

Official magazine of the M.G. Car Club (Queensland Centre)

Affiliated with the Confederation of Australian Motor Sport

Proprietors: THE MG CAR CLUB (PROP) LTD., GREAT BRITAIN

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CLUBROOMS:

620 Wickham Street,
The Valley
BRISBANE.

POSTAL ADDRESS:

Box 1847 W, G.P.O.,
BRISBANE, 4001.

CLUB NAVIGATION RUN - HEAT ONE

On 12th January, 17 drivers and navigators braved the elements, and to some extent the warped mind of the organiser, to compete in our first navigation run this year.

The first section proved to be straight forward even though a telegraph pole for which we were looking was on the right hand side of the road. The grapevine told us that a certain 'Lancer' was all intent on scavenging parts off the check point car in order to maintain his own vehicle's ailing power for the duration of the run.

The next section was a piece of cake, that is if you had the very latest street directory, and ofcourse some of us didn't.

We then proceeded to utilize all of our fingers and toes to tally the poles in a street which was about two miles long. This was followed by some conventional navigating which returned us to the club rooms, with the belief that the run would finish there.

However, our organiser, with the help of a computer, a professor in mathematics, and a slide rule, had devised the most fiendish navigator's calculation of all times. A ream of paper later, it was decided that it was impossible to do 800 miles before midnight, so we decided to remain with the post mortem at the club rooms.

However some of the starters did come up with the right answers as is shown in the results where B. Collins and G. Spiden navigating took out the honours.

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MOTORKHANA

The first Motorkhana for 1968 was held on 21st January at our Tingalpa grounds. Attendance, although down in the last few years, was quite encouraging, due to perfect weather; and, altogether 18 cars competed in the five planned events.

Event No.1 was the Clover-leaf and, once the newer members became accustomed with the one left and two right turns, some spirited driving was seen. Wiley Will Charlton, current Club champion, attired in William Tell type cloth cap, snaked his way through the poles to record some very quick times.

Once again, the usual gaggle of Minis showed their superiority in this event with Geoff Gettons, Malcolm Campbell, Noel Baker, Barry Hardy, John Campbell and Kay Hawley recording some rapid times. This type of vehicle seems to rev harder than any other vehicle in motorkhanas. As usual, Geoff Gettons completed his final run in a familiar manner with the gear-lever knob shattered on the floor with the poor little Mini making sounds as if it wanted to follow suit.

New member, Ross Kruger, in a Morris Minor 1000, showed quite a few that it isn't power that records good times but just a steady foot and careful driving of his vehicle. Graham Wright substantiated this theory in his older than old FX Holden Utility which, although held together on a hope and a prayer - and, in some places, not even held together - recorded times 3 seconds quicker than John Maher's hairy Falcon two-door-ute. that is ! Possibly it was Graham's pschycadelic dashboard that held him somewhat entranced!

Event 2 was the usual forward bending race where three vehicles weave through tightly spaced poles to finish inside a rather small garage. This event seems to be made for MGB's for, once again, Whale - I mean Will Charlton oversteered his way through the heats in a flawless manner to come in first ahead of John Campbell and Ted Holliday.

The third event incorporated the same set-up as the second with a simple alteration, viz. the vehicles proceed up through the posts nose first, stop, then rush back through the posts tail first and, in some cases, over the posts, doors first. The key word for reverse bending is patience for to hurry spells disaster. Although Minis, by virtue of their size alone, appear the ideal car for this event, overexuberance with the throttle tends to make them behave like an unattended hose on full bore. Because of this only two 'bricks' made it to the finals - those of Barry Hardy and Malcolm Campbell who finished in that order behind Teddy-boy Holliday; possibly because both have shorter necks than Ted and therefore cannot turn fully around whilst assuming a normal driving position.

The fourth and final point-gaining event was the Autocrosse. This event is received with much enthusiasm by Motorkhana drivers as it gives all a chance to settle into some hard driving against the clock. The course allotted was quite smooth and free from any

large bumps and so allowed the faster ones to indulge in a little opposite lock motoring.

