

THE OCTAGON

MARCH 1994

THE OFFICIAL JOURNAL OF THE MG CAR CLUB OF QUEENSLAND INC.
AFFILIATED WITH CONFEDERATION OF AUSTRALIAN MOTOR SPORT

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**MG CAR CLUB OF QUEENSLAND INC
PROGRAMME OF EVENTS**

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
FEBRUARY 1994					
##	26th	Working Bee	Mt Cotton	John Davies	341-6798
	28th	Aust Hillclimb Special Meeting	Clubrooms	Gary Goulding	379-8692
MARCH 1994					
	11th	New Members Night	Clubrooms	John Kingcott	351-6541
##	13th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	25th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
APRIL 1994					
	22nd	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
MAY 1994					
##	15th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	27th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
JUNE 1994					
##	5th	Hillclimb - Qld Championship	Mt Cotton	Joan Appleby	857-1561
JULY 1994					
##	22nd	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
##	24th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
AUGUST 1994					
##	19th	Ironman - Night Run		David Robinson	844-1037
##	20th	Ironman - Sprint & Motorkhana		David Robinson	844-1037
##	21st	Ironman - Hillclimb		David Robinson	844-1037
	26th	Noggin and Natter	Clubrooms 8PM	Ray Edwards	
SEPTEMBER 1994					
	23rd	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
OCTOBER 1994					
##	16th	Hillclimb	Mt Cotton	Joan Appleby	857-1516
##	28th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
NOVEMBER 1994					
	25th	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
##	27th	MG Race Meeting	Lakeside	Joan Appleby	857-1561
DECEMBER 1994					
##	4th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	9th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
NOTES:					
	1/. CLUBROOMS ARE OPEN FOURTH FRIDAY OF EACH MONTH FROM APPROX 8PM.				
	2/. PLEASE NOTIFY PAUL STRANGE (3491400) OF ALL CHANGES, ADDITIONS AND DELETIONS TO PROGRAMME.				
	3/. DATES ARE SUBJECT TO CHANGE. IT IS THE ENTRANTS RESPONSIBILITY TO CONFIRM EVENT DETAILS.				
	4/. PLEASE SEE ALTERNATIVE LIST FOR NON MGCCQ EVENTS. CLUB POINTS WILL BE AWARDED FOR SELECTED INVITATIONAL EVENTS.				

**FROM MY DESK
PRESIDENT/EDITOR**

WELL I CERTAINLY HAVE HAD A BUSY TIME SINCE THE LAST MAGAZINE.

BUSINES HAS BEEN BUSY AND THE CLUB ACTIVITIES SCHEDULE HEAVY,

AS YOU CAN SEE FROM THE REPORTS IN THIS MAGAZINE. I HAVE HAD

SOME HELP FOR THIS EDITION AND OFFERS FOR THE REST OF THE YEAR,

BUT SOME ARTICLES WOULD BE APPRECIATED. THEY CAN BE SUBMITTED IN WRITTEN FORM AND THE WILLING TYPISTS WILL OBLIGE.



DON'T FORGET THE NEW MEMBERS NIGHT ON THE 11TH MARCH. COME AND MEET YOUR FELLOW COMMITTEE AND OTHER MEMBERS WITH LIKE INTERESTS. I'M SURE YOU WILL HAVE AN ENJOYABLE NIGHT.

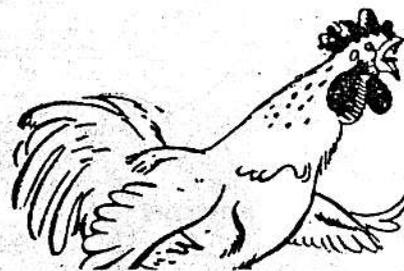
ROLL OUT THE MG OR WHATEVER AND COME ON THE DAY RUN ON THE MARCH. THOSE THAT MISSED THE BREAKFAST RUN MISSED AN ENJOYABLE MORNING. LOOK FORWARD TO SEEING SOME MORE OF OUR SELDOM SEEN MEMBERS.

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.

INVITATIONAL EVENTS AND ITEMS OF INTEREST

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
FEBRUARY 1994					
	26th	Midnight to Dawn		Ralf Schenk - Marque CC	343-8565
	27th	ATCC	Amaroo	na	na
	27th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
MARCH 1994					
	6th	ATCC	Sandown	na	na
	13th	Grass Motorkhana		Carl Stecher - Marque CC	399-5602
	13th	ATCC	Symmons Plains	na	na
	20th	Indy Grand Prix	Surfers Paradise	na	na
##	27th	QMC 1	To be advised	Holden Sporting CC	
	27th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
APRIL 1994					
	1st-5th	National Meeting	Newcastle	John Crane	
	10th	ATCC	Phillip Island	na	na
	17th	Economy Run		David Verna - Marque CC	377-8593
	24th	ATCC	Lakeside	na	na
	24th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
MAY 1994					
##	1st or 2nd	QMC 2	To be advised	To be advised	
	1st	Targa Tasmania	Tasmania	na	na
##	8th	Macleans Bridge (Social)	Mcleans Bridge	Mark Bilson - Marque CC	279-0040
	14th ->	Recco Mountain Rally	Melbourne	Marilyn Henderson	02-8991620
	15th	ATCC	Winton	na	na
	22nd	Race Meeting	Lakeside	QGRA	
	29th	Supersprint		Marque CC	
	29th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
JUNE 1994					
	5th	ATCC	Eastern Creek	na	na
##	12th or 13th	QMC 3	To be advised	To be Advised	
##	24th	Marque Night Run	TBA	Phil Hart	812-3213
##	26th	QMC 4	To be advised	Gold Coast Tweed MSC	
	26th	ATCC	Mallalla	na	na
	26th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
JULY 1994					
	3rd	ATCC	Wanneroo	na	na
	9th&10th	Historics	Lakeside	Historic Racing CC	
##	17th	QMC 5	To be advised	To be advised	
	17th	Bitumen Motorkhana		Mike Ovens - Marque CC	221-4000
	17th	Race Meeting	Lakeside	Lakeside	
	24th	ATCC	Oran Park	na	na
	24th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
AUGUST 1994					
##	7th	QMC 6	To be advised	To be advised	
	28th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
SEPTEMBER 1994					
	4th	Race Meeting	Lakeside	Lakeside	
##	11th	QMC 7	To be advised	To be advised	
##	18th	Concours		Carl Stecher - Marque CC	399-5602
	25th	Race Meeting	Lakeside	QRDA	
OCTOBER 1994					
	2nd	Tooheys 1000	Bathurst	na	na
	8th-9th	Qld Classic Car Touring Rally	Probably New Farm Park	John Thompson	832-0242
	9th	Aust Motorkhana Champ	Mangalore Airport		
	16th	Aust Hillclimb Champ	Collingrove		
	16th or 30th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	23rd	Race Meeting	Lakeside	Lakeside	
NOVEMBER 1994					
	13th	Aust Grand Prix	Adelaide	na	na
##	??	QMC 8	To be advised	To be advised	
	27th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
DECEMBER 1994					
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TRAFFIC LIGHT DERBY - DRIVERS MANUAL

Fotheringham - Symthe is the sort of bloke we all meet at some stage in our motoring life. He is the type who roars up in a gleaming snorting K3, slaps you on the back and exclaims: "Found it is a barn old son, entirely original and racing history as long as yer arm. Only paid fifty pounds, put is some petrol and away she went, goes like a bomb!". And away he roars, spinning dirt into the open door of you down to heel 'used daily'. But don't be dishearted, you too can churn up the dirt, or at least appear to!

First the engine, the power and size are unimportant, it is the noise that counts, so away with the quietly purring exhaust and seek the noise with the built-in crackle. Perfectly simple to obtain, just pick up a few odd pipes and experiment. Having achieved the correct burble, turn your attention to the general appearance of the car, is it truly sporty? If not, remove the wings, running boards, screen, hood etc: cycle type wings are essential. Not too much coverage, you want to see the tyre treads from the rear.

Bright red paint is the most spectacular, with large mat black circles on the doors being a must. To complete the transformation, an external hand brake lever is a most impressive accessory. It is essential for it to have a large, loud, ratchet for full effect.

Now for a trial run, equipped with helmet, goggles and of course, a flying jacket. Find yourself a set of traffic lights and position yourself about two hundred and fifty yards back along the road to wait for a modern sports job!

When he arrives at the lights, which are on red, follow as noisily as possible and pull alongside, in the outside lane naturally.

You apply the outside brake with an accomplished heave and watch for the change to green. Allow yourself a look at the car alongside, but only for a brief superior moment.

At the green you release the hand brake and roar away, the sports job on your left will not dare shoot ahead for fear of a collision, and in any case they are a bit overawed by your noise and appearance. The big secret is to change up into second with no visible body movement, and no interruption in your audible crescendo. Your adversary will then think you are in first gear! If he is still with you at the limit of the false first, you had better come clean and make the next change obvious, with a few blips on the throttle thrown in.

After that he should slow down and let you get away; but if he does not a novel propaganda accessory must now be introduced; this is an ex-barge, bilge pump, which need not be connected to anything, so long as the brass handle is visible. You reach forward now and pump vigorously at this, while, simultaneously (somehow) doing a final, secret, yet audible change into top. **SUPERCHARGED!**

The staggering psychological effect of this upon the driver of the sports job, should put you way out in front. If he is strong-willed, he may persist, in order to save face, and preserve the good name of the margu, you must now arrange for a convenient right-hand turning to appear (a long gravel drive leading to a large house is very effective) and with a wave of your hand (individual preference of gesture, permissible) slow down and turn off with a great flourish of exhaust.

AN EVENING WITH THE STARS

TROPHY DINNER REPORT-12 FEBRUARY 1994

The dinner this year was held at the QLD Cricketers Club in Brisbane. It was agreed by all to be an excellent choice of venue for the clubs gala event of the year. As one stood on the balcony gazing out at the hallowed turf known as the Gabba you could feel the history. Stories were exchanged between members of past glories as schoolboy cricketers. Most agreed that if not for cars they too could have been out there with Border and the boys. President David Robinson made the opening address and welcomed members and friends to enjoy the evening and made mention that the club is entering into its 40th year having been formed in November 1954. Special mention was made of Rosine Jewels who was celebrating her birthday on this very night. Also acknowledged was a member who generously donated six bottles of vintage red wine as prizes for members. A total of fourteen perpetual club trophies, six special awards, and three hillclimb trophies were presented to winning members.

The special awards were a mix of fun and the more serious. President David Robinson received a **Plastic Babies Hammer** to help him keep more control during committee meetings. Peter Tighe was given an **MG apron** to wear whilst he is cooking on the BBQ and not looking after the two driver Team Magnette Aust. Jeanne Robinson received a **Bouquet of Flowers** on behalf of all the ladies who help make the hillclimb canteen run. All drivers thank Jeanne and her team from the top of our helmets to the tips of our boots. Ken Freeburn was named the **Worlds Best Salesman** for his efforts selling raffle tickets at the race meetings. Lyndon Cooper was given the **Best Starters Award** for smashing diffs and axles on the start lines. John Davies was presented with a pair of special **Red Mist Driving Glasses** for his use during this years hillclimb season. Paul Van Wijk was presented a certificate for breaking his class record at Mt Cotton hillclimb. Ivan Tighe was awarded entry into the **Under 40sec Club** for Mt Cotton hillclimbing.

