



THE OCTAGON JUNE 1996

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AFFILIATED WITH CONFEDERATION OF AUSTRALIAN MOTOR SPORT

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Being the largest car club in Queensland places enormous demands on the committee and those volunteers who continually give a much needed hand.

The time has come where the clubs activities need to be segmented to ensure the different interest groups are catered for.

At present this is being achieved however with ever increasing member numbers we need to look to the future and ensure procedures are in place to handle the growth.

In the near future I propose to establish sub committees to oversee the various club functions.

Should you have any suggestions, or, or you are willing to assist please contact me.

The recent day run to Kilarney was very well supported and despite the inclement weather and sometimes rough roads all had an enjoyable time. It appears that MG fuel gauges are notorious for not being reliable and this resulted in one member running out of fuel at very inconvenient time and place. As usual assistance came from fellow clubbies and eventually we all met at our final destination. It was great to see a good variety of MGs represent and giving a good show to the public.

PRESIDENT REPORT



David SOUTHGATE.

**DAY RUN DAY RUN DAY RUN DAY RUN
DAY RUN DAY RUN DAY RUN DAY RUN**

Day Run

Meet at Anzac Park, Dean Street, Milton at 8.30am Sunday 4th August
to leave for "The Pines Recreation Centre" Mt. Glorious & Dawson Cr.
Road, Highvale at 8.15am. Bring meat for BBQ lunch and refreshments.
See further details at end of 23rd June Day Run Story.

Phone Bev and Ron Clydesdale for any other enquires on 3263 6575.



MG CAR CLUB OF QUEENSLAND INC.

PROGRAMME OF EVENTS

14th Jul	Hillclimb	Joan Appleby	3357-1561
4th Aug	Day Run	Pat & John Walker	3300-2914
16th Aug	Iron Man Touring Assembly	Phil Hutchison	3355-2188
17th Aug	Ironman Sprints & Motorkhana	Joan Appleby	3857-1561
18th Aug	Ironman Hillclimb	Joan Appleby	3857-1561
15th Sep	Concours	Carl Stecher (MSCC)	3399-5602
13th Oct	Hillclimb	Joan Appleby	3857-1561
18th Oct	Touring Assembly	Phil Hutchison	3355-2188
10th Nov	Day Run	Pat & John Walker	3300-2914
24th Nov	MGCC Race Meeting	Joan Appleby	3857-1561
1st Dec	Hillclimb	Joan Appleby	3857-1561
6th Dec	Touring Assembly	Phil Hutchison	3355-2188

NIGHT TOURING ASSEMBLIES



DATES: 16TH AUGUST - IRONMAN
18TH OCTOBER
6TH DECEMBER

VENUE: AS PER PROGRAMME OF EVENTS

WHAT TO BRING: Navigator/Driver -
Maximum 2
1995 UBD Torch/Maplight

\$10.00 Entry Fee
A Sense of fun and Adventure

MORE INFORMATION:
Phil Hutchison 355 2188

FROM THE EDITORS DESK



What a time I've had in the last three months. Trips away by car for work and just last weekend and trip to Newcastle with Peter Rayment and Peter Tighe to continue my trip of collecting things that don't get finished. I've been told that I have to put some of the ones apart back together. I'm sure I am better at taking apart then replacing. Some of "me" mates sure do live in glass houses. I think that most of us car owners are a little slow at starting our projects. Perhaps they always look smaller till we start them.

Thanks for all the contributions. Just keep up the good work.

Some are still to be printed in next edition in late September. Please send in more "stuff" and I'll try to keep the magazine interesting.

Bye for now.

David Robinson

LETTERS

GOT SOMETHING
TO CROW ABOUT



WHERE ARE ALL YOUR LETTERS. THE EDITOR IS WAITING. SURELY YOU!! HAVE SOMETHING TO CROW/COMPLAIN/INFORM ABOUT. LETS HAVE YOUR VIEWS.

INFORMATION VITAL TO OWNING AN MGB TOURER AS FOLLOWS-
(Fire in the hole)

One bright Sunday morning, I decided to do some maintenance on the MG. I opened the boot to get at the tools and left the boot open for about 30 minutes while I worked on the motor changing plugs, filter and oil.

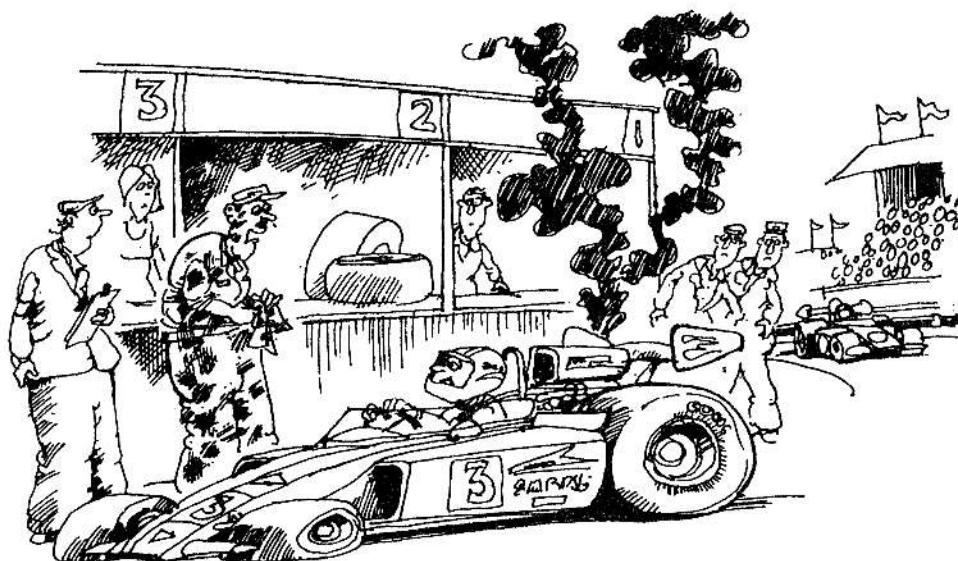
I smelt burning and thought someone must be someone burning the breakfast. I continued on working, then looking up I saw smoke coming out of the boot. I pressed the panic button and jumped around to the boot, and saw my plastic duffel bag smoking. I grabbed it and pulled it out to find a large burn hole, and I had a woollen jacked inside it which was smouldering as well.

When examining the problem, I discovered it was the little boot light, that was touching the duffel bag, hard to believe, but true. It seems they need a cover, a warning to other MGB owners when they are packing the boots to stay away from the little fire starter.

Ian Clifford.

INVITATIONAL EVENTS AND ITEMS OF INTEREST

2nd Jun	ATCC	Mallalla	
16th Jun	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
16th Jun	ATCC	Oran Park	
23rd Jun	Super Tourers	Lakeside	3285-3333
30th Jun	Motorkhana Series Round 4		
6-7th Jul	Historic Races - Lakeside	Historic Racing CC	0755781283
14th Jul	Super Tourers	Amaroo Park	
16th Jul	Grass Motorkhana	Marque Sports CC	3399-5602
21st July	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
28th July	Motorkhana Series Round 5		
11th Aug	Super Tourers	Mallalla	
18th Aug	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
24-25th Aug	Back to Leyburn	Historic Racing CC	3262-2726
25th Aug	Super Tourers	Winton	
8th Sep	Sandown 500	Melbourne	
13-16th Sep	Telstra Rally Australia	Perth	
15th Sep	Concours	Marque Sports CC	3399-5602
15th Sep	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
15th Sep	Qld Motorkhana Championship		
22nd Sep	Super Tourers	Phillip Island	
6th Oct	Toohneys 1000	Bathurst	
13th Oct	Aust Motorkhana Championships	Canberra	
20th Oct	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
20th Oct	Club Race Meeting	Gemini CC	0755799000
27th Oct	Poker Run	Marque Sports CC	3399-5602
27th Oct	Super Tourers	Lakeside	3285-3333
9th Nov	Super Tourers	Oran Park	
15th Nov	Night Run	Marque Sports CC	3341-4581
17th Nov	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
17th Nov	Interclub Motorkhana	Holden Sporting CC	3208-7848
17th Nov	Historic Willowbank	Historic Racing CC	3345-4851
30th Nov	Team Lap Sprints	Marque Sports CC	3395-0395



"Let's see, today's Saturday. How about next Thursday?"

