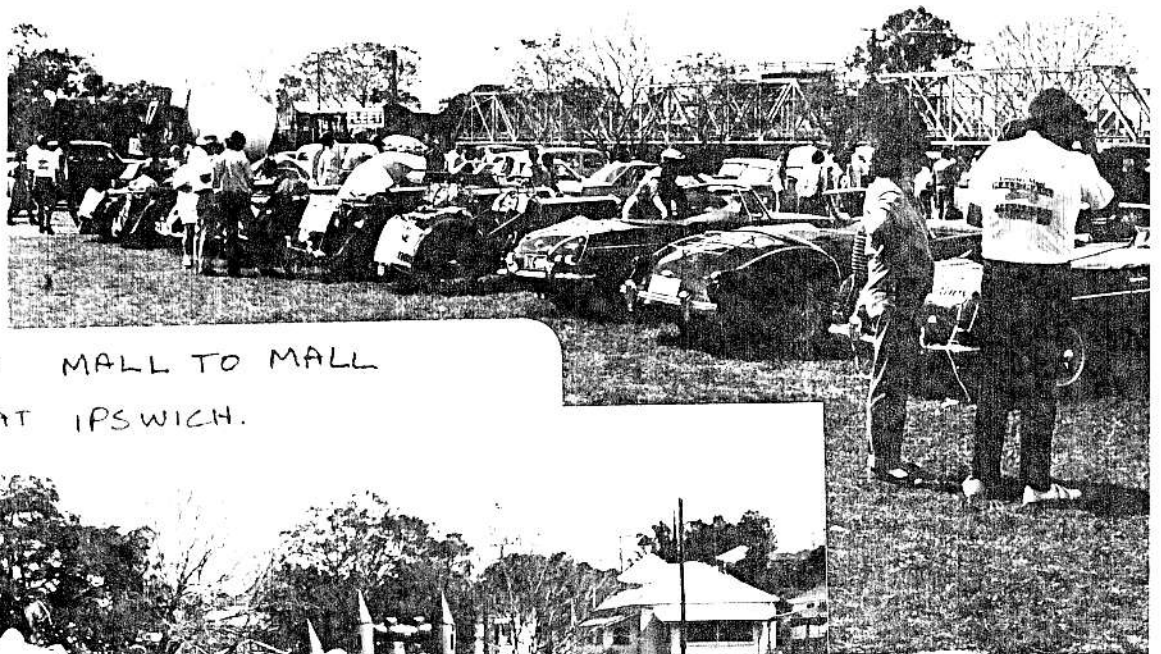
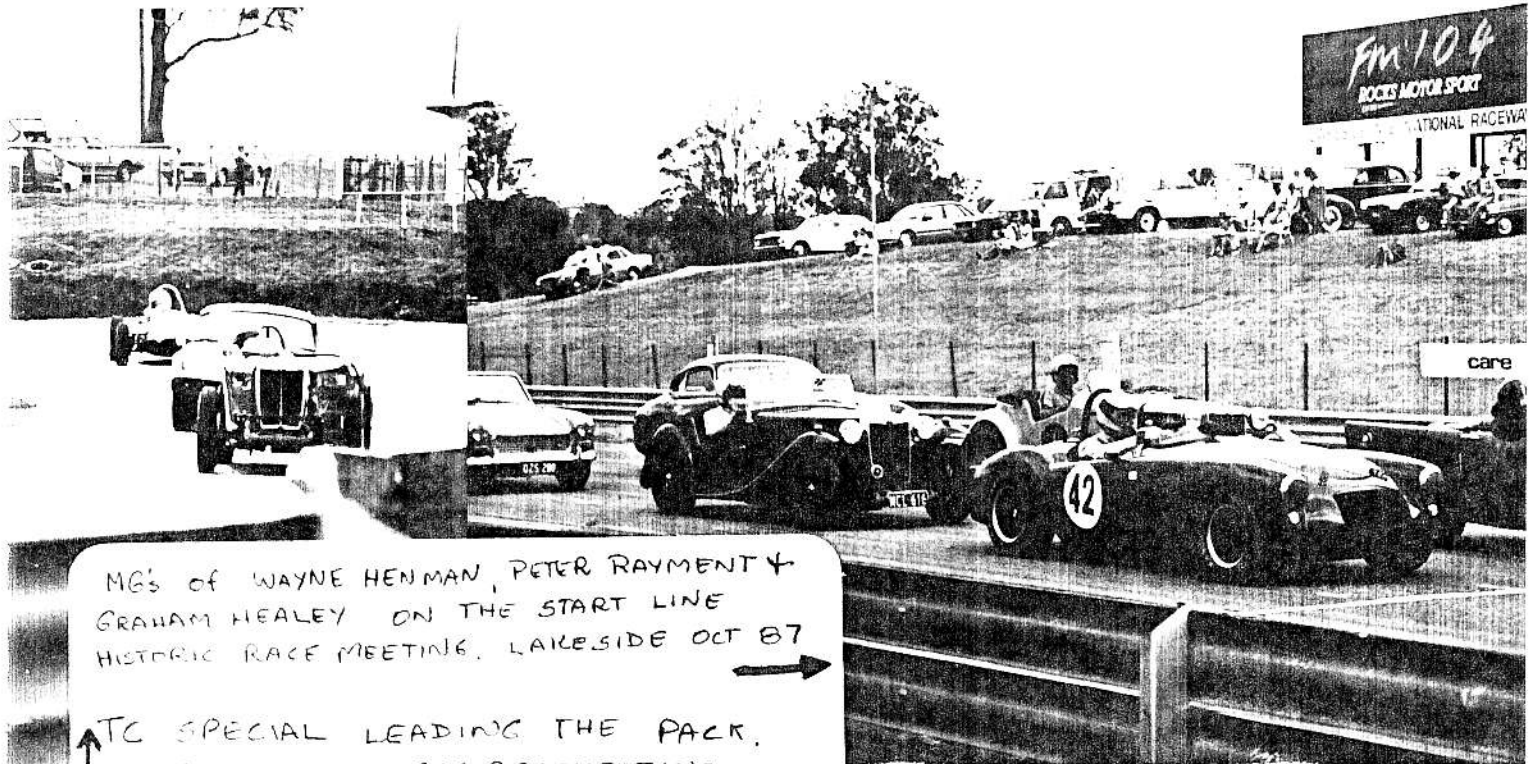


