



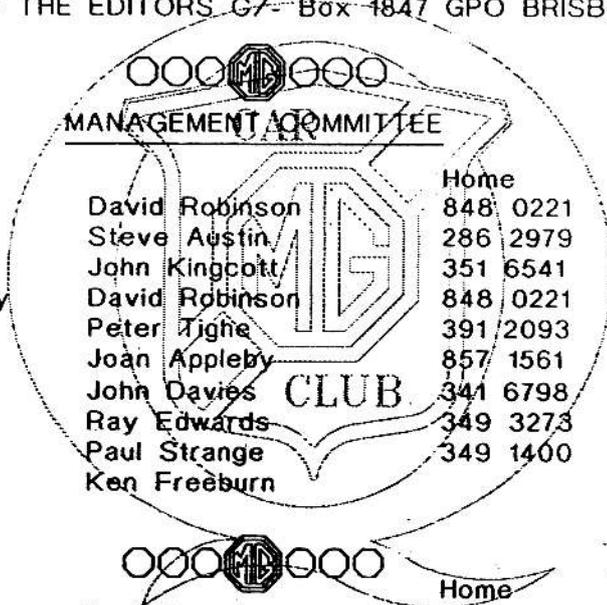
The Official Magazine of the M.G. Car Club of Queensland Inc.,  
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THE OPINION of correspondents and advertisers expressed in this magazine  
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ALL ENQUIRES TO THE EDITORS G/- Box 1847 GPO BRISBANE.



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Secretary  
Assistant Secretary  
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Comittee

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David Robinson	848 0221	844 1037
Peter Tighe	391 2093	
Joan Appleby	857 1561	
John Davies	341 6798	253 2222
Ray Edwards	349 3273	349 6022
Paul Strange	349 1400	
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Work  
844 1037  
832 5284  
844 1037  
253 2222  
349 6022

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	Home	Work
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Kerry Strange	349 1400	
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Peter Rayment	300 3148	
Ann Thomson	378 1368	
Steve Austin	286 2979	
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Tony Jewels	(075) 436767	
Phil Hutchinson	355 2188	
Alan McConnell		208 8131
Position not yet filled		
Position not yet filled		
John Kingcott	351 6541	832 5284
Needed badly	Needed Badly	

Work  
208 8131  
832 5284

Clubrooms	9 Nash St., Rosalie	367 2243
Mt Cotton Hillclimb	Gramzow Rd., Mt Cotton	206 6303

CONSTITUTION: A copy of the Club's Constitution is available for Club  
Members perusal at the Clubrooms. Copies available from the Secretary  
for a nominal fee.

	DATE	EVENT	LOCATION	CONTACT	PHONE
#	Indicates Club Points will be awarded for this event.				
<b>JANUARY 1994</b>					
##	23rd	Working Bee	Mt Cotton	John Davies	341-6798
##	28th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
<b>FEBRUARY 1994</b>					
	11th-20th	Motor Show	Ekka	Greg Paget	376-3382
	12th	MG Presentation Dinner	Qld Cricketers Club	Kerry Strange	349-1400
##	20th	MGCC Race Meeting	Lakeside	Joan Appleby	857-1561
	25th	National Meet Noggin & Natter	8pm at Clubrooms	Ray Edwards	341-7502
##	26th	Working Bee	Mt Cotton	John Davies	341-6798
<b>MARCH 1994</b>					
##	13th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	25th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
<b>APRIL 1994</b>					
	22nd	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
##	24th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
<b>MAY 1994</b>					
##	27th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
<b>JUNE 1994</b>					
##	5th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
<b>JULY 1994</b>					
##	22nd	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
##	24th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
<b>AUGUST 1994</b>					
##	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	
<b>SEPTEMBER 1994</b>					
	23rd	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
<b>OCTOBER 1994</b>					
##	16th	Hillclimb	Mt Cotton	Joan Appleby	857-1516
##	28th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
<b>NOVEMBER 1994</b>					
	25th	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
##	27th	MG Race Meeting	Lakeside	Joan Appleby	857-1561
<b>DECEMBER 1994</b>					
##	4th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	9th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
<b>NOTES:</b>					
<i>1. CLUBROOMS ARE OPEN FOURTH FRIDAY OF EACH MONTH FROM APPROX 8PM.</i>					
<i>2. PLEASE NOTIFY PAUL STRANGE (3491400) OF ALL CHANGES, ADDITIONS AND DELETIONS TO PROGRAMME.</i>					
<i>3. DATES ARE SUBJECT TO CHANGE. IT IS THE ENTRANTS RESPONSIBILITY TO CONFIRM EVENT DETAILS.</i>					
<i>4. PLEASE SEE ALTERNATIVE LIST FOR NON MGCCQ EVENTS. CLUB POINTS WILL BE AWARDED FOR SELECTED INVITATIONAL EVENTS.</i>					