WHAT ABOUT COMING ALONG TO AN MG NATIONAL MEETING.....

What, you may well ask, is a National Meeting all about? Up until this year, we could only tell you about all the hard work and organisation that goes into running a National Meeting, having assisted in running the 21st Anniversary meeting held in Brisbane in 1991.

This year we went along to the National Meeting at Shepparton in Victoria purely as competitors, a new experience for us. Come along on a run down of what fun the 5 days over Easter can be. The 1997 event will be held on the Gold Coast - think about being part of the fun.

A small group of 5 MG's met at the Gailles Road House at 6am on the Wednesday before Easter bound for Shepparton. By 6.15 we were on the road. Although the MG was loaded to the hilt for our 2 week holiday, we were surprisingly comfortable for our first long trip in the MG. All 5 cars had CB's installed so the day's travel passed easily with chatting and regular pit stops. By days end a 6th MG has joined us, just in time for 'happy hour' and an unwind from the day's travel.

Thursday morning everyone was up bright and early and eager to be on the road. After a morning tea stop at the Parkes Radio Telescope, a sight we had promised ourselves for 20 years we would stop and see, we continued our journey to Shepparton, arriving just before dark.

Friday morning saw 6 dirty MG's lined up on the Motel lawn for a wash and polish in preparation for the Concours the next day. Friday is the official start day for the National Meeting, with registration in the afternoon and 'nog n natter' in the evening. Friday afternoon provided an opportunity for those who are regular attendees of National Meetings to catch up with friends and the past year's events. For those of us who were rookies it was a chance to check out the regalia, the lovely passing parade of cars and a look around the town itself.

Saturday dawned bright and cheery and we headed off to Victoria Park to the Concours. It is estimated that a staggering number of 500 MG's turned out in all their finery for the day. The judge's job would have been tough. It was hard to imagine just what type of MG was not represented, so varied were the models. It really was most enjoyable to wander around and take in the cars and the atmosphere of the day.

Saturday evening's event was a dinner and bush dance at the Shepparton Civic Centre with most guests dressing up for the occasion, including 'The Brisbane Crew' - all 17 of us.

Now Sunday - what a day!! It's raining and they can't be serious about having a motokhana in this weather. Unfortunately they were serious and we headed off to DECA, the Driver Education complex just outside Shepparton. Motorkhana's are not the greatest

event in the rain but it was fun (we think) slipping and sliding around the course and hoping to get around without sliding into a flag. Most would agree it was as much fun as wet concrete could ever be. The afternoon weather improved and the rest of the events were completed in fine weather. Sunday also saw a large number of cars head off on the Octagon Rally, a navigation event selected as an optional event rather than the sprints.

Sunday evening is left free for you to go out and rage - or catch up on some sleep, or a little bit of both.

Monday was our day for sprints, also held at DECA, and we were really looking forward to letting out the clutch and having a fang around the track. It WAS great fun, in fact the most exhilarating event of the entire weekend. My heart was racing when the finish line flashed by, and we all eagerly lined up again for our second run.

The presentation dinner was held on Monday night and approximately 800 smiling faces appeared at the Civic Centre, ready to cheer those who had won trophies over the weekend and join in the excitement of the evening. We had a great band who played songs we all knew and could dance to - it really was a great evening. Red helium filled balloons streamed from the back of every chair, really giving a festive atmosphere. They were so pretty, we even managed to take a few back to the motel that evening. It still baffles me how you get five adults and a large number of red balloons into a Magnette!

Tuesday morning was the finale to an event packed Easter, with a farewell breakfast held down by the lake. Goodbye until next year, when we will do it all again.

Kerry Strange



DAY RUN - 23RD JUNE

Our Club Day Run on Saturday 23rd June to Queen Mary Falls, Killarney was a huge success. Our party consisted of 9 MGB Roadsters, 3 MGB GTs, 1 MGA, 1 MGC, 2 Fords, 1 RX7 and 1 Suzuki GTI. Assembly was at the Gailes Shell Roadhouse at 8.15 for 8.30 start and we got away almost on preparation of the event. Every driver was supplied with a sheet of directions and a set of questions for those of us who like a challenge on the way - (not compulsory!).

The route started out along Ipswich Road and then onto the Cunningham Highway towards Warwick. David Ivers and Roxanne (Ford Falcon) joined the convoy somewhere near Tivoli. Four of the vehicles were equipped with CB Radios, so the leader always knew what was happening at the tail and mid convoy. This was to prove useful later in the day. Accelerator feet were starting to twitch after passing through Aratula and soon the usual run (race!!) to the top commenced. John (Flash) Walker likes to keep the A moving but David & Kris Southgate (Suzuki) reached the top of The Gap first. Newcomer, Graham White (Green GT) gave them a run for their money and enjoyed the enthusiasm of all the participants.

"Smoko" was at the picnic spot opposite the first garage after the top - a nice rest area with all the necessary facilities. Our departure from here was delayed while the hoods on most of the roadsters were assembled - just in case! Sure enough, down the rain fell with only 3 silly b's - correction 1 b (Brett & Jane Coombes), 1 A (John & Pat Walker) and 1 C (Fred Douglas) - sitting in the rain itching to get moving so they wouldn't notice getting wet. Some theory!!

Fortunately the rain didn't last very long and didn't spoil any more of the day. Our fearless leader took 1 wrong turn (almost an accepted happening now on a Day Run) which caused an entire line of 18 cars doing 3 point turns outside the Freestone School. The picnic spot at Queen Mary Falls was delightful. Covered picnic tables, BBQs and toilets (unusual but very clean ones) and lots of wildlife especially birds. After our usual long lunch and chatter, most of us trooped off along the walk to the Lookout. Even the overcast skies couldn't spoil the spectacular sight and sound of these falls. On our way out, we stopped a few kilometres down the road to view the Dagg Falls - another wonderful sight.



The return trip was through Legume, into NSW, to Woodenbong and through the Mt Lindsay State Forest. It was in this area that one of our party dropped his exhaust pipe and the "Support Vehicle" of Andrew Lake (Ford) came to the rescue with his tool kit and fence wire. The

route home continued through "Sports Car Mountain Roads" - Bruce's words, not mine - to Rathdowney and Beaudesert. The CBs again came into use at this point when the same party aforementioned ran out of fuel! Several car's tanks had to be partially siphoned to obtain enough petrol to reach a service station. We all waited at Beaudesert for these stragglers, then said our farewells before each heading home in different directions.

A very big Thank You to Bruce for providing us all with a Super Day out.

NOW - DON'T MISS THE NEXT ONE!!!!!!