Will Charlton's MGB clocked a 20.1 second run to equal Malcolm Campbell's Cooper. Pete Crawley's Anglia returned a very creditable time of 20.8 secs to be in the running whilst Ted Holliday's Sprite and Geoff Getton's Mini returned scorchers of 19.7 and 20 secs. respectively! John Maher, now looking more like Shakespeare than ever turned in a rapid run in the 20 sec. bracket to successfully pull 3 secs ahead of his arch rival, Graham Wright whose Holden was beginning to look more like a jigsaw puzzle that had been bumped!

Competition was so close that, of the 57 runs timed, 18 of these were under 21 seconds!

As usual the Bob-a-Ding brought the Motorkhana to a close and all drivers viciously attacked the autocrosse course in an effort to reduce their times and the number of poles in front of their vehicles. This resulted in a victory for Malcolm's Cooper which completed its runs sans muffler and tailpipe after a rather vicious gear change claimed both. All those who attended our first motorkhana for 1968 had a most enjoyable day and it hoped that even more attend our next scheduled for 24th March.

Results for the day were:-

CLOVER LEAF - (Total of Three runs)

1.	M.Campbell	Mini Cooper	75.8 secs.
2.	G.Gettons	Mini 850	79.9
3.	N.Baker	Mini de Luxe	81.8

FORWARD BENDING -

forward/reverse Bdg

1.	W.Charlton	MGB	1.	T.Holliday	A/H Sprite
2.	J.Campbell	Mini 850	2.	B. Hardy	Mini 850
3.	T. Holliday	A/H Sprite	3.	M.Campbell	Mini-Cooper

AUTOCROSSE - (Total of three runs)

1.	M.Campbell	Mini Cooper	61.0 secs.
2.	G. Gettons	Mini 850	61.3
3.	W. Charlton	MGB	61.6

BOB-A-DING

1.	M. Campbell	Mini Cooper	18.8 secs
2.	T. Holliday	A/H Sprite	19.8
3.	N.Baker	Mini deLuxe	20.1

CLUB NAVIGATION RUN - HEAT TWO

The night run of February 9th once again saw a dedicated but misguided band of enthusiasts set out to prove that all one needs to complete a night run without getting hopelessly lost is (a) a good road map (b) logical thinking (c) an accurate odometer (d) a highly developed sense of direction and (e) a crystal ball. Oh, well, most of them had a road map.

The run started as usual from the club rooms and proceeded north along Breakfast cr. Rd. So far so good. But now complications set in such as O.4 VL, O.68 R, R, R, L, ?, ?, ?, knit one, purl one, drop one, *"@&***; The last symbols were not instructions, but the lively discussion between driver and navigator as they decide whost mistake it was that got them into the Mayne Junction shunting yards. After a while, with navigator and driver once again on speaking terms, the run continues until more obstacles loom in the path of progress, viz, 'Who has the house of a million spare parts?' Waving a torch around what looks like the Annual General Meeting of the Holden Car Club or the aftermath of an Archerfield Stock Car race, revealed a faded, peeling almost illegible sign proclaiming Jim Stafford as the Owner.

Retrieving their mauled and mangled limbs from the Hounds of the Baskervilles, which Mr. Stafford keeps half starved in his yard, the wandering tribe trundled off into the Wilds of Wooloowin to be confronted by a series of question marks and an intersection which defied any kind of logical thinking. A tangle of cars comprising a Mini, a Major, a Sprite, an MGB and a Triumph GT6 crossed back and forth across this intersection until, each deciding that everyone else was lost headed off in five different directions including up a private driveway.

After some trial and error, mostly error, the Lost Souls stumble into Bonney Avenue in search of 1066.

