



# THE OCTAGON

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

Patron: Dick Johnson

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THE OCTAGON - SUMMER 1997/98

## President's Report for the MG Car Club of Queensland Inc.

Being the last Octagon for this year, it is timely to reflect on the club's activities.

Firstly the highlights from my point is this magazine itself. For a while, we were without an editor and our ability to communicate with members was hampered. Happily, that has now changed and we have a first class publication which I trust all members will enjoy.

I would encourage members to send any items of interest to the club for publication.

Secondly, our events this year have been well supported and I extend a hearty thanks to ALL the volunteers who have made the events possible.

At the time of writing, we still have the Nov 29/30 Lakeside Race Meeting and Dec 6 Hillclimb to complete and from all reports, these will be a fitting end to a very successful year.

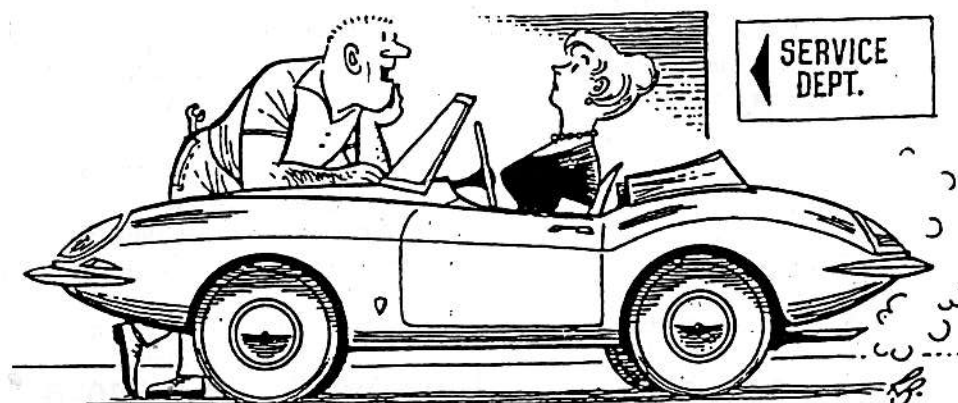
Club membership is very strong and it appears the demand is growing. Our aim is to provide activities and events to cater for all our members, so if you have any suggestions, please contact myself or any committee member.

The new committee was recently formed with the addition of our new Secretary, Judith Dallas who I am sure will bring valuable expertise to our club.

Don't forget next year is the 30<sup>th</sup> anniversary of the Mt. Cotton Hillclimb and we are looking for assistance to make this a grand event to celebrate the founding members.

Once again, thanks to all those who have assisted the club have a successful year and all the best to every club member for the festive season.

David Southgate  
President.



"You say that every time you brake, the horn blows?"



*Brian Tebble*



## You take the Low Road and I'll take the High Road.

Choices! Life is full of choices and the Fathers Day, Day Run was no exception. You had decisions to make.

We all gathered at Anzac Park, Toowong. Excess tea was dumped by the sensible and after being presented with a full page of instructions and mileage's, we headed off. (Not that you need the instructions but you could check where you were and compare odometer readings if you wanted.) The route was planned to go over the bumps on the way to Mt. Crosby but lo and behold, the road was closed for the day. A quick U-turn, a right at the shop, right at Tee and so onto Moggill Ferry crossing. When it was time to go onto the ferry, the TC would not go. It turned out that I had pulled the ignition wire out of the switch while I had been playing with the two-way radio's mike.

John & Pat Walker stayed behind to help whilst the rest of the convoy loaded onto the ferry (Shades of Tasmanian National meetings.) Fred Douglas put Bronwyn out of the V8 as he was having trouble getting off the barge and up the steep slope as the tide was rather low. We came across on the next crossing as the two bumbling old blind men had fixed the wire and we were now mobile again.

On the other side of the river and after a slight detour, we were soon on route past some of the grand old Ipswich homes. Then it was onto the old Toowoomba Road and through Walloon, Rosewood, Grandchester to Laidley for smoko at the Lions Park. This was a much needed stop as there had been a fair few jumps and bumps and breakfast had certainly hit home for most. Here you could take on new fodder for the next section, go for a walk on the suspension bridge over the lagoon or just look at the plants or the cars.

Just after leaving the smoko spot, came the decision as to whether you took the high or the low road. The high being dirt. For the ones who took the high road, they were certainly in for some fun. The road surface was good but talk about a roll-a-coaster. You went blind over some of the bumps and you could certainly see how long the TC's bonnet is. It was great fun. We joined the low group and drove through Grantham across the highway and up through Murphy's Creek Road and on to Spring Bluff Siding to check out the flowers. There was a magnificent display of annuals (It was only a couple of weeks before the Toowoomba Carnival of Flowers.) It was cooler at the siding than out on the flats as it was a warm day. Very pleasant.

On leaving hers, the TC was certainly having fun. The petrol pump decided it did not want to work in the heat. I don't know why. I rebuilt the pump back in 1970. Had to give the points a bit of a tickle and we were off again. Up on top of the range, we had an easy drive to Cooby Dam which was certainly a popular destination on Father's Day.

Here, a pleasant lunch, then a good walk up to the top of the dam wall for the energetic. From here, the participants dispersed and homeward bound all the cars headed.

Thanks to all who attended. Hope you enjoyed the day.

PS. We certainly had fun setting it. It was pitch black after the woolshed run and we were trying to find a bitumen road across to Laidley.

There certainly appeared to be some different country up there at the edge of the range.

*Delia & Peter Rayment*



## Flower Spotters

(there were no trains) on the day were:-

John & Glen Boyer MGB Mk1 - Sky Blue  
Godwin Caruana MGB - White  
Ron & Bev Clysdale MG Midget - Red  
Fred & Bronwyn Douglas

MGB GTV8 - Cream

Stuart & Gabriel Douglas  
MG CDk - Blue

Amanda & Mal Foster MGB  
Rubberrnose - Red

Errol & Wendy Hoger  
MGB MkII - Gold

Brian Hunter MGB GT - Mustard

Neil & natalie Mills MGB GT - Red

Bruce & Erica Mutch  
MGB MkII - Lemon

Peter & Delia Rayment  
MGTC Midget - Red

Samantha & Mark Rayment  
MGB - Black

Paul & Kerry Strange  
MGB MkII - White

John Tait MGB - Red

John & Pat Walker MGA - Red

Guy & David West MGB BRG

Ray & Mavis Edwards  
Mitsu Colt - White

John & Dominique Crane  
Jackaroo - Burgundy

**PPS.**

We use Channel 39 on LHF CB radios for communications between the convoy. It is also good for when I break down to let the rest know what is happening.

## New Members

Robert Krause	Midget
Leonce Morel	Westfield
Gregory Newey	MGB GT
Maurice O'Reilly	MGB
Paul Pisasale	MGB
Guy Standen	MGB
Ernest Clegg	MGB

## For Sale

**1969 Morris Mini 1100K** - 85,000 miles original, New Motor, Gearbox, Diff, Tyres, 12" Mags, Extractors, New Paint (Red) White Interior.

\$7,500 ONO - Ph: (07) 3285 1970

**1971 XY GT (Alan Moffatt Replica)**

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1966 MGB, Hard Top. only second owner since new. White Roll Bar, Recent reconditioned Repco Motor. The car is in excellent condition and is very original including Jack and Wheel Hammer.

As I have carefully maintained this car since 1972, I would prefer that it be kept in this condition for many years to come.

Contact Neil Wysling (07) 5479 2030

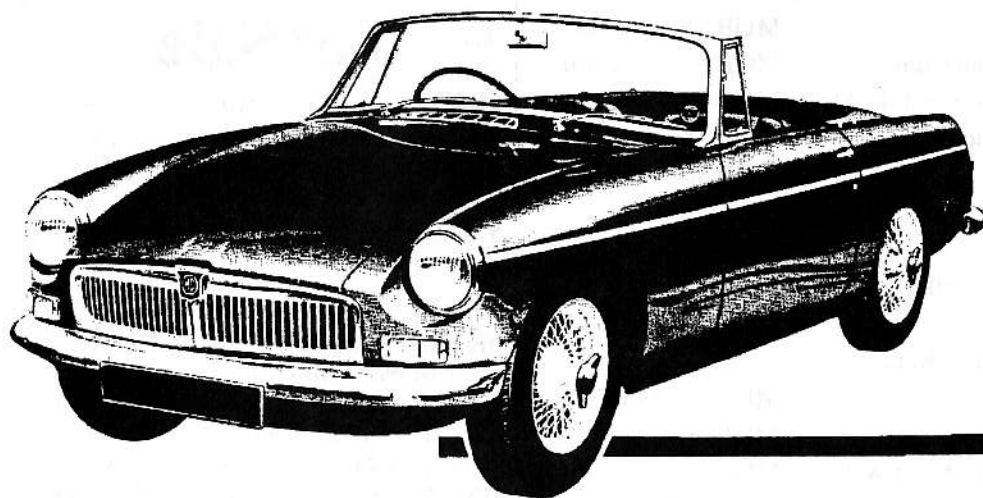


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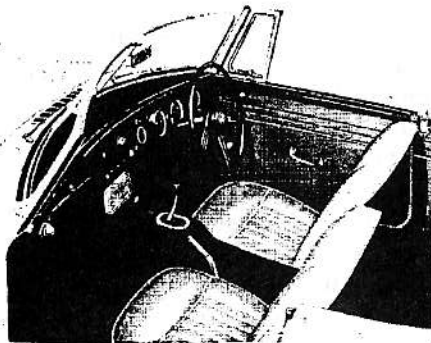
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## Happy Birthday MGB

MGB .... the last pedigree - was the first featuring monocoque construction and its appearance on the motoring scene some thirty years ago, led to a two-decade production run that established it as Britain's most popular sports car by far. During that time, its design strength allowed two more powerful derivatives and even the model's re-birth some thirty years after its launch. There aren't many cars that have come back from the dead.