It's a bit different but will be loads of fun. Keep SUNDAY AUGUST 4TH free for a fun day involving a shorter car run and a Sports/Picnic Day. Assembly will be outside ANZAC PARK, Dean Street, Milton opposite the Bus Depot. We will be heading for "The Pines Recreation Centre" Mt Glorious & Dawson Creek Roads, Highvale. We have special permission from the owners to park our vehicles inside the grounds. Facilities include Tennis, Volley Ball/Netball Courts, Mini Golf, Pool, covered sheds and BBQs. Bring your meat for a BBQ lunch and don't forget your sports shoes and tennis racquets as we are having a tennis/mini golf competition. A special reduced fee of \$5.00 per car will apply. A Kiosk sells drinks, chips, ice creams etc but not Lunch! Further details are available from this events Organizer Ron Clydesdale on 3263

You are invited to attend the First

Q M R O A PRESIDENTS' DINNER

to be held at

*RIDGE HOTEL
1st FLOOR
Leichhardt Street
SPRING HILL*

17 AUGUST, 1996 - 7PM - 1AM

Tickets \$32.00 each for a 3 Course Dinner
or table for 10 people \$300.00

Be entertained by two performers

and be prepared for a night of

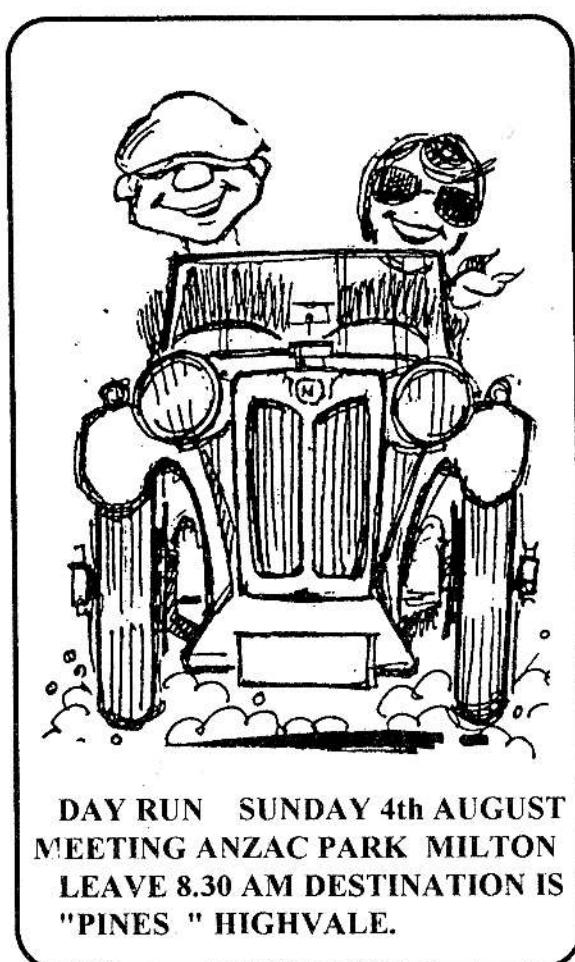
Eating, Dancing and Great Entertainment

ROOM ACCOM: Special Price \$94.00 - Saturday Night Only
Parking Available via Henry & John Streets

*To obtain your tickets, please contact Social Co-Ordinator - Margo Bryen
on (07) 3396 3010 or 018 151 334
or by writing to
P O Box 200
SPRING HILL QLD 4000*

R S V P: - 2 AUGUST, 1996

DRESS FORMAL



**DAY RUN SUNDAY 4th AUGUST
MEETING ANZAC PARK MILTON
LEAVE 8.30 AM DESTINATION IS
"PINES " HIGHVALE.**

HOLLER FOR A MARSHALL

By David Ivers

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

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

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

I first volunteered my time at a flag point at Mt Cotton for the 1995 Australian Hillclimb Championships, which in hindsight seems to be the only time I've done it when it hasn't rained! Having been an enthusiastic spectator at various race meeting for a number of years, to get that close to the cars whilst they were in action was a real eye-opener. I have never missed a round of

Touring Car racing, either on TV or in person, since the last days of the old Group A, so it was a real treat to see Kevin Heffernan's effort from a distance of no more than 10 feet.

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



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

Or if you harbour any driving ambitions yourself, there was John Davies making his superb 39.5 second run to take out the championship.

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

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

LET IT 'B'

by Rowan Partridge

(Author's note: Catchy titles based on the letter B are de rigueur for articles about the MGB, e.g "To B or not to B", "Honey B", etc. and who am I to break with tradition.)

"It was red and it looked at me and said 'Buy me'. So I left a note on the driver's seat for the owner to give us a call." The look which my wife, Jeannie, gave me said more than the brief opinion she expressed in response to my proposal to go straight to the top of the wish-list and buy an MGB. She tolerated the monthly magazines, the occasional book and even the scale models, but to add the price of your actual red sports car to the mortgage on a new home and the cost of taming a hectare of bush into a living place was stretching the limits of spousal tolerance.

Most working families require a second motor vehicle, which often takes the form of a small Oriental hatchback or a similar local product. Arguments to the effect that a single working adult has no need to tow three empty seats to and from work every day are logical and supportable, but when the process of evaluating personal transport requirements begins to include open tops, chrome wire wheels and "a great exhaust note", the index of scepticism begins to rise in the expression of the partner-in-life. I had been vigorously campaigning for some months on this theme. However, even blatant tactics like leaving the current "MG Enthusiast" lying on the kitchen bench open at an article titled "MGB Best Buy" had been completely ineffective and I knew it was time to risk life and limb with a teensy forcing of the issue.

Ever since taking a brief ride in an MG TD many years ago, I had succumbed to the endless practicality of a string of sensible sedans loaded with children and groceries. But always was the desire to own and drive an "interesting car". The growing magazine collection revealed attention to such exotica as Ferraris and Aston Martins, but a study of the mag pile would have shown that the articles on Abingdon's simpler playthings almost outweighed those extolling the masterpieces from Milan or Browns Lane. My true passion revealed itself in my outrage when the final issue of "Supercars" went into its red monogrammed folder without a special article on the MGB having been published! It was probably that neglect on the part of a nameless magazine editor (snob that he was!) which pushed my interest over the line into the realms of love. And I began hunting for a B.

The appearance of a powder blue car in the local car yard, which is located just across the road from our daughter's day-care centre gave me opportunities to discuss with Jeannie the many and obvious virtues of the "world's favourite sports car". Ironically it was she who had owned a couple of fun cars in her driving years, a nippy two-door Gemini and a mini-Moke, so she could not stand too high on the plinth of practicability when I admired the '67 B. Eventually, "we" agreed to a no-obligation test drive. Hmm...not as gutsy as I would have thought and the exhaust smoke is a bit thick. The interior is pretty tatty. The steering is as quick as I had expected, but there was something subtly wrong with it. Jeannie, ever practical, suggested a check by our regular mechanic. After looking up at the plywood floor panels while the car was on the hoist, and noting the unconventional repair to the front suspension where a large crack had been bonded with filler and reinforced with a thick layer of rustproofing black, I was somewhat let down. The look of distaste on the mechanic's face communicated his feelings about the little blue B, and the salesman's confident response that he "knew a bloke in town who was great with a welding torch" was not sufficiently compelling to prompt us to part with the asking price. Back to square one.

A short time later I was driving through the sleepy, tree-lined streets of our rural centre when mine eyes beheld....! Red, glorious paintjob, chrome wire wheels, all-black interior. For Sale sign! Hence there was an evening, not of tension or resistance, but of this overpowering disbelief. It was as though Jeannie had gone around the house with a permanent marker writing graffiti on every wall, "He's Serious!"

And so it happened that the following Saturday there echoed in the driveway the specified "sporty exhaust note" and there she was. The owner was off on long-distance travel and needed to unload every item of property which would not fit into his mobile home, and this included his "toy". I could scarcely control the trembling of my hands and the quaver in my voice as we discussed the car, while I tried to conceal my lack of

LET IT 'B' continued

experience of things mechanical, drawing wisdom instead from my magazines and Lindsay Porter's video, "The MGB Experience". A drive around the local area stoked the fires of acquisitive lust. I must have this car! And then I played my master stroke as I suggested casually to my loved one, "You better have a drive, hon." Fifteen minutes later, we shook hands on the sale.