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
<b>JANUARY 1994</b>					
##	30th	Breakfast Run	Mt Cootha Gardens - 5AM	David Verna - Marque CC	377-8593
<b>FEBRUARY 1994</b>					
	4th	Evening of Champions Dinner	?????	C A M S	369-4566
	26th	Midnight to Dawn		Ralf Schenk - Marque CC	343-8565
	27th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
<b>MARCH 1994</b>					
	2nd	Indy Grand Prix	Surfers Paradise	na	na
	13th	Grass Motorkhana		Carl Stecher - Marque CC	399-5602
	27th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
<b>APRIL 1994</b>					
??	1st-5th	National Meeting	Newcastle	John Crane	
	17th	Economy Run		David Verna - Marque CC	377-8593
	24th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
<b>MAY 1994</b>					
??	8th	Mcleans Bridge Concours	Mcleans Bridge	Mark Bilson - Marque CC	279-0040
	14th ->	Repco Mountain Rally	Melbourne	Marilyn Henderson	02-8991620
??	29th	Supersprint		Marque CC	
	29th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
<b>JUNE 1994</b>					
##	24th	Marque Night Run	TBA	Phil Hart	812-3213
	26th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
<b>JULY 1994</b>					
	9th&10th	Historics	Lakeside	Historic Racing CC	
	17th	Bitumen Motorkhana		Mike Ovens - Marque CC	221-4000
	24th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
<b>AUGUST 1994</b>					
	28th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
<b>SEPTEMBER 1994</b>					
##	18th	Concours		Carl Stecher - Marque CC	399-5602
<b>OCTOBER 1994</b>					
	8th-9th	Qld Classic Car Touring Rally	Probably New Farm Park	John Thompson	832-0242
	16thor30th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
<b>NOVEMBER 1994</b>					
	27th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
<b>DECEMBER 1994</b>					
<b>NOTES:</b>					
<i>1/ CLUBROOMS ARE OPEN FOURTH FRIDAY OF EACH MONTH FROM APPROX 8PM.</i>					
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<i>3/ DATES ARE SUBJECT TO CHANGE. IT IS THE ENTRANTS RESPONSIBILITY TO CONFIRM EVENT DETAILS.</i>					
<i>4/ Qld MOTORKHANA CHAMPIONSHIP ROUNDS TO BE ADDED AS DATES AVAILABLE</i>					

DECEMBER  
1993



MG CAR CLUB of QUEENSLAND Inc.

OCTAGON

DAY RUN TO TOOWOOMBA SUNDAY 29th August

Is it going to stop raining? Will we still go if it's wet? What about the weather in Toowoomba? The questions were unending on Saturday. Toowoomba people were still very keen to go ahead regardless of the weather - so it was till on - only the number of cars and people was uncertain. Enthusiasm had been running high and we were expecting around 14 cars to make the trip. But, how many would still turn up on a damp morning was the big question.

John and I thought we were early at Anzac Park but there were 5 MG's ahead of us. Paul and Kerry arrived with the hood off and were cheered by all for daring it to rain. Just a few minutes after 8.30 a.m. the scheduled departure time, 11 cars headed off. We had Peter Tighe and the two Joans in the Mulette, Ron and Bev Clydesdale in their Red Midget, the MGB's of Paul and Kerry Strange, Peter and Samantha Rayment, Helen and John Kingcott, Ray Edwards and Sue Sommers, Errol and Wendy Hoger, Glen and John Boyce and ourselves. Brian Hunter took along David Lake as company in his GT and the Pagets, Greg and Jalna, took the wagon and their two girls. A good turnout considering the dreary weather.

Our route was the Western Freeway to Kenmore through the hills of Karana Downs to the highway at the Warwick/Toowoomba Roundabout then on to Toowoomba via the Gatton By-Pass. The one Police Car we saw was too busy booking a Pulsar Turbo to take any notice of us. John Kingcott heaved a sigh of relief that could be heard all the way down the line! At the Minden turnoff, we collected Fred and Shirley Chapman in their Sabre, then continued on to our Morning Tea venue - the park on the Toowoomba side of the By Pass. Waiting for us there was Pauline and Chris Lake who had driven directly from Tambourine Mtn to save time and miles. The girls all headed to the 'Ladies' to find 3 toilets but only 1 with a door! The guys outside had no idea what all the noise and laughter was about. The Park contained a huge covered picnic shed so out came the eskys, baskets and thermos flasks for morning tea. So far we had only experienced a slight shower driving through Karana Downs and the fine, but cloudy conditions remained while we partook of Joan Appleby's goodies. Thanks, Joan those chocolate slices were delicious and much appreciated by all.

Now there were more MG's arriving, this time from Toowoomba. Ross Horton, our host arrived first in an MGA that he is about to restore, followed by 3 B's, a Datsun Fairlady and a "hot" Escort. Peter and Sue Croke, new Club members from Kilcoy also arrived in their red, rubber bumpered B. Bonnets and Bums up everywhere you looked. Gary Goulding arrived with Narelle and baby daughter, Stephanie, to share morning tea with us, so the ladies also had something to goo and gah over too.

It was after 11.30 before we packed the cars and followed Ross out of the Park heading for our next stop, the Toowoomba Airport. All the drivers enjoyed the run up the range, passing all and sundry on the way. The line up of 16 sports cars at the Airport was a great sight to see. Ross had organised with Guido Zuccoli for us to inspect his collection of Vintage Aircraft. Inside the hangar was like a trip back to yesteryear. There were many fully restored and partially restored

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Day run to Toowoomba continued

vintage aircraft including a Sea Fury, Spitfire and Italian version of a Mustang and 4 or 5 other craft. Most were able to be flown and some can be hired for Joy Flights. We were so lucky to have had this opportunity to see these old timers close up. Some of our Toowoomba mates had to leave us at this point, but the rest of us followed Ross to his property on the Old Goombungee Road for a BBQ lunch.

Because of the weather, Ross and Jane had set up a large table and gas Barbies in his huge shed. It was ages before we were able to get the Barbie under way as Ross had as many cars to check out as Guido had aircraft. He has 2 MGA's, a B (cut in half), a Jensen Interceptor an old 2 door Mercedes Sports, a Morris Minor Convertible and a 1938 Austin 10, 4 door convertible (genuine 66000 miles) which he later started up and took for a spin around the paddock. John drove and had Errol and Peter as Back Seat Drivers. Couldn't get over the amount of leg room in the back. Also in the shed was a Norton Motor Bike, Datsun 240Z, a Triumph TR2 (in pieces) and a Triumph TR7.

Time flew and it was 3 p.m. before we knew it. Mist and rain had now set in and it was time to go before it became worse. After thanking Ross and Jane for offering their place and organising the Airport Display, we headed home following Errol via Murphy's Creek - a very scenic route no doubt when visibility is slightly better than we were experiencing. Once back on the highway we had a fine, dry run home to Brisbane. Thanks to everybody who ignored the weather and helped make the day the success it was.

Pat Walker.