A standing ovation was given for Joan Appleby when it was announced that she had been awarded **life membership**. Many thanks go to Joan for the lifetime of work and effort she has put into MG Car Club of Qld.

The first of the perpetual trophies was the **Concours Trophy** which was won by Greg Paget who drives an MGB. The trophy awarded to T Series vehicles was a close battle between the father & daughter TC team of Samantha & Peter Rayment, Both finished on equal points to be equal winners. Another close battle was the competition for the **Ladies Trophy**, Samantha Rayment(TC&Midget) was the winner beating Pauline Graham(Datsun1600) and Kerry Strange(MGB). The **Night Run Trophy**(formally Trials now Closed Touring Assembly) was a tooth & nail fight between the past and the present, the winner being Phil Hutchinson(Honda Integra) just pipping Peter Tighe(Magnette). The luckless David Robinson did a good job in winning **The Navigators Trophy for Night Runs** whilst strapped into the flying Magnette. A variety of cars were locked in battle for **The Speed trophy**, only two points separated the top three at the seasons end. Ken Freeburn(Cortina-app J) won.

The top three places in **The Marque Speed Trophy** were all filled by the MG marque, another second year in succession winner was Barry Smith(MGB) closely followed by John Walker(MGA) and Paul Strange(MGB).

Two motorkhana trophies were presented, the first for **Outright Club Honours** went to Allan McConnell(MiniSpec). Paul Strange(MGB) went one better this year to win the **MG Motorkhana Competition** fending off Peter Tighe(Magnette) and Peter Rayment(Midget). The **Rally Trophy** was easily won by Dean Tighe(Nissan) with good performances at both state and national level. The **Racing Drivers Trophy** is for MG club members who compete in the two race meeting promoted by MG. At the seasons end two drivers were equal winners-Stephen Pocock(F/Vee) & Greg Fahey(F/Ford). Thanks must go to Greg for his generous offer of a day in a Formula Ford at his racing school. This award is to be won by a club member who competes in basic club level events only(must be under 30yrs old). What a great incentive to do well in the up coming season. John Davies was crowned **1993 QLD Hillclimb Champion**. Well done John, good luck on your next title chase.

Another popular award made on the night was to **Ann Thomson** who received **The Centre Achievement Award**, Ann has put in many years of behind the scenes work to help the club keep from running off the rails. Thanks Ann for all your time and commitment to MG car club of Qld.

The final two trophies awarded went to **Peter Tighe** who had a very strong season in all forms of competition. Peter put Joan Applebys MG Magnette through more than one would expect it to be able to cope with, even with the second string driver being so rough on machinery, old maggie didn't miss a beat all season. **The Best All round and Best MG Trophies** are for all point scoring club events and Peter was the clear winner of both awards. Well done Peter on a top effort.

All up it was a relaxed and entertaining evening which was enjoyed by all. Thanks to **Kerry Strange** for her efforts in organising such a top evening. Thanks go to **Keith Cause** for being official photographer.

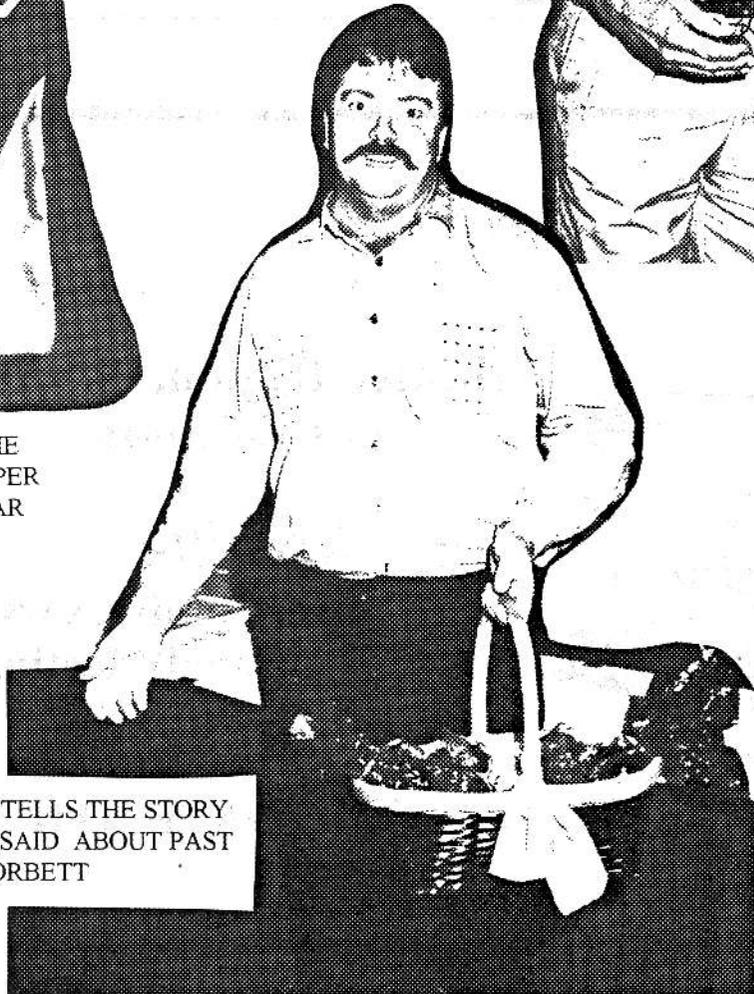
See you next year.



PETER TIGHE
HOUSEKEEPER
OF THE YEAR



JOHN DAVIES WITH
HIS 1994 SECRET WEAPON
"RED MIST GLASSES"



IT IS SAID A PICTURE TELLS THE STORY
WHAT MORE CAN BE SAID ABOUT PAST
PRESIDENT TERRY CORBETT



SUPER SALESMAN
KEN FREEBURN
COULDN'T HELP
HIMSELF.

SURPRISE! SURPRISE!

SURPRISE! SURPRISE!

I must congratulate Kerry and Paul Strange for the organisation of a great venue for the presentation of trophies. Food was excellent, company was great and atmosphere (with no extremely loud music) was good.

Presentation of Trophies really gave me a great laugh and I really enjoyed seeing some of our members being sent up. Photos really were good and expressed the mood of the night.

My greatest surprise came when David announced that I had been made an Honorary Life member of the Club. I am sorry I couldn't speak on that night, but emotion was running high and I just could not have spoken. I just wanted to say how proud I am that I have been chosen for this honour and I hope that I can still do a lot more for the Club. As Peter Tighe put it "This means that we expect 10 years more work from you".

I have always been very proud of being a member of the Club, and I have always enjoyed working for it. I told somebody once that they could pick on me if they liked but they couldn't pick on the Club. I hope that I shall be around the best Club in Queensland for a long time yet.

Joan Appleby



Hunter Region, N.S.W.

1 - 5 April, 1994

MG '94

**25th Silver Anniversary
MGCC National Meeting**

CLOSING DATE 4TH MARCH

Norris draws first blood at Panorama

QUEENSLAND'S BILL NORRIS (MGCC) DREW FIRST BLOOD IN THE OPENING ROUND OF THE 1994 NSW HILLCLIMB CHAMPIONSHIP AT MT PANORAMA BATHURST ON SUNDAY THE 12th FEBRUARY DRIVING THE HAWK MK2.

SATURDAY'S PRACTICE ON THE MOUNTAIN BECAME DIFFICULT DUE TO THE ONSET OF STEADY RAIN. BILL NORRIS AND PER HANSEN (MGCCQ) OPTED FOR THE USE OF NEW WET TYRES WHICH THEY PUT TO GOOD USE ENDING THE DAY WITH THE FASTEST TIMES.

SUNDAY DAWNED FINE. MUCH TO THE RELIEF OF ALL COMPETITORS, THE TRACK LACKED GRIP EARLY AND DID NOT IMPROVE AS THE DAY WENT ON. A LOT OF WORK WAS PUT IN BY THE HAWK TEAM WITH ADJUSTMENTS TO SHOCKS, WINGS, GEARING AND TYRE PRESSURES TO BRING THE HAWK UP TO SPEED AND FINISH FASTEST CAR OF THE DAY.

AFTER 5 TIMED RUNS BILL NORRIS HAD WON THE F/LIBRE 1300-2000CC CLASS, ALSO FINISHING WITH THE FASTEST TIME OF DAY (F.T.D.) TO WIN OUTRIGHT AHEAD OF NSW DRIVER PETER FINLAY. PER HANSEN FINISHED THIRD IN CLASS AND TIED FOR SIXTH PLACE OUTRIGHT. BOTH BILL AND PER CONTESTED THE TOP TEN SHOOTOUT WITH BILL FINISHING ON TOP AGAIN TO WIN THE SHOOTOUT. PER IMPROVED TO FINISH IN THIRD PLACE.

THE MAIN OPPOSITION CAME FROM THE CURRENT N.S.W. HILLCLIMB CHAMPION PETER FINLEY IN A SUPERCHARGED MAWER F/FORD AND CURRENT CLUB TRACK RECORD HOLDER DEAN SANDERS IN A SCEPTRE V8. A DRIVER TO WATCH OUT FOR IN THE FUTURE WILL BE 15 YEAR OLD BEN MORLEY DRIVING A HAWKE LOTUS. THIS IS BEN'S FIRST YEAR IN HILLCLIMBING AND DID VERY WELL TO FINISHING SECOND IN HIS CLASS AND FIFTH OUTRIGHT.

RESULTS.

1 BILL NORRIS	HAWK MK2	26.06
2 PETER FINLEY	MAWER S/C	26.99
3 DEAN SANDERS	SCEPTRE V8	27.04
4 RON HAMMOND	ELFIN ROTARY/TURBO	27.32
5 BEN MORLEY	HAWKE LOTUS	28.10
6 PER HANSEN	HAWK MK2	28.11
6 STAN POBJOY	VW SPECIAL	28.11
7 MEL MCKENDRY	ESCORT RS1800	28.59
8 STUART INWOOD	TORANA A9X	28.91
9 BRUCE POLAIN	RENMAX S/C	29.20
10 WAYNE BURDEN	TORANA XU1	29.42

A TOTAL OF 60 COMPETITORS CONTESTED THE 19 CLASSES AND BY ALL REPORTS EVERYONE ENJOYED THE WEEKENDS RACING.



From the winning Hawk Racing team (left to right) Per Hansen, co-driver, and Bill Norris, with Event Director, Bill Nightingale, and Assistant Event Director, Ian Hill, after the Hillclimb yesterday.

Queensland in first round win

Queensland was the winning state yesterday as 60 competitors battled it out at Mt Panorama in round one of the NSW Hillclimb Championships.

After a practise run on Saturday, the competitors, some having traveled from as far away as Queensland, drove in a clockwise direction along Conrad Straight, through the Esses, finishing at Castrol Tower.

Brisbane motor mechanic, Bill Norris, had the fastest car on the day with a time of 26.06 seconds in his Hawk NK2.