For sure, Sydney Enever, Roy Brocklehurst, Don Hayter and John Thorley did their job well. In carrying forward credit accumulated by Abingdon through M.J.P. and T-type Midgets and the latest MGA to the modern era, they had so obviously succeeded. Marrying marque-evolved packages such as the front independent suspension and wire wheels with a modern one-piece body to offer a traditional sports car with modern levels of ride comfort, was a master stroke. And all of this was underlined when, with Italian help, a closed GT version was built. Poor man's Aston Martin or not, the MGB GT moved the goal posts for sports car designers to aim at and made the sports car a practical proposition, rather than a liability on all but a sunny day. Its introduction, without doubt, lengthened the MGB production run as well as making sense of the fitment of larger engines to move the model higher up the market.

But it was always the mass appeal of the 'B' that was its success; it was an MG sports car and it was affordable to buy and cheap to run. No mistaking what it was and what it was for. For most of its life, its only competitor was the smaller and cheaper Midget. Even today, for many, the situation is still the same, its parts availability is second to none and the same is true of its running costs. A thoroughly tried sports car with reliability guaranteed by the badge, available open or closed and with all the fascinating variety that thirty years

experience can bestow on it. For, in the case of the MGB, development has not stopped with production. Now, a wide variety of improved packages are available from many specialists aimed at all aspects of the MGB from seats to suspension, from carburettors to carpets. Choose your own MGB - you can't go wrong.

### Mark 1

Launched in the autumn of 1962, MG's 'B' model convertible looked low, sleek and straight after the curvaceous MGA though much of that car's running gear was carried over to the new model with varying changes. The appropriately named B-series engine's four cylinders, now had a capacity of 1798cc though its crank still ran round three main bearings to deliver 95 bhp through a four-speed gearbox with synchromesh on the three higher ratios and then to an MGA banjo-type rear axle. Purists will love this purest car with its simple, clean interior dominated by a big spoke MG driving wheel and entered through doors with pull-out handles. Less obvious idiosyncrasies, but equally delightful for those in the market for this plain originality, is a fuel tank held by steel straps and mechanical rev-counter. Extras could include an anti-roll bar, overdrive or heater and, by June 1963, a glass-fibre hardtop.

The biggest change came in October 1965 with Pininfarina's inspirational closed GT treatment. Overnight, the MGB was another car to every other MGB owner. Tailgate flexibility, covered comfort and great looks, combined to make the MGB more than it was. It certainly wasn't 2+2 even if there was now a tiny bench seat in the back. Mechanically, a Salisbury tube-type rear axle initially set the roadster and coupe apart until commonisation in April, 1967.

These early GT's possess a simplicity of design similar to the first roadsters. Potential



owners might fall for cosy leather-upholstered cabins which, thanks to a higher roof line and more glass, offer a relaxed ambience that contrasts sharply with a hooded roadster. Perhaps in line with the heavier-topped GT, an anti-roll bar became standard from November 1966. The GT was a fraction quicker too, thanks to its fastback.

Both the early roadster and GT are desirable examples of the 'B' as Abingdon intended. Owing to the very high percentage of MGB production being exported to America - 75% in the case of the roadster and even 50% for the GT - the factory was forced to take heed of the ever-toughening North American legislation concerning exhaust emissions and safety. Consequently, many modifications followed down the years, most of them degrading performance by detracting from the original MG design in the process.

Thus it can be seen, good original cars have value in themselves regardless of flashier newer models. Since these cars represent just over a quarter of the production period and they are naturally the oldest, their rarity can be assessed.

## Mark II

From October 1967, what are known as the Mark II MGB's appeared with varying additions depending on their destination. Obvious changes for the home market included a standard four-synchro gearbox and the option of the Borg Warner three-speed automatic, as used on the new three-litre MGC. Not so obvious were the beefed up electrics with fitment of an alternator and pre-engaged starter and the higher axle ratios used from 1968.

The automatic gearbox suited the GT's luxury stance. Finding a Mark II with automatic could prove as rewarding as it is difficult, owing to the small number produced. But U.S. enthusiasts can forget it as, incredibly, auto cars were never offered

Stateside. The last of the MGB's offering leather seats and proper grilles, these Mark II's make desirable motors.

## Mark III

The heavy hand of bus-maker British Leyland was felt on the MGB from October 1969 when the famous grille was removed for simply an MG badge, symbolically hovering above a black hole. And there was black on the Rostyle wheels and in the vinyl that covered the reclining seats. A bit of a black day all round, really. But more for the boy-racer with a small drilled aluminium steering wheel and optional headrests, while in September 1970, a Michelotti hood was provided for the roadster and a courtesy light for all.

A new interior with rocker switches and face-level vents on the fascia, an armrest on the tunnel, and brushed nylon on the seats followed in October 1971, the year in which the quarter millionth MGB was made and portentous black rubber facings seen on the bumper over-riders.

They tried but failed and for Motor Show 1972, the Austin Morris division of British Leyland had the MG badge back on an albeit skeletal radiator grille by popular demand. Padded wheel, gear knob and door pulls signalled a softening of the interior, whose latest creature comfort was a cigar lighter. The GT got a heated rear screen while all UK cars got 165 x 14 radials in place of the original 5.60 x 40 crossplies.

However, this all pales to insignificance compared with what the MGB received in 1973. Three-and-a-half litres of American muscle by way of the Buick/Rover V8 to be henceforth known as the MGB GT V8.

In contrast to the private entrant into the big-B battle - Ken Costello's V8, with an inverted baby-bath set into its fibreglass bonnet - MG fitted the V8 perfectly without so much as a ripple to the standard skin. Tiny



V8 badges and composite wheels were the only external give-aways on this thoroughbred. Similarly, subtle changes were found inside, where smaller dials told the tale right up to 140mph through the plain leather-bound three-spoke wheel with the top-only overdrive switch mounted on a left-hand stalk from its column.

Less than 3,000 examples of this epitome of restraint were produced and these powerful well-balanced cars can be highly satisfying to those not needing to show it.

Production of the MGB GT V8 ended in the summer of 1976, its sales not helped by an oil crisis that had pushed up pump prices and the more accommodative Capri. Nevertheless, GT V8's were an affordable combination of priceless British motoring heritage with the mighty American V8 - 0-60 in eight seconds and 125mph, no problem.

## Costello V8

Costello's car, produced over a couple of years at the rate of two per week, was quite a rare beast. But don't get the wrong idea. Contemporary testers rated it as highly as the factory car, but it was killed when BL cut the engine supply and introduced MG's own V8. As the instigator of the factory V8, this distinctive car with its big bonnet bulge, wide Dunlop wheels and egg-box grille is now a rare and sought after car, but there have been many copies, so potential owners need to be informed and wary.

## Rubber Bumpers

The biggest change to the whole MGB range came in late 1974 when all cars got the massive five-miles-per-hour impact absorbing bumpers. Hefty steel beams encased in thick black plastic that looked like rubber, christened these cars "rubber bumper MG's".

Forced by North American regulations, these stipulated a minimum height and thus the MGB was forced to stand some one-and-

a-half inches taller which compounded the weight problem. Thus, the niggling gnat bites of U.S. motor law that had been eating away at the 'B' for the last seven years, brought out two great boils front and rear.

Cars for the U.S. already had their padded fascia and now their emission-choked engines, sucked through a single Zenith/Stromberg carb. California cars even had early day catalytic convertors.

At home there was finally a single battery, modified overdrive and power brakes. Topside, hazard warning lights and door mirrors were fitted.

## Golden Jubilee GT

In May 1978, BL did the whole special paint job and wheels for a 750-car run celebrate MG's Golden Jubilee. The British Racing Green and Gold GT's had V8-type wide wheels and overdrive, tinted glass and head restraints. Some of the car's impact was lost, however, by a slight slip-up with the dates, BL being at the best, a year, at the worst two, out. As the first commemorative 'Bs, these attractive gold and green GT's are sure to be of interest.

As can be gathered, the point had been reached where the factory was having to be put right by its customers and the latest development of this bizarre situation was the fitment, in August 1976, of a thicker front anti-roll bar and a new rear anti-roll bar.

Who knows how many pictures of wound-up MGB's, Abingdon had looked at before deciding on this course? At least now, the 'B' handled better, even if it was still well overweight and came with even more equipment to ease one's passage.

Overdrive was now standard on the gear knob and an electric cooling fan that might have won back a couple of bhp, lay under the bonnet, while in the cockpit, a sure sign of refinement was the ever smaller four-spoke



plastic steering wheel that necessitated lower - three-and-a-half turn gearing. Revised pedals allowed healing-and-toeing.

Inertia belts came in April 1977 while the following year, door speakers and aerial fitted as part of the ICE package.

These last MGB's whose number saw the half-millionth MGB leave the Abingdon line in January 1980, were fully loaded in all sense of the term. Still sports cars, they were a different animal from the early 'B. As value-added cars, they may well appeal to those who like their sporting motoring to come with all the modern trappings.

## Limited Edition

That said, surely the ultimate late MGB's are the Limited Edition Roadsters and GT's, 420 Pewter Silver GT's with special alloy wheels and 320 Bronze Roadsters with alloys or wires, were finished up to October 23rd, 1980, when the last Abingdon made MG, an LE Roadster, left the line. All cars had integral front spoilers and decals that, with the very smart all alloy wheels and 185/70 tyres, made the rubber bumper MGB for the first time, appear an integral package. Ironical, isn't it? These cars would seem to have the best chance of being found low mileage and in good condition and as the last Abingdon MG's, are sure to be prized.

Thin on the ground are the few SEC MGB's produced by Mallalieu Cars and Abingdon Classic Cars in association with the MG Owners' Club, in an effort to keep the MGB alive after the factory closure. Several MGB's were converted to luxury specification with walnut dash, etc.