This brings me to the all-encompassing feature of MG sports cars...they are FRIENDLY! To drive one is to love it. During the year we have owned 746-AVB I have been approached by many people, both acquaintances and strangers, who want to talk about the car. It is common for me to stop to buy a paper and have someone stroll over and strike up a conversation which often begins with, "I used to own an MG." I parked outside one of the pubs in town one day to go to the chemist next door and had the boys in the bar leaning out the window toasting the B with their beers and calling out, "She's a beauty, mate!"

She is indeed. The red paintwork which I found so bewitching was not, as I thought, Tartan Red or any of the other fire-engine shades used by the factory, but a home-grown Aussie colour. The chrome-wire wheels are very eye-catching with their eared spinners and, after a year, I still force myself to like cleaning them. The black and chrome interior looks just so terribly sporty with its non-standard Moto-Lita steering wheel and also non-standard MG-logoed floor mats. But then, I am not interested in concours and concessions to daily use are quite acceptable. Nobody but me notices that the tonneau cover is a bit spotty and stained (because I keep it shined up with Armour-All) and that the gorgeous paint is lifting in places because the surface was not properly prepared before the re-spray and will require an expensive bare-metal job in a year or two.

This is to say the car is pretty but not perfect. A run of early glitches caused a sinking of the heart. Although the mechanic's inspection brought a grudging, "I don't usually like 'em, but this one's in very nice condition," the B started badly and developed a rough noise in the exhaust system. And when a clunker 4WD chucked a stone which turned the old tempered-glass windscreen into a sea of pack-ice, it was all I could do to keep from crying to heaven, "Why me, Lord!"

But the first impression of the car's soundness was the correct one. New batteries had her starting briskly on the coldest morning, the new windscreen was a great improvement on the old one, which, "let's face it, hon, was pretty scratched," and a new down-pipe in the exhaust system had it "burbling cheerfully", just like the 60's road report said it should. But when the alternator mounting broke at 11:30pm on a deserted country road, throwing off a fan blade which buried itself in the side of the engine compartment and making a ghastly noise in the process, I was beginning to think that maybe a second-hand Laser would not be so bad. A new fan from Abingdon Motors, a reinforced repair to the alternator mounting and we were off again.

Bang! Hiss! Cruising the sugar-cane fields there was a whoosh of steam and a fading of power. Days after the last repair I was treated once again to the sight of the water temp needle swinging up the scale like a stopwatch hand. But tough luck has to turn, and the apparently-deserted lane into which I rolled to stop the car was, as it turned out, the way ahead. A cane farmer came by in a cane farmer's ute. "Let's run it down to the workshop," he offered, and between him, his brother-in-law and a shed full of equipment which would do justice to a professional mechanic, the B was back on the road. The problem? When the replacement engine had been assembled, no gasket had been used on the water-pump cover, so extra washers had been used to space the bolts securing the cover. One of these washers had disintegrated, allowing that bolt to loosen and letting the cover come ajar just a crack. The water was blasted through the opening on to the fan, draining the engine's power and throwing hot H₂O all over the place. The cane farmers' fix made the cooling system as tight as a drum and it never needs a top-up, but it was another of the curve-balls the little red roadster throws me from time to time...never anything serious or expensive but just enough to take me by surprise. This, I suppose, is what the road magazines mean when they emphasize the MGB's "character".

There came the day when I began to suspect that motor-mechanics, when they perform routine servicing on a car, do not really do very much. One of the magazines had stated that the MGB was a car which could be worked on by anyone who was "not completely inept with a spanner." This jibe cut a bit too close to the bone, so I obtained the spanner, a grease-gun and off-the-shelf motor and transmission oil, borrowed a couple of "sturdy axe-stands" as the video says, and climbed under the car. An hour later, I was wondering why I had been shelling out seventy or eighty dollars a time for someone to service my cars over the years. Brakes I will

LET IT 'B' continued

leave to the specialist and anything sealed inside a heavy steel casing with lots of intimidating bolts I will still give to the local bloke to fix, but I have become confident enough to get in under the bonnet of the B, tune the carbs, change the fluids, grease the nipples and generally keep things in order.

What of the car itself? The previous owner swore that it had been made in England, but a bit of research indicated that it was Australian-built. Abingdon Motors' gurus not only supplied parts and advice but offered the intriguing historical comment that Aussie B's are "deemed not to exist!" by the British motoring community. But, like the elephant, if it looks like an MGB, sounds like an MGB and feels like an MGB, then it must be an MGB! Books on the subject seemed to support the notion that all B's were built in England, until the recent publication of Anders Clausager's superb "Original MGB" which confirmed that some ten thousand MGBs were, indeed, assembled in Australia, Ireland and Belgium from CKD (Completely Knocked Down) kits which incorporated some proportion of local manufacture, such as windscreens and rubber seals. Clausager states that the cars so built were given local chassis/car numbers and that the kits also had Abingdon-assigned numbers based on the parent factory's assembly-line. But maddeningly, he does not link the two. So where does my car fit into the pantheon of Morris Garages' creations? It is an MGB YGHN3 2-SEAT TOURER, original engine number 18GRUH7307, re-engined with engine number 18V672Z-L4327. The new power-plant, it turns out, is a California-spec engine which uses certain different parts from an English engine. The B's Car Number is 2091. A search of Queensland Transport records shows it was first registered in 1963. This date and the early number suggest that it must have been a very early MGB off the Abingdon line, possibly a 1962 car, but unassembled. There are other intriguing details. The car has the early distinguishing features...pull-out door handles, a step down in the transmission tunnel behind the gear lever, front indicator lights wide-spaced from the grille opening and a Pressed Steel of Swindon identification plate on the body. But it also has a steering column mounting...a dome-like fitting in the firewall...on both sides. Was this a feature provided in CKD kits to allow right or left hand drive so that such kits did not need to be country-specific? Researching the car's origins have become another hobby-like aspect of owning a B. Any advice, knowledge or assistance in this process would be much appreciated. If the near ten thousand cars assembled by Leyland Australia are truly considered phantoms by the British motoring press, there exists the opportunity for a journalistic coup in researching and publishing the facts about the CKD MGBs. There must be people who worked on the assembly line in the sixties and seventies who would know the details, even though the records were apparently lost. Whether it is the case that the British car clubs, Rover, the motoring press and historians are simply unaware of this antipodean production or take a parochial view of "foreign" MGs, the MG Car Club's Australian chapters should address this issue, in the interests of truth and Pommy-baiting.

The magazines have tended to publish articles in recent months along the lines "Running A Classic As An Everyday Car". I certainly do this with my B. I drive it exactly as I would had I bought one twenty-five years ago, to work, to shopping, running kids to school or day-care, and to enjoy driving.

A year ago, my wife, slightly prompted, and I bought a thirty-three year old car. As transport it has done its job, but something came with it that was not covered by the price...the interest, the stimulus to learn what I had not known before, the confidence to take on work I had never before attempted, the charm, the culture, the pride in owning a classic British sports car and the sheer friendliness that goes with an MG.



Not an MG-B

B Series heart and circulation

Part 2.

by Neil Cairns

Oil Filters

Once the oil has navigated its way up the oil pick-up pipe to the pump, been shoved up into the feed to the oil filter, having lost a little in the relief valve to control its pressure, and squashed through the filter element, it has a free run into the galleries. Here it can go where it likes. Most will go to the main bearings, albeit three or five of them. Most of this bearing oil will get into the spinning crankshaft and exit via the big ends. Some of that will be sprayed up under the pistons and cylinder bores to cool, and lubricate. It will then all drop down into the sump by gravity, to be ready for another trip.

It is the tiny clearances of the bearings that control the oil pressure, big clearances mean low pressure. Up from the main bearings some will run to the camshaft bearings, and from the front cam bearing some will pressurise the timing chain adjuster, and then lubricate the chain. From the rear cam bearing some will be sent up to the rocker-shaft in the cylinder head.