'R'-type Midget

Production period:
1935

Single-seater racing model. Engine similar to 'Q'-type, but chassis entirely new with 4-wheel independent suspension. 746-c.c., supercharged 4-cylinder, o.h.c. engine (113 b.h.p. at 7,200 r.p.m.). Four-speed preselector gearbox. Won 750-c.c. class in 1935 French Grand Prix. Number built: 10.





REGULARITIES FOR SPORTS CARS

You will have noticed that at the Historic Race Meetings we have been conducting over the last 10 years that there are events called regularity trials. The idea of these events are to nominate the time that you anticipate it will take you to do 5 laps of the circuit. It is not a race. The idea is to do the speed and time that you are happy and wanting to maintain. To give you some examples;-

Driver 1 says his time shall be 7 minutes 12 seconds
but he does 7 minutes 15 seconds error 3 seconds.

Driver 2 nominates 8 minutes 15 seconds
but he does 8 minutes 14 seconds error 1 second.

Driver 2 Wins. (speed is not the winning factor but
regularity)

Following this, the club runs 3 other Race Meetings and it has been suggested that maybe some sports car drivers would like to go for a drive in a regularity trial at these meetings, but would not want to go racing. This would certainly be a good way to air your car.

If you would be interested please ring Peter Rayment(Club Captain)
on 300 3148 H or 835 8932 W.

REGULARITIES REGULARITIES REGULARITIES REGULARITIES REGULARITIES

BOOK REVIEWBOOK REVIEW

This month's review is on Donald Wait's PANEL BEATING & CAR RESTORATION IN AUSTRALIA AND NEW ZEALAND.

This is the 7 th edition of this book and has now grown to 184 A4 size pages. It includes all the normal chapters on normal panel beating and now also includes 40 pages on restoration.

This covers hand forming and fixing panels, working aluminium, rust replacements, separate chassis and body shell repairs, soldering radiators and fuel tanks and skills common to body restoration.

This and the preceeding section have a good selection of photos and diagrams and so if you are interested in this sort of work the book is well worth while. The book costs about \$26.95 and is good value at that price.

It is published by Child and Henly.