Since then, there have been several other such attempts at an MGB for the Nineties from MG specialists such as John Hewitt and John Hill, but the biggest shot in the arm for the model has undoubtedly been the re-introduction, in 1988, by British Motor Heritage of the MGB Roadster bodyshells - this being about the only part not available off-the-shelf to restorers. Re-use of original press tools and jigs, means the shells are faithful originals. Grand Tourer shells followed and, at a stroke, the MGB became immortal.

The proposed MGR V8 would be a nice end to the MGB story, but, true to form, this one runs and runs. On the 13th March 1992, Rover announced it was to re-introduce the MG name with a special edition MGB to mark the car's thirtieth anniversary. This 3.9 litre MGR V8 evolution of the MGB, is expected to be built at a rate of 15 per week and to a luxury standard. Watch this space and Happy Birthday MGB!

*Kevin Wise - MG enthusiast Magazine*



# National Meeting 1998

The MG Car Club of Tasmania Inc.



The National Meeting 1998 is set in Hobart, Tasmania and hosted by the MGCC of Tasmania, which consists of three sub-centres based around the State.

Hobart sits outside the lovely Derwent River and nestles in the shadow of Mt. Wellington and is one of the most beautiful harbour capital cities anywhere in the world.

The venues for the Nat-Meet events are spread around the Hobart area and take advantage of both old historic sites and newer man-made ones of the river shore.

Registration will be at the Derwent Entertainment Centre. This large modern building sits on the Derwent foreshore. The Noggin and Natter in the evening will be held here and the Motorkhana on Monday, will be held in the surrounding car parks. It is an easy 10 minute drive from the Hobart city area and visibly located on the main highway.

Concours d'Elegance on Saturday will be held at Princes Park, Battery point - Hobart's first suburb, where tiny cottages vie for space in the narrow streets with fine Georgian mansions, nearby Salamanca Place with its stone warehouses, arts and craft shops and the lively Saturday morning market make for a great atmosphere.

A Nat-Meet in Hobart would not be complete without a spin at Baskerville Raceville. Sundays speed event will be a hillclimb on the twisting hilly track. The alternative to this will be an Economy Run/ Navigational Trial, to be held in the southern region of the State.

Social events follow the Bat-Meet formula with the Noggin and Natter on the Friday after the registration and at the same venue - it will consist of a light buffet meal.

Saturday night is your free night. Hobart offers much and a varied night life - gone are the days when Tassie stoped on Friday night at 6 pm. Alfresco dining around Salamanca Place and our Lygon Street equivalent at the upper end of Elizabeth Street in North Hobart provides for all tastes. Asian, Thai, Mediterranean, Cafes, Bars with live music, are scattered throughout the Hobart CBD. Tassie's famous seafood can be found at fish punts and restaurants right on the waterfront. Go for a harbour side drive in your car or up

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to one of the look-outs. Tassie has long evenings and the panoramic views from the Mt. Nelson Signal Station and Mt. Wellington are truly breathtaking.

Sunday nights will consist of a Ferry Ride up the Derwent River to our world famous Moorilla Winery. A stroll through the vineyard will bring you to marquees set amongst the grapes where you will dine alfresco on our local foods and wines. Door sales will be available - an excellent opportunity to restock the cellars at home.

Monday night is the culmination of the formalities of the gathering - the Presentation Dinner. This will be held at West Point Hotel Casino in the Tasman Room, situated in the new convention area. After the dinner, stroll to the Casino for more fun at the Bars and try your luck on a full range of games, from black jack through poker machines to roulette.

Tuesday morning is the Farewell Breakfast - this will also be held at the Casino in the Boardwalk Gallery area, where you can clear the head sitting on the dock and gaze at the river.

The final official function will be the Delegates Meeting to be held in a conference room at the Casino.

Registration fees are to be advised in Bulletin #2, at current prices possibly \$150 (social) - \$170 (competitive). However these may change nearer the date.

Tasmania is an island State and as such, needs a little planning to get here. Bookings for the Bass Strait ferry are fairly consistent, so the MGCC of Tasmania has made a preliminary booking for 150 cars on the ferry leaving Melbourne on Wednesday, 8th April 1998. You will need to mention that you are going to the MG Nat-Meet, but you make YOUR OWN BOOKING for the car and yourselves (i.e. we have only booked the space).

Because of the distance travelled and the hurdle of that stretch of water, many members make this Nat-Meet a family holiday and spend extra time here. Targa is having 1998 as its year of the MG and has reserved 25 spaces for MG competitors. Pre-war and T-type cars are especially welcomed. Club members are very active road-side officials for Targa, which runs for 5 days around the entire State, from flag-fall on Tuesday 28th April to chequered flag on Sunday, 3rd May. Follow the cars or catch them at one or more of the closed-road special stages, or time allowing to be an official and join in the fun.

Come and visit us in Tassie devil country for the Nat-meet 1998 and be tempted.

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## 1998 PROPOSED EVENTS

Dates	State	Organiser	Event	Event Classification	Venue
7/2/98	Qld	MGCC	The Annual Presentation Dinner		
1/2/98	Qld	MGCC	Early Morning Run		TBA
15/2/98	Qld	MGCC	Race Meeting	S 6 A	Lakeside
15/3/98	Qld	MGCC	Hillclimb	S 6 I	Mt. Cotton
26/4/98	Qld	MGCC	Hillclimb	S 5 I	Mt. Cotton
30/5/98	Qld	MGCC	Hillclimb	S 5 I	Mt. Cotton
31/5/98	Qld	MGCC	Hillclimb	S 5 I	Mt. Cotton
12/7/98	Qld	MGCC	Hillclimb	S 6 I	Mt. Cotton
12/9/98	Qld	MGCC	Motorkhana	M 6 E	TBA
13/9/98	Qld	MGCC	Hillclimb	S 6 I	Mt. Cotton
11/10/98	Qld	MGCC	Hillclimb	S 6 I	Mt. Cotton
28/11/98	Qld	MGCC	Race Meeting	S 6 A	Lakeside
29/11/98	Qld	MGCC	Race Meeting	S 6 A	Lakeside
6/12/98	Qld	MGCC	Hillclimb	S 6 I	Mt. Cotton

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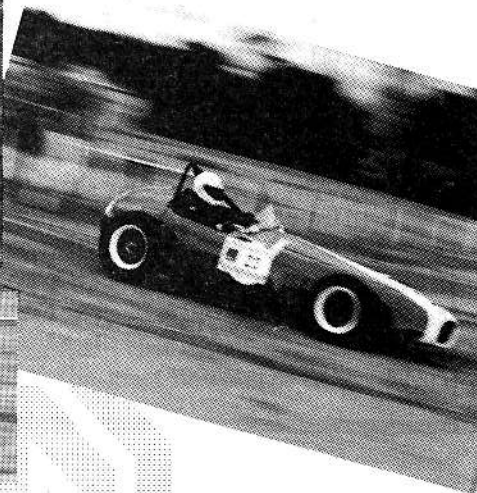
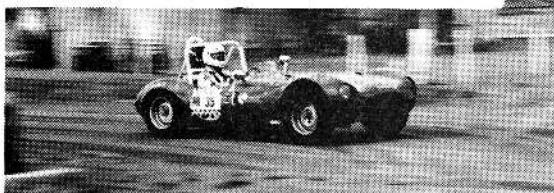
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[www.ozemail.com/~hmg/index.htm](http://www.ozemail.com/~hmg/index.htm)



## Management Committee Report 1996/97

Once again the Club has completed a very successful year.

The Race Meetings and Hillclimb's were well organised and supported by both competitors and spectators.

Many club members were the successful in other events such as the National Meeting on the Gold Coast, Historic Lakeside, Marque Concours and the Leyburn Sprints.

In order to lessen the workload, we have shared the night runs with other clubs with the aim to increase MG Club participation. More club members are needed to organise these events with some very different and interesting venues resulting.

Of special interest this year is the rejuvenation of the Octagon which has been very well received. The support from club members with articles has been good and continued support will ensure the magazine will continue to meet our needs. The committee wish to pass on a special thanks to Bruce Mutch and his team for their efforts.

The formation of sub committees was designed to allow all members to have some participation without the demands of regular meetings. Unfortunately very little assistance has been forthcoming which is disappointing to the committee members who ultimately have to put in additional time and effort to ensure event demands are met. We are open to suggestions.

For the first time in many years, we reluctantly had to cancel a Hillclimb and we want to ensure this does not happen again.

The establishment of the clubroom is a big benefit and we now need someone to manage the facility to ensure we make the most of the venue. We are thankful for the support of the Tighe family who have made the premises available to the club.

Anyone interested in helping with the clubroom development, please let us know.

The number of competitors in the Ironman Event this year was down on normal and we would encourage all members to consider entering this event as it is a significant part of the club's culture.

Finally, next year is a very special year for the club as it will incorporate the 30<sup>th</sup> anniversary of the Hillclimb and the 25<sup>th</sup> anniversary of the State Hillclimb Championship.

We are committed to make each of these events something to remember and we would like any assistance with memorabilia or stories regarding the past events.

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**MG Car Club of Qld. Inc.****Treasurer's Report for Financial Year ended 30<sup>th</sup> June 1997**

I hereby submit the MG Car Club of Qld. Inc. accounts for the financial year July 1996 to June 1997.

The opening profit for 1996/97 is slightly less than last year. The 1996/97 figure is \$31,549 compared to \$35,862 for 1995/96.

Total income has again decreased in 1996/97 to \$41,273. This is mainly due to the decrease in profits from running events, however we have seen an increase in our investment interest, canteen and subscription income.

The change in the profitability of running events is most obvious. Whilst the profits from Touring Assemblies, Speed Events and "Other" Events is similar to last year, the Race Meeting profit has dropped considerably.