Second outright place went to defending NSW State Champion, Peter Finlay, who clocked a time of 26.99 in his Mawer 004S/C.

Close behind in third position with a time of 27.04 seconds was Bathurst driver, Dean Saunders. Saunders drove a Sceptre.

In the official round each car had four runs with points going towards the NSW championships.

Once the runs are completed the fastest ten cars competed in the Top Ten Shootout where they each had one run for extra points.

The day was incident free with the exception of Larry King's misfortune when his new Nissan Pulsar ploughed into a cement wall in the Dipper.

Bathurst is one of nine rounds in the championship which will see competitors racing at Amaroo Park, Oran Park, Parkes, Tamworth, Grafton, Raymond Terrace, Newcastle and Dapto.

LAKE COOTHARABA & GREMLINS!

WHOOOPS! WE MEAN LAKE COOTHARABA WEEK-END

Some went for the week-end, others just for the day, either way both lots of club members enjoyed their excursion to Booreen Point and Lake Cootharaba late last year. Though ...we're not too sure about the gremlins ...

For those of you who have never been to Lake Cootharaba you don't know what you've been missing. Located to the north-east of Cooroy and to the north-west of Noosa on the Sunshine Coast, it is an ideal week-end venue. A place where you can put your feet up and do absolutely nothing and no one cares.

In the light of the early mornings and just before sunset the beautiful white paper-barks (Melaleuca) with their gnarled and knotted roots dangling like long toes in the water, reflect in the still tannic waters, like ghosts in the night.

The camping area is idyllic for the summer camp, with plenty of shades. One can virtually erect your tent right on the water front and almost join the paper-barks in the art of dangling toes in the water.



The camping area, the tea trees, the lake and the reflections.

With this picture of tranquillity in our minds the Kingcotts, the Rayments plus David Lake arrived mid morning on Saturday and proceeded to make camp.

The tents were erected. The folding tables unfolded. The easy chairs out. The camping lights pull out in readiness for the night. The airbeds were about to be blown up when John said to Helen --- "There should be a bung in this packed shouldn't there? Or have you taken it out?" "No..." says Helen "I haven't opened it since I bought it from the shop???" Dead quiet...

The air went blue, the gremlins had struck.

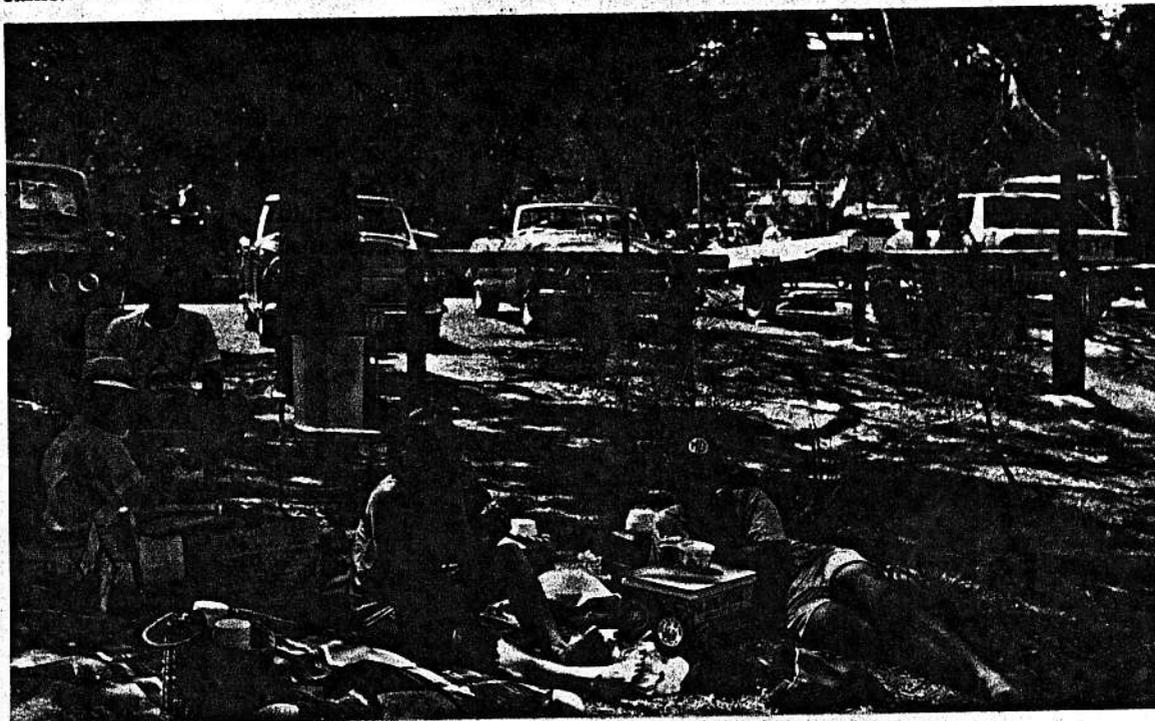
Said John "How in the heck do they expect you to keep it up without a bung!!!"

WHAT TO DO!

Needless to say the mattress blowing-up exercise didn't go any further as quietness prevailed over the camp site, in case any suggestion might bring on another attack of blue air.

To take his mind off his bed or lack of it, it was suggested that the boys get the catamaran ready for action.

As Helen and Delia made ready with an early lunch, they exchanged ideas of creating a bung for the air bed. One good suggestion, which they happened to be discussing when the camp caretaker came by, was to take themselves off to "the local" and buy whatever was necessary to procure a cork --- the contents of the bottle being unimportant, as long as John was made happy. But they both agreed that they couldn't let the contents go to waste all the same.



Enjoying lunch by the Lake - are the Walkers (L) and the Stranges (R)

After lunch, the Whites from Gympie joined the group with their catamaran and a good few hours of sailing was had by all. With, you guessed it, much challenging between the two 'cats'. Other water craft used by members consisted of a couple of canoes loaned by the Stranges. One had to be selective as to which one, one sat in otherwise one was likely to get stuck as one was really only made for children or very slight people.

Come mid-afternoon and the girls wandered back to the tents to make afternoon tea, only to find on their camp table several corksthe gremlins had been listening!

Thankfully the day (or rather night) had been saved, for one cork fitted, with a little work from John. He could now sleep comfortable for the night. The caretaker had obliged -it would seem.

That evening some of us partook in a barbeque on the banks of the lake just as the sun was setting ... beautiful! Very romantic! Whilst others checked out the local cuisine at the lakeside restaurant, which from all accounts was good fare and can be recommended to future diners.

After an evening stroll around the village we decided to head back to our camp, where we hoped to finish the day off nicely with tea and damper. The damper being supplied by some friendly camping neighbors, who had found that they had cooked far too much for their consumption, and damper being damper felt it should be shared whilst it was still hot. This we in turn shared with some friendly local possums.

In a far off distant corner of the park singing could be heard but otherwise everything was still, peaceful and quiet. So peaceful and quiet that we all decided to call it quits for the night and all rolled into our tents.

But... an hour or so later, just as John had a good snore up, the gremlins were at it again... we were rudely awakened by car doors banging, and sliding ones opening and shutting, music and singing at high volume, whilst in the background some chap ranting on about his life story in an even higher volume to be heard above all the other din. The Christian group that had been singing elsewhere in the park had come back to their own tents...but instead of going to bed they decided to continue their activities just outside our tents for several more hours!!!

LAKE COOTHARABA & GREMLINS!

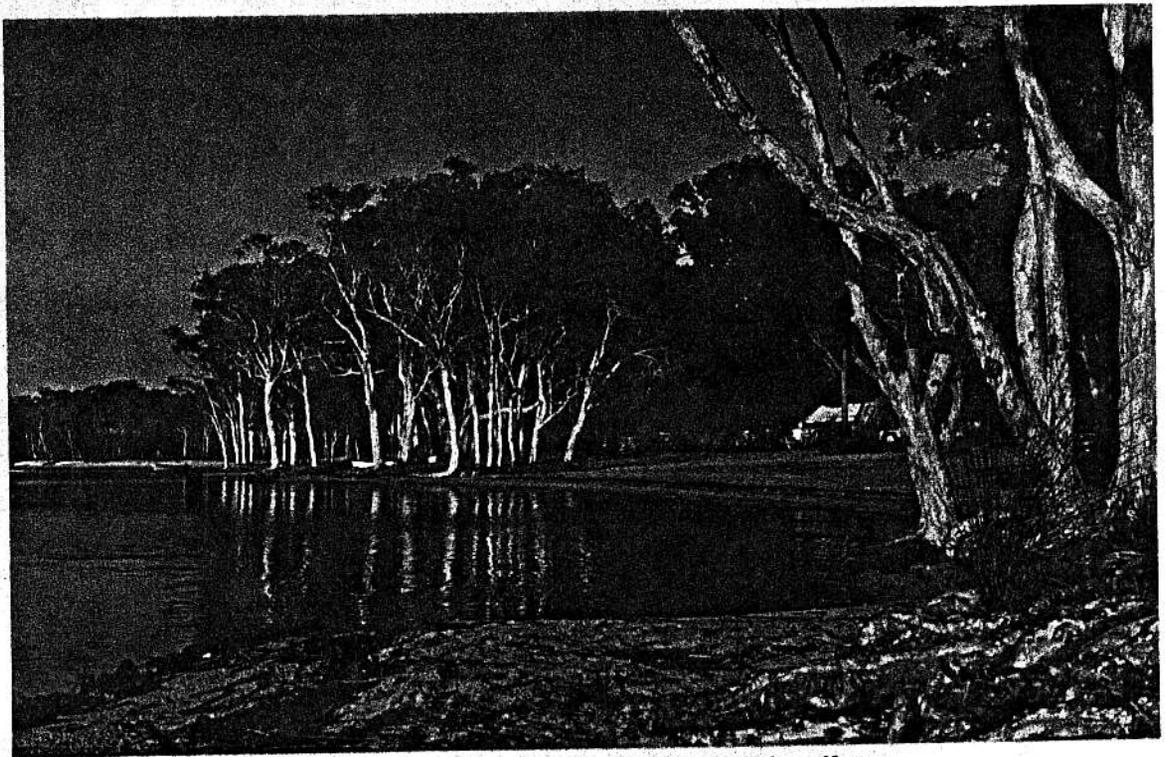
WHOOOPS! WE MEAN LAKE COOTHARABA WEEK-END

Some went for the week-end, others just for the day, either way both lots of club members enjoyed their excursion to Booreen Point and Lake Cootharaba late last year. Though ...we're not too sure about the gremlins ...

For those of you who have never been to Lake Cootharaba you don't know what you've been missing. Located to the north-east of Cooroy and to the north-west of Noosa on the Sunshine Coast, it is an ideal week-end venue. A place where you can put your feet up and do absolutely nothing and no one cares.

In the light of the early mornings and just before sunset the beautiful white paper-barks (Melaleuca), with their gnarled and knotted roots dangling like long toes in the water, reflect in the still tannic waters, like ghosts in the night.

The camping area is idyllic for the summer camp, with plenty of shades. One can virtually erect your tent right on the water front and almost join the paper-barks in the art of dangling toes in the water.



The camping area, the tea trees, the lake and the reflections.