By now it will have lost quite a bit of pressure. It will oil the rockers and be sprayed on the valve stem heads to cool. From here it will run to the sump via the camshaft followers and pushrod holes, lubricating them.

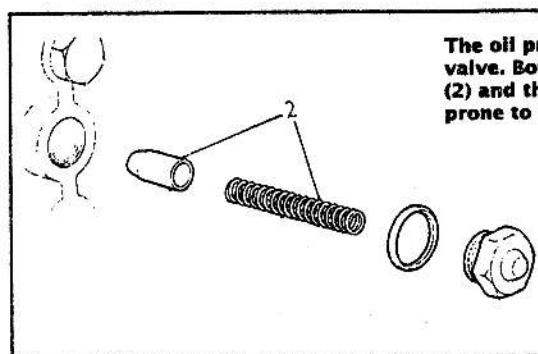
The hardest working parts of your engine are the cam lobes and the face of the followers. These do not get a direct feed, but rely on oil-splash. They are the first parts to suffer with poor quality oil, or lack of regular oil changes, or little used cars that the oil drains down from. Do use a quality oil, if only for these bits.

The sump holds one gallon. At maximum revolutions, that one gallon is going round your engine very often ... the pump shifts three-and-a-half gallons every minute at 1,000rpm on the old types, more on the 1798cc cars. Its the same gallon going round every time, for 6,000 miles on later cars.

Relief Valve

The relief valve has differing spring pressures for different cars. Age will wear away the coils, well worth renewing if pressure is low.

Over the major part of the engine, gaskets between machined metal faces keep the oil in. The "B" being an elderly design, investing in a modern silicon gasket sealant assists in oil tightness. On pre-1800cc engines, the rear crankshaft seal is very basic. It is nothing more than a reverse scroll of the type the ancient societies lifted water with, from river to fields. It rotates inside a close tolerance hole, screwing any oil that tries to escape back into the engine. When new it works tolerably well, but with a worn engine it gets flooded, and leaks. The post 1800cc engine has a decent neoprene seal, a far



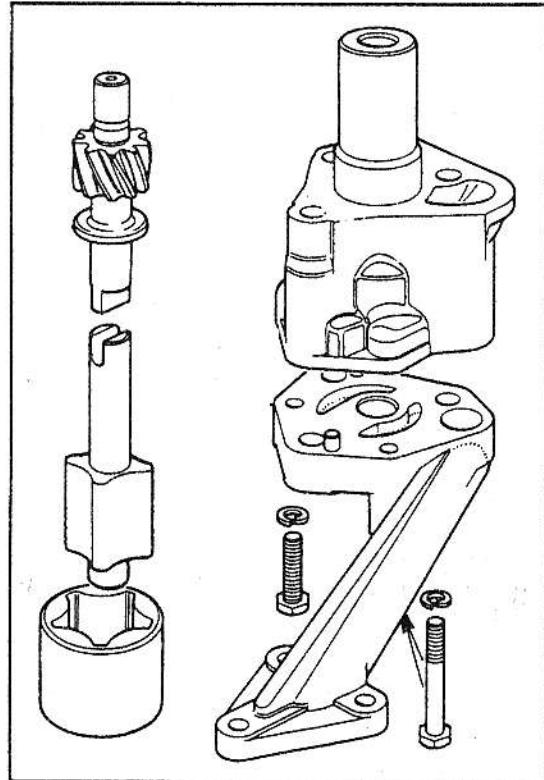
more positive seal.

At the front, the 1489cc engines had a felt seal, again useless once a little crankcase compression built up with wear. This was replaced with a smaller, but similar, seal on the 1622cc.

Side covers have either rubber or cork seals, depending on age. The central bolts must be tightened to the book torque only, or they buckle and leak. Valve stem seals need to be in good condition, as do valve guides. Worn inlet valve guides show up by an oil thirsty engine.

The "B" has never been fully oil tight, nor has it been consumption free, but the worst affliction it has is to wear the piston rings in the piston grooves, permitting up and down play on the rings. This is the ideal setting for "ring pumping." This shows up as a smoky exhaust at speed, and is lethal on long fast journeys on motorways.

The play in the piston rings literally pumps the oil up into the combustion chamber!



The heart of the matter, the B Series oil pump.

B Series - heart and circulation continued.

The engine is such an old charmer though, it will rarely show up these faults at low engine speeds, and can be kept going until a very advanced state of wear will cause things like pistons to break up, or con-rods to appear through the side of the cylinder block.

Oil Pump

There are two seals on the centre bolt type filter. Both need renewing, the first is obvious, the second hidden above the casting the pipe mates up to, both are fiddly to fit.

The lubrication system works the breather system, but this is a subject of its own, and maybe a later article.

Reprinted from MG enthusiast magazine - January 1996

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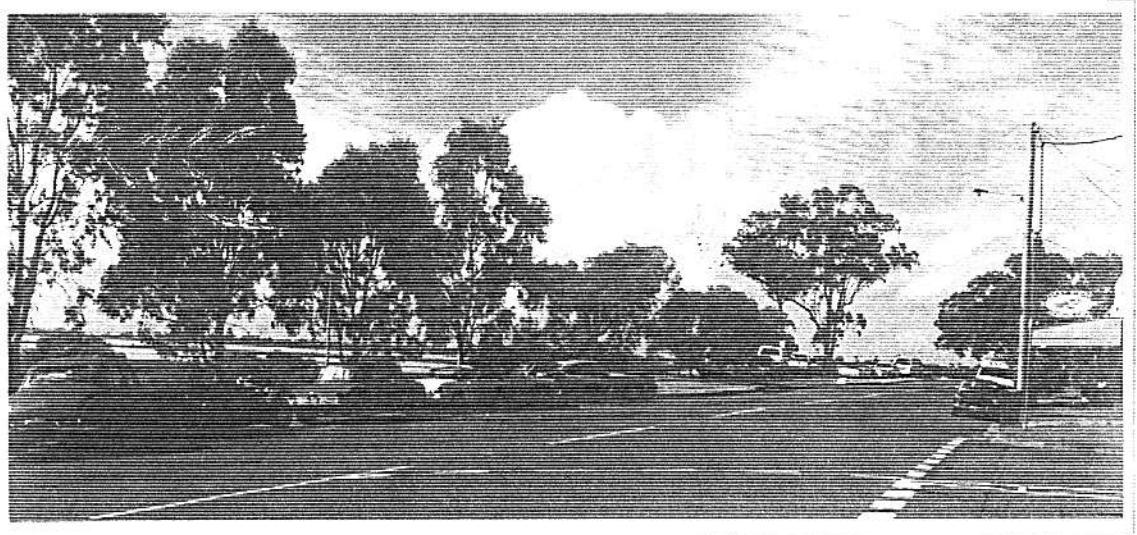
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ANZAC DAY M.G. RUN



What a superb turn out! 18 M.Gs plus 3 non-marque arrived at the assembly area near Capt. Burke Park and lined both sides of the street. Even the uncertain weather hadn't deterred out Day Run Enthusiasts including some from Toowoomba and Maleny.

As usual it took forever to get everybody to finish their chit chat and get away. We toured through the suburbs of East Brisbane, Hawthorne, Murrarrie and Morningside on our way to Wynnum via the long detour out to Fisherman's Island and back.

The morning tea stopover on the Manly foreshore allowed everybody time for a cuppa, a comfort stop and to continue catch-up conversations, especially since this was the first opportunity to look at National Meeting photographs and Competition Results.

Eventually the convoy got away again and this time headed for Wellington Point - a brief look and walk along the jetty, then on to Cleveland for lunch. The uncertain weather had turned into a very warm fine day - a perfect day to spend driving a sports car and relaxing with friends.

You'll have to bring your cool weather clothes and a bit more fuel for the next run on Sunday 23 June - see details this magazine!