Income from Race Meetings increased minimally (approx. \$11,000). Part of the increase in expenditure is due to the normal year on year increase in various costs. However there were a few significant items that bear noting.

1. A CAMS PAI levy of \$1400 from last financial year was paid in this financial year.

2. A donation of \$500 was made to the TAFE motor racing repair team to help the apprentices maintain a repair service for race cars at race meetings.

3. Trophies cost \$600 more than last year.

4. Scrutineering and entry tickets were reprinted at a cost of \$400.

5. The most notable change was in our decision to have a PR professional help us with promotion. This one off cost was approx. \$4250. Unfortunately the anticipated increase in gate-takings was not forthcoming as there

were a number of other events which competed for our spectator dollars.

Sundry income was composed of a refund from a proposal exhibition, a pay-out of an insurance claim and repayment of ambulance fees paid on behalf of the Indy Rally.

Other expenses in 1996/97 have not changed significantly from last year.

Clubroom expenses are down due to a full year without rent or dedicated phone, also there were some removal expenses in last year's figures.

The Octagon costs are up as our first copy of the "new" Octagon was issued in June which has replaced the previous year's news sheets.

Trophy expenses this year are higher as the annually presented trophies for club competition are again a sundry item rather than an event expense. Similarly, a quantity of club coasters were purchased for use as general trophies and were not expensed in events.

Overall, I think we can consider 1996/97 to have been a successful year financially, even though we are having to compete with other events for our competitors, spectators and sponsors.

Once again, I would like to sincerely thank those that have made an effort to lend a hand during the past 12 months and would encourage others to step forward and assist in whatever capacity they can.

*Paul Strange - Treasurer*

(MG Car Club of Qld. Inc) 1996/97

**MG Car Club of Queensland Inc.**

Balance Sheet As At 30 June 1997

	NOTES	1997 \$	1996 \$
<b>CURRENT ASSETS</b>			
Cash	3	16060.00	17874.00
Receivables	4	1655.00	2520.00
Investments	5	168908.00	133312.00
Inventories	6	4945.00	5613.00
Total Current Assets		191568.00	159319.00
<b>NON CURRENT ASSETS</b>			
Property, plant and equipment	7	76922.00	77947.00
Receivables	8	10578.00	10578.00
Total Non Current Assets		87500.00	88525.00
<b>TOTAL ASSETS</b>		<b>279068.00</b>	<b>247844.00</b>
<b>CURRENT LIABILITIES</b>			
Creditors and borrowings		0.00	0.00
Provisions	9	0.00	325.00
Total Current Liabilities		0.00	325.00
<b>TOTAL LIABILITIES</b>		<b>0.00</b>	<b>325.00</b>
<b>NET ASSETS</b>		<b>279068.00</b>	<b>247519.00</b>
<b>ACCUMULATED FUNDS AND RESERVES</b>			
Reserves	10	60347.00	60347.00
Accumulated funds		218721.00	187172.00
<b>TOTAL FUNDS AND RESERVES</b>		<b>279068.00</b>	<b>247519.00</b>

The above Balance Sheets are to be read in conjunction with the attached notes.

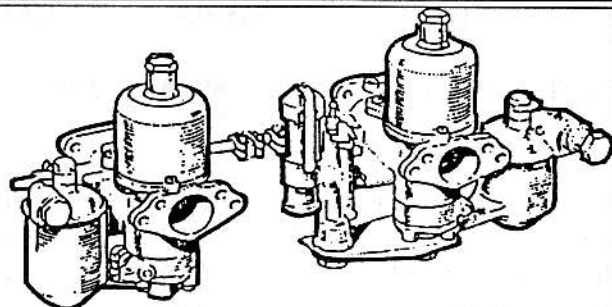
**MG Car Club of Queensland Inc.****Profit and Loss Account For the year ended 30<sup>th</sup> June 1997**

	NOTES	1997 \$	1996 \$
Operating profit/(loss) before income tax		31549.00	35862.00
Income tax attributable to operating profit/(loss)	12	0.00	0.00
Operating profit/(loss) after income tax		31549.00	35862.00
Retained profit/(loss) at the beginning of the financial year		187171.00	151310.00
Total available for appropriation		218721.00	187172.00
Retained profit/(loss) at the end of the financial year		218721.00	187172.00

The business operates as a Sporting Car Club in Australia.

**MG Car Club of Queensland Inc.****Revenue Account For the year ended 30 June 1997**

	1997 \$	1996 \$
<b>INCOME</b>		
Profit from canteen trading	2436.00	1759.00
Donations	0.00	47.00
Events	18467.00	26971.00
Subscriptions	10511.00	9810.00
Interest Received	8939.00	7178.00
Regalia	(337.00)	325.00
Sundry Income	1257.00	0.00
<b>Total Income</b>	<b>41273.00</b>	<b>46090.00</b>
<b>LESS EXPENSES</b>		
Accounting & audit fees	560.00	709.00
Bad Debts	0.00	325.00
Bank charges	202.00	113.00
Club room expenses	1000.00	3520.00
Depreciation	1024.00	1146.00
General expenses	1219.00	595.00
Loss on sale of fixed asset	0.00	0.00
Insurance	41.00	160.00
Octagon	2651.00	1141.00
Printing, stationery and telephone	1346.00	1836.00
Repairs - equipment	0.00	0.00
Profit/(Loss) from social events	315.00	683.00
Trophies	1366.00	0.00
<b>Total Expenses</b>	<b>9724.00</b>	<b>10228.00</b>

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## Lowood, Qld.

After the war, Queensland was littered with aerodromes and airstrips constructed as part of the war effort. Strathpine was one, Leyburn was another, and Lowood was yet another. Between 1948 and 1952 several race meetings were held on the runway and taxiways of the R.A.A.F. base, and then for various reasons, the Air Ministry in charge of the property, closed it to racing.

Then in late 1956, the base was bought by the Q.R.D.C. (Queensland Racing Drivers' Club), as a considerably superior to the more distant Leyburn. It was much closer to Brisbane - just 43 miles away. It was also a much better circuit in every way, and until Lakeside and Surfers Paradise were built, it was the natural centre of Queensland motor racing.

Some great races were held there, including the sensational 1960 Australian Grand Prix, won by Canberra's Alec Mildren in his Cooper Maserati, Lex Davison (Aston Martin) and Mildren had duelled ferociously for many laps, and on the last corner of the last lap Davison, right on Mildren's tail, touched Mildren's car under brakes, and slipped through to the lead, but incredibly Mildren managed to recover, out-accelerate Davison and pip him on the line by a metre two-tenths of a second.

Although the circuit belonged to the Q.R.D.C., other clubs, including the active Toowoomba Auto Club, also conducted race meetings there over the years. The circuit finally closed in 1966, when the Q.R.D.C. concentrated its activities at Lakeside. The club eventually sold the circuit, and the property was subdivided into farmlets.

## Historical Highpoints

### Monument on MG Corner

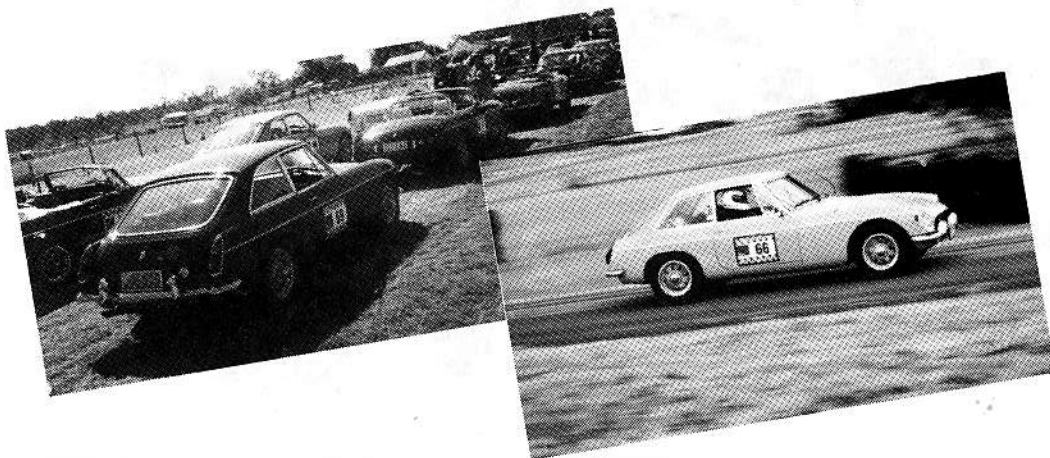
Foundations of racing pits at No. 33 Daisy Drive

Please keep out of private property unless personally invited to enter by owner.

Much of Lowood circuit has disappeared as the site has been turned into farmlets. The long main straight is now called Daisy Drive (with total disregard for its history) and connects to the Forest Hill to Fernvale Road, complete with signpost. Dunlop Straight is now a link road between Daisy Drive and the Forest Hill to Fernvale Road, and the section from Castrol through BP and Bardahl to MG is now inside various farmlets.

The corner names on the map opposite are from the circuit's heyday.

From "Fast Tracks" by Terry Walker 1995



## Measure of a Man

It is not the critic who counts, nor the man who points out how the strong man stumbles, or where the doer of deeds could have done better.

The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat, who strives valiantly, who errs and may fail again, because there is no effort without error or shortcoming, but who does actually strive to do the deeds; who does know the great enthusiasm; the great devotion; who spends himself in a worthy cause; who at the best, knows in the end, the triumph of high achievement, and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid people who know neither victory nor defeat.

Mahatma Gandhi

## Mount Cotton in October ...

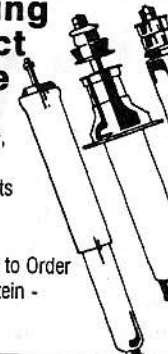
The editorial in a recent English Classic & Sports Car magazine goes some way to confirming the notion that hill climbing is one of motor sports more socially enjoyable events. I think the quote went something like this, "It's a social event, really, and a chance to get close to the cars in a way that no other event can match." (Cliff Allison former works driver for Lotus & Ferrari.) Hill climbing at Mt. Cotton isn't all that different, maybe a little drier and the variety of exotic cars not quite diverse.