BOOK REVIEW

BOOK REVIEW

BOOK REVIEW

BOOK REVIEW

TRADING POST

WANTED

To buy MGTC in any condition Phone Peter Comino on (079) 826 098 A/H (shall return call.).

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WANTED

Vertical Slat Grill, Aluminium trim for around cockpit and horn button for Mk I MG Midget. Contact Peter Rayment (07) 300 3148 (H) or (07) 835 8932 (W) (shall return call).

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WANTED TO RENT

Secure, cheap shed for storage reason contact Barry Vanderburg Phone 52 8429 and leave message for Barry to contact you.

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FOR SALE

FORMULA FORD IMAGE 1978 MODEL VERY COMPETITIVE LOCALLY and at Hillclimb. Urgent Sale \$8000 ONO Phone 399 8694 (A/H) or Phone 373 9167 (B/H) Neil Brennan.

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FOR SALE

HATMA T4 LEYLAND HILLCLIMB CAR. BRAND NEW 1987 MONOCOQUE chassis. 1275 Leyland engine. Avon formula ford tyres. Rocker arm suspension front and rear. Easily adjustable brake balance. Ideal beginner's car. \$4250 complete. Contact Arthur Holloway (075) 391 1285.

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WANTED FOR OUR CLUBROOMS

URN OR LARGE ELECT JUG. MATERIAL OR CURTAINS FOR WINDOWS. If any clues contact Delia Rayment 300 3148.

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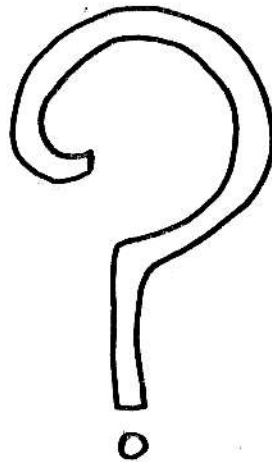
FOR SALE

1 X MGTD badge bar (purchased from MTG in UK) \$30 contact David Phillis 354 1605 (A/H).

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HILLCLIMB

29 NOV



WELL COMPETITORS SOME WORKERS TURNED UP FOR THE LAST WORKING BEE
BUT THE FENCE IS NOT FINISHED. THE LONG AND THE SHORT OF IT IS

NOT FINISHED HILLCLIMB CANCELLED. END OF STORY.

WORKING BEE

8.00am Saturday NOV 28th

FOR INFORMATION CONTACT

David Robinson
Terry Corbett

B/H 844 1037

A/H 848 0221
A/H 892 1151

CLUB TROPHY PRESENTATION NIGHT



SATURDAY 6TH FEB
1988

7.30pm

COST YET TO BE DECIDED.
APPROX \$20-22 Head

To be held at QLD TURF CLUB Lancaster Road Hamilton.

WATCH FOR FURTHER INFORMATION AND BOOKINGS CAN BE MADE

| | | |
|------|----------------|-----------------|
| With | Delia Rayment | PH 300 3148 A/H |
| | Jan Tomkinson | 376 5657 B/H |
| | David Robinson | 844 1037 B/H |

SINGLE HIGH LEVEL BRAKE LAMPS

Details taken from the Department of Transport
Information Bulletin 20/ENG/4.9.87

Studies have shown that the fitting of single high level brake lamps to passenger vehicles can reduce the incidence of rear end collisions.

