THE OCTAGON

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

Patron: Dick Johnson

www.mgccq.org.au

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Clubrooms: 16 Donkin St West End
Hillclimb: Gramzow Road, Mt Cotton - Ph 3206 6303 E&OE

The opinion of correspondents and advertisers expressed in this magazine are not necessarily those of the management committee of the MG Car Club of Queensland Inc. and as such the club accepts no responsibility. Published six times a year members personal advertisements are free. Club constitution available in club rooms.

PRESIDENT'S REPORT

Welcome to the commencement of what promises to be our traditionally very busy but enjoyable, year of MG activities.

The recent Club Dinner provided the opportunity for the Club members to recognise and applaud the achievements of fellow members who were winners of the Club's perpetual trophies. There is something special about having your achievements acknowledged by your peers. Congratulations to all of the winners.

An excellent time was had by all at the dinner and congratulations to the dinner organisers for a job well done. Although well attended, would be nice to see **all of the clubs members present.**

Recently your Committee has participated in some preliminary activities, with other groups, whose planned outcome is the re-establishing of Lakeside Racing Circuit for motorsport activities. Whilst very little can be said at this time, these activities give cause for some encouragement for the continuation of Lakeside, even as a speed event venue.

Regarding the National Meeting in Adelaide, a little bird tells me that a nameless (large, southern, tacos?) club is making a concerted effort to wrest the Wratten and Nuffield perpetual trophies from Queensland. Apparently our 2 wins in a row have incited them to a focussed and concerted effort. We are aiming to make it 3 wins in a row, and the competition is welcomed.

The February Willowbank Race Meeting looks to be a success. This is again due to the hard work of limited number of individuals and I sincerely thank them for their sterling efforts on behalf of the Club.

In the last Octagon I mentioned my appreciation of the willingness of club members to 'get involved ' in club activities. It was brought to my attention that some people would work if asked. Well, I am asking!!! Do not be shy, get involved !! - You do not need to wait to be asked, but will be welcomed by just volunteering for any level of activity.

That's all for now,

Marque Sports Car Club Inc.

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From the Editor's Desk

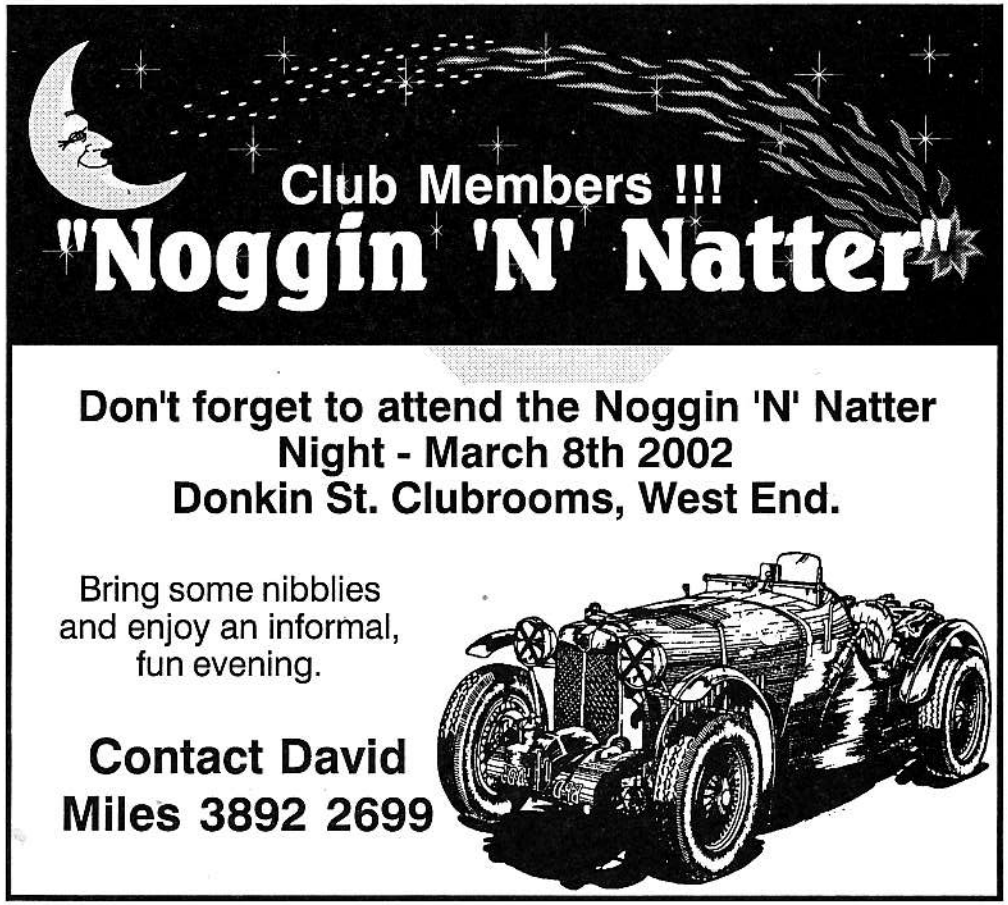
The new motoring year has started and there seems to be a real resurgence in motor sport. It would appear that Lakeside Raceway could have a reprieve. The Pine Rivers Shire Council has taken over the circuit and are asking for expressions of interest from local motor sporting clubs. It will not return to its previous glory as a national circuit but will be available to the locals.

All the other circuits appear to be well booked with Willowbank and Morgan Park, well up to speed. The 'sprint' series has been well supported and newcomers and cars are appearing at each meeting.

The Mt. Cotton revamped circuit has attracted new competitors. This will become a well-accepted circuit within the nation sport industry and can be well promoted.

It looks like a big year for the MG Car Club and indications are we will continue to grow.

Bruce Mutch - Editor



Catch-up on the Web

www.mgccq.org.au

Our new web-site is now operational, providing members and non-members alike, information on our club and its activities.

If you have web access, here is an additional way to keep abreast of events. Calendar changes and additions are up-dated weekly, and new sections and services are still being added.

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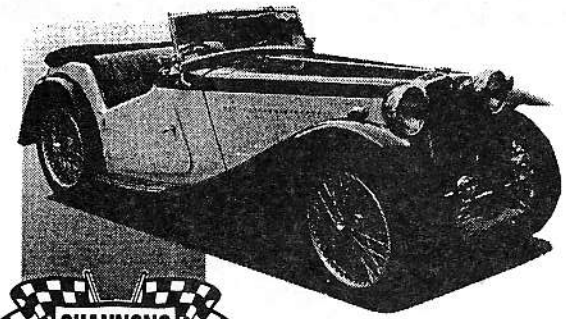

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NOTICE BOARD

Friday, 22nd Feb. Working Bee at Clubrooms for Easter National Meeting Theme Night Costume. Bring scissors. We'll be cutting, painting and gluing.

Sunday 24th Feb. BREAKFAST RUN TO BRIBIE ISLAND. Meet at Woolworths (Chermside Markets) on left heading north, Cnr. Webster and Gympie Roads, Chermside at 6.30 am. If you're going direct to Bribie, we plan to be on the Esplanade on the left straight after crossing the bridge. BBQ's, Toilets, Shade and parking. Next Noggin 'n' Natter on Friday, 8th March.

April has a Day Run scheduled for Sunday, 14th and as yet we have no destination or route planned. Any volunteers for the job?? Give Pat a call on 33002914 if you have any suggestions.