Twice up and down road convinces them that it is not a house number at all. Any Professor of history would have been able to tell them that in 1066 a bunch of Normans invaded England and stuck King Harry in the eye. So off they roar down to Norman Parade to be confused completely by such a simple direction as L & R. Not so confusing in itself, but the direction could

have applied to two different corners, each route cleverly contrived to bring the car to the first Control at different sections of the instruction. Thinly disguised as a pile of lawn clippings, stood the Jolly Green Giant, Will Charlton to cheer on or laugh at the competitors, depending on which direction they approached the control.

Onwards ever onwards until the directions ask Which Way? Exactly what they've been asking themselves for the last ten miles.

After dropping in at Bruce Neville's BP Service Station to check whether he's paid his phone bill, they're forced to drag their sumps and diffs over a transplanted piece of the Acropolis Rally masquerading under the name of Kinmond Ave.

Time's running out so skip the next ten directions and hot foot it to Millican Street and pray for a phone box. What do you say? ask the directions, 'Jon McCarthy doesn't know his left hand from his right' should do for that answer. Next off to E.C. road and that describes some of the roads perfectly and off to Brisbane's most elusive stretch of tram line. Now the questions come thick and fast; Give What? Up, perhaps? 29 What? Days in February? No, wrong again, Name of Station? Who cares, guess the rest and get back to the Club before the pub shuts. Pale Street? No such place must be a mistake. But aha; Pale St. is in reality Light Street and there disguised as a Wharf St. tram is Will (Ding Dong) Charlton to slash 50 points off all those who did not go via this street.

Back to the club to be greeted by such encouraging remarks from J. McC as "Wher've you been?", 'You're too early, come back in half an hour.'

And so ended another challenging, difficult, easy, ridiculous impossible, (Delete words depending on position gained) night run, and to those who did not return, might we have a moment's silence. Congratulations must go to Bob Collins in his MGB who with G. Spiden navigating, accrued the lowest number of points to win the run.

MOUNT COTTON HILL CLIMB - 18th FebruaryMount Cotton Pickin'

Take twentyfour acres of land, clear it, leaving the biggest trees for shade.

Take one large bulldozer and a pinch of earthmoving equipment, borrow or steal several thousand dollars of ready cash, and mix for a long time with a handful of hard working club members.

Bake in the boiling sun for two years, throw in a generous sprinkling of sweat, tears and blood from angry mosquitos. Take a handful of hardworking Club members and stir, stir continuously.

You'll finish up with a hill climb.

The recipe for keeping a hill climb is similar - just keep stirring!

They're Coming 'round the Mountain

The quiet and solitude of our country estate was shattered for the first time on Sunday 18th February, when 36 members of our club, the Formula Minor and Grafton Car Clubs combined to stage the first 'bitumen burn' at Mt. Cotton.

Apart from a few wonderful spins by such notables as Ted Holliday (360 degrees), practice was uneventful, and a check on Ray Lovejoy's new photo-electric cell timing gear showed it to be working perfectly. Only a few entrants were chastised by Chief Scrutineer, Col Murray, and this reflected a high standard of preparation for competing cars.

The timed (official) runs commenced at 1 p.m. and from practice times it was obvious that the 60 second barrier was hard to beat, only two cars (R.Jorgensen, R.J.Holden racing car, 58.39 seconds and Jim Reuter, JRM Thunderbird 58.74), had eclipsed the minute. Large quantities of gravel screening were still on the track, and these were swept off following the first run, with a consequent

improvement in times. Even so, only eight drivers beat the 60 second 'barrier' - Rob Robson (Morgan), Kerry Horgan (Sprite-Cortina), Brian Tebble (Lotus 15), Tim Harlock (Cooper Ford), R. Atkinson (Formula Vee), Wil Charlton (MGB), R. Jorgensen and Jim Reuter - Charlton's run being perhaps the most creditable in a near standard car.

Des. (Racing Car News) White, kept interest alive with an informative commentary on the PA system, and most officials from the M.M.R.O.A. were entranced to find that they could actually watch all activities without worrying about following cars.

We had two ambulances, one tow truck, umpteen fire fighters and flag marshalls - none were needed on the day. Clerk of Course, Ian Peters, took everything in his stride, even the C.A.M.S. Stewards, Ken Peters and Hank Kabel, looked pleased and we believe that Ken intends running his beaut BMW in a future hill climb!