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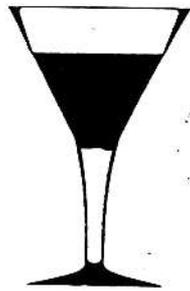


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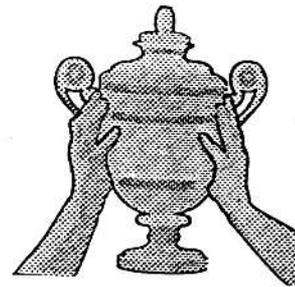
**OCTAGON**

# MG Car Club Qld

## Annual Dinner & Presentation Night



at



### The Queensland Cricketers Club

### 12th Feb 1994

Approx cost \$30 each  
More information soon

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MG CAR CLUB of QUEENSLAND Inc.

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## QLD CLASSIC CAR TOURING RALLY

The results are to hand for the 1993 Classic Car Rally. We have noted that some of our members did very well. Particularly it was interesting to see the following -

Overall Winner & 1970-93 Modern Exotics Div Winner. Byron Humphries in his Lotus.

1940-69 Classics Division Winner & 60s era winner Paul and Kerry Strange in their MGB MkII.

Congratulations to these folk. We noticed too that some other club members competed and accounted for themselves very well. They were John and Patricia Walker in their MGB MkII, Peter and Gail Cahalané in their MGTF, Lyndal Parr in her MG Midget, Greg and Janet Paget in their MGB MkII, Helen and John Kingcott in their MGB, Ken Philp in his Lancia Fulvia, Glenn Stewart in his AC Cobra, Ray Edwards and Sue Sommer in their MGB, Bruce Mutch in his MGB.

Watch for this event next time, because I believe that all participants had a good time.

### AUSTRALIAN MOTORKHANA CHAMPIONSHIP 1993

Although we have not had any news about the actual running of the championship we do know that Queenslanders acquitted themselves very well and the following trophies were won:-

Queensland Team	1st Team
Alan McConnell	2nd Outright
Chris Scharf	1st Class B

## REMINDER

The closing date for the 1994 MG National Meeting  
Accommodation booking is 30 November 1993

\*\*\*\*\*

The MG National Meeting for 1994 will be held over the Easter long weekend (as per tradition) in Newcastle & will be hosted by the Hunter Region MG Car Club. This is a whole terrific weekend of MG mania & includes several social gatherings, a concour, a speed event and a motorkhana. Why not join us!!!

For further details contact Peter TIGHE Phone 391 2093.



## SHOT --- PEENING

The prevention of cracks in a racing component is paramount to its survival. It was discovered approximately 70 years ago that nearly all fatigue failures originate as surface cracks. Surface cracks are caused by tensile stresses across a part's surface cracks. In racing cars, most components experience cyclical loads that alternately place their surfaces in compression and tension. Compression and tension. Compression at the surface rarely promotes the development of cracks, but tension, forces which act to pull things apart, can cause cracks to form if preventive measures are not taken. At about the same time the initial discovery about these failures was made, it was proven that a crack would not spread into a surface layer that was placed in compression by the use of a special process, during manufacture, for example, blacksmiths have known for hundreds of years that by hammering the surface of a part it would be less likely to fail, although they had no conclusive proof as to why this worked. By prestressing the surface in compression, the tensile force would have to overcome the compressive force before the part actually experienced tension on its surface. The man who proved these theories, J.O. Almen, pioneered the process we know today as shot-peening and it is a process that, simply stated, is intended to put the surface metal of a component into compression. Shot-peening is accomplished by bombarding the surface of a finished part with round steel shot in a controlled manner to put the part's surface in compression.

Shot-peening is accomplished by two processes called *centrifugal wheel-peening* and *air-peening*. Centrifugal wheel-peening involves a large box with a large paddle wheel on the top. The paddle wheel spins at a very high RPM with the steel shot fed right into the centre of the wheel. The shot is then flung out of the wheel at a high speed and strikes the part being shot-peened. This method is excellent for large production volumes due to its ability to do many parts at a time, but it cannot shot-peen intricate parts satisfactorily, so air-peening is used for that. Air-peening uses a directional stream of steel shot in a unit that resembles a glass beader. The air-peening unit is excellent for shot-peening intricate parts. Both of these processes are equally effective in compressing a part's surface at right angles to the surface. If the spray is directed at an angle less than 90 degrees, the force that the shot can impart to the surface is reduced.

Of course, *how* the shot-peening is accomplished is only part of the story. Very precise specifications exist for properly shot-peening each specific metal alloy to achieve the desired results. Some of the specifications that affect the shot-peening process are; the diameter of the shot; the hardness of the shot; the pressure the shot applies to the surface; and the coverage of the part being peened. These specs help to ensure complete coverage of the shot-peening process and proper depth of the peening. Obviously, proper shot-peening goes beyond what could be accomplished by merely putting steel shot in a glass bead-peening machine, for example. Nor does glass bead-peening produce any meaningful surface compression, even if it could be done in a uniform manner.

To standardize the shot-peening application, Almen developed a method to measure and duplicate shot application. A flat piece of metal of predetermined hardness, thickness, width, and length is clamped to a specified metal block and placed in with the parts being peened. After the process is complete, the flat piece is removed from the block and will appear curved. The height of the curvature is measured on a special gauge which shows the proper intensity called the *Almen intensity*. There are three thicknesses of metal strips to measure varying intensities. The most important facet of this testing procedure is the placement of the test block in the shot-peening unit to simulate exactly what the part's surface is experiencing.

Just about every component on a race car you could possibly think of can benefit from shot-peening. Many times the entire part cannot be peened. In that case, wrap the section you want to shield in a protective coat of either tape or rubber. A good example of this is the shot-peening of a crankshaft. Only the fillets and the throws are peened. The fillets and the throws are peened. The journals are protected.