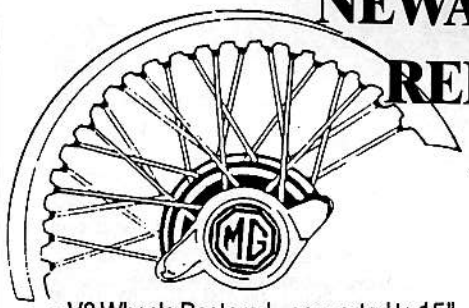
Sunday, 12th May is the usual Mother 's Day Gathering at Macleans Bridge and our Concours is to be in conjunction with the Gold Coast M G. Car Club at Sanctuary Cove on Sunday, 23rd June. Once again, Ron will have further information closer to the event.

We have something different in July. The Warwick Weekend will be on the 20th and 21st July with Saturday being a special Day Run, organised by David Miles with the route passing through various past racetracks. The run will finish up in Warwick with a special CHRISTMAS IN JULY Dinner at the renowned Palace Hotel. Sunday as usual will be Practice at Morgan Park. Book in early for this one! Pat will have the accommodation and dinner details.

Guy & Pam West are in charge of the September Day Run (8th) and are planning a trip to Perseverance Dam. Phone 3870 9509.

The final Breakfast Run is still to be announced but will take place on Sunday, 3rd November. Suggestions please!

Don 't forget the second Friday of the Month is always Noggin' n' Natter night at the Club Rooms in Donkin Street, West End. Everyone is welcome so come along and hear the latest and enjoy the company of other Club Members.



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MG Display at Salvation Army Centre – Calamvale

A please help from Rev Ken T to provide a compact display for MGs for the Salvation Army Calamvale Christian Workshop Centre was commendable answered by that ever reliable crew of MG club members. The display, on 25th August 2001, was only small, as space was limited but formed part of a larger community "thank you" on behalf of the Salvos. There were stalls, concert bands and a full display of activities. The lovely Angela was there to greet club members and give pride of place to the display.

The club was represented by:

Dino Mattea in the amazing historic "L" Type

Richard Mattea in the immaculate red MGA Roadster

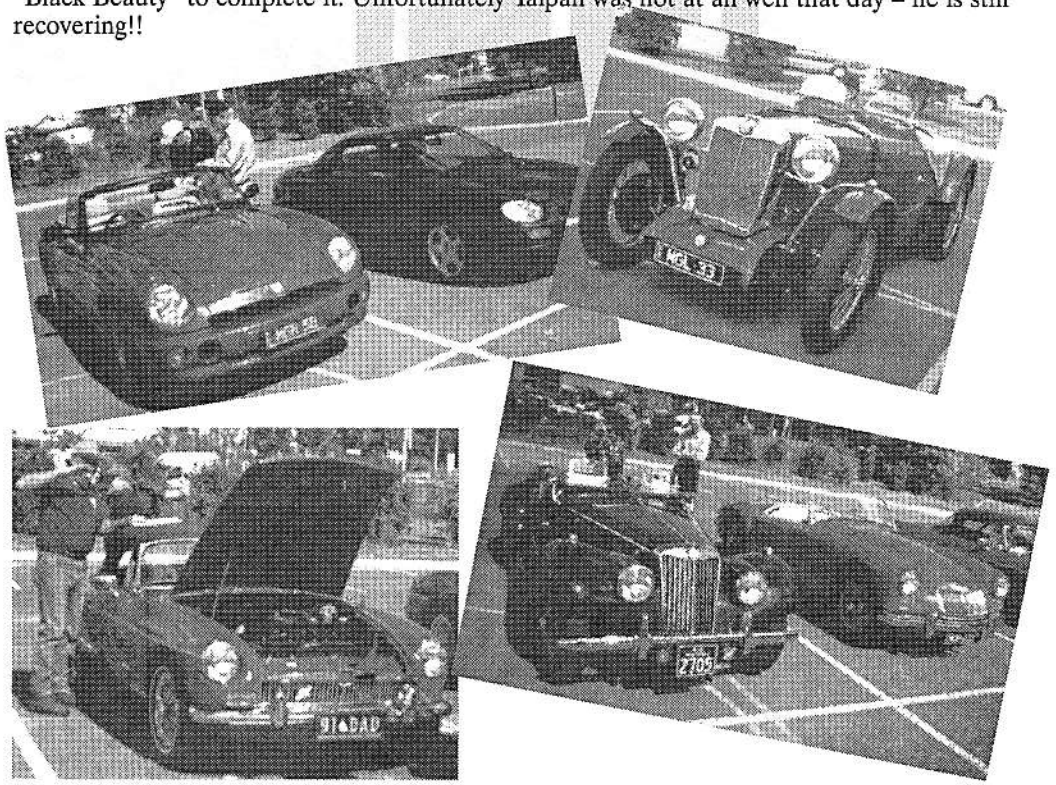
Cyril Bennett in the elegant BP5 MGTF

Gary & Dawn Lawrence in the remarkable red MGB Roadster

Guy & Pam West in the 'words fail me' RV8

Glen & John Boyce in the pristine MGF

This display gave an outline of MGs through the ages and only lacked Taipan's MGC, the "Black Beauty" to complete it. Unfortunately Taipan was not at all well that day – he is still recovering!!



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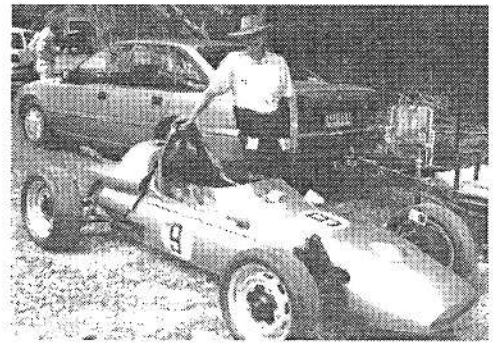
The Hill

Mt Cotton Multiclub Hillclimb - 2nd of December 2001

The last hillclimb for the year, and the first since the Australian Hillclimb Championships saw a number of new competitors compete in the December multiclub event, however a number of regular competitors were missing, particularly in the racing car (Formula Libre) classes. The weather was a typical hot and humid December day and competitors were warned by our motherly Clerk of the Course Mary White to keep up their fluid intake.

A break in tradition for the last half of the year has seen the dual entries get the days proceedings under way. David Miles was one of the first up driving son Rick's Dolomite in the Improved Production 1601 to 2000cc class. A see sawing battle raged throughout the day between father and son with David the eventual winner in a time of 54.66 seconds, 0.10 of a second faster than Rick. Another surprise in the dual entries was Vern Hamilton sharing a drive with Ross Liddle in the Gemini in the Sports Sedan up to 2000cc class. The Gemini was previously owned by Vern and as both he and Ross will be seen in different machinery in 2002 it was perhaps a chance for the both of them to enjoy one last fling in the Gemini. Vern started the day with a time of 58.74 seconds but by the last run of the day was down to 49.83 seconds only 0.89 of a second slower than Ross who was the class winner in a time of 48.94 seconds.