With this picture of tranquillity in our minds the Kingcotts, the Rayments plus David Lake arrived mid morning on Saturday and proceeded to make camp.

The tents were erected. The folding tables unfolded. The easy chairs out. The camping lights pull out in readiness for the night. The airbeds were about to be blown up when John said to Helen --- "There should be a bung in this packed shouldn't there? Or have you taken it out?" "No..." says Helen "I haven't opened it since I bought it from the shop???" Dead quiet...

The air went blue, the gremlins had struck.

Said John "How in the heck do they expect you to keep it up without a bung!!!"

WHAT TO DO!

Needless to say the mattress blowing-up exercise didn't go any further as quietness prevailed over the camp site, in case any suggestion might bring on another attack of blue air.

No -we had done a WD (wrong direction) back a bit, so here we were all doing Uies in the dirt -dust going everywhere and not only was there 4 or 5 MGs but about half a dozen other hangeroners who had followed us. It's a wonder we came out alive from all that shomozile. as by now you guessed it -it was dark..

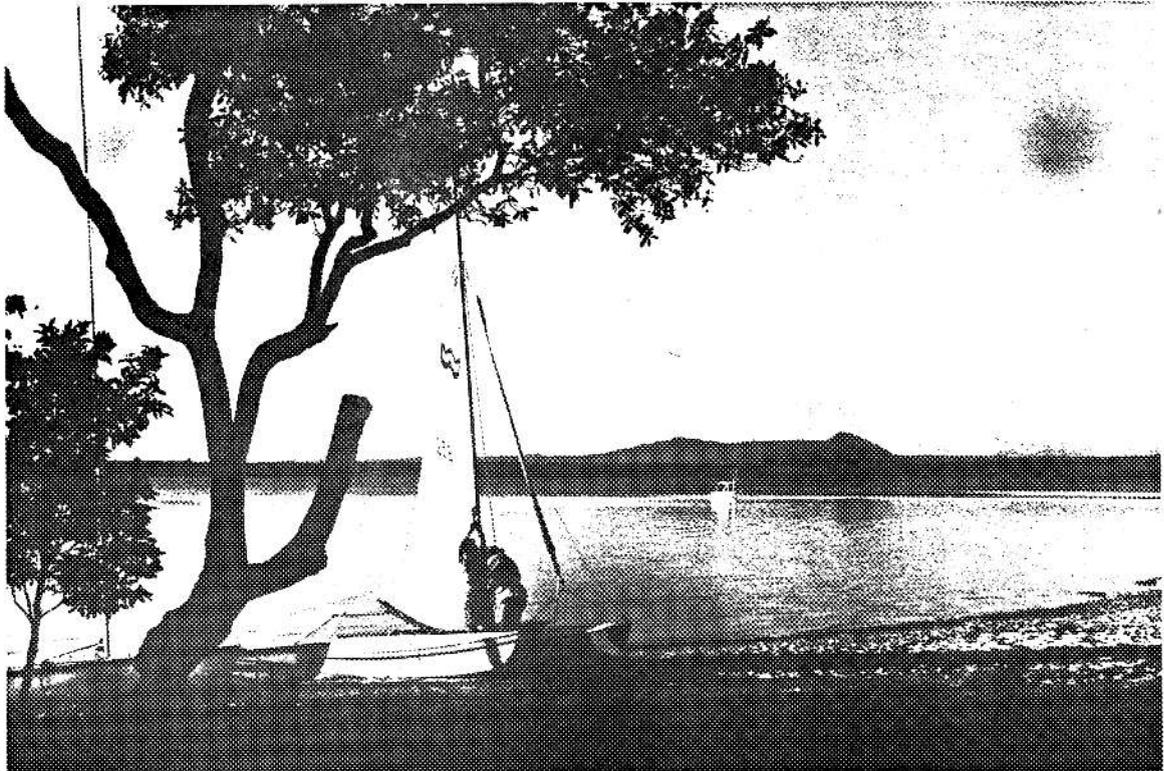
Anyway to cut a long story short we all managed to find our way back to the old highway and after a couple of minor hold ups.all safely arrived home. except....the gremlins had struck again! Arriving at Kingcotts' house to unload their stuff from our trailer it was found that the little beasties had made the Utilux fitting jump out of it's socket and it had committed suicide on the road back home. We gave it the last rights there and then.

Thanks to all of you who came - it was a beaut week-end,despite the gremlins. Let's make it an annual event?? Did I hear a YES.!

Oh! What was that weird rumbling could it be the gremlins.....

Delia Rayment

(P.S. One thing potential visitors should know about the Lake and this is that it is very shallow for most of its area, though you will find deeper areas towards the eastern side and the channel which is in essence the Noosa River. It's ideal for families and for all small water craft -in particular sail craft.)



Pagets' 'cat' being readied for a hard days sailing, on Lake Cootharaba



NEW MEMBERS

THE COMMITTEE WOULD LIKE TO WELCOME THE NEW MEMBERS OF OUR CLUB AND HOPE TO SEE THEM AT OUR FUNCTIONS.

CHRIS MADDEN
RODNEY CLARK
PAULINE KEIGHTLEY

ROGER BROWNING
HOWARD DEWHIRST
TREVOR LLEWELLYN

JEFFERY CAMERON
JOHN GAFFNEY
ROBERT RUBIS

BREAKFAST WITH THE BIRDS

On Sunday 30th January at an unrespectable hour of 5.30 a.m. when all ordinary people are tucked snugly into their beds the first motoring event for 1994 was about to commence. As the first hint of dawn broke and a pink tinge hung low in the eastern sky to welcome the beginning of a new day an assortment of vehicles comprising the Marque Sports Car Club started to assemble at Mt. Coot-tha adjacent to the Botanical Gardens.

In the cool crisp of the morning and more rain threatening the more adventuresome rolled up in their open sports cars. If you have not attended the annual early morning breakfast run, you are missing a great day.

With an assortment of Healey's, MX5's, Triumph's, Datsun z's, Porsche's and MG's and after a bit of a chin wag a voice bellowed out and informed the gathered mass that the BBQ's at Jolly's Lookout had been lit.

As drivers and passengers scurried to their cars the convoy of approximately 30 cars headed out. Being stuck behind a couple of Z's I am sure they will not win the Ironman Navigation Trophy as they took several wrong directions and finished up in dead end streets, you lose 5 points for WD's in Motorkhanas. The convoy looked impressive as it wound its way along Waterworks Road and attracted a lot of attention from people going for early morning walks and then up the mountain to Jolly's Lookout.

With the pace being set the group of cars I was between raced past the turn off to the picnic area and as I did a U-turn at Mt. Nebo, I could still hear the throttles of several Datsun Z's and Porsches heading across the mountain towards Mt. Glorious.

Upon returning to the picnic area I was to find that the rest of the MG Cr Club contingent had arrived. About 20 minutes later the remainder returned from Mt. Nebo and beyond. Well, it was a nice morning for a sprint and to clear the cobwebs from the carbies on a beautiful scenic winding road.

With the BBQ's roaring, and the mist lifting from the valleys below, and with the smell of bacon cooking over an open fire a hearty breakfast was had by all, with the kookaburras and Magpies after the spoils. You had to watch the kookaburras as they tried

taking the bacon off the hot plate before you had a chance to cook it.

Those to attend from MG and gaining their first competition points for the year were:-

Ray Edwards and Sue Summers in an MGB
John and Pat Walker in a MGBGT (on its first outing)

John and Lorraine Hornabrook in an MGB

Jacob and sister Delia Stecher in a Sprite

Alan White in an MGB

Peter and Delia Rayment in the MGTC

Janelle Guttormsen and Yvonne Pollock in a Midget

Peter Tighe, David, Jeanne and Kimberley Robinson in the Iron Lady (Maggie to all)

John and Dominique Crane in an MGB

If you are a member of MG and you attended and your name is not listed above, contact Club Captain Peter Rayment.

As the morning was still young and after a hearty breakfast a small convoy of MG's headed for Mt. Glorious looking for Sunday markets but there were none and so down the mountain to Samford. Here our convoy divided and Dominique and I with Ray and Sue clearly visible in the rear vision mirror went to the Pine Rivers Historical Village via Dayboro and Petrie.

The girls went looking at hand made jewellery, while Ray and I went to explore a large shed with a big smoke stack sticking through the roof. After spending nearly an hour looking at machinery that was steam driven that included pumps and band saws, we then went looking for the girls. After a cool drink of homemade ginger beer, and a loaf of bread from the wood fired ovens under our arm, it was home for lunch.

Those of you who missed this unique opportunity to breakfast with the birds on a cool fine morning in January preferring to stay snuggled up in your beds, mark it down on next year's calendar as a must to attend.

A special thanks to the Mazda MX5 club for rising in the dark and having the BBQ's fired up and waiting for our arrival.

John and Dominique Crane.



By the light of the silvery moon a group of anti-motion banded navigators and their glazed eyed drivers, both young and old, had assembled for this years first touring assembly on Friday 28th January. The club magazine made a list of items needed but little be known that one's sense of fun and adventure would begin as teams tried to hustle into the club rooms. Nash Street was littered with a variety of MG's , Porsche's, Alfa's, Datsun's and other marques. No longer are the club's night runs a small gathering of Friday night groupies. It appears words got out and the night runs have extened beyond the group of regulars to an entry list of 24 cars.

The three sectioned run took teams through suburbs such as Bardon, The Grange and Hamilton Heights. Each section flowed succinctly into the next with many meeting in the Hamilton Heights area. The small twisting roads brought out the 'boy racers' in many drivers. Just ask any of the residents on Grays Rd. Thankfully no body drove down the stairs at the end of one narrow street.

Reported antics included Peter Tighe being reported as having his illustrious navigator David Robinson for sale or trade in after David was unable to get him and the Magonette (Maggie) to the first section. The Golden Children (Phil and Chris) missed part of a question. Reasons why? Well, rumour has it that on past occasions Chris's glasses have fogged up due to the air conditioning so he claimed. Perhaps it has happened again?? The Rayments diced the Hamilton Heights section with Peter Hayes and partner in crime. No divorces known and no marriages confirmed.

If this years first night run was to be noted for being a 'uncomplicated' run it was the interesting results which made it comical. Winners of the night run were none other than the Golden Children (driver Phil Hutchison and navigator Chris Lake) in their 4 wheel drive, air conditioned, you name it , it's got it Honda Intrega. *(This horse needs to be watched for 1994. Ed)* But to share the lime light were Robert and Danielle Hawley driving Alfa. Second Andrew and Michelle Lake (Corsair) accompanied by Phil and Gail Hart (Porsche). Readers, please don't be deceived by this emerging patterns third place honours where shared between three teams. Overall the night run was a success and with many thanks to Barry, Brad and Michelle Smith for setting the run. Hope to see you all on March 26th for the next one.