Stress relieving takes on many forms, but has one central task; to increase the durability and efficiency of a part. Shot-peening is a proven way of accomplishing these goals.

by J. W. HANDZEL

**ATTENTION  
POTENTIAL  
SPONSORS**

**MG CAR CLUB WILL BE  
HOLDING THE FIRST  
RACE MEETING FOR  
1994**

**on Sunday 20th February**

**WE ARE LOOKING FOR  
SPONSORS. IF YOU ARE  
INTERESTED IN SPONSORING  
A RACE AT THIS MEETING  
CONTACT**

**DAVID ROBINSON**

**ON 844 1037**

**FOR FURTHER DETAILS**

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*See you at Lakeside again -*  
**20th February 1994** *for more*  
**RACE ACTION!!!**



## TRAILER TIRE BASICS

BY TOM MADIGAN.

Trailer tires are often over-looked by busy (???) racers. The trailer tire is the weakest link in the load hauling chain. Also, picking tires to be used on a race car hauler is often a decision made in haste without regard to detail. The following is a quick guide to choosing and installing the correct trailer tire and installing the correct trailer tire and some tips on avoiding very costly errors in the care and maintenance of trailer tires.

To help with this project we called on the services of Uniroyal Goodrich Tire Company. Although Uniroyal Goodrich does not tailor tires directly to a race car trailer application, they do make truck tire applications that will handle the job.

First and foremost, the tires picked for the job must have the proper load-carrying capacity for the application. Never try to use a low-capacity tire for a trailer. Most trailer tires have 8- or 10-ply ratings and high load capacity ratings indicated in the engineering data presented by the factory. It is your obligation to check these ratings.

Here are some other considerations to help select the proper trailer tire that will help make towing a safer endeavour.

To help determine your load requirements, weigh your trailer with every thing placed exactly where it will be when the trailer is on the road. Take into consideration the tongue weight. Now there should be no cheating on this. Use full fuel drums, full tire racks, all tool boxes, spare engines, and parts. Determine total vehicle weight. It cannot exceed the total load-carrying capacity of the tires. Next, determine the weight on each axle. It cannot exceed the total load-carrying capacity of the tires on that particular axle. Distribute weight inside the trailer evenly — side to side as well as front to rear. It is very easy to inadvertently develop a severe side-to-side imbalance. This a situation that calls for special attention.

If possible, check the weight placed on each tire as a further check for bad side-to-side distribution. You cannot overload any single tire, even if the other tires nearby aren't at the maximum.

You must maintain proper inflation pressure. The ability of a tire to carry a load is dependent on the volume of air contained in the tire. Less air (meaning less pressure), results in less load-carrying capacity. Underinflation can result in overloading, which can damage the tire. You *must* match all tires in size and construction on all axles. On dual- and triple-axle applications be careful to maintain adequate tire-to-tire clearance, especially with radials. Kissing may sound romantic, but if your trailer tires kiss or touch when cornering under load it can have destructive results. Multiple-axle trailers can show irregular wear, especially with aggressive all-terrain or all-season tread patterns. Care should be taken to use a highway tread for most trailer applications.

If P-Metric tires are used for trailer service, they must be de-rated from their listed load-carrying capacity. To do this, divide the branded load capacity of a P-Metric tire by 1.1 and the result is maximum load at rated inflation. Inflation is *not* adjusted downward in this application. Finally, trailer tires should be selected for the type of service they will see, just as with any other tire application. We hope that these few tips will at least make our readers aware that trailer tires are a *very* important part of getting your race car and equipment to the track safely.

### PENETRATION MYTH !!

For several years now we have heard and seen the term " aerodynamic penetration " applied to the " chisel nosed " configuration which is now almost universal in Formula One and USAC. Penetration may be a valid concept in hypersonic aerodynamics, ballistics and some indoor sports—but not in race car aerodynamics. The chisel nose is effective for several reasons—none of them having to do with penetration. The configuration allows the use of front wings of maximum aspect ratio (span divided by chord) and area which means that the wings can generate their required downforce at low angles of attack which reduces the amount of induced drag and makes the downforce more consistent. It also forces the maximum possible percentage of the flow down the sides of the body and offers an increasing surface area to that portion of the flow which does pass over the top—tending to keep the flow attached. Thirdly, it is a very practical, light and elegant shape. Last, it encourages us to place our water and oil heat exchangers in the optimum position for both weight distribution and ducting efficiency. The shape has nothing to do with penetration!!

BY CARROLL SMITH (FROM TUNE TO WIN)



# "HISTORIC RACING UPDATE"

## FORMULA FORD CARS ELIGIBLE FOR GROUP Q

The existing third paragraph in 1. Eligibility is replaced by the following: "Formula Ford vehicles classified in this Group will generally be restricted to those equipped with "outboard" rather than "inboard" mounted springs and shock absorbers. Consideration will, however, be given to classification of Formula Ford vehicles equipped with "inboard" mounted springs and shock absorbers where the general design standard of the vehicle is consistent with the Group Q period."

The last two lines of the final paragraph under 1. Eligibility are deleted.

The purpose of this change is to eliminate the existing ambiguity regarding the type of suspension acceptable in Formula Ford vehicles eligible for Group Q. It is re-affirmed that the more modern technology "inboard" suspension using bell crank linkages remains unacceptable for Historic Group Q; however certain earlier Formula Ford cars which used "inboard" suspension of the simple beam type, will continue to be acceptable in Group Q.

## ACCEPTABILITY OF MODERN AUTOMOTIVE COMPONENTS

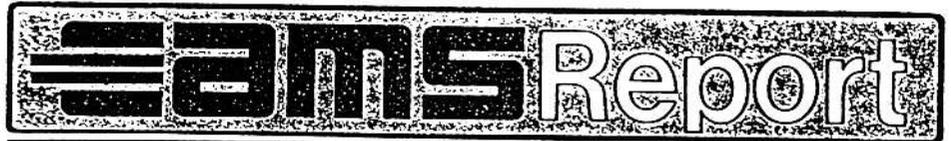
In response to a request from competitors, the following modern automotive components were confirmed as acceptable as replacements or the earlier types of components:

**Stainless Steel Brake Hoses:** There was no evidence to suggest that the conventional rubber hoses are unsatisfactory, however their replacement by modern stainless steel hoses is acceptable, subject to the use of a slipped-on cover to simulate the appearance of a conventional hose.