Last Sunday's hill climb started with Paul Van Wijk's Zip Go Kart special arriving supporting 1/2 a wing attached to its rear, prompting John Davies to offer Paul \$2 so he could purchase the rest of the aerodynamic device. However, wings or no wings, that zip special can burn up the hill, giving rise to the

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### Caption Competition

#### MGB Obedience Training

"Let go of my watch or I'll give you a hammering!"

"This will hurt me more than it will hurt you"

"We'll soon find out if this is rubber or not"

Indicator lens quick release - Method 3

"This is just a warning - next time you do that it'll be the sledge hammer!"

"A six inch nail about here ought to hold it on"

Using BMC Special Tool MG12345678

Winner: John Tait



speculation that the Yankee theory, (there is no substitute for cubic inches) could be a little flawed. I don't know how he keeps his eyes adjusted over the bumps!

Dean Tighe was out in Dad's big 6 lt. Chevron settling in for the following weekend's Australian Hill Climb Championship. The new first gear making a very satisfying straight cut gear whine. There were road registered club cars by the truck loads, in all shapes and sizes. I suppose I liked Arthur Laurenson's driving of his old 2 lt. British Racing Green Volvo the best, a shopping car with attitude. It looked like lots of fun. Not only were those old volvos good for shopping, Repco did a little work on the cylinder head design for Volvo and they didn't make a half bad rally car with a few extra tweaks.

Stuart Patterson's imported RX7 looked and sounded good, probably the best sounding RX7 around. Allan Conway was out in his very pretty, very original series 2 Lotus 7. The shape of those clubman style cars hasn't changed a lot over the years, except the wheels have grown wider and the engines have developed twin cam shafts and electronic management systems.

Lyndell Tighe showed in her PRB version. What a 1990's interpretation of that classic style can do!

Graham Walker drove a neat and well controlled MGB in spite of having quite a deal of axle tramp problems off the line. Reckon Graham needs a pinch a couple of rear suspension bits off Dad's V8 when he's not looking. That will solve the wheel hopping problem.

Damien Crostin spent the day complaining to Dad that the engine in the vintage KM200 was not revving out enough. So he compensated for the cars lack of top and power by rubbing the exhaust pipe locating springs off on the tyres in the hair pin. ....Twice! So I suppose one will have to invest

in a new set of spark plugs. Damien reckons just because the car is 38 years old, doesn't mean the spark plugs need to be the same age. "Kids! They are never satisfied!!" Roll on the next hill climb. Look forward to seeing you there.

*Richard Croston*

## Fish & Chips to Go ... Very Fast!

Sitting in my favourite chair, gently roasting my toes off by the open fire and looking at the fascinating "Leyburn Rock" trophy, I managed to win at my favourite Historic Motor Racing Event of the year, my mind wandered to fish and chips. One cannot buy fish and chips at Leyburn, anywhere!! On Saturday morning they became the centre of an amusing remark by one of Dean Tighe's pit crew. As the mighty Chevron F5000 crossed the finish line at well over 200 kph then headed down the run-off road toward Warwick, John the pit crew suggested Dean might like to stop off at Warwick to pick up some fish and chips while he was slowing the beast down, after his next run. The F5000 went from 80k's to 214 kph in the distance of about 2 house blocks.

Other reflective gems from the weekend include - that lovable old scoundrel, Carl Stecher has learned a valuable lesson about hay bales. They are not all packed with the same density!! He was hustling his Ford powered Sprite through the chicane when he clipped the first hay bale just enough to make the tufts of hay fly out of their packing. So on the exit, he decided he could be a little more aggressive lessening the clearance ... Boof!!! The left hand guard received a few unwanted ripples. This hay bale had stood its ground.

My old mate Trevor Chappell was there in his unique 1 lt 6 cylinder Morgan. The Morgan



would have to be one of the most original Historic Racing Cars in Australia. Everything is exactly as he used to race it in the 60's, even the paint work, dust and mouse droppings. He has changed nothing except for giving the engine a much needed rebuild over the past 6 years. To all those enthusiasts who looked dismayed at the condition of the old girl ... looks are deceiving, it's still good enough for 51's around Leyburn. Trevor reckons all it needs is a replacement set of Pirelli Cinturato's and she will be just right.

Senior Constable Trevor Mergard, the local Police Officer, who entered into the spirit of Leyburn with such enthusiasm must have clocked more speeding vehicles over the weekend and not issued any real speeding fines than any other fellow officer in the service. As the authorised operator of the Falcon hand held radar, he recorded the vehicles speeding down the front straight.

The terrific atmosphere of the weekend was enhanced by the inclusion of Historic Motor

Bikes. Those big singles and pudding bowl helmets were so special. Not to mention the smell of Castrol R. It was wonderful also to see for the first time, Lynden Cooper in Vince Appleby's Honda Single Seater which still holds a load of Australian Speed records. Jacob Stecher who never gave up the flight to get his Renmax Fiat to run properly. The grin inside his helmet said it all. Isn't it funny how you can see a grinning driver's face inside a full face helmet?

Those that also showed their stuff at Leyburn were big Mustangs, Comaro's, fabulous Ferrari's, Austin Healy's that make you drool, Aston Martin's, Lamborgine's with little chain wire fence marks, intricate Austin 7's and Morgan Aro's. What a fantastic weekend of Vintage Motor Sport. My thanks to the citizens of Leyburn, the Historic Car Club, Bank of Queensland and the many other people who did so much to make it so enjoyable. See you next year!!

*Richard Croston*



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## Historic Log Books

As you are aware, the issuing of Certificates of Description and Log Books for historic vehicles is an extensive process and often a lengthy exercise. Should any members be looking to obtaining Historic Classification of their vehicles, it is suggested that they allow a minimum of eight weeks for the processing and delivery of these documents.

The Historic Eligibility Committee has requested that promoters pay particular attention to entries for their events and not accept entry that is presented without a current log book.

Chris Edwards  
Cams Historic

## Notice: Be Informed! Be Entertained!

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Gain insight, as to why the Day Run has stopped in the middle of nowhere!

Get a UHF CB Radio.

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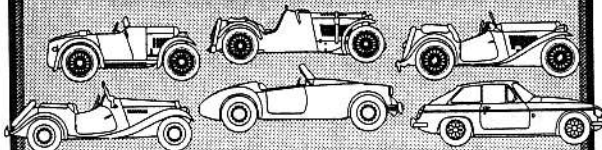
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## Christmas Greetings

Gifts! That's one of the joys of Christmas, either what do I want, or what do I need to buy. Christmas truly is that one time of the year when we think about two things, money; do I have enough? but more important, people.

Certainly loved ones, family and friends have a high priority at Christmas. More than any other time of the year, we go out of our way to visit and share good times. No doubt the M.G. becomes a favourite with young and older relations as they begin to enjoy the pleasure of "open top" motoring.

But spare a thought for those, who for Christmas, is but pain and depression. There are those who through no fault of their own will this Christmas, be without a job. Australia, the lucky country! More and more I hear of those who go without. Maybe next year our club might run an event to highlight those needs and perhaps help in some small way, a few who are not as fortunate as us.

Also there will be the lonely where no gift will be received, because of the loss of loved ones or divorce. For them, Christmas really is a time of despair. Should you know some

one in that situation, may I suggest the best gift you can give them is your time. May I ask that each one of us spare a thought, and if possible, a word of comfort, for those who hurt this Christmas.

And not forgetting that our club is about motoring. Please drive carefully and think about others. No matter what we do, there will still be those who suffer as a result of motor accidents this Christmas season. My prayer is that it won't be any of you.

As you can see, for some, the thought of gifts will be the last thing considered. However, I hope that you and your families and friends truly enjoy the pleasure of giving and receiving many wonderful gifts this Christmas.

Yet, may I remind you that Christmas is about a special gift. The greatest gift was from God, His Son Jesus Christ. That is the reason we give and receive presents. So with that in mind, may I say to one and all, a very happy and blessed Christmas and many kilometers of enjoyable M.G. motoring for the year ahead.

Ken Trudgian - Your Club Chaplain

**Sunday 15th  
March 1998**

Event Secretary  
Joan Appleby  
(07) 3857 1561

**MT COTTON  
HILL CLIMB**



Hill Climb Circuit  
Gramzow Road Mt Cotton

**Action Starts  
9.30 AM**



## Concours Results - Santactuary Cove 10/8/97

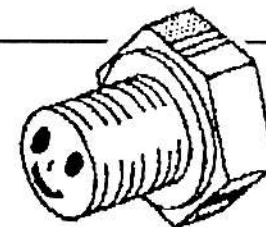
## MG Car Club of Queensland Inc. CONCOURS RESULT SHEET Sanctuary Cove 10th August 1997

Name	Car	Class	Exterior	Interior	Engine Bay	Underside	Mechanical	Originality	TOTAL
Nigel Johnson	J2 34	Pre-war	84	80	90	70	10	90	424
Peter & Delia Rayment	TC Red 48	TC	65	68	45	40	9	78	305
Dino Mattea	A 60	A	90	94	90	85	9	95	463
Brian Barford	A Turquoise 59	A Twin Cam	92	85	95	80	10	90	452
Glen & John Boyce	B Sky Blue 63	B Mkl Pull	55	58	63	42	10	65	293
P. Knight	B 67	B Mkl Push	84	51	60	65	10	40	310
Ian Clifford	B	B Mkl Push	73	79	45	72	9	82	360
John Tait	B White 65	B Mkl Push	73	70	52	54	10	65	324
Graeme Walker	B Blue 67	B Mkl Push	59	51	40	36	10	55	251
Kerry & Paul Strange	B White 69	B Mkl	68	79	68	58	10	90	373
Bruce Mutch	B Yellow 69	B Mkl	60	72	43	55	10	65	305
Phil & Allana Finlayson	B 69	B Mkl	58	46	40	51	10	75	280
Errol Hoger	B Camino Gold 72	BL Mkl	69	65	75	61	7	75	352
Greg Paget	B Camino Gold 71	BL Mkl	91	90	92	84	7	95	459
Ann Stoddart	B 77	B RubNose	71	64	58	57	9	90	349
Neil Mills	BGT Red 67	BGT Mkl	92	86	88	77	10	88	441
John Walker	BGT V8 Red 75	BGT V8	57	67	67	65	10	75	341
Ron Clydesdale	Midget MkII 69	Midget	89	89	90	88	8	95	459
Samantha Rayment	Midget Mkl 63	Midget	75	53	80	80	9	85	382

Outright Winner: Greg Paget MG BL Mkl 71 Note: Different classes are judged by different judges, hence scoring between classes is not related.