The Marque Sports class was missing a number of regular competitors with no Russell Crew or Sharne Andree and David Miles driving the Dolomite, however Rebecca Holman showed plenty of skill in the MG B to improve her time by nearly 4 seconds during the day to win the most improved driver award with a fastest time of 60.89 seconds. Graeme Walker was somewhat more agricultural than normal, falling off *both* sides of the track as he returned up "lover's leap" on his second run but still managed to take out the best MG award for 1601 to 2000cc class. Father John found himself with plenty of competition in the 2001cc and over class, with two Datsun Z cars, a Cobra, the very appealing supercharged Jaguar XKR/T and Tony Gould in the Ex David Wells MG B GT V8. The class was won by Chris Hatfield in the Cobra, but not before he had a small moment spinning after crossing the finish line on one of his early runs, somehow managing to miss the armco. John Walker managed to keep the family name on the winners list by holding Tony Gould at bay to take the award for the best MG in the 2001 and over class. Des Edwards was a comfortable winner in the Westfield in the up to 1600cc class with Peter Rayment taking out the best MG award for the up to 1600cc class. It was also great to see Samantha Rayment making a rare cameo performance in Thomas.



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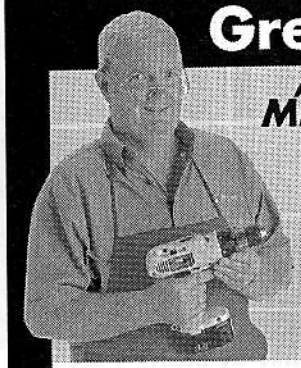

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3	21/22 APR	QLD RACEWAY
4	26/27 MAY	LAKESIDE
5	16/17 JUNE	QLD RACEWAY
6	28/29 JULY	LAKESIDE (HISTORICS)
7	13/14 OCT	QLD RACEWAY

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Mt Cotton Multiclub Hillclimb (Cont)

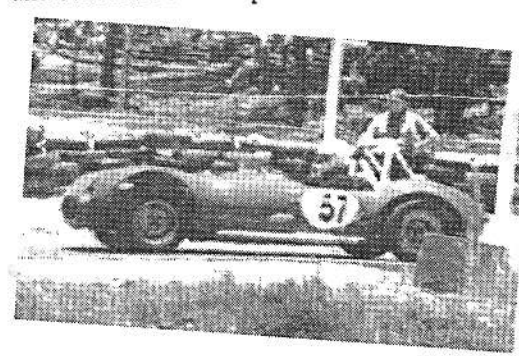
The Sports Cars up to 1600cc class was won by Ray Edwards in a time of 51.00 seconds driving the Ex Ken Trudgian now Bruce Gilmour's Leda Clubman. However, Ray did seem to be somewhat confused about the brake and accelerator pedals as a couple of visits to the 'nuts' demonstrated. Luckily no damage to the driver or car occurred, once again demonstrating the effectiveness of this type of 'catching' device.

Graeme Adair gave his normal thrilling display in the P76 (or is that H38?) in the Sports Cars 1601cc and over class, winning in a time of 47.12 seconds. Who would have thought that the removal of two rear doors could transform such a car! The Group N cars continued the trend of large (well it seemed large when Mum bought one in 1973) two door cars cleaning up with Reg Wheeler winning in the Torana GTR XU1 in a time of 52.04 seconds.

The Formula Libre classes as mentioned earlier were somewhat depleted, perhaps some of the usual runners have begun their rebuilds a little earlier this year, but a good battle ensued between Simon Lake in the Axtell Suzuki and Paul Van Wijk in the Zip in the up to 1300cc class. Simon was the eventual winner in a time of 42.63 seconds only 0.37 seconds faster than Paul. Simon finished the day with both FTD and the Top Six award. Ken Trudgian made his debut in the 750cc motor cycled engined Hatma and by the end of the day seemed to be getting on top of the sequential gear box. The 1301cc and over class ended up a solo affair for John Boyce in the Kaitcha VW with John Wynne a late withdrawal due to ill health, hopefully by the time anyone reads this John will have made a full recovery and will be charging around the hill in the new supercharged JMW. Boycie showed a welcome return to form and his car sounded on-song for his fastest time for the day at very respectable 42.87 seconds.

In the Sports Sedans 2001cc and over class the now regular competitor from Casino Garry Ford won the class in the 6 cylinder Ford Escort in a time of 46.09 seconds. Others in the class did not fair as well with Greg Voltz in the Mazda RX3 coming unstuck in the second loop and the Daniels' having difficultly with V8 powered Escort.

The Improved Production classes were well supported with both modern machinery and the perennial favourites. The up to 1600cc class was won by the Mt Cotton regular Warren Collins in the turbo charged 660cc Suzuki Mighty Boy in a time of 51.23 with David Jones in the Honda Civic and Clinton White in the Ford Escort not far behind. The 1601 to 2000cc class was won by Harry Doling in the 1770cc Datsun 1200 in a time of 50.05 seconds, with the dual entered Datsun 1600 of the Kurzok's filling second and third positions, with Darren just in front of Bob. Chris Sloane was the winner in the 2001 to 3000cc class in a time of 57.81 seconds. The 3001cc and over class saw Scott Sadler prevail in the Subaru WRX in a time of 50.62 seconds. This class saw the return of Duke Hoffman who took second in class in the turbo charge MR2 and a new entrant



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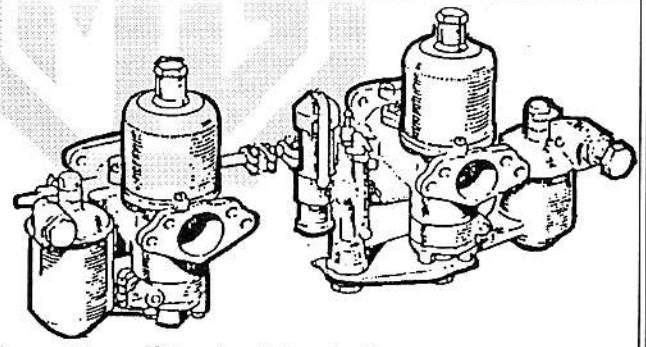

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Mt Cotton Multiclub Hillclimb (Cont)

in Graham Lusty in a Nissan 200 SX third.

The Formula Vee class was won by Tristran Hughes in the Elfin Crusader in a time of 52.20 seconds, although the day was not all plain sailing for Tristran as he spun his Vee cresting "lover's leap" on his third run. Ray Evans took second in class after ousting son Lee from the drivers seat for the day.

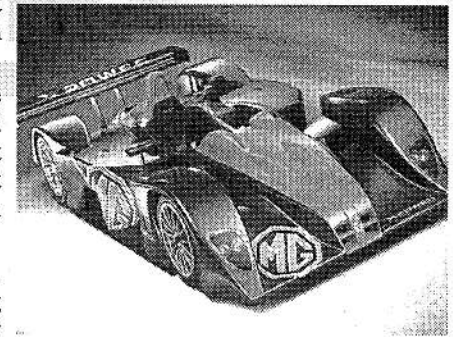
The Historic class saw three very different vehicles competing. Richard Croston finished in first in the Nota in a time of 51.74 seconds, followed by Barry Smith driving the Ford V8 side valve Special and third went to Nick Holman in the MG TF.