PS Congratulations to new Grandparents Bronwyn and Fred Douglas.



ROB ROY



HISTORY

From Australian Motor Sport Magazine - 1950's.

About 1935 Arthur Terdich and Peter Tough, representing The Light Car Club of Australia were contacted by farm owner, Mr Clinton, with a view to establishing interest in the hill on his property as a venue for Car Hill Climb Meetings. The area comprised a sloping "flat" bounded by rugged hills on two sides and a rocky gully on another.

The original track was gravel and it was impossible to get away from the Start Line without enormous wheel spin even on quite low powered cars. The distance from start to finish was 760 yards.

In 1938, Mr Peter Whitehead came out from England on a business trip and brought with him his B type ERA racing car. This potent 1.5 litre supercharged car had a much superior performance to anything competing in Australia at that time, and so it is not surprising that when Whitehead tackled Rob Roy, he was able to lower the existing record by almost 4 seconds to 31.46 seconds.

In 1939, the track was bituminised and Frank Kleinig brought his M.G. Hudson, or Hudson Special as it is better known, over from NSW for a crack at the hill and succeeded in lowering Whitehead's record to 29.72 seconds. This was the last big bite of the record for several years.

In 1940, at the last Hill Climb before motor racing ceased for the duration of the war, Arthur Wylie, at that time a Midget driver, piloted his Ford Model A speedily up the hill to set a new record of 29.47 seconds, which stood through the war until 1947 when Wylie again tackled the record, this time with a different car. There had been one or two post-war meetings but these were somewhat in the nature of preliminary revivals. With a view to competing in road races, Wylie's car had been built more to road race specifications although incorporating much of the experience gained from Midgets. In chassis form, the car being incomplete on the day of the event, he reduced his time to 29.18 seconds.

In March 1948, Tony Gaze with his newly imported supercharged 2 litre Alta lowered the record to 28.88 secs. Klienig came across from NSW with his Hudson and lowered the record again to 28.72 secs.

In 1949, Wylie recaptured the record with his Ford A Special now fitted with an attractive body and a large supercharger. The next time the record was lowered, it came down with a noticeable bump again, and the driver was Arthur Wylie - making this the fourth occasion on which he had held the record and again with a different car, this time a 998c Cooper belonging to Cooper Racing Car Distributors. The time which is said to have even surprised Wylie when it was announced, was 26.55 secs and there it had stood for almost two years despite repeated efforts by good drivers with cars that are considered superior for the hill.

In February this year, Paula Elstreck driving a Suzuki powered Piranha Formula Libre, broke the outright track record by recording a time of 21.57 seconds. Paula is the first woman to hold an outright record at an Australian Hill Climb and it is unlikely that any female has held an outright hill climb record in America or Europe.

REPORT ON VICTORIAN M.G. CAR CLUB POST NATMEET ROB ROY HILL CLIMB

Saturday the 13th April dawned cold, windy and overcast. The M.G. Car Club of Qld contingent of Kerry and Paul Strange, Bev and Ron Clydesdale and Pat and John Walker headed from the Eltham Motel to the Rob Roy Hill Climb situated on Clintons Road, Christmas Hills.

A total of 54 M.G.s ranging from the 1935 MG J3 of **Walter Magilton** (Vic) - time 38.83 secs - to the MGTC V8 Super Special of **Roger Walters** (SA) - time 25.49 secs.

Another interesting MCTC Super Special was the **John Munroe** (Vic) car complete with turbo charger - time 28.79 secs.

Ron Clydesdale (Qld) MG Midget 40.42 secs had his first competitive run at any speed event and I can assure you that his normal W I D E grin was even wider on his return to the pits. **Kerry Strange** (Qld) MGB MK II drove very smoothly to record a time of 39.25 secs. Husband, **Paul** drove Kerry's car a lot harder as his times were level with **Tony Gould** from the Gold Coast Club. Paul won the duel after recording 32.3 secs on his last attempt against Tony's best of 33.75 secs.

John Walker (Qld) MGB GT V8 times came down progressively from 29.45 secs to 27.65 secs - the fastest MBGT V8 on the day.

The Top Six finished as below with the top three driving like there was a Sheep Station at stake!

Fastest Time of Day:

1.	Roger Waters	SA	MGTC V8	25.49 secs
2.	Peter Riseborough	VIC	MGB	25.68 secs
3.	Tim Harland	WA	MGB	26.47 secs
4.	Piers Dudley Bateman	VIC	Midget	27.26 secs
5.	George Johnson	VIC	MGB	27.5 secs
6.	John Walker	QLD	MGBGT V8	27.65 secs

This meeting was designated by the Victorian Club as a Picnic Meeting. There were no entry fees and no awards given - only free coffee, tea and soft drinks and delicious sausage burgers for lunch. a most enjoyable day and another commendable effort from the MG Car Club of Victoria.

On our arrival at the hill, the Qld contingent decided to walk the track. One interesting point was the amount of **cow manure** on the track which is in the middle of an active farm. The Victorian Club members were busy shovelling there with gusto preparing the bitumen from the meeting.

My run on Rob Roy left me with the following driving impressions.

After leaving the Start line and accelerating up the 1 in 10 gradient to the long sweeping right hander, the corner levels out quickly and the resultant speed increase requires care to ensure the car

is pointing straight as you accelerate from 2nd to 3rd gear downhill in a 1 in 20 gradient to the Armco railings which line both sides of the road over the Spillway.

After crossing the level Spillway road with the car accelerating in 3rd gear, the track then changes sharply upwards at approximately 1 in 5 within 4 metres, giving the impression that the car is going to rear backwards. I noticed as the runs progressively became faster at this point the sun visors on the V8 were jolted down! There was no time to readjust the visors as I had to negotiate a gradual left hand bend which is the fastest corner on the track. As this point I realised how much narrower this track appeared than our home track at Mt Cotton.

The rest of the distance up the hill was virtually straight with a straight ahead view of the clouds above (Locals call it Skyline!). Just as the gradient levels out you realize that you have crossed the finishing line and it's time to back off and brake.

Once again, a hearty Thank You to the Victorian MG Car Club and its members for giving MG enthusiasts the opportunity to have a run on the famous Historic **Roy Roy Hillclimb**.

P.S. Maybe the Queensland MG Car Club may consider a similar Post National Hill Climb at Mt Cotton in 1997 following the Gold Coast MG National Meeting.

Qinc Bears Annual Picnic - SHEPPARTON in VICTORIA -

Well what a time the Qinc Bears had in Victoria!!! What is a Qinc bear you may ask? For those that missed the first report of the Qinc Bears in 1995, let me explain. The members of MG Car Club of **Queensland Inc.** had become fictionalised as bears ie **Qinc** Bears. The story went thus.

Once upon a time in the land of Australias, there lived many many bears who although not warlike were of a competitive nature. Once a year at Easter, these bears all gather together to see which are the best bears and which area has the largest number of best bears for the great gungho trophy, honoured by all other bear groups.

Most years, good old Qinc Bears only have a two day journey to meet up with their once a year friends. Much planning and to-ing and fro-ing went on. All were to take their trusty Gee's by road all the way like Mr and Mrs Rayment Bear - Radio Call Sign "Cuddly Koala" from the Gap in



"What a great bunch in 1995"

Qinc Bears Annual Picnic - 1996

the ever reliable black beast, Mr and Mrs Walker Bear from the Gap in "Flash" V8 Gee (for obvious reasons of being of largest horsepower of all the trusty Gees), Mr Ray and Sue Bears in the meanest looking beast of all the Gees called "Mean Machine" - now sporting new wrap around bumpers,

Mr and Mrs. Clydesdale Bear in the neat little midget



If I can't have a V8 maybe a balloon or two will do!!