FOR SALE FOR SALE FOR SALE FOR SALE

**SINGLE AXLE TRAILER, DURA-TORQUE SUSPENSION. OVERRIDE BRAKES.
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Inertia

INTRODUCTION

All racers know that a car will faster if its weight is reduced. Less weight increases acceleration with the same driving force. (Note: If we measure acceleration with G-forces, there is no need to convert weight into mass.)

$$\text{Acceleration} = \frac{\text{Force}}{\text{Weight}}$$

$$\text{Weight} = \text{Mass} \times \text{Gravity}$$

Example: Find the acceleration of a 3000-pound car that has 300 ft.-lb. of engine torque, a 5:1 ratio, and rear tyres with 13.5 inches of static radius. We can find the force available to accelerate the car by:

$$\text{Force} = \frac{\text{engine torque} \times \text{axle ratio}}{\text{rear tyre static radius}}$$

$$F. = \frac{300 \text{ ft.-lb.} \quad 5.0 \quad 12 \text{ in.}}{1 \quad \text{ft.} \quad 13.5 \text{ in.}}$$

(Note: This assumes 100% driveline efficiency and no rotating inertia in the driveline.)

We can find the acceleration of the car by:

$$\text{Acceleration} = \frac{\text{Force}}{\text{Weight}}$$

$$A. = \frac{1333}{3000} = 0.444 \text{ G}$$

VELOCITY EQUALS ACCELERATION MULTIPLIED BY TIME.

If we discussed a constant acceleration for a period of 5 seconds, we could tell how fast the car was going at the end of the straightaway. We have chosen a speed at the start of the straight of 64.00 MPH at 4000 RPM.

$$V = A \times T$$

$$V = \frac{0.444 \text{ G} \quad 32.2 \text{ ft.} \times 5 \text{ sec.} \quad 60 \text{ MPH}}{\text{G} \quad \text{sec.} \quad 88 \text{ ft.}}$$

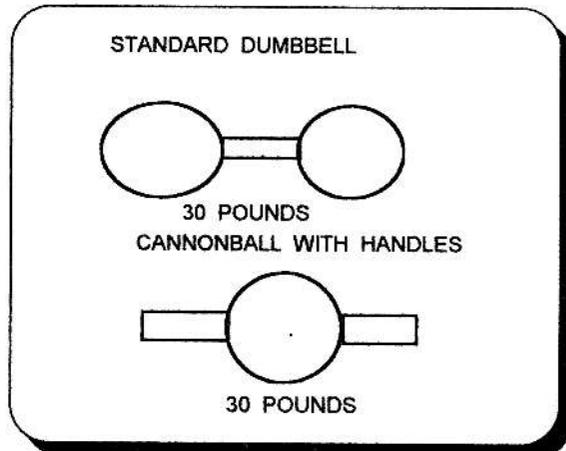
V change = 48.74 MPH.

V at end of straight = 112.74 MPH.

If we reduce the weight of the car by 15 pounds (0.5%), the same engine output would allow an acceleration of 0.466 Gs. This acceleration over the same 5 second period would give a speed at the end of the straightaway of 112.95 MPH. Reducing the weight of the car by 15 pounds (8 kg.) will increase the speed at the end of the straightaway by 0.21 MPH. The property of any object that resists changes in acceleration is called its *inertia*. Things that have much inertia are hard to move. Engineers say an object has much mass if it has a lot of inertia. Mass is equal to weight divided by gravity, so things that are heavy have a lot of mass and a lot of inertia. By considering the mass *distribution* of an object, engineers can analyse how an object will behave more exactly than if they just consider an objects' weight. This consideration is important when considering rotating objects because objects with different mass distributions will behave differently even if the weights are the same.

ROTATING INERTIA

All the rotating parts in the chassis and in the drivetrain cause additional resistance to acceleration over that related to their actual weight. This resistance to rotational acceleration is called *rotating inertia* and it is similar to mass except its effect is seen when the parts are accelerated rotationally. The easiest way to picture this condition is to compare how hard it would be to rotate these two objects that weigh the same:



Because of the distribution of weight around the pivot point, would be much harder to quickly rotate the dumbbell than it would be to quickly rotate the cannonball. Both of these objects have the same weight, but the dumbbell has much greater rotational inertia. If your car had a flywheel that had most of its weight concentrated around the rim, it would have greater resistance to revving quickly than a flywheel that had its weight concentrated around its center.

It is obvious to most racers that a lighter flywheel offers a double benefit to the racer. A less commonly *thought* thought-of area is the wheels used on a race car. Most people want light wheels to reduce unsprung weight, but light wheels can also reduce the inertia that resists drivetrain acceleration, too. We chose high-strength Bassett steel wheels that were engineered to be as light as possible in order to address the problem of rotating inertia, among other objectives. Since you cannot simply add material to obtain the strength you want without suffering from inertial effects, the Bassett wheels we employed accomplished the dual feat of light weight and high strength through careful engineering design.

CHASSIS ROTATING INERTIA

All the rotating parts in the chassis have inertia which resists angular acceleration. These parts include the tires, the wheels, the brake rotors, the hubs, the ring gear, and the differential. To show the effect of rotating inertia on these parts, which turn at wheel speed, we used the same example car but with a 15-lb. reduction in these parts. Under the same test conditions, the 15-lb. reduction in rotating inertia would allow the car to accelerate to 113.34 MPH for a 0.60-MPH improvement. This shows that a 15-lb. reduction in rotating inertia on the chassis rotation parts will have three times the benefit of a 15-pound weight reduction on the rest of the car.

Note: The 15-pound reduction in chassis rotation weight was assumed to be a 12-inch diameter steel disc of constant section mounted on the rear axle drive flange.

DRIVELINE ROTATING INERTIA

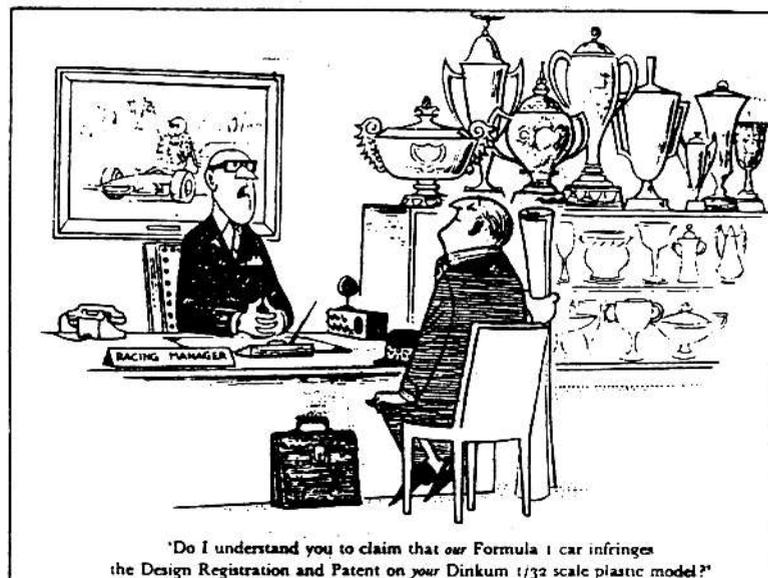
The rotating parts of the driveline include the crankshaft, the flywheel, the clutch, the transmission gears, and the driveshaft. Since these parts operate at a much high RPM than the parts that rotate at wheel speed, the effect their rotating inertia has on acceleration is much greater. If we reduced the rotating inertia of a flywheel on the example car by 15 lbs., it would allow the car to accelerate to 115.70 under the same test conditions for a 3.0-MPH improvement. This shows that the effect of reducing rotating inertia on driveline parts has five times the benefit as reducing rotating inertia on chassis rotating parts and 15 times the benefit of just reducing the weight of the car. These examples show why there is so much emphasis by race car component manufacturers on reducing the rotating inertia of driveline parts. Actual racing experience has proven the benefits suggested by the above examples.

Note: The 15-pound reduction in driveline rotating weight was assumed to be a 13-inch diameter steel disc of constant section mounted on the crankshaft flange.

The formulas and testing presented here to determine the advantages of reduced rotating inertia have shown us the gains in speed and acceleration that are possible.

From BASSETT WHEELS, INC

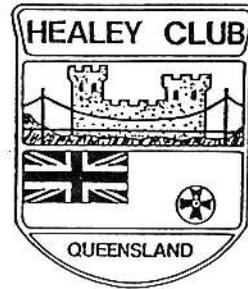
8203 N. 106TH ST., DEPT. CT-10, MILWAUKEE, WI 53224



WE ARE INVITED

Organised by Marque Sports Car Club's member Club

GRASS MOTORKHANA



HEALEY CLUB

WHEN: March 13 (Weather Permitting)

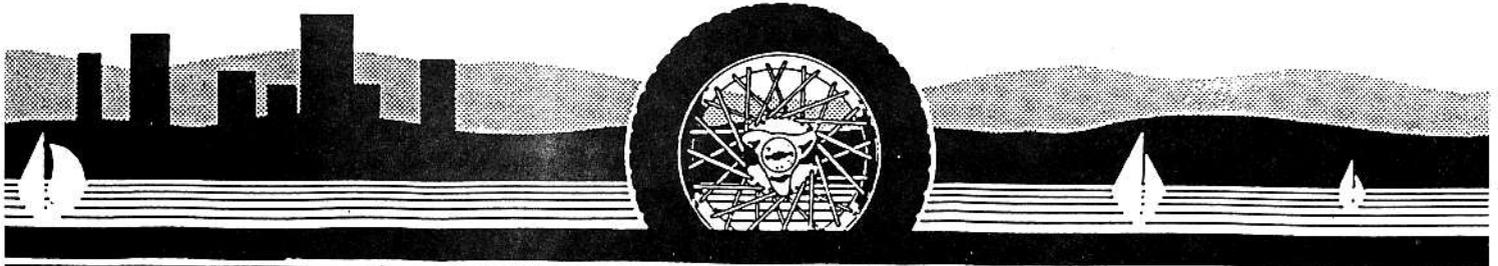
WHERE: Warrill View Pony Club Grounds
(Warrill View is on the Cunningham Highway
on the way to Warwick)

You will need Basic Licence, goggles if you have an open car and food - though there is a small shop nearby.

There is also a large park and playground for children. Toilets and refrigeration are available.

Scrutineering starts at 9.00 am. The number of runs will be determined by the number of entrants.

Phone me for any further details W 899 2633 or H 399 3638.



HISTORIC RALLY GROUP

The Queensland and Northern New South Wales Historic Rally Group was formed in early 1993, in response to growing interest in Historic Rallying.

The group meets at the Brisbane Sporting Car Club Room (cnr Reid & Hawthorne Sts, Woolloongabba) on the third Wednesday of each month. Each night will have a "special feature" which is sure to interest the rapidly growing group. These will include such topics as Historic Equipment, Table Mapping practice, etc. Everyone is welcome to attend, whether a BSCC member or not and there is no cost to attend the nights.

Brisbane Sporting Car Club has organised several Historic Rallies during 1993 and attracted over 60 different crews to compete. Historic Rallying is certainly a new exciting and rapidly growing form of motor sport, yet one of the least expensive and you don't need a fast car to win!

If you are interested in competing in this historic rally series or would like more information on the Historic Rally Group, please ring Brisbane Sporting Car Club. The club's administrator, Mrs Esme Gibson, can be contacted at the club rooms at Woolloongabba on phone 391 8881 and Fax 891 1401.

READERS' TECH TIPS

Can you explain how I can overhaul the brake master cylinder on my 1275 MG Midget?