Thanks must go to the competitors, officials and in particular the hard working volunteers for making the year such a successful one. Anyone who had visited Mt Cotton at the start of the year and again for the Australian Hillclimb Championships would be amazed at the transformation that has occurred at the track. I am looking forward to the first competition event of 2002 and hope to be a more active participant. We also have the Australian Hillclimb Championships being held almost locally at Grafton in 2002, it would be good to see a strong Queensland contingent, and in particularly MGCCQ members try to challenge the recent domination of NSW competitors. *(Thanks Rossi - Ed)*

MG joins the Elite!

This year, for the first time in decades, MG joined the world's other elite carmakers at the Le Mans 24-Hour endurance race in Sarthe, France.

The bold entry signalled a return to motorsport worldwide for MG Rover, announced very soon after the company's formation last year.



Consequently, limited pre-race testing meant the two unusual MG Lola EX257 racers (they used turbo-charged four-cylinder engines, whereas most of the larger competitors used engines of eight cylinders or more) were unknown quantities when they lined up for the 4pm race start in June.

Car 33, the MG Lola driven by Mark Blundell, Julian Bailey and Kevin McGarrity, surprised racing veterans by swiftly climbing to seventh after one hour of wet, treacherous competition.

Within two hours the lightweight MG Lola was third, and menacing the more powerful vehicles in front of it.

At one point, in the hands of McGarrity, the little MG Lola was turning the fastest laps of any car in the field and topping 330 km/hr on the long Le Mans straight.

But the persistent rain (and lack of testing) eventually told and rising temperatures eventually saw the front-running MG Lola bow out after 12 hours of a Le Mans debut of tremendous promise.

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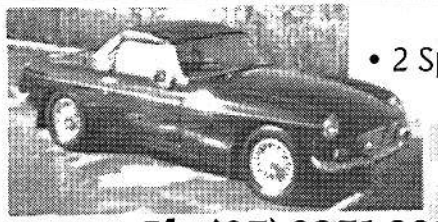

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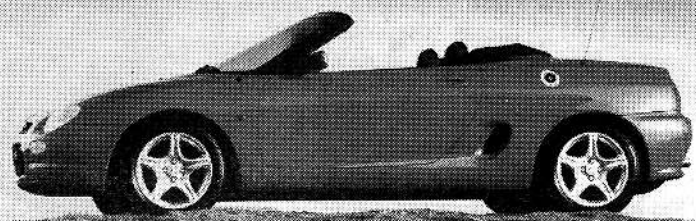

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Christmas "Nosh-Up"

Friday 14th December 2001

There was an excellent roll-up with over forty members present. A pleasant evening with even overseas visitors, one from Saudi Arabia. It was good to see John Tait and have a yarn. A good evening!

Annual Dinner

Please note the dates in the Calender

Contact:
David
Robinson
3255 9037

MT COTTON HILLCLIMB

MG Car Club of Queensland Inc.

Hillclimb Circuit
Gramzow Road Mt Cotton

Action Starts 9.30 AM

Presentation Dinner

Saturday 9th February 2002

" The Greek Club"

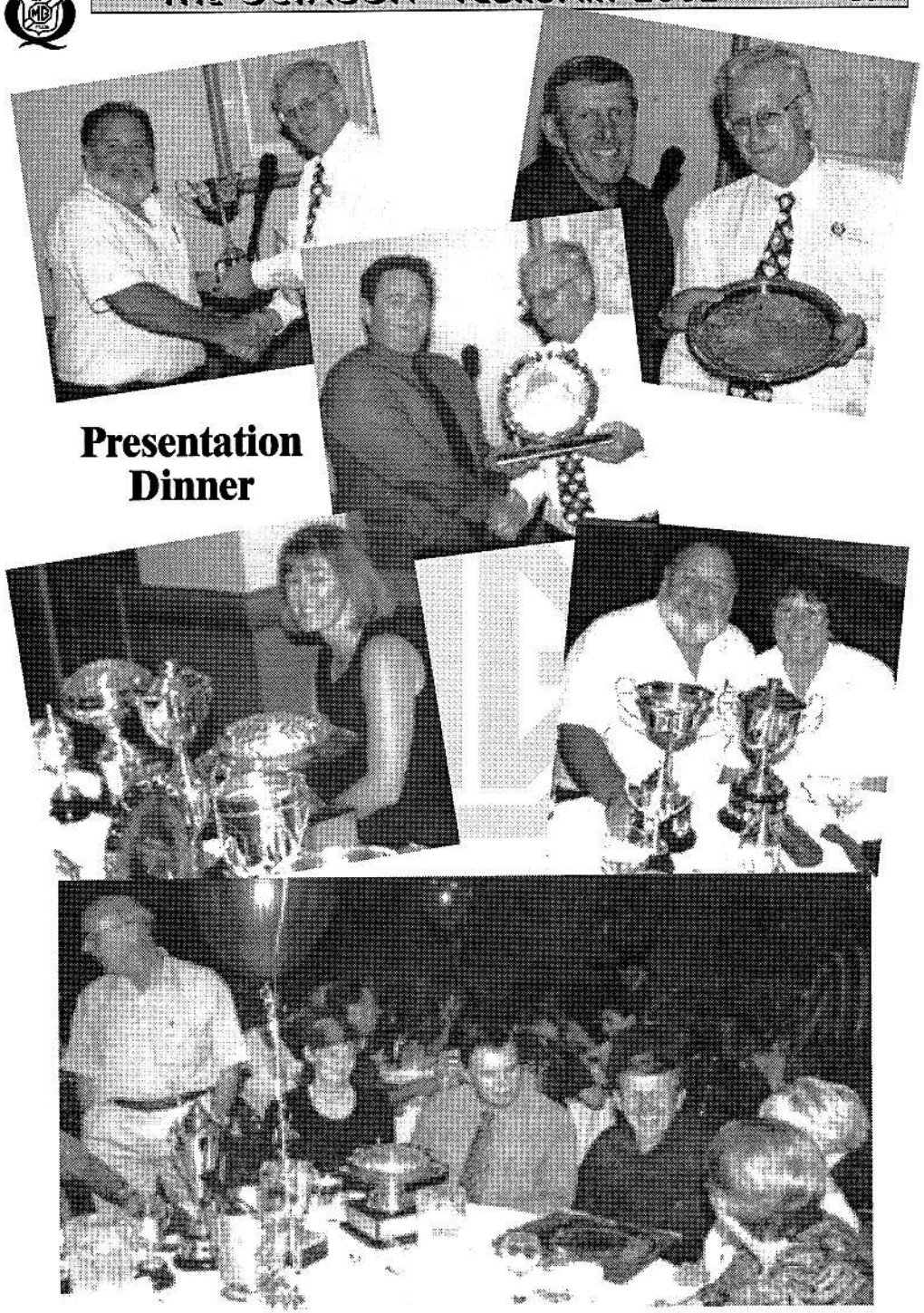
The new venue for this year's Presentation Dinner at the Greek Club in South Brisbane.

Many thanks to Kerry and Paul Strange who organised the venue and cuisine as a change to past years.

A VERY PLEASANT NIGHT WAS HAD BY ALL.