As the meeting was not publicised (being a closed meeting) only a few hundred spectators gathered to watch, but those we spoke to were amazed by the spectacle, and pleased by the 'togetherness' of hill climbing - being 'part of the meeting', and able to see the entire course from one point.

All in all the day was an outstanding success, and a credit to those who worked hard organising our first Mount Cotton Hill Climb.

Fastest time in each class is listed below:

SPORTS CARS - GROUP A

Up to 1100 c.c.

11. M. Hart A.H. Sprite 1'02.29"

1101 to 1500 c.c.

21. A. Thomson Lotus 15 0'57.96"

1501 and over

12. R.J. Robson Morgan + 4 0'59.89"

SPORTS CARS - GROUP B

Up to 1500 c.c.

17. R. Horton A.H. Sprite 1'01.44"

RACING CARS

Up to 500 c.c.

5.	B. Henricks	Sandian MkII	1'03.08"
Over 501 c.c.			
6.	R. Jorgensen	R.J. Holden	* 0'54.54"

M.G's.

Up to 1500 c.c.

44.	B. Tebble	M.G.T.D.	1'03.31"
Over 1501 c.c.			
20.	W. Charlton	M.G.B.	0'59.91"

TOURING CARS - GROUP C

Up to 1100 c.c.

21.	D.F. Thallon	Morris Cooper	1'03.36"
1501 c.c. and over			
81	K. Horgan	Triumph 2000	1'03.86

* Fastest time of the day

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BODS AND BENDS

Kay wants 'Pretty Pink' and Geoff wants 'Hillclimb Brown'. The Hawleys are debating the colour of their maybe future hush hush M.G.

Kevin! please tell us - How did you injure your foot
Trying to do Cooper S's off the mark?

Two of our past members have just returned from overseas -
as full a_s when they left.

Keith Turner and Martin Gale down the bay for their holidays -
repulsive beards. Martin enjoys catching fish and is a good cook
but doesn't like eating them. Keith gets his fish caught and
cooked whilst Martin eats out of tins.

Friday night before last Surfers' Meeting, the party in the
Turner-Gale Holiday boat left several club members a bit hazy for
practice the next day.

see over

MARCH, 1968

BODS AND BENDS (cont)

Believe a certain club member is looking for a new driver's seat for his red Sprite after attaining a 360° view of the Mt. Cotton Hill Climb site on 18th February.

Spinning seems to be the done thing at Mt. Cotton for several members from Formula Minor Club and others found time to do quick pirouettes whilst ascending or descending the hill - didn't do much to their times or nerves either.

Seems both Kerry Horgan and Doug Bright didn't believe the fence posts at the hairpin were real.

Believe David Gordon is supplying all timekeepers with earplugs before his next assault on 'the hill'.

Jester Whittaker was in such a hurry to get to the Hill Climb - seems he forgot to wear trousers and spent the rest of the day trotting around in his blue paisley undies.

Roger Aldenton's girl friend disagreed with Roger's red eyes after cooking the steaks at the Hill Climb Bar-b-que - seems they clashed with his grey car.

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WANT to start Motor Racing in a relatively safe inexpensive way? Then consider this -

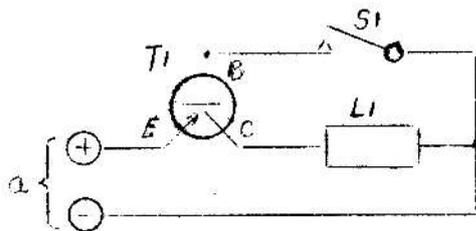
FOR SALE - Gemini Clubman Sports/Racing Car. Ready to race. Complete with trailer and spares. 105E engine recently rebuilt. Very reliable. Well suited to hillclimbs. Mt. Cotton - 61.2 secs. - capable of under 60 secs.

Apply John Campbell at clubrooms or at 97 4884.