**Modern Bosch Ignition Coils:** The recently introduced Bosch coils which have a distinctly different appearance, are acceptable as a substitute for the earlier coils of conventional appearance.

**Electronic Fuel Pumps:** The modern type of "solid state" pump is acceptable as a replacement for the earlier types of electric fuel pump on cars which were originally fitted with the latter.

**Fuel Cells:** In all Historic categories where cars were not originally fitted



The official communicator of the Confederation of Australian Motor Sport September 1993

## GROUP SA — PRODUCTION SPORTS CARS 1941/1960

Changes to the existing rules are as follows:

**2.4(h).** In this Rule dealing with carburettors the word "model" on the second line is replaced by the word "type."

**2.10 Tyres** — the existing Regulation in its entirety, is replaced by the following:

"Tyres must have an aspect ratio of at least 60 per cent as determined by The Tyre and Rim Association Manual. In all cases the fitment of the tyre to the rim must also meet the requirements of that Manual."

The maximum tyre section permitted in each eligible model will be determined and published by CAMS.

Tyres permitted for this Group shall be subject to approval by CAMS which will maintain and publish an approved tyre list. Application for the inclusion of additional tyres to the list may be

made at any time. In the submission of candidate tyres, the following criteria should be borne in mind:

The tread pattern should be distinctive and preferably of a contemporary style;

Grooved slicks are not acceptable; Tread patterns consisting substantially of very fine and shallow sipes, which quickly disappear in use, are not acceptable.

Asymmetric patterns are acceptable subject to conformity with the above criteria.

Tyres designed to offer high levels of adhesion (featuring modern 'sticky' compounds) are not acceptable.

**2.12 Optional Equipment** — the existing paragraph is replaced by the following paragraph

"Optional equipment is permitted in this Group only if it is detailed in the relevant vehicle Certificate of Description Form."

with modern foam filled fuel cells, the use of these is permitted subject to the tank remaining in the same location as the original fuel tank.

The following request for substitution and/or modification of components were considered by the Historic Car Committee and were rejected as inappropriate:

**Alloy engine/gear box plates:** the use of aluminium as a substitute for the

original front engine and engine/gear box 'sandwich' plates, was rejected.

The use of eccentric bushes and/or modified suspension components in Groups SA and SB:

The use of eccentric bushes and/or modification to wishbones and other suspension components as a means of achieving wheel alignment outside the adjustments provided originally by the manufacturer, was deemed to be contrary to the current Regulations.

**ROLL CAGES:** It was intended that the new Roll Over protection regulations, effectively replacing Schedule J in the 1993 Manual of Motor Sport, would be printed in this issue of CAMSReport. Due to a technical problem, this was not possible. Anybody requiring the new regulations should contact their State Office.



1993 MT. COTTON HILLCLIMB REVIEW

The 1993 Hillclimb year commenced on a cloudy day on 15th March. Ivan Tighe (Kaditcha), John Davies (DBF) and John Boyce (Kaditcha) were keen for competition and in good form after taking first, second and third outright the previous month at Bathurst.

The day may have been cloudy, but the track was fast as shown by the records broken in the Marque Sports Car Class. John Broadbent lowered the Up to 1600 cc record to 51.94 and Steven Fawcett (MGBGTV8) lowered the over 2000cc record to 58.2 secs and also won the most improved driver of the day.

Best MG overall went to Barry Smith's MGB. Fastest time of day went to John Davies with 40.53 and the Top Six Elimination also went to John with a personal best of 40.33. However Top Six times do not count as records.

Anzac Day was the next Hillclimb on a cool April day on which no records were broken. However John Davies matched his 40.5 class record to take Fastest Time of Day. Ivan Tighe and John Boyce were having engine troubles and as a result John Davies also took the Top Six with a 40.76. Per Hansen and Bill Norris had installed a larger engine in the Hawk to move up a class. Bill immediately put the power increase to good effect by taking approx 2.5 secs off his previous Personal Best and taking a class win with 41.09 secs. Best MG overall went to John Walker's very rapid MGA.

The Anniversary of the invasion of Europe, D-Day 6th June, signalled the start of the war for the Queensland Hillclimb Championship. Records established at CLUB hillclimbs do not count for OPEN Meetings such as the QHC and this is Hillclimbers annual chance to lower open records. Interestingly, in many instances the Club record is faster than the Open Record i.e. Ivan Tighe's outright FTD Club record is 39.33 secs and the OPEN Record, held by Ivan also is 39.86 secs. Maybe the cooler weather in June is the operative factor! Nevertheless, class records were broken by John Davies (40.72), Bill Norris (40.87), Ray Edwards MGB (55.65), Peter Hayes Porsche (46.52) and David Walker Datsun 50.41.

John Davies became Queensland Hillclimb Champion on the first and only run of 40.72, as on the second run a suspension breakage resulted in an off in the first loop and out for the rest of the day. Watched by a tense, nail-biting John, Ivan Tighe recorded a best of 40.73 to lose by one-hundredth of a second. Bill Norris was a close third and won the Paul Aitken Trophy with consistent running on all runs and a personal best of 40.87. John Boyce was fourth on 41.99. Best MG's in class were John Crane (MGB), Peter Kerr (NA Magnette) and Ray Edwards (MGB). The Vince Appleby Trophy for sedans was won by Barry Wraith (Civic in 45.32 secs. John McLennan's 45.16 won the Martin Tighe Trophy for Formula Fords and the Glyn Scott Trophy for Sports Cars went to Keven Johnston (Bulant) in 46.35 secs.

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Hillclimbs Cont.

The Hillclimb on 25th July was wet to start and then fined up through the day. The dampish conditions ensured that Club records would not be broken and that was the case. With John Boyce and Ivan Tighe absent, FTD was fought out between Bill Norris 41.14 and John Davies 41.76. Top 6 elimination also went to Bill with another personal best of 40.75 from John Davies 41.96.