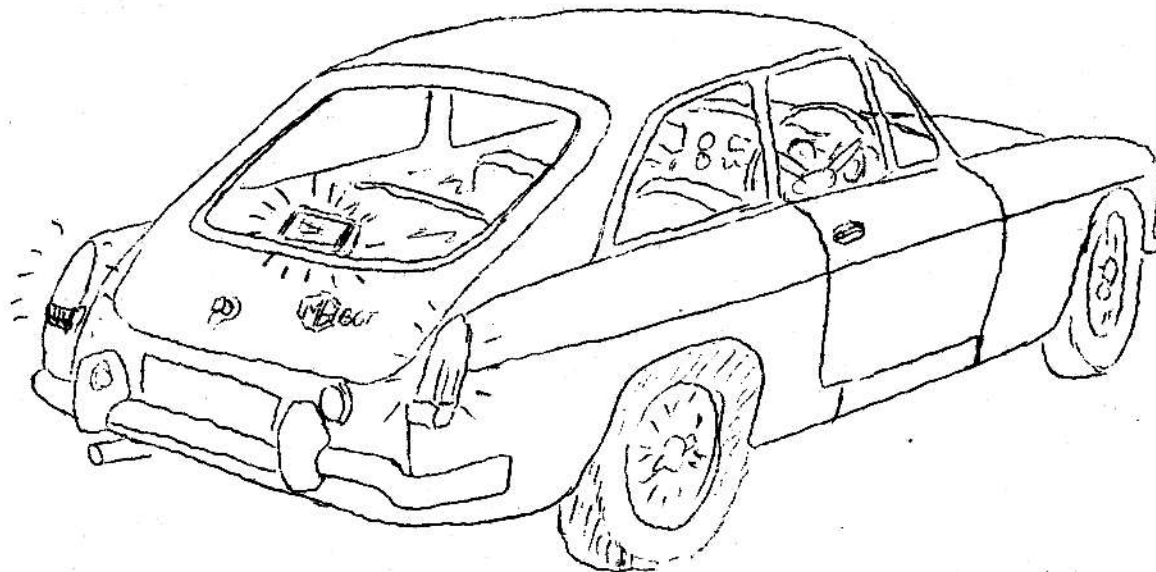
An Australian Design Rule (ADR) is to be introduced requiring a single high level brake lamp to be fitted to certain new passenger vehicles.

Amendments to the Traffic Regulations will ensure uniform standards for the fitting of these lamps to in-service vehicles.

If you are considering fitting a high level brake lamp to your vehicle, the following guidelines should be followed:

1. A single lamp only is to be fitted on the centre axis of the vehicle.

For further information contact the Department of Transport;--
Head Office Transport House, 230 Brunswick Street, Fortitude
Valley, Brisbane. Q. 4006 Phone (07) 253 4851



2. The lamp must be positioned so it does not obscure the normal rearward vision of the driver.

3. Lamps must be securely fastened to withstand a force 20 times its own weight in the event of a collision.

4. All electrical installations should be carried out in a tradesman-like manner, with a minimum 3 mm gauge automotive electrical wire used. Wire joins should be soldered, or alternatively, crimp-type connections used. All joints should be insulated to prevent shortcircuiting.

Note Where vehicles are fitted with brake light failure monitors, the vehicle manufacturer may need to be consulted for correct fitting.

There is a very wide range in the quality of high level brake lights available.

This is not the full details which appear on the info. bulletin we have the full particulars at the Club rooms if you so desire.

WEST AUSSIE WINS AUSTRALIAN MOTORKHANA TITLE

By: Keith Mc Connell.

The Australian Motorkhana Championships was held on Sunday 27th September at The Pines Shopping Centre, Gold Coast, in brilliant sunshine, and proved to be a top event. The promoting club, Gold Coast Tweed Motorsport Club, are to be congratulated on their organisation, especially as they accepted the task at short notice, and in spite of the odd complaints from nearby residents regarding noise, all competitors and spectators enjoyed a good day of motorsport.