DO YOU HAVE ANY HELPFUL HINTS THEN WRITE TO THE EDITOR

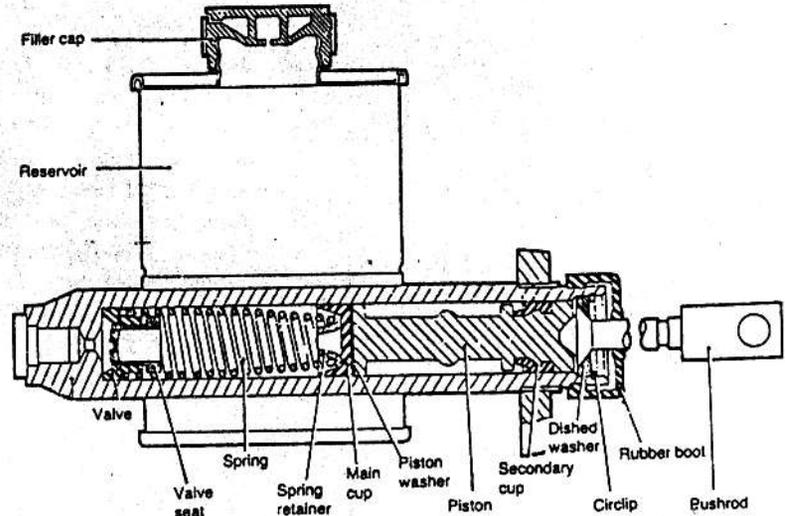
CLEANING YOUR CAR FUEL SYSTEM

It is worth treating yourself to a very cheap, but very effective, clean out of the fuel system of your car from time.

The idea is to fill your tank with a 20% proportion of high octane unleaded fuel once in a while. The advantage is that the high octane unleaded fuel has a very high level of detergent additives, included to clean fuel nozzles in the fuel injection systems of the cars which use this type of fuel.

The 20% proportion is not sufficient to do any damage to valve seats (being unleaded fuel) but does wonders even after a short run in removing sludge and fuel gum.

A side benefit is that your car will probably enjoy the higher octane rating of the cocktail of fuel in your tank. I know of remarkable results using the Shell Ultra Hi fuel, but other brands would probably have the same effect.



Removal of the brake master cylinder is quite straightforward. Remove pedal box cover, disconnect the hydraulic pipe at the master cylinder. Remove the pedal connecting rod clevis pin and unscrew the master cylinder securing bolts within the pedal box. Withdraw master cylinder taking extreme care not to spill brake fluid onto paintwork.

Use a clean workbench to carry out the overhaul.

Remove the filler cap and drain fluid. Detach rubber boot from the body and remove the circlip retaining the push-rod. Withdraw push-rod complete with rubber boot and dished washer. Withdraw the piston complete with secondary cup. Remove piston washer, main cup and the spring complete with spring retainer and valve. Remove secondary cup from piston by carefully stretching it over the end flange of the piston.

Clean all parts thoroughly using brake fluid and dry with a clean cloth.

Examine all metal parts for wear or scoring. If in doubt replace the entire master cylinder.

Before reassembly dip all internal components and new seals in brake fluid and assemble while wet.

Stretch the secondary cup over the piston with the lip of the cup facing towards the head of the piston. When the cup is in its groove, work round it with your fingers to make sure it is correctly seated.

Fit spring retainer and valve to the spring, (fit spring valve end first, into the master cylinder body). Fit the main cup, cup washer, piston and push-rod. When fitting the cups, carefully enter lip edge into barrel first.

Fit circlip and rubber boot.

Refit master cylinder to car and bleed the brakes. Starting with the farthest bleed nipple and finishing with the nearest nipple to master cylinder.

MGB Electric Cooling Fan Maintenance

After the winter months of being exposed to the elements it may be worthwhile giving the radiator cooling fan motor a check over.

1. Remove the fan motor shield from the bonnet shut panel and disconnect the electrical connections to the motor.
2. Slacken the grub screw retaining the fan blades to the motor spindle and remove the fan blades.
3. Slacken the two screws clamping the motor bracket and withdraw the fan motor.

Dismantling Fan Motor

Remove the two through bolts and withdraw the end cover complete with armature. (Note the assembly marks on the cover and end yoke).

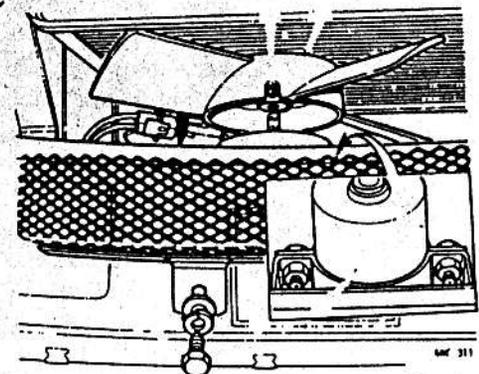
Remove the circlip from the armature spindle and withdraw the armature from the end cover.

Inspection

Check the brush length (minimum 3/16in) renewing the brush gear assembly if necessary. Clean the commutator using a petrol moistened cloth.

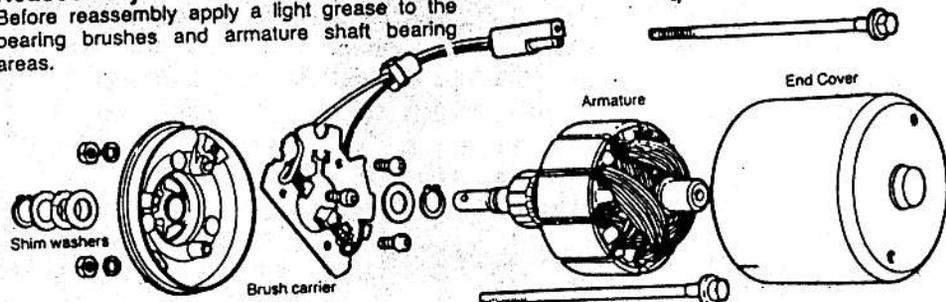
Reassembly

Before reassembly apply a light grease to the bearing brushes and armature shaft bearing areas.



Ensure that the assembly marks on the yoke and end cover are in line and that the bowed spring washer is between the two shim washers. Tighten the through bolts.

Refit motor to car by reversing the initial stages. Check function of fan motor by 'shorting' radiator thermostatic switch connection to 'earth'.



TOWING

TOWING REGULATIONS AND SKILLS SHOULD NOT BE OVERLOOKED OR CASUALLY DISMISSED.

Statistics may not exist on the incidence of accidents and near-misses involving vehicles towing car trailers but if they did, they would almost certainly be an eye-opener. These incidents may never be reported or ever be the subject of an insurance claim, but they happen, as any casual observer on the road can testify. Most of them could be avoided by using common sense, at least that's what people in the know say.

While there is a great deal of literature on legal requirements for towing and setting up of trailers very few even bother to pick up the information and less seem to read it. Contrary to widespread belief, there are national regulations on what can be towed as a trailer with an aggregate mass under four and a half tonnes. They cover such things as overall size, lighting and braking. They are designed to make towing trailers safer. However despite this rare occurrence of state uniformity, it would be wise to check with road

authorities in your state, to see if there are any minor differences.

If trailers weigh more than one or one and a half times the kerb weight of the passenger motor vehicle, they must not be towed. Weight limits vary: In Tasmania, New South Wales and the Northern Territory, laden weight is restricted to that of the vehicle; in Western Australia, Victoria, South Australia and the ACT it is one and a half times that of the vehicle, while in Queensland the limit is as specified by the

manufacturer.

However, two basic limits apply to trailer weights: the weight of a trailer without brakes which can be towed, and the weight of a trailer with brakes which can be towed.

Those towing will initially need to be aware of Aggregate Trailer Mass and Gross Trailer Mass, ATM and GTM. ATM is the all up weight of the trailer, when laden with the maximum load recommended by the vehicle maker. This includes the weight placed on the towing vehicle through the coupling. Gross Trailer Mass applies to trailers which are designed to be free standing i.e. where they have axles front and rear, as in a drawbar trailer.

The reason these masses need to be known, is that the weight of the load may necessitate brakes being fitted to the trailer. It is important, therefore, that the weight of a rig be checked and trailer brakes, and type be considered if necessary. Buyers should also make sure the tow bar

fitted to the motor vehicle is installed properly and can handle the weights involved.

Size regulations state the width of a trailer, including its load, should be no more than 2.5 metres. Regulations also cover rear overhang. Loads must not extend more than 3.7 metres behind the centre of the axle, or rear axle group. The trailer and load must be less than 11 metres long and the total length of vehicle and trailer less than 17.5 metres

It is recommended it's better to have a vehicle that could handle something much larger than the outfit you propose to tow than one that will just do the job. The rationale is that you'll have plenty of performance, that there will be less wear and tear on the towing vehicle and fewer problems. Then there's the future - you may eventually decide you want to tow something larger. Cars' power outputs have improved over the years, but vehicles have also become much lighter with attempts to improve both power and economy.

Obviously, if you are going to tow a Sedan on a trailer then a V8

**make a
checklist
and don't
forget the
towing
vehicle**

powered tow car or large four wheel drives are the way to go. Having said that, a sizeable six cylinder diesel engined vehicle would suffice, because of the power plant's low end torque and

Towing – regulations and skills should not be overlooked or casually dismissed.

pulling power. Most smaller cars on trailer can be adequately carried by a smaller six cylinder car.

It all depends on just how far you are going to tow or how often and of course on what the regulations in your state dictate about towing weights. Common sense will go a long way to helping you make the right decision.

Make sure that the trailer, tow bar and towing vehicle are level and the load evenly distributed. Beware of objects which can move or alter the balance of the rig, once you start moving, and that includes water and fuel contained in tanks. Everything should be lashed down as if you were in a Force 10 gale so that there isn't anything to cause the tail to wag. Don't overload the trailer. It just makes it all the more difficult to control in normal circumstances and almost impossible to manage when something unexpected happens.

The check list should cover, tyre condition and pressure; electric functions and lights; spring and shackle condition; the safety

chain attachment, height and wheel bearing condition.

Bearings get rough treatment and are probably the weakest point in the whole rig. They warm up, then they're allowed to get cold, they are rarely serviced and are expected to work on demand. However, routine checks and maintenance, will help ensure they won't let you down. The final check should be to see the car is sitting snugly on the trailer and there's nothing that can move about.