## The low down on dirty oil &amp; gossip with Sump Plug



The plug suffered a sleepless night in the Woolshed Bruce Mutch arranged just outside Leyburn this year. 50 calves were being weaned, and its protests proximate to the shed didn't help - but the nocturnal emissions from my room mates were definitely worse!

Several hapless (sleepless) MG men deemed the olfactory assaults more damaging N.B. Sump Plug no longer name names when discussing these delicate issues.

Speaking of Leyburn, the enthusiasm levels were running high, judging by the number of spinners and near spinners - the names this time. Walker Snr. & Jnr., Helen K, Dean T, Edward's R, et al.

Rumour has it Linden Cooper has developed a new sport - the Tummy Toboggan. Apparently, Cooper Jnr has enjoyed the ride of his life on Dad's back whilst Linden slithered down a 'shortcut' off Lamington Plateau.

The Plug's spies have also been at the Queensland Transport Open Day (Mt. Cotton Training Centre) to celebrate 50 years of road safety. During that day, a Danny Mischok look-alike was spotted pedaling somebody else's Escort on the skid pan and our Patron Dick, seconded a Police Car (he declined the General's product and took a Henry) and promptly spun out. Unfortunately for Dick, Miss Australia had a go and didn't and nor did Steve J.

## PS. Bruce won the overall concourse that day in the yellow 'B'

Seen in K.Mart's Automotive Department; a terrific clip-together u-beaut modular plastic oil drip pan, complete with packaging showing it collecting a BIG OILY MESS left behind by - you guessed it - a very pretty MG Midget.

At the November Lakeside Meeting, John Walker discovered one of the keys to successful motor racing ..... never to store your used socks (or jocks) with one's balaclava.

The Plug at the same meeting thought he saw Steve Austin wandering around NAKED. Fortunately he was wearing the bottom half of his flesh tone long johns (but little else) and certainly turned a few heads.

Steve, at the same meeting was called to report to the officials - it was thought that this was on account of the funny hat he was wearing, but there doesn't appear to be anything in the CAMS Manual about this!

Fred Douglas is unlikely to give up smoking after lending his MGB to the QUIT Man (Dr. Ian Corness) and the B immediately took up the habit, apparently as a compensatory gesture!

Bob Mutch has finally collected the trophies due to him from previous Hillclimb victories. A certain Hillclimb Commentator has assured the Plug that next year, when his new open wheeler is running again, Rob won't be winning any more .... And I thought those 'motorcycle engine-in-car' fanatics stuck together!



## 1997 Club Car Nationals Regularities

A very warm weekend greeted our 15 entrants in the 1997 Club Car Nationals Regularity. With 6 MG's, The Sharp Holden, and a variety of other sports cars, we set off in the quest for consistent lap times.

The most outstanding performance of the weekend came from what must be the most regular household in Brisbane. David Miles (SDI Rover) and Rick Miles (TR7) filled the top spots in several of the events. However, a guest appearance from the good Doctor Corness in the Douglas MG may have had him suffering from dizzy spells as he exited "hungry" via the infield.

With so many members in the MG Club, it's a shame only 15 cars faced the starter on the weekend. The event is a 'time trial', where drivers can go as fast or as slow as they feel comfortable with. There aren't any major modifications needed to the cars or drivers to compete. Hopefully we will see a few more cars going round and round at our next meeting in February and enjoying a great weekend!

### Lakeside International Raceway

#### MG Car Club Inc. 1997 Club Car Nationals

### - Practice 8 - Regularity Cars

	Car	Driver	Car	Cap	Fastest Lap
1st	72	David Southgate	A/H Sprite	1300	1:11.73*
2nd	52	Bill Tottey	Mazda RX7	2100	1:11.84
3rd	7	Rick Miles	TR-7	1998	1:12.34
4th	77	David Miles	Rover	3500	1:14.92
5th	19	Frank Moore	Ford	4600	1:17.00
6th	22	Mike Collins	Cortina	1598	1:20.35
7th	40	John Kingcott	MG B	1798	1:21.07
8th	2	John Walker	Sharp	2550	1:21.89
9th	9	Brian Hunter	MG B	1800	1:25.47
10th	69	Graeme Buck	Cortina	1600	1:26.50
11th	16	Michael Lange	MG A	1800	1:27.28
12th	62	David Irwin	A/H Sprite	1400	1:27.33
13th	123	Peter Smith	MG Midget	1275	1:28.70
14th	12	Graeme Walker	MG B	1798	1:28.81



### MG Car Club of Qld.

#### 1997 Club Car Nationals - Lakeside International Raceway

### Provisional Results

Racing ACR State Championship (Event 18 - Final Round)					
	Car	Driver	Entant	Vehicle	Fastest Lap
1st	8	Paul Scott	Paul Scott	Cheeta	0:55.97*
2nd	29	Jason Hannagan	Jason Hannagan	Swift	0:56.96
3rd	7	Michael Olsen	Michael Olsen	Swift	0:56.96

Sports Sedan State Championship (Event 22 - Final Round)					
	Car	Driver	Entant	Vehicle	Fastest Lap
1st	9	Jeff Barnes	Barnes High Perf.	Transam	0:53.61*
2nd	35	Chris Donnelly	Chris Donnelly	Escort	0:57.78
3rd	97	Dan Meneguzzo	Dan Meneguzzo	BMW	0:58.49

1997 Club Car Nationals (Event 26 - Final Round)					
	Car	Driver	Entant	Vehicle	Fastest Lap
1st	1	Roger Hurd	Frederick Krauss	Torana A9X	0:59.15*
2nd	94	Rohan Ambrose	Rohan Ambrose	Mazda RX7	1:00.69
3rd	7	Justin Wade	Justin Wade	Escort	1:00.64

Sports Car State Championship (Event 21 - Final Round)					
	Car	Driver	Entant	Vehicle	Fastest Lap
1st	10	David Barram	David Barram	ASP	0:56.74*
2nd	45	Jeff Vink	Jeff Vink	Centaur	0:57.46
3rd	7	Rachel Smeaton	Rachel Smeaton	Infiniti	1:00.36

Formula V State Championship (Event 23 - Final Round)				
	Car	Driver	Entant	
1st	99	Shane Hart	Gary Jarrett	
2nd	27	Rob McPherson	Rob McPherson	
3rd	91	Edmond Doherty	Edmond Doherty	

Gemini State Championship (Final Round)			
	Car	Driver	Entant
1st	11	Chris Kidd	Henk Woelders
2nd	2	Scott Darra	Scott Darra
3rd	7	Craig English	Craig English

HQ Holden State Championship (Final Round)			
	Car	Driver	Entant
1st	56	Rod Dawson	Rod Dawson
2nd	29	Shane Beikopp	Shane Beikopp
3rd	25	Dale Youd	Dale Youd



## Early Morning Run

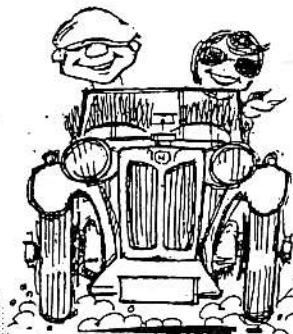
Sunday 1st February 1998

Meet 6.00 am Anzac Park, Dean St. Toowong

(opp. BCC Bus Depot) for a short, curly run to Jolly's Lookout.

Bring BBQ Breakfast

Information: Phone Pat & John Walker (3300 2914)



## 1998 Day Runs

- Sunday 22nd March
- Sunday 21st June
- Sunday 6th September (Father's Day)



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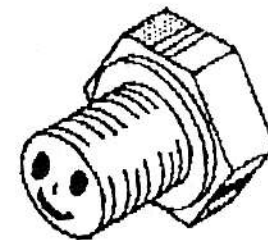
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## The Low Down on Dirty Oil & Gossip



Heard that the Post Office Personnel didn't recognise Ann Thomson in her new V6 Commodore. The chap reckoned that it couldn't be hers because it didn't have any dents, dings and scratches. Even Sump Plug wouldn't be game to say that.

Dean Tighe took his Dad's Chevron to the Australian Hillclimb Championship and came home with a very creditable 2<sup>nd</sup> Outright. Heard he wasn't as happy with this as most of us would have been. Some days the competition is just too good.

Alan McConnell is still up to his old standard. 1<sup>st</sup> Outright at the Australian Motorkhana Championships. Congratulations!! Also heard that there is a new open wheeler Hillclimb Special on the way and should be ready soon. This one could be interesting. Seems that Ian Peters has a hand in this machine.

Paul Strange was seen at the recent Hillclimb with his face bandaged up around his eye. Seems that there were lots of jokes abounding. "Lost your parrot?", When does the wooden leg come?" and the "One eyed outlook on life". Hope all is OK and you'll be your old self again.