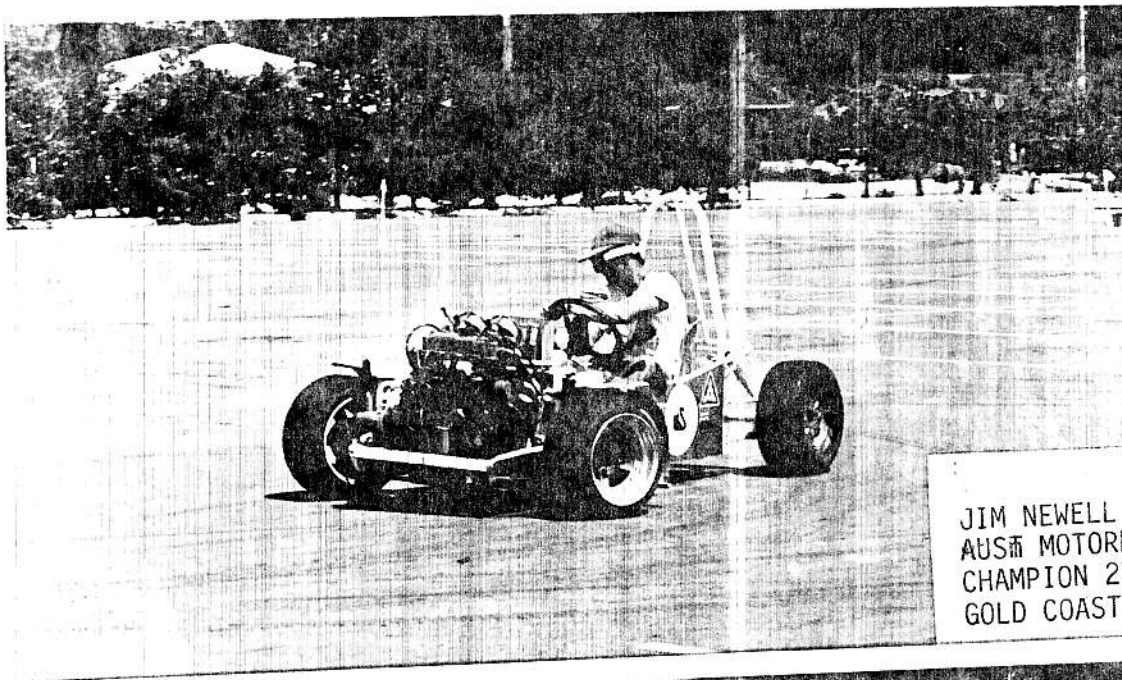
With sixty-three entrants lined up, three tests were set up at once, and twelve tests in all were completed, with the only hitch being the lack of a score board to enable drivers to check their times against the opposition. There were twenty-six entries in specials, and it was obvious this was where the winner would come from, and so it was that Jim Newell, who trailered his own and Ross Bennett's cars all the way from Perth deservedly won the Australian Motorkhana Championship Title with a great display of fast, controlled driving. Jim had lost a wheel off his trailer near Casino en route to the Coast, and had trouble finding a replacement, so his victory must have really felt doubly good. David Beames of South Australia, driving his Mini powered Delta S took second outright, even though he had to make emergency welding repairs part way through the day, and Phil East, the NSW champion, was third in his Subaru engined Delta SS.

The Class A results were an all Queensland affair with Lindsay Jenkinson (Moke) winning from Wayne Skyring (Mini) and Stephen Young (Mini). Class B went to R. Asher (S.A. Laser) from D. Kavanagh (Vic. Laser) and Lindsay Sutherland, Queensland in a Corolla. Class C was a very close affair and Ian Brown of the Sunshine Coast, driving his potent VW Beetle, took first from Terry Scharf (Qld. Celica) and defending Class C Champ, John Rosengrave (Vic. Golf GTi) in third place.

Class D had three entries only, all locals, and placings were Keith Gay (Commodore) first, Peter Stringfellow (Nissan Ute.) second, and Jill Gay (Commodore) third. Class F1 was the same as outright, J. Newell. (Mini engined Turben Special), D. Beames (Delta S) and P. East (Delta SS). F2, rear wheel drive specials, went to local driver Kerry O'Sullivan (Renault Special) from Cedric Green, NSW, making a welcome appearance in his VW beast, with C. Edwards, NSW, (Renault Special) taking out third.

Local hopes who did not do so well were Andy Burgess, the current Queensland Champion in his F1 Mini Special, who had a couple of WDs plus a flag, not like Andy at all. Ross Perry and Alan Wheeley, sharing the drive in Ross's supercharged Citroen Special, suffered an intermittent electrical fault, and both drivers had WDs, which put them out of contention. Alan McConnell had his F1 Mini Special going like a rocket and was in second outright until he blew the Hopkirk, his favourite test, and took twenty seconds longer than usual when the stalled motor refused to fire up quickly. Maybe next year?

The day finished with a great meal and presentation of trophies at the Currumbin RSL, and all competitors vowing to meet again next year in Sydney for the '88 Championship.