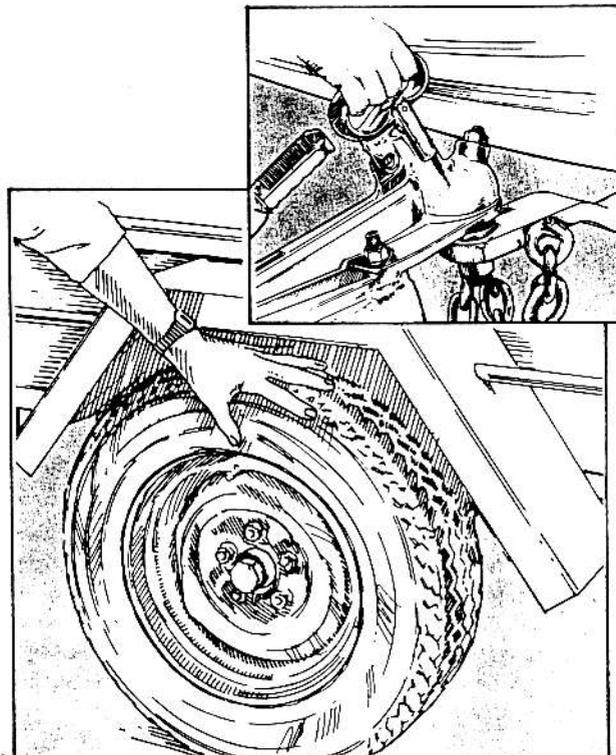


You should also have checked the towing vehicle: the cooling system, springs, brakes, tyres and so on. What about spare tyres? yes spares, plural one for the trailer and one for the motor vehicle.

Once underway, don't expect to average the sorts of speeds you might anticipate when not hitched up; don't attempt to. Most speed limits are as posted but in Tasmania, Western Australia and NSW there are specific limits for certain trailer weights.

Remember that cornering, braking, accelerating, overtaking and so on, need to be handled differently, given that you have a lengthy vehicle combination to manoeuvre. Brake gently and if the rig starts to sway, don't jump on the brake pedal, as this may cause jack-knifing. Allow the vehicle to slow down and as the swaying ceases, then gently re-apply the brakes.

When reversing, get someone to assist you with directions, it's foolish not to. Take it gently, there are no prizes to be won. Also remember when reversing,



Check the coupling, safety chain and tyres daily, when travelling.

*Illustrations from VicRoads technical guide 'Towing Trailers'.

Women's Role in M.G. Advertising

by Carla M. Harste

When Cecil Kimber designed the first M.G., I doubt whether he had a woman in mind as his buyer. However, changing roles between women and men not only forced him and other manufacturers to re-evaluate their car designs, but also to look at the way they advertised.

It is interesting to look back at all the old M.G. ads and notice the overwhelming number of times women appear. Today, women appear in advertisements mainly as sex symbols- the viewer, whether male or female, is attracted to the sexy image because he or she wants such glamour in his/her life.

However, in the 1930s to 1950s, women were just gaining their independence and status. Suddenly, women had a significant influence on what men purchased.

The earlier ads show women admiring the car. The M.G. was a hot item when it was first introduced (and still is!). This theme continued throughout the 40s and 50s because of M.G.'s unique design, but the psychology of it was the idea that women admire men who drive the M.G. The looks and style of the M.G. all have women in mind. Women were not concerned with how fast a car could go or how well it would handle, they were concerned with the cosmetics and comfort when riding.

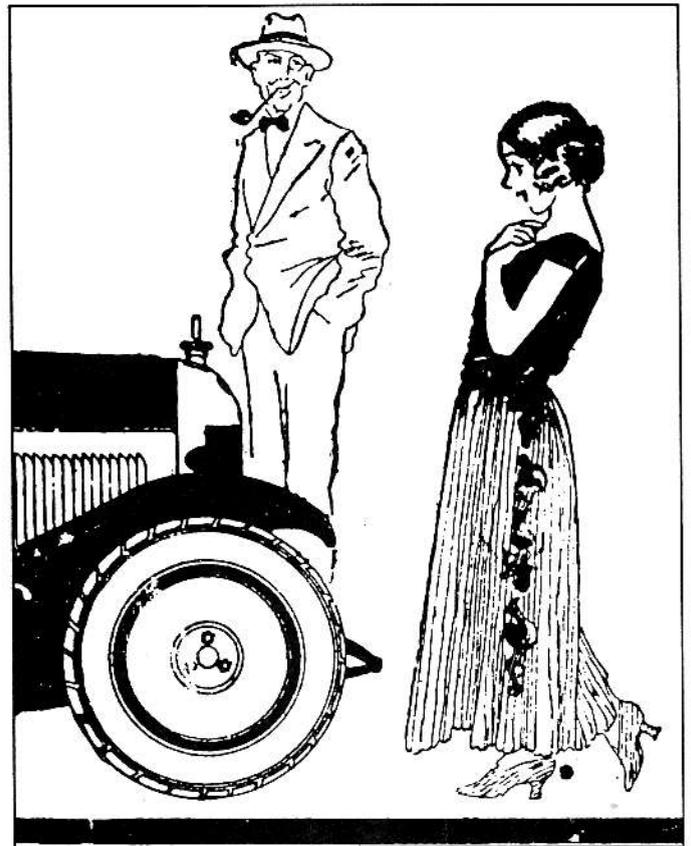
Most of the cars were still bought by men, so why advertise to impress women?

1. Married men were very influenced by their wives who usually had the final word on whether the car would be purchased.
2. Single men used cars as status symbols in order to attract women.

In the book *What Makes Women Buy* by Janet Wolff, she points out the following issues advertisers must consider when selling to women...

1. Women are more emotional than men, therefore an ad must appeal to her emotions.
2. The status of women makes them more important today; new attitude toward marriage.
3. There has recently been a turning from the Puritan mortality to one of comfort, luxury, beauty, and pleasure.
4. Strong emphasis on family and children; women often look at products as to how they will effect her family.
5. Women identify better with visual ads and things which will make them look better.

With this in mind, let us look at the ads used to sell M.G.s . . .



In this ad for the 14/28 Bullnose, a pretty woman is obviously impressed with the stylish M.G. Super Sports model. Not only did M.G. want the viewer to see her enthusiasm, but also that the female is very attractive. The ad hints that men can meet and impress women with the M.G. Super Sports.

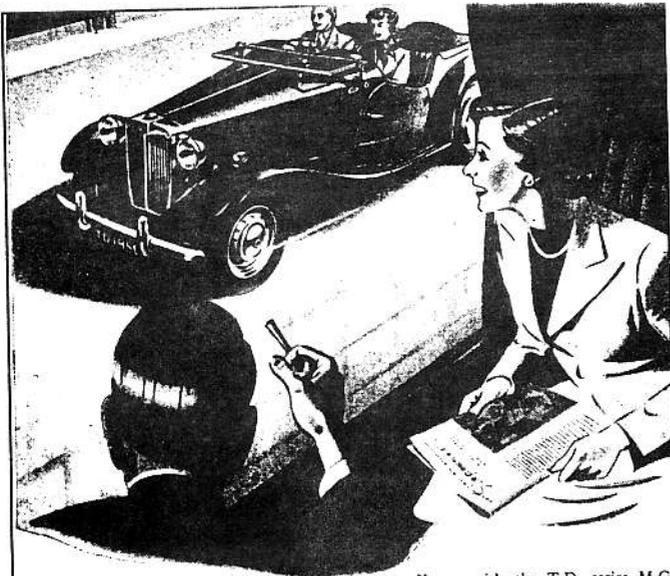
Similarly, in the advertisement on the top left of the next page, we see a man (of course with a woman in his car with him) driving an M.G. TD Midget while others admire. Notice that the woman is faced forward and we only see the back of the man's head. Again, the woman is displayed as a very important figure. By doing so, men see the car as a status symbol and women see their importance (as they see it) over men.

Again, in the 1950s, M.G.s are shown as dating machines in which a young man in an M.G. could meet a pretty woman (bottom left next page) and take her out (top right next page). Girls definitely would rather go out on a date in an M.G. TF Midget or an MGA 1600 than some big bomb of a car. The attractiveness wins, and M.G. knew how to make and sell this with attractive advertisements.

Despite the need for independence, individuality, and career, women still had the same number one priority: the family. Because women had influence in family decisions, some ads were designed to appeal to the family. If this were true, wouldn't it make sense to advertise a car which is sleek in design, but roomy enough for the whole family?

Women were not usually the drivers of the family, but the new need for independence influenced many women to learn to drive. Not to offend these liberated women of America, M.G. also advertised a few times with women in the driver's seat.

As a woman who knows only enough about cars to drive them, know when something is wrong with them, and take them to a mechanic, I was shocked to realize how much influence women have on the car industry. I must



It's the new
T.D. Midget!

£445.0.0 Ex Works plus
£124.7.3 Purchase Tax.



Yes... it's the T.D. series M.G. Midget with new "plus" features that include coil-spring independent front-wheel suspension, latest piston-type shock absorbers, positive rack and pinion steering and even more powerful Lockheed brakes. Here is a sports car with all the character and liveliness of its famous forebears — plus easier handling and smoother, more comfortable riding; built in the true tradition of "safety fast."

Safety fast!

THE M.G. CAR CO. LTD., SALES DIVISION, COWLEY, OXFORD
Overseas Business: Nuffield Exports Ltd., Oxford, and at Piccadilly, London, W.1



The sports car
with winning ways!

A captivating car to look at and a winner on the track, this new T.F. series M.G. Midget is all set to be the most popular of the breed! That longer and slightly lower bonnet houses an engine more vigorously alive than ever. And see what a lovely line the bowed radiator and streamlined headlamps give her! Your M.G. dealer will arrange a trial run.

Standard M.G. features.

AGAIN — MG MIDGETS WIN TEAM AWARD
IN CIRCUIT OF IRELAND RALLY



Best seats in the house — Starting MGA '1600' the fastest, safest, smartest looking sporting machine ever to wear the Octagon. Produced by BMC, world's biggest and most experienced manufacturer of sports cars. Seating and direction by you, according to your mood for fun or competition. Special effects. A real hamstering engine, road hugging suspension, precise steering, take-free disc brakes... and an award-winning performance every time you hit the road. Ask your BMC dealer for an audition. You'll exit smiling.



admit, the reasoning seems quite logical now that I think about it, and M.G.s honestly appeal to me in the same way that advertisers tried to appeal to women of America. Considering the success of such a car, long after manufacturing was discontinued, M.G. must have been fully aware of designing cars and advertising for those reasons.

MATERIALS INFORMATION SYSTEM

MATERIAL SAFETY DATA SHEET

ELEMENT	- WOMAN
SYMBOL	- W02
DISCOVERER	- ADAM
ATOMIC MASS	- ACCEPTED AS 110LBS BUT KNOWN TO VARY FROM 100-500LBS

PHYSICAL PROPERTIES

1. SURFACE IS USUALLY COVERED IN POWDER OR PAINTED FILM.
2. BOILS AT NOTHING. FREEZES FOR NO REASON
3. MELTS IF GIVEN SPECIAL TREATMENT
4. BITTER IF INCORRECTLY USED.
5. FOUND IN VARIOUS GRADES RANGING FROM VIRGIN MATERIAL TO ONE COMMON ORE.
6. YIELDS TO PRESSURE APPLIED GENTLY TO SELECTED POINTS

CHEMICAL PROPERTIES

1. HAS GREAT AFFINITY FOR GOLD, SILVER, PLATINUM AND MOST PRECIOUS STONES.
2. ABSORBS GREAT QUANTITIES OF EXPENSIVE SUBSTANCES
3. MAY EXPLODE SPONTANEOUSLY WITHOUT WARNING FOR NO REASON.
4. SOFTENS AND TAKES ON A ROSY GLOW WHEN SOAKED IN HOT WATER.
5. ACTIVITY GREATLY INCREASES WHEN SATURATION IN ALCOHOL.
6. MOST POWERFUL MONEY REDUCING AGENT KNOWN TO MAN.