Appears that the young layabout Linden Cooper has had to go to work again on a regular basis just like most of us normal folk doing a normal ordinary job. Life is full of tough breaks. Life was much more interesting when he was self employed.

Speaking of self employed - the ex retiree in training John Davies has now become a full time retiree and just too busy doing

absolutely nothing .... Just bludging around. So sad. Also has no money!!! Ho! Ho!

John Boyce - future retiree, but they still want to keep him at work, and Ivan Tighe sat up on the second loop at the recent Hillclimb. Now that would have been the place to have Sump Plug's ear glued to a log and I could have told you what the "Old Silver Fox" has been up to whilst he was in England. Lots of rumours there, but no real facts. Was to run the Kaditcha but it had a blown head gasket and Boyce's had a problem as well.

Dr. Iain Corness has now retired from racing. Appears that longstints at the steering wheel, makes his hands tired. Now I wonder how he goes holding a wine glass. Mmmmm!!!!

Peter Herlihen won the Production Sports Car Award at the recent AHC in his Westfield. I think Peter should get some sort of mediator or position of authority as Westfields have only ever been a production car with a Toyota engine and not a Ford. Well done Peter!!

Steve Austin and Lyndall Tighe will have to stop meeting like they did at the recent LIR Meeting. Seems that Steve did the big spin and Lyndall following must have done the "girlie thing" and spun in sympathy and they had a coming together.

Frank Crazzi driving the Porsche at Mount Cotton visited the "nuts" as most 1<sup>st</sup> timers do.

Now don't you just hate this when it happens to you. Fred Douglas did the obliging thing at the LIR Meeting and lent his MGB to Dr. Iain of "Super B" fame to have a drive



of a "B" at his last race meeting before retirement. So what does the nice Iain do? Proceeds to run the regularity in a faster time that Fred has ever done, but he did try to rip the sump off. Now is this charitable? The Club did present Iain with a tray for his help with the Club over too many years to remember.

Paul Van Wijk needs a map for Mt. Cotton. Seems he keeps turning around (spinning) and heading for the finish. Maybe Sump Plug needs to send him for some instruction. And whilst talking about this young man, he was heard to say that he would like some more competition at the hill in his class because he would enjoy racing against someone else.

Who were those older gentlemen with their heads in the garbage bins at Mt. Cotton.

ferreting for used aluminium cans. I life that tough????

Speaking of tough. How tough?? Hope the little children didn't see tough man Linden Cooper playing at being "THE TORCH". Armed only with his trusty can of WD40 and his cigarette lighter burning the ..... out of the little harmless wasps that tried to turn David Robinson into the face of the Michelin Man.

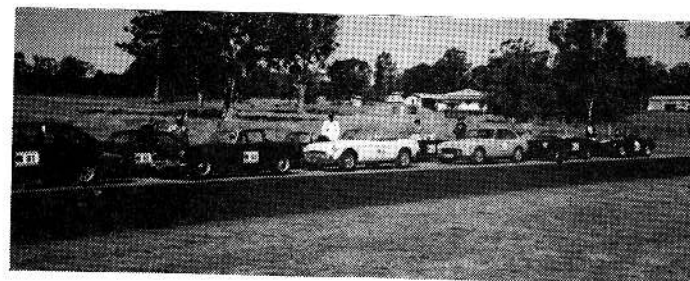
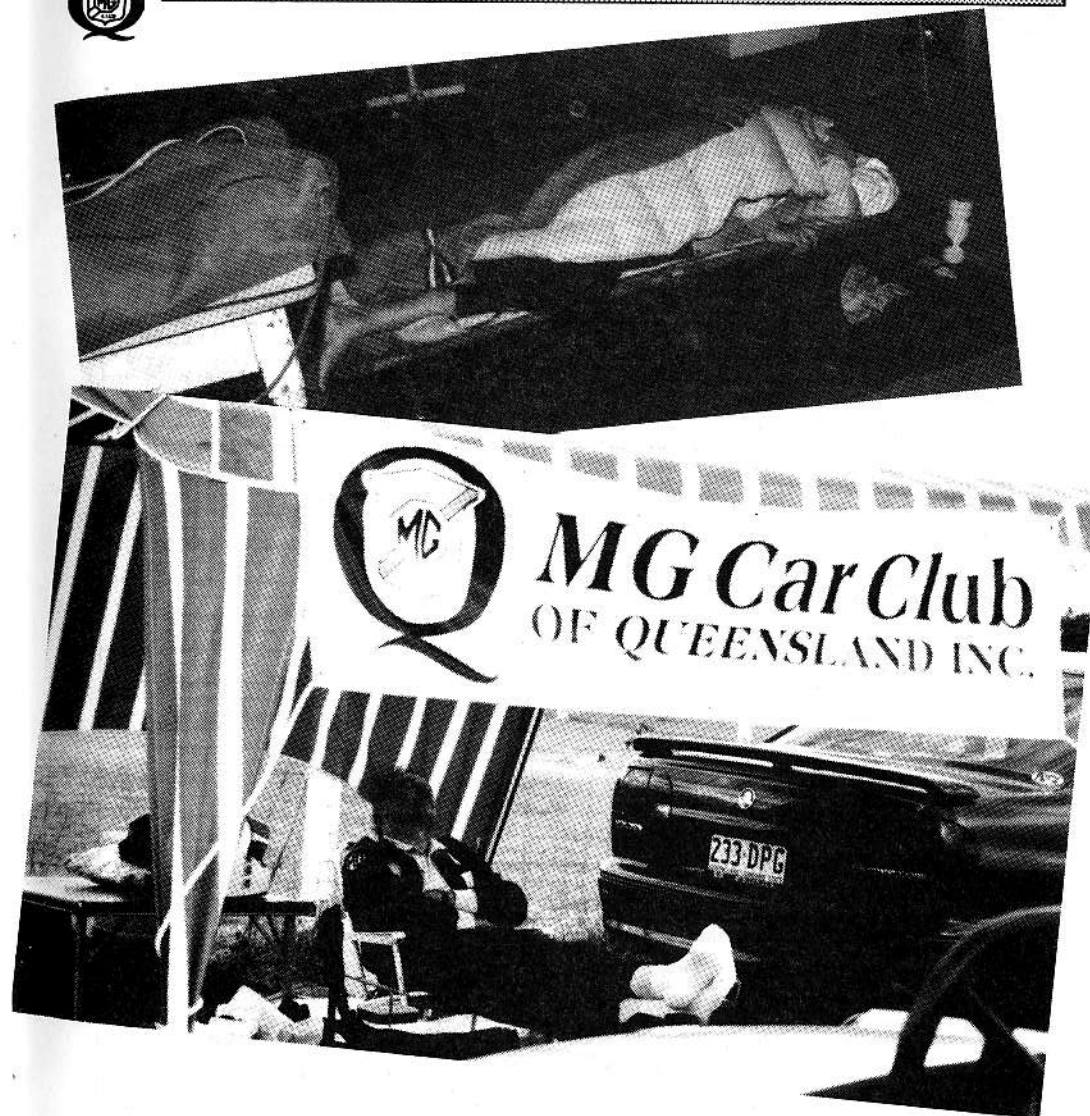
Per Hansen is engaged and will be married in February 1998..... Congratulations!!

Also heard that Father's at Race Meetings have reared their ugly heads again. Seems that sons racing have no problems, but the Dads always seem to have something to complain about. Just sounds like years of old. Come on Dads.....let the kids fight their own battles, but be there to help and support if needed.

### Mt. Cotton Hillclimb Provisional Results 12-10-97

TOP SIX SHOOT OUT					
1	152	ROB MUTIMER	SUZUKI	43.53	
2	44	PAUL VAN WIJK	ZIP	43.68	
3	14	VERN HAMILTON	BULANT	46.48	
4	18	ASH LOW	JMW	47.66	
5	144	SIMON LAKE	AXTELL	48.38	
6	62	PAUL GRAY	DATSUN	49.54	

FASTEST TIME OF THE DAY	DEAN TIGHE	CHEVRON	41.63
FASTEST TIME TOP SIX	ROB MUTIMER	SUZUKI	43.53
MOST IMPROVED	ADRIAN BOYLE	ESCORT	
BEST MG - UP TO 2000cc	GRAHAM WALKER	MGB	61.25
BEST MG - OVER 2001cc	JOHN WALKER	MGB GT V8	50.49
BEST MG OVERALL	JOHN WALKER	MGB GT V8	50.49