"Three little bears down in the park"

with Ms Samantha Rayment Bear on Thursday night to arrive on time for Registration. Some were heard to say that it was remarkable that running late Bear David should arrive as planned. Was some talk about changing his call sign from "Big Foot" to "Running" Bear or "Running Late" Bear or even just "Late" Bear. Samantha Bear was to

called "Apache" cause it was red, (Maybe soon it will grow up to become a big Gee because rumour has it they like the burble of the V8 and Mrs Bear likes the idea of a GTV8 with a roof), Bruce Mutch Bear and granddaughter Erika Bear in "Pumpkin", Mr. Paul and Mrs Kerry Strange Bear in Casper, Mr. Peter Tighe Bear in "Margaret" Magnette who left on Tuesday night just in case he had trouble with the "old girl", Mr and Mrs West Bear came without their Gee cause it just didn't get finished in time. Mr. David Robinson Bear came in the trusty VH Commodore tow car



Is this Cuddly Koala resting on the bare gravel??

Qinc Bears Annual Picnic - 1996



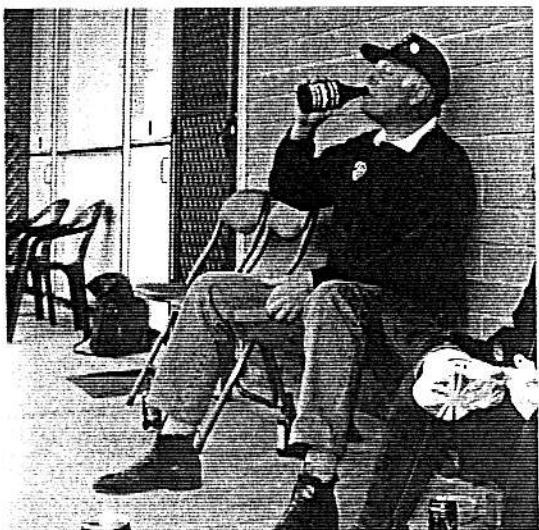
Gee this competition stuff sure is exhausting isn't it Kerry.

drive Dad's B Gee whilst Mum sat this years out. David Bear was there to have his almost once a year drive in "Margaret Magnette".

This year all the Bears didn't go off searching, looking and discovering like they did in 1995 in



This new model MGF certainly attracted lots of interest.



Just to prove that National Meetings are not all hard work.

Qinc Bears Annual Picnic - 1996



*John Walker at his best!!
Who would have thought this
picture of good health could
have raced at Rob Roy.*

W.A. but instead some went off to do different things. Mr. Walker had the most excitement and went to visit the local Medical Doctor Bears, where they dressed him in fancy hospital gear (See Photo. Ed.) and proceeded to prod, poke and general annoy him whilst attempting to find the cause of his illness. Sunday was fast looming and he made a remarkable recovery to travel to "Rob Roy Hillclimb". Now was that because he was sick of the hospital or really wanted to go Hillclimbing or was it that he had paid his entry fee. (*That wasn't very nice Bear 1245. Ed.*) A good time was had by all the Qinc Bears that stayed south to Hillclimb and John Walker's health appears to be OK.

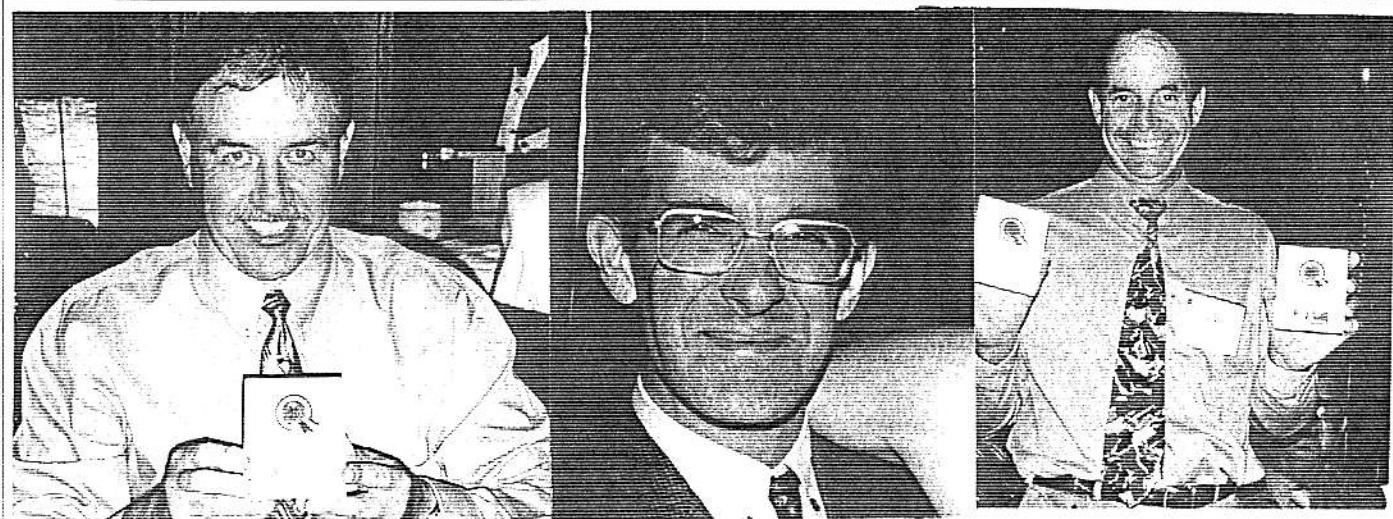
Next year, the Qinc Bears only have to go to the Gold Coast, so it will be a short holiday for all of them. The regular competitors are hoping to see some new faces and give them the Qinc "Bug" to be ready to travel to Tasmania in 1997.

Bye for now,

BEAR 1245



*I'm sure
that there
was two
of them!
Truely!!*



Winners appear to be grinners.

David Southgate has recently tied the knot with Kris. Congratulations to you both.

Speaking of congratulations, Phil and Nina have another little one due soon. Best of health to all.

Lloyd Bax has purchased the ex-John English ex-Moffat Falcon XD which only completed one lap of Bathurst and hopes to restore it and run occasionally at Race Meetings as a Sports Sedan.

Back on the Anzac Day day run who was the MGB Driver giving rude signals whilst having swinging on the KID'S swings at Wellington Point.

Saw an old lady with grey windswept hair trying to relive her youth in an open top car (Rayment's T) instead of the staid Magnette.

Sump Plug heard that the day run had cups of tea (Walker style) throughout the day with the first stop celebrating David Robinson's birthday. Most be getting really old now.

Congratulations to Vicki Moore on the birth of her daughter recently. Both are doing well.

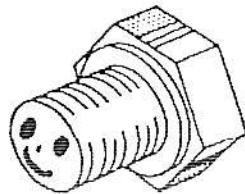
Peter Rayment has been at it again collecting old bits and pieces. Been off to Newcastle recently twice to bring home some MGY's. Seems like he has cornered the market. Still would look at more MG's. Still no hope for some!

Ann Thomson has managed to put a large scratch on her Commodore. Seems like there could be a story here, 'cause no one appears to know how it happened and Ann's not talking.

Joan Appleby has snuck out of town recently to visit her daughter in Mackay. You have to be quick to catch up with this middle aged person. Will be back for the hillclimb though.

Not much gossip this edition. Old Sump Plug needs a hand. Send more dirt/gossip/rumour/untruths about your mates/wives/mate's wife/cars/mother/father/brother/sister. That takes care of you all out there, I hope. Just post it in to GPO Box 1847 Brisbane 4001 and you too can give your mates some stick and still remain anonymous. Ed.

THE LOWDOWN ON DIRTY OIL & GOSSIP



With SUMP PLUG



*I couldn't let this photo escape!
When have you ever seen our
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different/debonair/smooth cool!!!*



CLASSIC ECONOMY RUN

Saturday 29 June 1996



SUPPLEMENTARY REGULATIONS



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Contact John Kingcott on Telephone 3351 6541. Mobile 014 459 993.