THE MAJOR TROPHIES:

Racing Driver's Trophy	Hans Spits	Datsun 240Z
Motokana Trophy	Brant Rayment	MG Midget
Navigator's Trophy	Samantha Rayment	
GTA Driver's Trophy	Peter Rayment	MGB, MG TC
Concours Trophy	Glen & John Boyce	MGF
MG Motokana Trophy	Brant Rayment	MG Midget
Ladies Trophy	Samantha Rayment	MG Midget
Speed Trophy	John Walker	MG GT V8, MGA
Best MG Trophy	Peter Rayment	MGB, MG Midget, MG TC
T. Type Trophy	Cyril Bennett	MG TF
Marque Speed Trophy	John Walker	MG GT V8, MGA
Best All Round Trophy	Graeme Walker	MGB



Presentation Dinner

Racing Drivers Trophy

	Pts	Place
Hans Spits	48	1
Greg Fahey	30	2
Don Lake	30	2
Fred Douglas	26	3
John Campbell	20	4
Lee Evans	20	4
Kerry Finn	20	4
Carol Jackson	20	4
Trevor Llewellyn	20	4
Anthony Flynn	16	5
Martin Frey	16	5
Kevin Johnston	16	5
Lionel Ayers	14	6
John Kingcott	14	6
John Tetley	10	7

Motorkhana Trophy

	Pts	Place
Brant Rayment	22	1
Alan McConnell	12	2
Simon Lake	10	3
Jeff Oldham	10	3
Graeme Walker	10	3
Melinda Both	8	4
Rodney Lapworth	8	4
Peter Rayment	8	4
Tony Jones	6	5
Richard Mattea	6	5
Ron Clydesdale	4	6

Navigators Trophy

	Pts	Place
Samantha Rayment	28	1
Helen Walker	22	2
Kimberley Robinson	11	3
Carly Mattea	10	4
Chris Lake	8	5
Brant Rayment	4	6

CTA Drivers Trophy

	Pts	Place
Peter Rayment	28	1
Graeme Walker	20	2
Richard Mattea	13	3
David Robinson	9	4
Simon Lake	8	5
Rodney Lapworth	4	6
Melinda Both	2	7
Ron Clydesdale	1	8
Jeff Oldham	1	8

Concours Trophy

	Pts	Place
Glen Boyce	12	1
John Boyce	12	1
Tom Armstrong	10	2
Peter Cahalane	10	2
Ron Clydesdale	10	2
John Davies	10	2
Barry Evans	10	2
Brian Hunter	10	2
David Irwin	10	2
Rodney Lapworth	10	2
Dino Mattea	10	2
Richard Mattea	10	2
Owen McNeil	10	2
David Miles	10	2
Neil Mills	10	2
Delia Rayment	10	2
Peter Rayment	10	2
Peter Robinson	10	2
Peter Smith	10	2
Kerry Strange	10	2
Paul Strange	10	2
John Walker	10	2
Col Bengtson	8	3
Cyril Bennett	8	3
Carly Mattea	8	3
Len Melrose	8	3
Samantha Rayment	8	3
Alan Robinson	8	3
Barry Soanes	8	3
Martin Turner	8	3
Graeme Walker	8	3
Graham Waters	6	4
Richard Higgs	4	5

Presentation Dinner

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MG Motorkhana

	Pts	Place
Brant Rayment	12	1
Graeme Walker	10	2
Peter Rayment	8	3
Richard Mattea	6	4
Ron Clydesdale	4	5

Ladies Trophy

	Pts	Place
Samantha Rayment	40	1
Melinda Both	33	2
Helen Walker	22	3
Carly Mattea	20	4
Glen Boyce	12	5
Kimberley Robinson	11	6
Delia Rayment	10	7
Kerry Strange	10	7
Rebecca Holman	8	8

To be eligible for the Speed and Marque Speed Trophies you must have attended at least 2 working bees.

Speed Trophy

	Pts	Place
John Walker	72	1
Graeme Walker	64	2
Simon Lake	62	3
Des Edwards	55	4
Sharne Andree	44	5
Warwick Hutchinson	43	6
Barry Smith	40	7
John Boyce	40	7
Russell Crew	36	8
David Hatchman	36	8
Chris Sloane	36	8
Brian Hunter	34	9
Peter Rayment	34	9
Gary Goulding	33	10
David Miles	31	11
Warren Collins	30	12
Ron Clydesdale	30	12
Ross Liddle	30	12
Chris Lake	28	13
Vern Hamilton	28	13
Reg Wheeler	28	13
Alex Daniels	28	13
Michael Hocking	27	14
Rob Cooke	26	15
Brant Rayment	26	15
Lee Hayes	26	15
Ray Edwards	26	15
Scott Sadler	24	16
Glenn Anable	24	16
Clinton White	24	16
Richard Mattea	23	17
Melinda Both	23	17
Peter Quayle	23	17
Ken Trudgian	22	18
Jeff Daniels	22	18
Daniel Pappas	22	18
Jeff Oldham	21	19
Peter McInerney	20	20
Andrew Lake	20	20
Lindsay Hay	20	20
Anthony Beahan	20	20
Bill Norris	19	21
Nicholas Holman	17	22
Ray Evans	16	23
Rob Mutimer	16	23
Paul Strange	16	23
Darryl Duncan	14	24
David Ivers	14	24
Alan Don	14	24
Ken Verrall	13	25

The Editor Needs Your HELP!

WANTED

We need your support to keep this publication full of interesting reports and points of interest, so any ideas or thoughts would be most appreciated!

Please submit your contributions to the Editor: Bruce Mutch C/- G.P.O. Box 1847 Brisbane 4001 **A/H - Ph: (07) 3376 1384** Fax: (07) 3271 2043

John Davies	12	26	Ken Freeburn	6	30
Dino Mattea	12	26	Boyd Rayment	6	30
Lee Evans	10	27	John Carson	6	30
Phil Harrys	10	27	Tony Gould	6	30
Darren Harris	10	27	Kerry Strange	6	30
Paul Wiedman	10	27	Glen Boyce	6	30
Richard Croston	10	27	David Edds	6	30
Stuart Douglas	10	27	Ross Letten	6	30
Dean Tighe	10	27	Bruce Horey	6	30
Geoff Limbert	10	27	David Wells	6	30
Graeme Adair	10	27	Anthony Jones	6	30
Donn Vidler	8	28	John Anable	6	30
Marshall Mason	8	28	Brad Corpe	6	30
David Jones	8	28	Paul Lupton	6	30
Kerry Horgan	8	28	David Robinson	6	30
Barry Evans	8	28	John Wynne	4	31
Richard Miles	8	28	Samantha Rayment	4	31
Rodney Lapworth	8	28	Michael Lake	4	31
Rebecca Holman	8	28	Graham Selwood	4	31
Duke Hoffman	8	28	Wally Muir	4	31
Graham Lusty	7	29	Kevin Attridge	4	31
Greg Hanger	6	30	David Irwin	3	32
Ivan Tighe	6	30	Bruce Gilmore	3	32
Bruce Mutch	6	30	David Bellingham	3	32
John Heffernan	6	30	Barry Soanes	2	33