## PROVISIONAL RESULTS - MT COTTON HILLCLIMB - 07-12-97 Sht 1

NO	NAME	CAR	Cap	Colour	1	2	3	4	5
<b>RACING CARS up to 1300cc</b>									
144	SIMON LAKE	AXTELL	1052	BLACK	45.52	44.79	45.35	<u>43.95</u>	44.86
4	PAUL VAN WIJK	ZIP	248	BLACK	46.25	44.66	<u>44.02</u>	44.26	44.59
52	ROB MUTIMER	BANDIT	1152	RED	46.77	45.31	44.42	<u>44.04</u>	44.09
152	SCOTT MUTIMER	BANDIT	1152	RED	48.25	46.91	46.49	<u>46.39</u>	47.18
44	CHRIS LAKE	AXTELL	1052	BLACK	48.41	48.22	48.56	47.50	<u>47.13</u>
10	PHILIP KENWORD	TARDIS	500	BLUE	79.47	64.27	62.70	61.67	<u>60.80</u>
<b>RACING CARS over 1301cc</b>									
12	DEAN TIGHE	CHEVRON	6000	SILVER	44/06	42.23	42.21	41.66	<u>41.60</u>
20	JOHN WYNNE	JMW	1870	RED	<u>54.23</u>	DNS	DNS	DNS	DNS
<b>FORMULA FORD</b>									
77	JOHN TETLEY	VAN DIEMAN	1600	WHITE	DNF	54.74	52.19	51.16	<u>50.06</u>
<b>FORMULA VEE</b>									
11	KEN TRUDDIAN	MAKO	1198	GREEN	55.02	54.22	53.78	<u>53.45</u>	DNS
<b>HISTORIC GROUP Q</b>									
57	DAMIEN CROSTON	KM 200	1600	BLUE	50.80	50.19	<u>49.76</u>	50.47	
	Relief: RICHARD CROSTON								51.11
<b>SPORTS CARS</b>									
19	ASH LOWE	JMW	1288	YELLOW	55.46	50.61	<u>48.65</u>	49.34	DNS
119	MATT LOWE	JMW	1288	YELLOW	52.64	52.30	<u>51.02</u>	52.94	DNS
47	JIM PEALL	ANGIA	2000	BLACK	55.09	54.88	<u>54.22</u>	54.90	55.03
62	DAVID IRWIN	AH SPRITE	1400	RED	69.27	61.30	61.34	61.35	<u>60.26</u>
<b>MARQUE SPORTS CARS up to 1800cc</b>									
8	LYNDAL TIGHE	PRB	1598	RED	51.84	50.16	49.81	50.56	<u>49.52</u>
<b>MARQUE SPORTS CARS 1801 to 2000cc</b>									
7	FRED DOUGLAS	MGB	1947	BRG	53.71	<u>53.63</u>	54.11	54.08	53.98
4	GREG FLYNN	ALFA ROMEO 1740	RED		58.78	57.31	56.90	<u>56.41</u>	56.49
71	STUART DOUGLAS	MGB	1947	BRG	55.88	<u>54.93</u>	DNS	58.67	79.63
9	BRIAN HUNTER	MGB	1798	RED	61.64	<u>60.09</u>	65.62	62.39	60.96
12	GRAEME WALKER	MGB	1798	BLUE	<u>60.18</u>	62.39	DNS	60.98	60.96
<b>MARQUE SPORTS CARS over 2001cc</b>									
21	FRANCO CRAZZI	PORSCHE	3400	BLACK	48.97	49.35	49.68	<u>49.22</u>	DNF
64	JON SIDDONS	DATSUN	2450	GREEN	49.91	<u>49.70</u>	49.93	50.00	49.90
2	JOHN WALKER	MGB GT V8	4200	RED	50.93	50.77	51.10	51.53	<u>50.42</u>
4	JOHN GILMORE	PORSCHE	3000	YELLOW	58.10	55.15	55.36	53.83	<u>52.72</u>
240	ALEX MOLOCZYK	DATSUN	2400	RED	54.98	55.00	54.52	55.11	54.03

## PROVISIONAL RESULTS - MT COTTON HILLCLIMB - 07-12-97 Sht 2

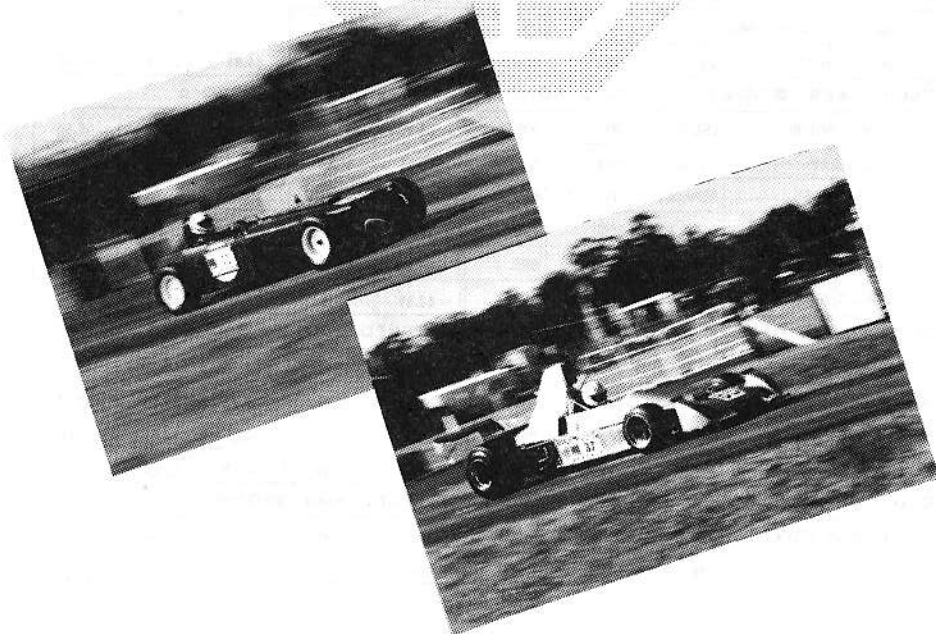
NO	NAME	CAR	Cap	Colour	1	2	3	4	5
<b>GEMINIS</b>									
56	JOHN HEFFERNAN	GEMINI	1584	SILVER	55.67	55.38	55.28	55.08	<u>54.93</u>
69	JOHN NOVAK	GEMINI	1584	ORANGE	DNF	56.30	56.86	55.48	<u>55.42</u>
72	STEVE KEWON	GEMINI	1584	MULTI	55.92	55.77	56.12	<u>55.59</u>	55.80
<b>SPORTS SEDANS up to 2000cc</b>									
19	ALEX COWIE	ESCORT	1998	WHITE	53.00	51.41	51.90	<u>51.34</u>	51.60
58	ANDREW FLETCHER	IMP	998	YELLOW	<u>54.60</u>		DNS		57.59
	Relief: CHRIS ROMANO					68.29		92.34	
10	CAROL JACKSON	HONDA	1600	SILVER	60.99	56.61	56.27	<u>55.66</u>	56.28
68	ANTHONY McLAREN	ESCORT	1998	YELLOW	59.03	58.67	58.02	<u>57.65</u>	57.80
<b>SPORTS SEDANS over 2001cc</b>									
23	PAUL DAVY	VW	2700	BLACK	56.93		55.27	<u>55.11</u>	
	Relief: MAL PARKER					58.14			<u>53.98</u>
123	GREG DALEY	VW	2700	BLACK	62.85	57.06		56.24	<u>55.11</u>
	Relief: MAL PARKER						56.23		
<b>CLUB CARS, STREET SEDANS &amp; ROAD REGISTERED up to 1800cc</b>									
151	JOE TATE	COOPER S	1400	BLUE	53.50	53.32	<u>52.91</u>	53.10	DNS
51	JOHN TATE	COOPER S	1400	BLUE	55.40	<u>54.36</u>	56.03	54.78	DNS
24	ALISON MOORE	ESCORT	1600	GREEN	59.23		66.81	<u>57.52</u>	58.63
	Relief: PETER HERLINEN					58.45			
17	NIGEL PEMBERTON	SUZUKI	1300	BLUE	68.74	<u>66.07</u>	66.81	67.78	66.98
<b>CLUB CARS, STREET SEDANS &amp; ROAD REGISTERED 1801 to 2000cc</b>									
85	DANNY MISCHOK	ESCORT	1959	WHITE	48.72	48.54	48.53	48.52	<u>48.46</u>
62	PAUL GRAY	DATSUN	1998	BLUE	50.51	50.00	49.69	<u>49.45</u>	50.00
21	DENIS CAPLET	RENAULT	1995	RED	56.69	55.84	55.71	<u>55.54</u>	55.89
5	CLINTON PEACE	ALFA ROMEO 2000	RED		58.70	57.91	<u>57.73</u>	DNS	DNS
9	ANDREW NEILSEN	DATSUN	2000	BRG	<u>58.45</u>	58.90	76.64	DNS	DNS
3	CHRIS SLOANE	BMW	1995	GREEN	62.69	61.10	60.12	61.25	<u>58.92</u>
<b>CLUB CARS, STREET SEDANS &amp; ROAD REGISTERED 2001 to 3000cc</b>									
713	MARK MULLIGAN	MAZDA RX2	2354	GREEN	50.38	50.02	49.25	49.13	<u>49.12</u>
63	ANDREW BRETHERTON	MAZDA RX7	2600	RED	52.05	51.29	<u>49.73</u>	50.53	50.07
90	MATTHEW JACKSON	DATSUN	2250	RED	56.91	53.09	<u>51.77</u>	53.42	51.89
9	CHARLES HARRIS	TRIUMPH	2730	WHITE	52.99	52.64	54.49	<u>52.20</u>	52.44
<b>CLUB CARS, STREET SEDANS &amp; ROAD REGISTERED over 3001cc</b>									
75	ANTHONY BEEHAN	TORANA	3300	CHAMOIS	50.75	50.85	49.94	<u>49.91</u>	50.08
76	JOHN JOYCE	P76	4400	WHITE	59.03	59.51	59.25	59.31	<u>58.78</u>



## PROVISIONAL RESULTS - MT COTTON HILLCLIMB - 07-12-97 Sht 3

TOP SIX SHOOTOUT					
52	ROB MUTIMER	BANDIT	1152	RED	44.24
144	SIMON LAKE	AXTELL	1052	BLACK	46.94
85	DANNY MISCHOK	ESCORT	1959	WHITE	47.43
4	PAUL VAN WIJK	ZIP	248	BLACK	47.48
73	MARK MULLIGAN	MAZDA	2354	GREEN	49.94
12	DEAN TIGHE	CHEVRON	6000	SILVER	DNF

FASTEST TIME OF THE DAY					
12	DEAN TIGHE	CHEVRON	6000	SILVER	41.40
MOST IMPROVED					
68	ANTHONY Mc LAREN	ESCORT	1998	YELLOW	
BEST MG Under 2000cc					
7	FRED DOUGLAS	MGB	1947	BRG	53.63
BEST MG Over 2000cc					
2	JOHN WALKER	MGB	4200	RED	50.42
BEST MG OVERALL					
2	JOHN WALKER	MGB	4200	RED	50.42



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