TRANSISTORISED IGNITION

Transistorised ignition systems combine the advantages of coil and magnetic ignition.

First let us study the characteristics of transistors and diodes:



T Transistor
S Switch
L Load
a Applied voltage

Fig. 1.

If switch S (fig 1.) is closed a small current will pass from E to B. This small triggering current allows a large current to flow from E to C through load L to negative. If S is opened, all current flow in T ceases.



Fig. 2.

A diode will only allow current to pass through it in one direction. That is from a to b. (Fig.2)

A zener diode will normally pass current in one direction but if voltage is applied in the reverse direction which exceeds the zener voltage (break down voltage) current will pass in the opposite direction (b to a) until the voltage drops below the zener voltage.

There are two popular methods of applying semi conductors to ignition systems.

- (i) Transistor Switching
- (ii) Capacitive energy Storage.

The first system (Fig.3) consists of :-

- (i) A special Coil
- (ii) A Ballast resistor
- (iii) A Transistor Plate

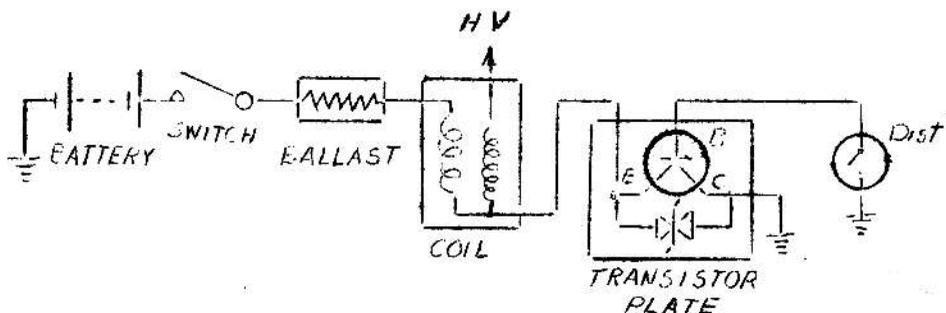


Fig. 3

The transistor plate is made up basically of two components. A transistor and a zener diode.

When the distributor contacts close, a base current flows in the transistor from E to B (fig 3). This triggers the transistors and the main current flow passes from E to C. Only about 5% of the total current passes through the distributor contacts.

The zener diode protects the transistor from dangerous back voltages from the coil.

A special coil is used which has less reluctance (and thus a faster build up time) but draws about three times as much current as the conventional coil.

The ballast resistor is used so as to avoid abnormally high current flow when the system is cold.

The second system (fig 4) is much more complex.

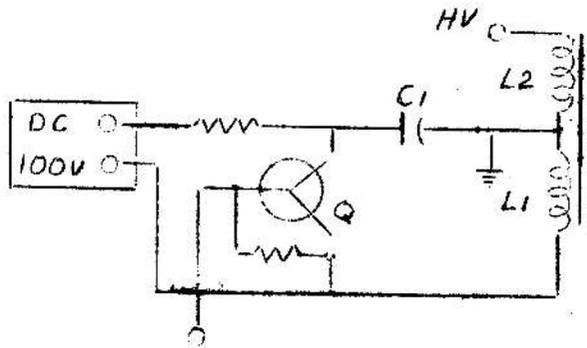


Fig. 4.

In this system, a source of D.C. voltage charges the capacitor C, which is then abruptly discharged by transistor Q.

This system gives a very hot spark from a standard ignition coil. The high voltage D.C. source is obtained from an A.C. to D.C. converter using two power transistors.

The capacitive shortage system provides more efficient energy storage.

The advantages of transistorised ignition are:-

- (1) Increased power
- (2) Extra miles per gallon
- (3) Increased point life
- (4) Increased plug life
- (5) Engine requires less tune ups.
- (6) Easier starting in all weather.

NEW MEMBERS

We welcome the following members to the Club and extend to them our best wishes for a long and happy association.