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Best MG Trophy

	Pts	Place
Peter Rayment	110	1
Graeme Walker	104	2
John Walker	100	3
Ron Clydesdale	57	4
Richard Mattea	46	5
Samantha Rayment	46	5
Russell Crew	42	6
Brant Rayment	42	6
Delia Rayment	40	7
David Miles	37	8
Rodney Lapworth	35	9
Dino Mattea	34	10
Kerry Strange	34	10
Paul Strange	34	10
Cyril Bennett	32	11
Glen Boyce	30	12
John Boyce	30	12
Gary Lawerence	30	12
Ross Letten	30	12
Bruce Mutch	30	12
Carly Mattea	28	13
David Robinson	27	14
Col Bengtson	26	15
Nick Holman	26	15
Dee Andersen	24	16
Chris Carswell	24	16
Godwin Caruana	24	16
Barry Evans	24	16
Errol Hoger	24	16
Peter Roberts	24	16
Peter Cahalane	22	17
David Irwin	22	17
Peter Smith	22	17
Len Melrose	20	18
Helen Walker	18	19
Guy West	18	19
Kimberley Robinson	17	20
Tom Armstrong	16	20
John Davies	16	20
Owen McNeil	16	20
Neil Mills	16	20
Peter Robinson	16	20
Barry Soanes	16	20
Martin Turner	14	21
Ray Edwards	12	22
Wayne Henman	12	22
Gwynneth Holman	12	22
Tom Storrie	12	22
Graham Waters	12	22
Stuart Douglas	10	23
Brian Hunter	10	23
Ken Verall	10	23
Rebecca Holman	8	24
Alan Robinson	8	24
Joan Appleby	6	25
Murray Arundel	6	25
Phillip Blackwell	6	25
Roland Bussenius	6	25
Bill Ferguson	6	25
Tony Gould	6	25
Erika Gower	6	25
Greg Hanger	6	25
Kerry Horgan	6	25
Paul Lupton	6	25
Greg Newey	6	25
Sandy Spera	6	25
Peter Upham	6	25
David Wells	6	25
Col West	6	25
Frank Williams	6	25
Frank Window	6	25
Richard Higgs	4	26
Melinda Both	3	27

T Type Trophy

	Pts	Place
Cyril Bennett	32	1
Nick Holman	24	2
Ross Letten	24	2
Delia Rayment	22	3
Peter Rayment	22	3
Gwynneth Holman	18	4
Tom Armstrong	16	5
Peter Cahalane	16	5

Marque Speed Trophy

	Pts	Place
John Walker	72	1
Graeme Walker	64	2
Sharne Andree	44	3
Russell Crew	36	4
Peter Rayment	34	5
Des Edwards	32	6

Ron Clydesdale	30	7
Rob Cooke	26	8
David Miles	21	9
Alan Don	14	10
Daryl Duncan	14	10
Ken Verrall	13	11
Nick Holman	11	12
Stuart Douglas	10	13
Barry Evans	8	14
Rebecca Holman	8	14
Rodney Lapworth	8	14
John Anable	6	15
Tony Gould	6	15
Greg Hanger	6	15
Ross Letten	6	15
David Wells	6	15
Samantha Rayment	4	16
Barry Soanes	2	17

Best All Round Trophy

	Pts	Place
Graeme Walker	90	1
Peter Rayment	80	2
Simon Lake	74	3
John Walker	70	4
Ron Clydesdale	45	5
Des Edwards	43	6
John Boyce	40	8
Richard Mattea	40	8
Samantha Rayment	40	8
Sharne Andree	38	9
David Hatchman	36	10
Chris Lake	36	10
Warwick Hutchinson	34	11
Barry Smith	34	11
Melinda Both	33	12
Brian Hunter	32	13

Jeffrey Oldham	32	13
Warren Collins	30	14
Russell Crew	30	14
Ross Liddle	30	14
Chris Sloane	30	14
David Miles	29	15
Anthony Beahan	28	16
Alex Daniels	28	16
Vern Hamilton	28	16
Brant Rayment	28	16
Rodney Lapworth	27	17
Robert Cooke	26	18
Lee Hayes	26	18
Glenn Anable	24	19
Gary Goulding	24	19
Michael Hocking	24	19
Clinton White	24	19
Jeff Daniels	22	20
Daniel Pappas	22	20
Helen Walker	22	20
Ken Trudgian	22	20
Lindsay Hay	20	21
Peter McInerney	20	21
Peter Quayle	20	21
Barry Evans	18	22
Carly Mattea	18	22
Scott Sadler	18	22
Ray Evans	16	23
Rob Mutimer	16	23
Alan Don	14	24
Darryl Duncan	14	24
Ray Edwards	14	24
Nich Holman	14	24
David Ivers	14	24
Paul Strange	14	24
Glen Boyce	12	25
Anthony Jones	12	25
Alan McConnell	12	25
Kimberley Robinson	11	25
Graeme Adair	10	26
Tom Armstrong	10	26
Peter Cahalane	10	26
Richard Croston	10	26
John Davies	10	26
Stuart Douglas	10	26
Lee Evans	10	26
Darren Harris	10	26
Phillip Harrys	10	26
David Irwin	10	26
Geoff Limbert	10	26
Dino Mattea	10	26
Owen McNeill	10	26
Neil Mills	10	26
Bill Norris	10	26
Delia Rayment	10	26
Peter Robinson	10	26
Peter Smith	10	26
Barry Soanes	10	26
Kerry Strange	10	26
Dean Tighe	10	26
Ken Verrall	10	26
Paul Wiedman	10	26
David Robinson	9	27
Col Bengtson	8	28
Cyril Bennett	8	28
Duke Hoffman	8	28
Rebecca Holman	8	28
Kerry Horgan	8	28
David Jones	8	28
Andrew Lake	8	28
Marshall Mason	8	28
Len Melrose	8	28
Richard Miles	8	28
Alan Robinson	8	28
Martin Turner	8	28
Donn Vidler	8	28
John Anable	6	29
Brad Corpe	6	29
Ken Freeburn	6	29
Tony Gould	6	29
Greg Hanger	6	29
John Heffernan	6	29
Bruce Horey	6	29
Ross Letten	6	29
Ivan Tighe	6	29
Graham Waters	6	29
David Wells	6	29
Kevin Attridge	4	30
Richard Higgs	4	30
Michael Lake	4	30
Graham Lusty	4	30
Wally Muir	4	30
Graham Selwood	4	30
John Wynne	4	30

FOR SALE

Welsor Clubman Group O or Q Historic Sports Car. Built and log booked 1969 by Colin Wear. No. 2 of about 16 built. Regular and successful historic competitor. Email: kerry@galli.com.au for photo and details. $14,000
Kerry Finn Mobile: 0408 737 004

Single axle tilt trailer, new. Aluminium floor and ramps. Override brakes. Capacity to 750 kg $1750
Email:kerry@galli.com.au for photo.
Kerry Finn Mobile: 0408 737 004

Double axle trailer, just reconditioned. Steel floor and ramps. Override brakes $2250 Email: kerry@galli.com.au for photos. Kerry Finn Mobile: 0408 737 004.

1969 MGC GT – Green Duco, black trim, timber dash, wide wire wheels, tinted windows, front flare, sunroof, louvre bonnet, workshop and parts manuals. Reg. 12/02 S 11241. $22,000
Phone 3207 5180. Bob Saltwell.

RARE TYRES: 4 of Pirelli Cinturato 175 SR 14 radials. Good tread $300 ono.
Phone Damian Lory 02 6685 4086

RACING TYRES: 3 sets (Avon x 2 Dunlop x l) 13" Formula Ford tyres. Good tread, great for sprints etc. Make an offer. Ph. Damian Lory 02 6685 4086.

MGB GT 1979: Inca yellow. Very original car. UK Import 1991. Owned eight years. All receipts available. $16,750. John McNamara. Ph: 07 5599 4141

MG MIDGET 1275 GEARBOXES: Reconditioned to 'as new' standard. Phone John Dobson 4639 3843.