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WANTED

Members to work at the Working bee at the Hillclimb on Sunday June 30th. The more we have the less work is to be done. Be there from 8.0 a.m. Contact John Davies for further details.

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Anglia Sports Sedan - Very reliable vehicle fitted with 13B J. Port Rotary. Has competed regulary and successfully in Hillclimbing over the past year. \$8,000 Total Package.

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THE MAIN FOCUS OF THIS FUNCTION IS TO GIVE ALL MEMBERS A FREE SOCIAL FUNCTION WHERE YOU CAN MEET OTHER MEMBERS AND GENERALLY HAVE A GOOD TIME.

TO ASSIST WITH CATERING PLEASE RSVP TO DAVID SOUTHGATE ON 018-718-911 ASAP.

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HISTORIC LEYBURN SPRINTS

24 & 25 AUGUST, 1996

SUPPLEMENTARY REGULATIONS

1. AUTHORITY: The event will be conducted under the International Sporting Code of the FIA, the National Competition Rules of CAMS, and these Supplementary Regulations and any further regulations or instructions which may be issued. CAMS Permit Number: Q96250801.

2. EVENT DESCRIPTION: The event will be an inter-club status speed event and will be timed sprints conducted on selected streets of LEYBURN QLD, on Saturday 24 and Sunday 25 August, 1996.

3. PROMOTER: The event will be promoted and organised by the HISTORIC RACING CAR CLUB OF QUEENSLAND (INC).

4. THE ORGANISING COMMITTEE: The Organising Committee is :

Mr Bill WESTERMAN Phone number: (H) 3262 2726

Mr Bruce RICHARDS Phone number: (W) 3832 2188

Mr Nev MANSFIELD Phone number: (w) 3868 2417

Mr John JONES Phone number: (H) 3396 3010

5. SECRETARY: The Secretary of the event, to whom all entries and correspondence must be addressed, is :

Mr John Jones

MEETING SECRETARY

P O BOX 9154

MANLY WEST QLD 4179

6. OFFICIALS: Clerk of Course : Mr Ian MAYBERRY

Assist Clerk of Course: TBA

Chief Scrutineer: TBA

7. JUDGES OF FACT: The Judges of Fact in respect to the performance of any act or omission by drivers and the position of vehicles, shall be named in Further Regulations.

8. STEWARDS: The Stewards are: TBA
TBA

9. COURSE: Will be public roads at LEYBURN QLD. The course is 1000 metres long and sealed bitumen.

10. START: The event will commence at 12 noon and will conclude at approx. 4.30pm on Saturday 24 August, 1996 and will continue from 9.00 am until approx. 4.30pm on Sunday 25 August, 1996. Any changes will be notified in Further Regulations.

11. ENTRIES: Entries open on 1 June, 1996 and close on 16 August, 1996 at 9.00pm.

The entry fee is \$ 60.00. A \$20.00 fee will apply to dishonoured cheques.

Cheques and money order are to be made payable to "Historic Racing Car Club".

Entry Forms must be completed in full, accompanied by the entry fee, and lodged with the Secretary of the event. The event may be limited to 150 starters.

The organisers reserve the right to refuse any entry without assigning any reason therefore in accordance with the provisions of NCR 83.

12. PARENTAL CONSENT: If any entrant or driver is under 18 years of age, the consent of his/her parent or guardian must appear on the entry form.

13. PERSONS ELIGIBLE: The event shall be open to the holders of current Basic Licence, Restricted Competition Licences or General Competition Licences issued by CAMS.

14. SCRUTINEERING:

1. Scrutineering will commence at 9.00am and conclude at 1.00 pm, or later, at the discretion of the Clerk of Course on Saturday 24 August, 1996.

2. All cars must be scrutineered and passed prior to participating in both practice and competition.

3. Membership cards, club membership number and appropriate licences must be produced at scrutineering and on request during the meeting

15. DRIVERS' BRIEFING: The attendance of all drivers is required at the drivers' briefing to be held at a time & place to be announced in Further Supp. Regs.

16. INSURANCE:

1. Public risk insurance has been effected by the Promoters.

2. All drivers and officials are covered by the motor sport personal accident insurance policy. For further details see Appendix 1 (Section 12 of the Manual of Motor Sport).

17. TIMING: Timing will be electronic timing.

18. PROTESTS: Any protests must be lodged in accordance with the provisions of par X11 of NCR.

19. ABANDONMENT: The organisers reserve the right to abandon the event in accordance with the provisions of NCR 59.
20. ALCOHOL: The consumption of alcohol or drugs by drivers and crew is forbidden. Consumption of alcohol by any person in the pit, paddock and other non-public areas is forbidden until the conclusion of each day's practice and/or competition REF NCR 145A.

21. CARS: Entries will be accepted at the discretion of the Organisers, and will be restricted to the following:
: 5th Category Historic Cars,
: Groups J K L M N O P Q & S
: Marque Sports Cars (Group 2B)
: Sports 1300 (Group 2C)
: ISports Cars and other invited cars.
: Rally to 1962
: Rally to 1975

Small numbers of entries in any class may lead to amalgamation at the discretion of the organisers.

22. EVENTS: Each competitor will receive one (1) practice run and a minimum of four (4) competition runs.

23. AWARDS: 1st, 2nd and 3rd in each class

24. DETERMINATION OF WINNERS: The results will be determined by faster to the slowest in each class.

25. APPAREL: DRIVERS MUST WEAR:

a HELMET which complies with AS1698 and carries marking to that effect; or one which is otherwise specifically approved by CAMS, also appropriately marked to that effect,

NON-FLAMMABLE CLOTHING, including cover from ankles to wrist to throat. No person will be permitted to compete wearing apparel of nylon or similar material,

SUITABLE FOOTWEAR. Prohibited are for example - thongs, roman sandals and high heeled shoes, and in open cars, GOGGLES or VISORS with lens of other than glass (to AS 1609).

26. SAFETY - CARS: The attention of competitors is drawn to Schedules A and B of the General Requirements of Automobiles, found in Section Six of the CAMS Manual of Motor Sport.

The following should be specially noted:

1. All cars must be fitted with:
 - a) SEAT BELTS to AS E35 or of a type specifically approved by CAMS,
 - b) a FIRE EXTINGUISHER (securely fitted) which complies with AS 1846 or AS 1848 (the fitment of a CAMS - approved "on board" system is an acceptable alternative). Yellow BCF types are not permitted.
 - c) Two independent fastening systems of limited extensibility on rear hinged bonnets. (Note: This is a means of securing the bonnet additional to the normal locking mechanism and safety catch).
 - d) Double throttle springs
 - e) if not equipped with a suitable cross member, be fitted with a strap which will prevent the tail shaft falling to the ground in the event of a component failure.
 - f) Crankshaft breathing (pvc), if not fitted with closed circuit, be fitted with an oil trap to the breather of at least two litres capacity for cars of up to 2000cc, and three litres capacity for larger engines.
 - g) Competition number on right side
 - h) A blue triangle which indicates the location of the battery (Categories 2, 3 & 4) or the location of the master switch (Category 1).
 - i) Taped headlights, all glass lens and battery terminals
2. **GENERAL:**
Tubeless tyres must be fitted to the optimum rim size only.
Fuel must be "Commercial Fuel" as defined by CAMS (Schedule G of Section Six of the CAMS Manual).
Only roll bars which comply with CAMS requirements are permitted. If an open car is fitted with a roll bar, it must also be fitted with a seat belt.
Roll bars are recommended in speed events.

27. COMPLIANCE WITH INSTRUCTIONS:

Failure to follow the direction of any official will render a competitor liable to exclusion.