Best MG's went to Peter Rayment's Midget 58.29, after putting it into the nuts in one run and to Steve Fawcett's MGBV8 on 55.46.

The 22nd August Hillclimb was part of the Ironman Weekend and on a warm day only Peter Hayes' Porsche was fast enough to reset a class record at 46.72. John Davies crashed THROUGH the nuts when an axle broke on the first run and therefore out of FTD contention. Bill Norris did not slacken off with the loss of competition and took out FTD with a 40.78 followed by co-driver Per Hansen with a 42.68. The Top Six was won by Bill Norris in 41.31 secs. The best MG overall went to Ray Edwards in 56.0 secs.

On a warm day on 26th September with Ivan Tighe and John Davies not running it was left to John Boyce and Bill Norris to contest FTD. John Boyce blotted his copybook with a crash in the second loop after recording a 41.8 in an earlier run. With one run only Bill Norris took FTD with a 41.62 as well as Top 6 in 42.41. Best MG's were Peter Rayment in the Midget 58.45 and John Walker in the MGA 55.99.

We certainly had a hot day for 5th December for the final event of the year. Some drivers and cars were suffering from damage and injuries with the usual FTD contenders not competing. FTD went to Bill Norris 40.89 from Per Hansen also in the Hawk on 42.58 and Bill took Top 6 with 41.35. David Robinson made a welcome return to Hillclimbing in the Cheetah and recorded a best of 45.12. Best overall MG went to Barry Smith in his MGB with 56.44.

Throughout the year many drivers succeeded in lowering their personal best times and whilst this review has concentrated on records and FTD placings, all drivers are to be congratulated on their standard of driving as there were few major incidents this year. Hillclimbing is about the driver beating the clock and if this results in an FTD or Class win that is satisfying, but the MOST satisfying is beating your own personal best times.

Finally, on behalf of all the competitors a very heartfelt thankyou to all the officials and helpers who make running a Hillclimb possible, and a very Merry Christmas and a Happy New Year.

(Anon).

Just a note from the Events Secretary of the Events. I would like to thank David Robinson for the help he has given me over the year in doing the Supplementary Regulations at his Office and putting up with me using his office as my own. Joan

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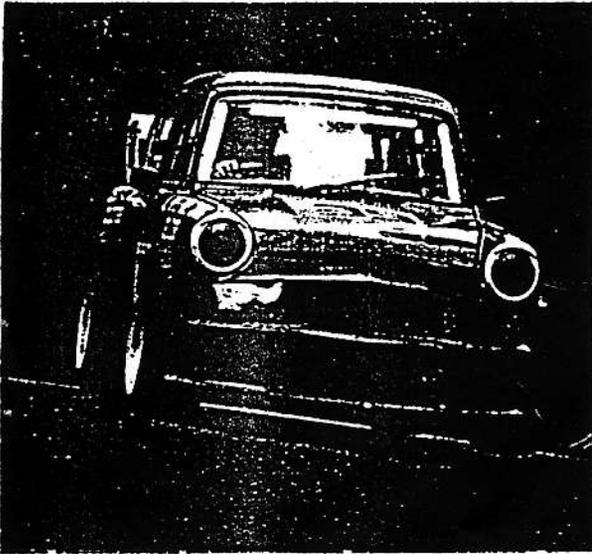
**OCTAGON**

## FOR SALE

### DO YOU FANCY OWNING A RACE CAR THEN EITHER OF THESE COULD BE YOURS

Contact Linden Cooper  
075 37 6116  
\$3000 for Rolling Chassis

Contact Brad Stratton  
07 208 4971  
Lots of spares - \$20,000



#### FOR SALE

Group A Toyota Corolla 2 door GT FWD, ex Toyota Team Australia as raced in Shell Series, Toohey's 1000 and AGP. Ready to race with spares, 3 gearboxes, 2½ sets of wets mounted, 3 sets slicks mounted, radiator, oil cooler, guards and various engine components autronic management system, ideal under 2 litre sports sedan or street sedan. \$20,000 or best offer.

Contact Brad or John Stratton on Phone 07 208 4971 (after hours)  
Mobile 018 076 199.

FOR SALE ..... MG Magnette ZA 1955; National Class Concours winner, 2 owners from new, Recorded mileage of 41,000 believed genuine; Beautiful black paint, Original leather, carpets & woodwork in excellent condition; Original tools, handbook; Heaps of spares including 1620cc engine, gearboxes, diffs, panels, etc. Price: \$12,500

ALSO ..... MGA gearbox \$350

Contact: Colin Bailey (049) 52-3045

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## FOR SALE

### FOR SALE

PONTIAC TRANS AM INDIANAPOLIS 80 MODEL TURBO T TOP T-BAR  
COLLECTORS ITEM WHITE IN COLOUR WITH EAGLE ON BONNET  
OWNER MUST SELL \$19,500.00

ALSO

M.G.B. ROADSTER 68 FULLY RESTORED RED IN COLOUR  
COLLECTORS ITEM \$15,000.00  
PHONE BRISBANE 07 356 9227 07 897 7998 07 357 7631  
OR FAX 07 857 7778

## PROPOSED NSW HILLCLIMB ROUNDS

NSW Board of Management is asked to approve the following dates for  
the 1994 NSW Hillclimb Championship:

MT. PANORAMA, BATHURST Bathurst Light Car Club  
Saturday 19th & Sunday 20th February

AMAROO PARK: Renault Car Club of Australia  
Sunday 6th March

MT. OXLEY, TAMWORTH Tamworth Sporting Car Club  
Sunday 27th March

GOLDEN BAR, PARKES: Central West Car Club  
Saturday 23rd & Sunday 24th April

HUNTLEY HILL, DAPTO Wollongong Sporting Car Club  
Sunday 15th May

MOUNTAINVIEW: Grafton Sporting Car Club  
Saturday 11th and Sunday 12th June

ORAN PARK NORTH: Liverpool District Car Club  
Sunday 10th July

RINGWOOD: Newcastle Motor Racing Club  
Saturday 30th & Sunday 31st July

KING EDWARD PARK: MG Car Club (Newcastle)  
Saturday 8th & Sunday 9th October



MG HISTORICALLY SPEAKING

ABINGDON APPRENTICE

Our Mallory Park tester Alec Poole, one of RMO 699F's original works drivers, was a BMC apprentice at MG Abingdon. The softly-spoken Dubliner grew up among MGs: his family owned Booth, Poole, Eire importers of MG, Wolseley, and so on. His first race was at Kirkistown in 1963 in an MGA. A Frogeye Sprite followed, in rallies, sprints, and club races.