FIBRE GLASS HOOD: MGB: Excellent condition British Racing Green, lined in white 3 windows. $150 ono.
Phone Graham Cogzell 5534 5941.

MGTC 1949: Good car new upholstery kit, hood and side curtains, TC tool kit, original handbook etc. 12 months full registration or will sell unregistered - buyers choice. All offers considered...Ph. Jim Miller 3261 5831 or 0412 873 785

Four chrome dress rims to suit rostyle wheels. Good condition $40 each. Marvan White. Ph: 3845 2723 AH.

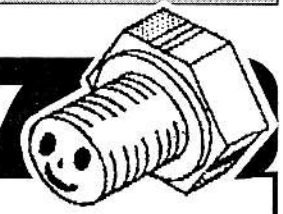
MGF 1999: 1.81. 15,500km. Red. Always garaged. Dual airbags Air conditioned Fully serviced. 6 mths rego. $35 999.
Ph Danny Hovey 0417 793 960.

MGTD 1953: Silver Grey, Red leather. Good condition. Historic Plates. Original workshop manual $20~000 firm.
Ph. Robin Boulton 5537 4660.

MGB Roadster, 1971 Mk11, Australian built vehicle (with compliance plates) excellent condition chrome bumpers wire wheels. $16.500
Chrome boot rack: Suit 'A' or 'B', good condition : $100
Extractor exhaust manifold: Suit 'A' or 'B': $120.
Wood rimmed steering wheel for MGA: with splined hub, $150, phone Cam or Glyn Macphee, 07 3878 2573.

MGA:1955/56 Roadster, red, two-pack painted wheels, white tonneau, new hood, stereo Fully restored mid '90's, only club use since. Historic plate H1772. Top overhaul to engine last year by Brian Drake - suitable for unleaded fuel Excellent condition. $21,000 ono .
Ph: Barry 55 721 787 or 0412 788 989

Sump Plug



Taipan was recently stuck at home for the day when his mate Viper took the Mazda to work for the day. Why, you might ask would leave Taipan at home when he has three other cars at his disposal. It seems that Taipan has developed an ingenious way of ensuring his keys do not go missing. He stores them all in a cloth bag, that way they are always together and easily accessible. The problem is that Taipan keeps the cloth bag in the centre console of the Mazda! Good thinking Taipan !!!

" Did you hear about the well-organised father and son Formula V team who recently started racing as opposed to hillcimbing ? Seems starting the first race at the MG November race meeting was in doubt, as all the race gear was still locked in the tow car and someone (the son) had lost the keys !! The keys were eventually found in the Concept which then allowed a very successful day "

Who was seen talking to Mr Plod for riding while not registered etc etc?
Naughty Naughty!!!!!

Going to Canberra, Taipan & Dee were following a multi blue coloured TD when the "dame" in front "HOIKED" a cup of coffee out the window. This blanked out the windscreen on the "Custard" GTC following, much to the amazement of the occupants.

Who was the owner of an MGA who, when helping parent (also MGA owner) service car, discovered the oil filter box stored on the shelf was empty. Helpful son drove home where he definitely had a spare filter only to find that it was a case of 'like father like son' – son also saves empty filter boxes.

An urgent call and a drive across the city late on Saturday night solved the problem. Of course the MGA owner admitted that only the methodical, well organised, always prepared owner of an MGC would have such a box containing an actual MGA filter at such a late hour. Both MGA's were present and correct at Chermside early next morning.

Whose Concours MGA (green with tan) for sale offers ???
Lapdog vernently denies same.

Any competitor interested in participating in the 2002 Australian Hillclimb Championship on the 13-15th September at Grafton, please contact Ken Norton, 109 Cambridge Street, South Grafton NSW 2460.

NATIONAL MEETING – ADELAIDE 2002

Friday March 29th

Registration & Scrutineering

Noggin & Natter (Evening)

Saturday March 30th

Concours

Party night 'Clayton's Circus'

Sunday March 31st

Motorkhana

Kimber Run Evening

Monday April 1st

Speed Event

Observation Run

Touring opportunity

Presentation Dinner

Tuesday April 2nd

Farewell Breakfast

Delegates Conference

CLUB REGALIA

Club T-Shirt $27.50

(Bonds Polo Shirts with embroided logo) Sand or Burgundy

B.Y.O. Garment & have logo embroided for $9.35

MG Car Sticker $1.10

Lapel Badges $5.50

Grill Badge $33.00

Cloth Badge $8.80

(Incl. GST)

MG Car Club of Queensland Inc.

Enquiries to Pat Walker (07) 3300 2914

2002 National Meeting Adelaide

At the moment we have 20 MG enthusiasts coming to the National Meeting from overseas - Hawaii, England, France, Germany & Switzerland. Amongst these people are DON HAYTER AND HIS WIFE MARY. Don started working in Abingdon in 1956 at Pressed Steel where he served his apprenticeship, and then moved to Aston Martin.

He later moved to the MG factory, where he rose to the position of Chief Design and Development Engineer and stayed with the Factory until its closure in 1980. He was involved in the production of MGA's, Z TYPE Magnettes, Midgets and Sprites, and at a very intimate level with the bullet proofMGB which was his baby.

As our VIP guest, Don has agreed to make a short speech at the Noggin & Natter on Friday evening. Don will talk about the production of the MGB because it has the widest interest to our members, and 2002 is the 40th Anniversary of the MGB. He also has a wealth of knowledge on the rarer models and on the record breakers. He will be at all the events and available for questions, and we would suggest that if you have any books that you would like signed, that you bring them with you as he is one of the last of the MG LIVING TREASURES. If you have any questions, contact Bob Bazzica from the SA Centre.

Easter is rapidly approaching and those Club members travelling to Adelaide for the National Meeting are busy with planning the journey and preparation of their cars for the trip. Our contingent this year consists of 46 adults and 5 children and given the distances involved, is very good. Some of our regulars are unable to attend this year but will hopefully be with us again for 2003.

Unfortunately the Motorkhana practice scheduled for 2nd March has been cancelled due to the high costs associated with the hire of a suitable venue. We will have to make do with the practice in the confines of the motel car park after the Concours on Easter Saturday which is always a lot of fun.

We understand the Victorian Club is making a concerted effort to wrest the Wratten Trophy away from MGCCQ but I am sure our members will be endeavouring to keep it in our Club for another year.

Remember the Post National Meeting 'get together' will be held in the Clubrooms on Friday 3rd May. Initial planning for 2003 such as accommodation will be covered at that time. Should you be unable to attend but are interested in participating, please let us know around that time.

It should be noted that there will not be a Junior Ambassador Competition in 2002.

I would like to take this opportunity to wish everyone travelling to Adelaide a safe and successful trip.

Ron Clydesdale

National Meeting Co-Ordinator

MG MASTERMIND QUIZ 2002

Once again the MG Masterminds are being asked to pit their knowledge against each other in the MG Mastermind Quiz.

Concessional Registration

As we all know, there has been certain focus on insurance, etc in the past few months and we expect this will continue in the future. As a timely reminder, we have included a copy of a precis of the Concessional Registration requirements.

The precis is a summary of the Queensland Transport regulations and is only intended as a guide; any queries should be addressed to Queensland Transport for clarification.