COMMON USES

1. HIGHLY ORNAMENTAL - ESPECIALLY IN SPORTS CARS.
2. CAN BE A GREAT AID TO RELAXATION.

TESTS

PURE SPECIMEN TURNS BRIGHT PINK WHEN DISCOVERED IN NATURAL STATE.
TURNS GREEN WHEN PLACED NEXT TO A BETTER SPECIMEN.

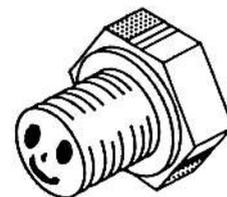
AZARDOUS

POSSESSION OF MORE THAN ONE AT ANY ONE TIME IS CONSIDERED EXTREMELY DANGEROUS AND ILLEGAL.

THE LOW DOWN ON DIRTY OIL & GOSSIP WITH SUMP PLUG

RUMOUR HAS IT THAT WELL KNOWN MC AT ANNUAL DINNER/TROPHY NIGHT DOES THE JOB SO HE CAN GIVE THE FLACK AND NOT RECEIVE ANY, BUT WE ALL NO THAT NARELLE KEEPS GARY WELL IN LINE.

BARRY "SPINNER" SMITH BORROWED JOHN DAVIES SPECIAL GO FAST GLASSES AT THE RECENT REGULARITIES. MUST HAVE BEEN TOO TIGHT AROUND THE HEAD.



HEAR LINDEN COOPER IS BUILDING A DATSUN SPORTS SEDAN. GARY PROBABLY WOULDN'T FIND HIM ANOTHER ANGLIA BODY. SPEAKING OF THE COOPERS, MICHELLE MUST HAVE LIKED PONY RIDES IN HER CHILDHOOD. APPEARS SHE KEEPS VISITING PAULINE GRAHAM'S HORSES.

HILLCLIMB HYPE IS ON AGAIN, NORRIS A WINNER AT BATHURST, BOYCE'S RACE CAR BACK HOME AFTER BEING REPAIRED - LOOKS BRIGHT AND SHINY IVAN TIGHE HAS A NEW ENGINE BLOCK FROM ENGLAND, AND WHAT CAN WE SAY ABOUT RED MIST 39 GLASSES DAVIES.

WAS TERRY OFF TO DO THE SHOPPING (SEE PHOTO IN MAG.) WITH HIS CUTE LITTLE BASKET OR WAS HE JUST COLLECTING DONATIONS. ALSO HEARD HE HAS FOUND THAT HE STILL HAS A SPORTS SEDAN AN HAS BEEN SEEN CHECKING THE STARTER MOTOR FOR MICE (WHY ELSE WOULD YOU CHECK AN ANTIQUE STARTER). RUMOUR HAS IT THAT IT MAY EVEN RUN SOME HILLCLIMBS AND CHASE McCONNELLS RECORD.

HEARD THAT THE CLUB'S SUPER SALESMAN KEN "WHATSHISNAME" HAS A BIRD AS AN APPRENTICE AND IT SEEMS TO REPEAT EVERYTHING THAT KEN SAYS. MUST BE A GOOD BIRD TO GET A WORD OR TWO IN.

SOME FOLKS RECKON THAT THEY ARE GOING TO PAY THE TIMEKEEPERS AT LIR TO KEEP PUTTING THE FUNNY RED/YELLOW BEER RACE CAR ON THE BACK ROW OF THE RACING GRID. SEEMS TO UPSET THE DRIVER AND MOST RECKON THAT HE DRIVES BETTER FROM THE REAR. MAGNETTE TEAM CAPTAIN PETER HAS BEEN KNOWN TO SAY THAT IT IS BECAUSE THE DRIVER IS A CHASER NOT A RACER.

PT HAS GIVEN UP TRYING TO GET HIS F100 STARTED. SEEMS HE IS BACK WORKING ON SPORTS 1300 MOTORS WHEN HE IS NOT PLAYING COMPUTER GAMES. WANTED THE COMPUTER FOR DESIGNING THINGS. YEAH!!!

HEARD THE "BOSS" HAS AS MUCH TROUBLE WITH HIS COMPUTER AS THE PREVIOUS EDITOR JOHN KINGCOTT. TONY JEWELS EVEN LEAVES HIS PHONE ON THE ANSWERING MACHINE SO HE CANNOT BE FOUND.

ANN THOMSON STILL HAS A CROOK FOOT. HOPE YOUR WELL SOON ANN.

PARTY AT COOPERS AFTER THE TROPHY DINNER DIDN'T FINISH TILL 4.30AM AND DAVIES AND WIFE RUSHED OFF HOME. DIANE HAD NETBALL AT 7.00AM JOHN PROBABLY WENT HOME AND SLEPT. CORBETT FORGET WHERE IS HOME WAS AND WATCHED THE SUN COME UP.

HEARD THE ONE THAT JAN AND JOAN HAVE HAD ENOUGH OF MALE DOMINATION, WORK AND SLAVERY AND ARE PACKING UP AND GOING TO THE APPLE ILSE FOR A REST!!!

DAY RUN/ECOMONY RUN
DAY RUN/ECOMONY RUN

DAY RUN/ ECONOMY RUN
DAY RUN/ ECONOMY RUN

SOCIAL DAY

17th APRIL

BRING OUT THE MG AND YOUR FRIENDS.

IF THE FAMILY FAVOURITE IS BROKEN BRING THE SPARE HUPMOBILE

MEET AT SHELL SERVICE STATION AIRPORT DRIVE (Road to Airport) EAGLE FARM.
AT 8.30-9.00AM If competing in the economy run then you will require a 3rd party extension certificate, unless your car is on Historic Plates.

CLUB POINTS WILL BE AWARDED FOR THIS EVENT.

FURTHER DETAILS FROM RAYMENT FAMILY 300 3148 OR

DAVID VERNA (MX5/MARQUE CAR CLUB) 373 8646

DAY RUN/ECOMONY RUN
DAY RUN/ECOMONY RUN

DAY RUN/ ECONOMY RUN
DAY RUN/ ECONOMY RUN



1994 BRISBANE INTERNATIONAL MOTOR SHOW

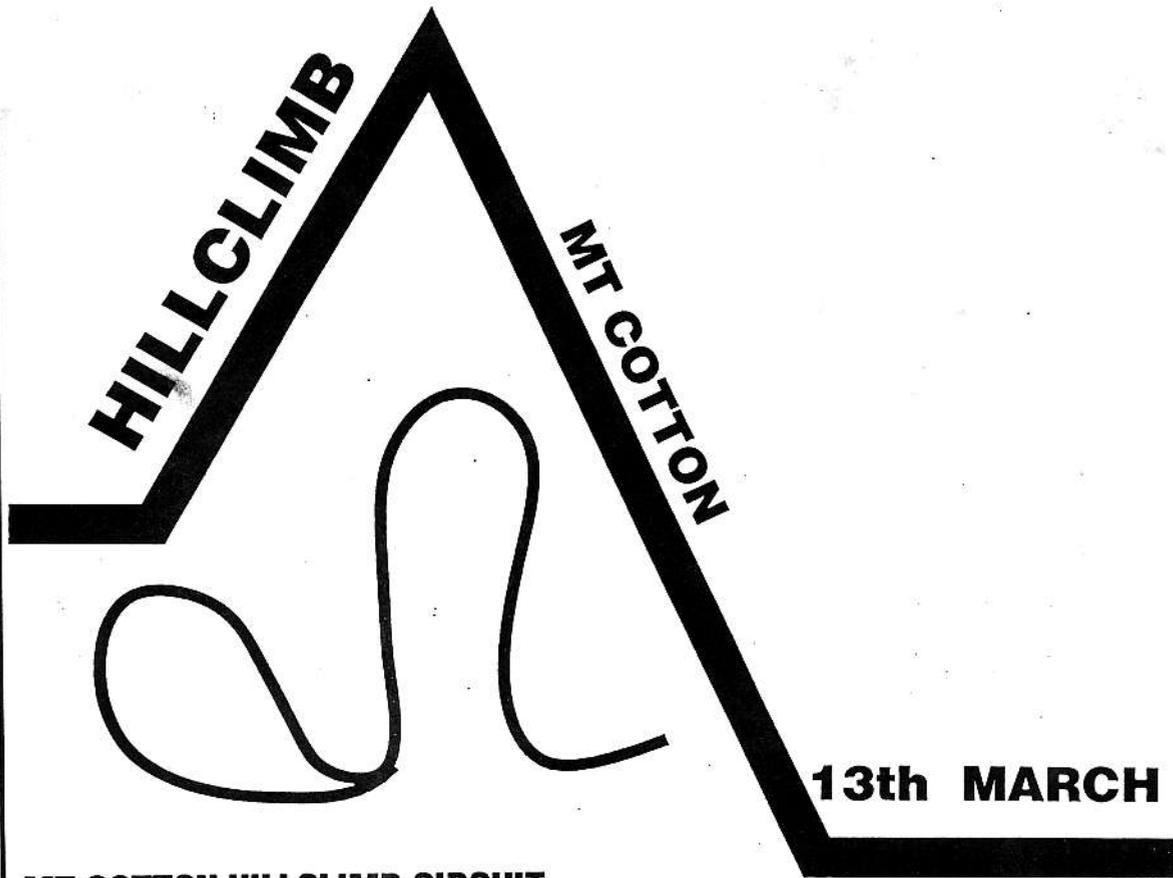
Goodbye to another Motor Show. After two hours planning, two hours panic on Thursday and two hours furious action on Thursday night our MG stand came into being and from the comments made, I believe our display of cars depicting the many activities of our Club was a success.

We may have another change of venue next year, so it is a bit early to start planning yet, however I will make sure I have more time next year to put a real show together.

I would like to thank Tony Jay especially for his great video and equipment and Terry Corbett for his guidance as well as those who lent their cars for display. For those who didn't attend, the cars on display were Peter Kerr's 1935 NA Midgette, Peter Cahalane's MGTF, Rod Hiley's MGA Twin Cam, Greg Paget's MGB MkII and David Robinson's Formula 2 Cheetah.

Roll on Motor Show 1995.

Greg Paget.



MT COTTON HILLCLIMB CIRCUIT

GRAMZOW ROAD

(Next door to the Qld. Driver Training Centre)

ENTRIES FORMS FROM:
JOAN APPLEBY
PH 857 1561

SEE YOU THERE

BEING A CLUB MEMBER

**** SOCIAL NOGGIN' & NATTER ****

NEWER MEMBERS OPORTUNITY TO MEET THE COMMITTEE AND THOSE PEOPLE WHOSE NAMES APPEAR IN OUR MAGAZINE.
EVERYBODY WELCOME - YOUNG, OLD, NEW AND OLD MEMBERS AND FRIENDS. DRINKS AND REFRESHMENTS AVAILABLE.

SEE YOU AT THE CLUB ROOMS

FURTHER DETAILS:
CONTACT DELIA RAYMENT

11TH MARCH - 7.30 PM

300 3148 A/H.