Then, keen to build a quick, dedicated racer, he found an abandoned Mk 1 Sprite shell - a former test rig for hoods - at Abingdon. "I went in my oily overalls to see MG boss John Thornley, asked if I could buy it and got it for £5!"

With a 1275 engine, a glassfibre tail and an aluminium bonnet, the Sprite was instantly successful. In a brilliant 1965 season, Alec won more club races than any other driver.

Apprenticeship finished, he kept the Sprite and built up a racing Wolseley Hornet as a full-house Cooper S. This ultra-fast car became the yardstick for club racing Minis.

Alec's performance in the Sprite and Hornet resulted in his first works drive, in a Sprite, in the 1966 Sebreg 12 hours.

That same year, he and Roger Enever, son of MG chief engineer, Syd, built up a racing MGB from a well-used, black development car, BRX 855B. Co-opted into the works team with the car, the pair were lying second in the 84 hour Marathon de la Route when a halfshaft broke at 80 hours. They survived the Montlhery 1000 kms to finish 12th overall and second in class ahead of a full works car.

A successful private season followed in European long-distance races with Enever in the black MGB, interspersed with works drives in the Targa Florio (MGB) and Marathon de la Route (Mini-Cooper 970S). A drive in the

1968 European Touring car Championship with a British Vita 970S turned sour, but his first Le Mans, with Enever in a works Sprite prototype, brought a worthy 15th place and second in class. That summer he drove the lightweight MGC in the Marathon de la Route. The year ended on a high note when he shared the second-placed works 1800 with Paddy Hopkirk and Tony Nash on the London-Sydney.

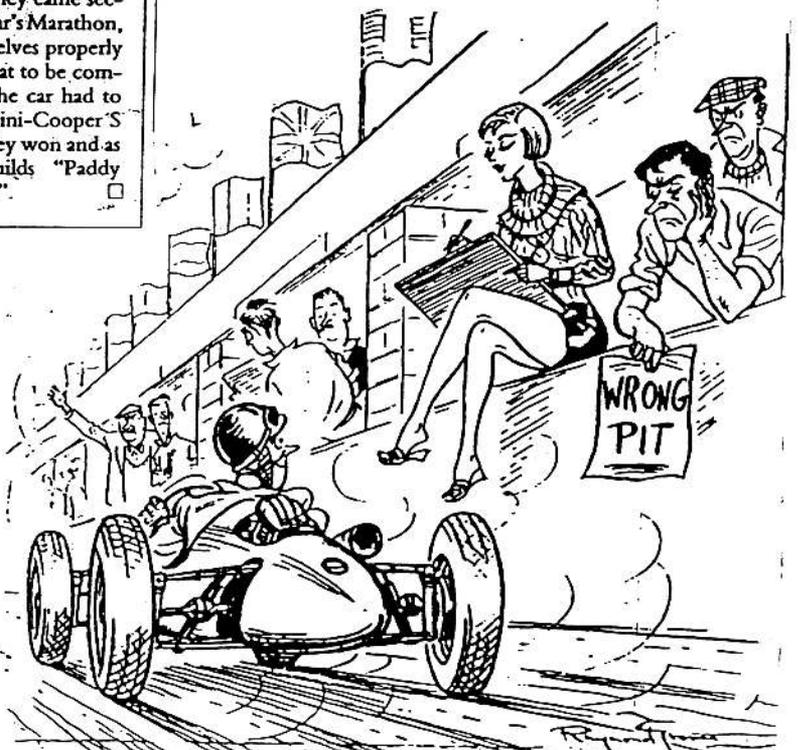
Alec made up for the '68 ETCC disappointment by taking the 1969 British Saloon Car Championship, driving a Mini-Cooper 970S for Jim Whitehouse's Arden team. But a huge Brands shunt at season's end, in British Vita's lightweight Mini hospitalised him.

A works drive with a Mini Clubman in the 1970 Marathon de la Route ended with a blown head gasket. That year he bought an ex-works Roy Pierpoint/Bill Shaw Rover 3500 P6B - "an absolute dog" and built a turbocharged Mini "which went like the wind - when it went." Alec was never far from a racing car during the '70s, though he dismisses most of the decade except for a Le Mans drive in a Porsche 911 "in '75 or '76". A career highlight, third in the Daytona 24 hours in a 911 "in '76 or '77" is glossed over with modesty.

Alec has been enticed back to competition by historic events. With his old Irish mucker "Pad" (P. Hopkirk Esq) Alec entered the '89 Pirelli Marathon with a Mini-Cooper S; they came second. For the following year's Marathon, "We decided to get ourselves properly organised. We realised that to be competitive, everything on the car had to be fresh, so we built a Mini-Cooper S from the ground up." They won and as a result Alec now builds "Paddy Hopkirk Works Replicas".



Alec Poole, BMC works driver



HISTORIC RACE & RALLY JAN 93

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## POINT SCORE 1994

Hereunder is listed details of our Club's various Perpetual Trophies and how to obtain these. Placings are worked from financial members only in the class/competition. If you have any questions contact your Club Captain - Peter Rayment.