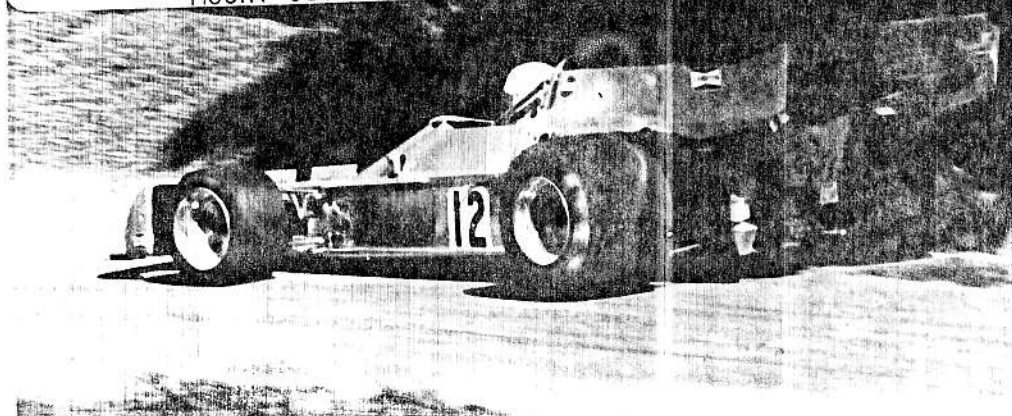
JIM NEWELL of WA
AUST. MOTORKHANA
CHAMPION 27-9-87
GOLD COAST.



Terry CORBETT on his way up the first loop
Mt. COTTON MAY 87

Ivan TIGHE hard under brakes into
the hairpin for the 2nd time.