John MAHER	Falcon Ute.	Elizabeth BOERSEN	Morris Minor
Howard WOOD	M.G.T.C.	Malcolm ALDRED	Lotus 22
Ray FLANAGAN	Holden X2	Chesleigh BASSING-	
Brendan CROTTY	Holden EH	THWAIGHTE	M.G.T.C.
Bradley HART	-	Roger ALDENTON	M.G.B.
Terry GARNED	Sprite MK IIA	David HOARE	Centaur MKIV
John CHRISTSEN	M.G.T.F.		Sports/Racing Car
Jonathan ROWE	M.G.T.C.	Vincent CARSBURG	ARD Peugeot
John BYRNE	M.G. J2		Racing Car
Leonard BUSH	Aston Martin DB4	David GORDON	Chalutior V8
Warwick MULES	Morris Cooper 'S'		racing car
Gordon SPIDEN	Cortina 440	David LYNCH	Sandian rac-
David WEBSTER	M.G.Y.		ing Car
David ABELL	M.G.T.C.	Peter LEFRANCKE	Centaur Ford-
John BLAKE	Mini Deluxe		Sports/racing car
Kay HAWLEY	Mini 850	John NICHELSEN	Morris 1100S
David LOVE	M.G.T.C.	John HILL	Holden -Sports
Ian ROGERS	Triumph GT6		racing closed
Bruce COLLINS	M.G.B.	John SPILSBURY	Sprite MKI
Noel Baker	Mini Deluxe	Russell CHIELDS	Austin A30
Harry GARDNER	Cortina GT	Norman SINGLETON	Fiat 1500
Peter CRAWLEY	Anglia	Joseph GARDNER	Fiat 1500
Trevor DOWDLE	Mini 850	Ray ATKINSON	RA-I Vee
Ross Kruger	Morris Minor	George DIGGLES	M.G.T.C.
Barry HARDY	Mini 850	Harry RICKARDS	Hill Imp
Martin GALE	Holden HD	Ian WELLS	Holden HRX2
Paul VAN GOOL	M.G.T.C.	Peter NURCOMBE	Renault R8
Don THALLON	Morris Cooper	S. BONELDON	Chalutior
Bruce NEVILLE	M.G.B.		Racing Car
Kevin JOHNS	Sprite IIA	John GILBERT	Mini Deluxe
IAN HALE	M.G.B.		1230 ccs.
Grant PERRIUS	Morris Cooper	Paul DUX	M.G.A. TWIN can
Ian WALKER	Falcon	John WEBBER	Datsun 2000
John DAWSON	Holden EH	Ray JORGENSEN	RJ Holden
Don Young	Mini Deluxe		racing car

Honorary Members

Julie BRIGHT	Lynne BUCKNELL
Bev. HOLLIDAY	Michelle CONWAY
Toni LEFRANCKE	Sandra NICHELSEN
Wendy MATHERS	Elva CHRISTSEN
Sue NURCOMBE	Jeff PRIDDLE

It is pleasing to note that, even with the large number of 'foreign' makes of cars now in the Club, 30 per cent of the total are still MG's.

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FOR SALE

Wolseley 4/44 spares - complete engine, gearbox, starter motor, generator etc.

M.G.Y. spares - gearbox.

M.G. ZA 1500 spares - engine, gearbox and rear end. Apply Charles Haynes, C/- Will Charlton at Club Rooms.

WANTED

M.G.T.C. - Apply Charles Haynes, C/- Will Charlton at Club Rooms.

M.G.T.F. or T.D. in reasonable condition. Apply Phil Claxton at Club Rooms or on 59 6705.

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p r o g r a m m e

Mar. 1st	Scavenger Hunt
3rd	Lakeside Closed Race Meeting
15th	Film Night
17th	Open Hill Climb
24th	Motorkhana
April	
5th	Night Run (including QMROA and Fire Fighters Club)
20th	Party Night
28th	Closed Hill Climb
May	
3rd	Film Night
June	
2nd	Open Hill Climb
10th	Surfers Paradise
30th	Lakeside Closed Race Meeting

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