### CLOSED TOURING ASSEMBLIES (DRIVER and NAVIGATOR TROPHIES)

Points allocated to both Driver & Navigator on the basis of outright position. For scoring refer Table A. The setters when financial members shall score 1st Position Points

\*\*\*\*Points gained are transferred to the....BEST: All Rounder, T-Type, MG & Ladies Award (Where applicable)

### MOTORKHANA TROPHY

Club Motorkhana's held during the year incl QMC rounds. Run over 6 classes. Class A - Production vehicles with a wheelbase up to 2150mm. Class B - 2151 to 2390mm. Class C - 2391 to 2650mm. Class D greater than 2651mm. Class F - Motorkhana Specials. Class H - Production 4WD vehicles.

\*\*\*\*Points gained are transferred to the....BEST: All Rounder, T-Type, MG & Ladies Award

### SPEED TROPHY

Points allocated from Club hillclimbs plus Iron Man Sprints & other notified events.

To be eligible for this trophy the competitor must have actively participated at a minimum of two(2) Official Working Bees & it is the competitors responsibility to ensure there is no confusion over his/her eligibility to this trophy and the Marque Speed trophy. Points allocated for positions in various classes on the day as per Table A. Plus 2 for Fastest Time of The Day Overall. Plus 2 for a club record. Points for working bees shall be 3 points per working bee to maximum of 12 points. These will only be added to your speed & Marque Speed Trophy (where applicable) points but not carried to best Best All Rounder etc.

\*\*\*\*Points gained are transferred to the....BEST: All Rounder, T-Type, MG, Marque Speed & Ladies Award

### CONCOURS

Class placings plus 2 points for Outright (However Determined). Points allocated for class positions as per Table A.

\*\*\*\*Points gained are transferred to the....BEST: All Rounder, T-Type, MG & Ladies Award

### BEST ALL ROUNDER

Points gained from ALL THE ABOVE EVENTS. To gain award competitor must have competed in at least 2 Closed Touring Assemblies, 2 Motorkhanas & 2 Speed Events. If there are insufficient events in each category then points will be awarded on those events conducted.

The following trophies(\*) pointscores is derived from the above Trophies but are not further transferred

### \*MARQUE SPORTS CAR SPEED TROPHY

Eligible: Marque sports cars as listed in the CAMS Manual. Points, events & conditions as per Speed Trophy.

### \*LADIES AWARD

Points gained from all events noted above. To gain award, competitor must have competed in at least 1 Closed Touring Assembly, 1 Motorkhana & 1 Speed Event.

### \*BEST T TYPE

Points gained from all events as noted above plus 6 points from each nominated social function attended in an MG

### \*BEST MG

Points gained from all events as noted above plus 6 points from each nominated social function attended in an MG

### \*BEST MG MOTORKHANA

Points gained from all nominated motorkhanas. Placing are based on Production MG cars in classes as per Motorkhana Trophy. Plus 2 points for Fastest MG. (These points do not transfer to any other Trophy)

### RALLY TROPHIES (DRIVERS & NAVIGATORS)

Points allocated from outright positions from Open & Closed Qld Rallies to which MGCC of Qld Inc. is invited & that does not exclude any particular grade of driver (Novice, Clubman, Recognized or Classified) from the event. To be included in Rally Trophy will be Sprint Rallies. (These points do not transfer to any other trophy)

### RACE CAR POINT SCORE

Shall be conducted at all MGCC of Qld Inc Race Meetings. The number of races counted shall be the same for all class groups as listed:





## GARAGE SALE

### HAS TO MAKE WAY FOR NEW ADDITION TO THE RAYMENT HOUSEHOLD.

MGB GT 1967 Mk1 RED IN COLOUR FAIR CONDITION \$8500  
CONTACT PETER RAYMENT 07 300 3148 A/H 07 838 8971

## TOURING ASSEMBLIES FOR 1994

NIGHT RUN CO-ORDINATOR IS AGAIN THE INTREPID FLEET FOOTED  
HONDA PEDDLER AND THE 1993 DRIVER AWARD WINNER.

TOURING ASSEMBLIES/NIGHT CAR NAVIGATION RUNS WILL BE HELD  
ON THE FOLLOWING DATES:-

28TH JANUARY	26TH MARCH	27TH MAY
24TH JUNE (MARQUE INVITATIONAL EVENT)		22ND JULY
19TH AUGUST - IRONMAN	28TH OCTOBER	9TH DECEMBER

*Another year draws to a close and most of us would probably agree that this year has been busy, difficult in many ways (personally, financially and physically). The Club too has had its difficulties in that there are never enough helpers for the jobs.*

*Perhaps your New Year Resolution could be to organise some time to put back into Club and events that you have taken so much enjoyment and so little idea of how much work is involved for you the member to have an enjoyable day. Sometimes it is more gratifying to give than to compete. Please don't leave all the work to so few as those so few quite often leave the system.*

*The committee could do with a person willing to become Club Secretary? The magazine needs an editor? The Club has received offers of a temporary editor but the committee feels that a "full time" person would be more appropriate. Some software for your computer is available to help you assemble the magazine or access to a computer can be made available. Who from the multitude will come forward?*

*Committee meetings held every 2nd Monday in the Club Rooms are not closed to committee members only. We (the Committee) would welcome your presence and interest and involvement. The first Committee Meeting for 1994 is January 10th.*

*Motor Show is on again 11th-19th February. Workers are needed to assemble and man the display. Greg Paget has volunteered to co-ordinate the stand. So please ring him with offers of help on Phone 375 5841 A/H. Terry Corbett is in charge of the manning persons roster. His phone number is 892 1151. Looking forward to seeing you at the Show.*

*Lakeside Race Meeting is on the 20th February. Sponsors are needed at \$120.00 per Race for Naming and advertising rights. Volunteer workers speak with Joan Appleby.*

*After three years of top service and food, my wife Jeanne has retired as Chief Catering Person and there is now a vacancy for this position. As stated at the last two Hillclimbs, no volunteer for the job then no food at the next Hillclimb. Jeanne will still advise and help whoever takes on the job.*

*To all those who have helped the Club throughout the year, many thanks. I wish you all a Happy and pleasant Christmas and New Year.*

*Drive safely and I'll see you in the New Year.*

*David Robinson*

David Robinson



## PRESIDENT REPORT