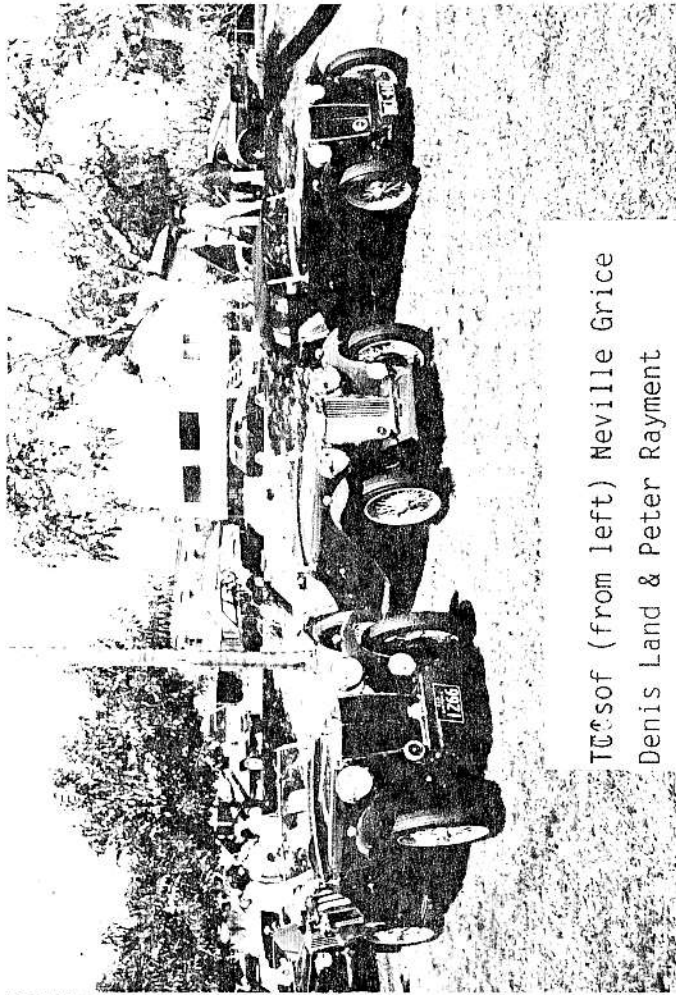
AUSTRALIAN HILLCLIMB CHAMPIONSHIPS
MOUNT COTTON MAY 87



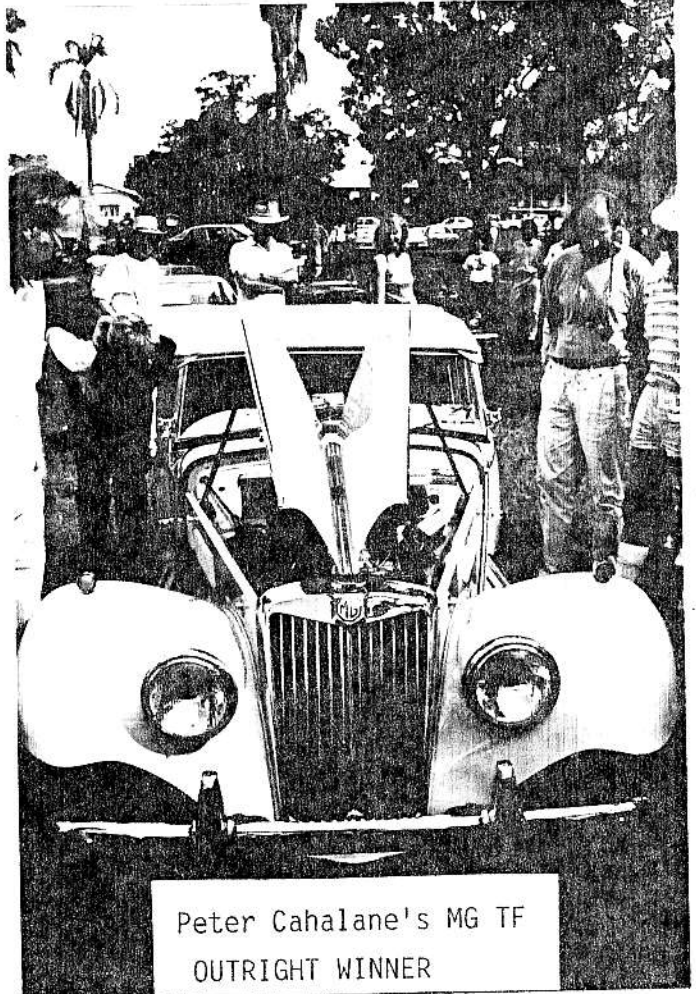
SUNDAY 23rd. AUGUST 1987.



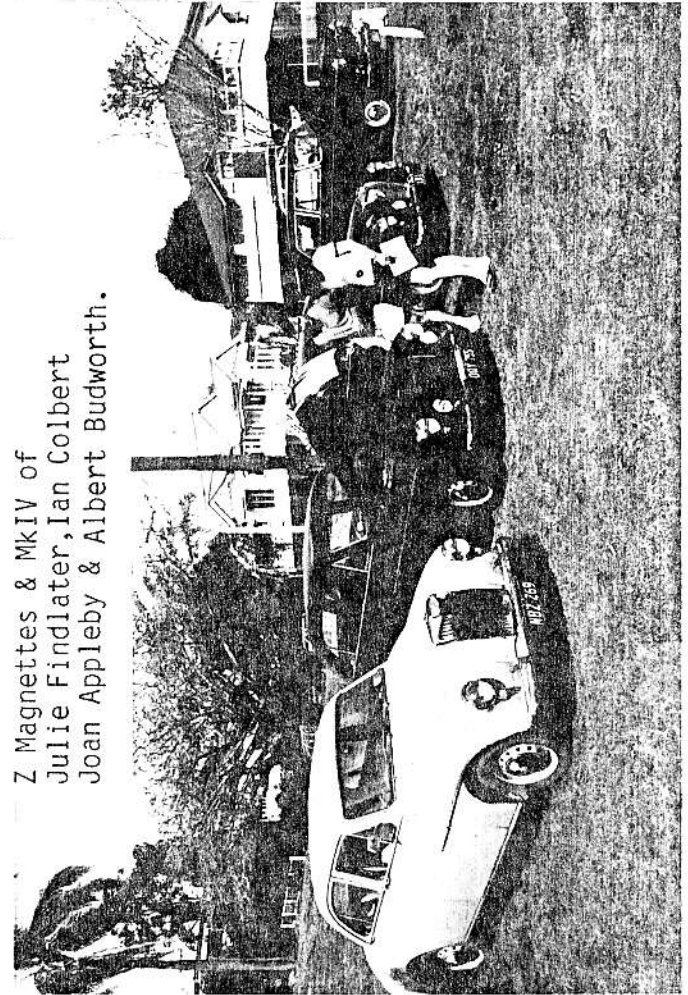
RICHARD GROVES MG TD.



TC'sof (from left) Neville Grice
Denis Land & Peter Rayment



Peter Cahalane's MG TF
OUTRIGHT WINNER



Z Magnettes & MkIV of
Julie Findlater, Ian Colbert
Joan Appleby & Albert Budworth.