If you attend an event in a Concessional Registered Vehicle, please ensure that the event is organised by a properly constituted car club and not just a group out for a social day.

By not adhering to the rules, you are effectively driving an unregistered vehicle with all the consequences of that action.

Concessional Registration – Points of Interest

Adapted from "Requirements for registration of Veteran, Vintage, Historic vehicles"
Original document supplied by Queensland Transport.

To Qualify:

·Classic or Historic vehicle at least 30 years old.
·Vintage, Veteran, Street Rods & Historic Ambulances & Fire Fighting equipment.

Requirements to register:

·Evidence of current membership of the club or association.
·Owners are to retain current membership of a properly constituted car club or association.
·Dating certificate supplied by the dating officer of a properly constituted car club or association to certify age of vehicle.
· Certificate to be on club letterhead.

Restrictions on use:

·Participating in rallies organised by properly constituted car clubs.
·Participating in processions for which permits have been issued.
·Exhibiting the vehicle in displays, fetes or similar functions conducted for religious, charitable or educational purposes.
·Use for ceremonial purposes in weddings involving immediate family members, provided this is not done for a fee or reward.
·Preparing for, proceeding to and returning from the above activities.
·Road testing with 15 kilometre radius from the place where the vehicle is garaged.
·Travel to have the vehicle repaired. Must be justifiable by the driver.

Comment:

This document has been summarised from a document supplied by Queensland Transport and is only intended as a helpful guide to those considering concessional registration for their pride & joy. This document is in no way intended to be a legal document; any queries should be referred to Queensland Transport.

LUCAS - the Inventor

Lucas—inventor of the first intermittent wiper.

Lucas—inventor of the self-dimming headlamp.

The three-position Lucas switch—DIM, FLICKER and OFF. The other three switch settings—SMOKE, SMOLDER and IGNITE.

The original anti-theft devices—Lucas Electric products.

"I've had a Lucas pacemaker for years and have never experienced any prob...

Did you hear about the Lucas powered torpedo? It sank.

It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.

Did you hear the one about the guy that peeked into a Land Rover and asked the owner "How can you tell one switch from another at night, since they all look the same?" "He replied, it doesn't matter which one you use, nothing happens!"

Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which didn't suck.

Quality Assurance phoned and advised the Engineering guy that they had trouble with his design shorting out. So he made the wires longer.

Alexander Graham Bell invented the Telephone.

Thomas Edison invented the Light Bulb.

Joseph Lucas invented the Short Circuit.

Advertise anything you want in the Octagon!

Available to members at no cost. Items to: GPO Box 1847 Brisbane Qld. 4001

Note: The Club's Website (www.mgcq.org.au) will soon also contain items for sale.

"Food for Thought"

One evening a grandson was talking to his grandfather about current events.

The grandson asked the grandfather what he thought about the shootings at schools, the computer age, and just things in general.

The grandad replied, "Well, let me think a minute, I was born, before television, penicillin, polio shots, frozen foods, Xerox, contact lenses, frisbees and the pill.

There was no radar, credit cards, laser beams or ballpoint pens.

Man had not invented pantyhose, air conditioners, dishwashers, clothes dryers, and the clothes were hung out to dry in the fresh air and man hadn't yet walked on the moon.

Your grandmother and I got married first and then lived together.

Every family had a father and a mother. Until I was 25, I called every man older than I, 'Sir' and after I turned 25, I still called policemen and everyman with a title, 'Sir'.

WE were before gay-rights, computer-dating, dual careers, day-care centres and group therapy.

Our lives were governed by the Ten Commandments ... good judgement and common sense. We were taught to know the difference between right and wrong and to stand up and take responsibility of our actions.

Serving your country was a privilege; living in this country was a bigger privilege.

We thought fast food was what people ate during Lent.

Having a meaningful relationship meant getting along with your cousins.

Draft dodgers were people who closed their front doors when the evening breeze started.

Time-sharing meant time the family spent together in the evenings and weekends – not purchasing condominiums.

We never heard of FM radios, tape decks, CDs, electric typewriters, yoghurt, or guys wearing earrings.

WE listened to the Big Bands, Jack Benny and the Prime Minister's speeches on our radios. And I don't ever remember any kid blowing his brains out listening to Tommy Dorsey.

If you saw anything with 'Made in Japan' on it, it was junk.

The term 'making out' referred to how you did on your school exam.

Pizza Hut, McDonald's and instant coffee were unheard of.

We had 5 & 10-cent stores where you could actually buy things for 5 and 10 cents.

Ice cream, phone calls, rides on a tram and a lemonade were all sixpence.

And if you didn't want to splurge, you could spend your sixpence on enough stamps to mail 1 letter and 2 postcards. You could go to the movies and have an ice cream for two bob.

You could buy a new MG TD for 600 pounds but who could afford one?

Too bad, because petrol was 11 cents a gallon.

In my day, 'grass' was mowed, 'coke' was a cold drink, 'pot' was something your mother cooked in, and 'rock music' was your grandmother's lullaby.

'Aids' were helpers in the Principal's office, 'chip' meant a piece of wood, 'hardware' was found in a hardware store, and 'software' wasn't even a word.

And were the last generation to actually believe that a lady needed a husband to have a baby. No wonder people call us 'old and confused' and say there is a generation gap ....

And how old do you think I am?

Read on to see .... Pretty scary if you think about is and pretty sad at the same time.

This man would be only 58 years old!

OH, MY!!! (Ed)

BMC in the late 1950's and the early 1960's

During the mid 1950's, I commenced work as a Technical Management Cadet connected via a major dealer to NZM the New Zealand Sales Administrator for BMC.

As a young cadet, I was a Board Room "observer" so I was privy to many developments within the merger aftermath of Austin and Morris in the Colonies. I recall a Board Room visit in 1958 by a young BMC Executive sent out from the "Old Country". He made the amazing statement "...within a decade the British Motor Industry as we knew it would cease to exist ...". At a later and private meeting with him, this 18 years old starry eyed budding engineer of the time was told that most of the major car makes would disappear from the line up as take-overs and corporate failures occurred. I was told of the demise of many makes I was working on and very familiar with with; Riley, Wolseley, The Rootes Group, Triumph, Armstrong Siddeley and others were all mentioned. Of course I did not fully believe him – the Morris Oxford for instance was the most popular Taxi around. Jaguars were winning at Le Mans and we all wanted to own an MG. By the mid 1970's, his story had unfolded to the max.

In the 1950's, we had the problems of short engine life in side valve Morris Minors, and later an even less reliable OHV 800cc engine and gearbox from the Austin A30.

The low gears and synchronisers in these vehicles were a disaster that carried over into the early Minor 1000s – one of the best small cars of all times and others too.

The Morris Oxford Mk2 and later the Farina Oxford family were really very good vehicles. Even the early "B" series engines were bullet proof. I saw a number of these engines do well over 500 000 kms (300 000 miles) without major problems in Taxis. They loved Castrol Castrolite oil (about a 10W-30 grade) changed every 2500 kms with regular greasing at 800 to 1000 kms. Apart from the odd filter "O" ring being misfitted at a filter change causing sudden oil loss, they only needed fan belts, plugs and points and perhaps the odd water pump and replacement of the normal wear out items.

In 1959, I was given an early production pre-export prototype Mini to evaluate. I picked it up from the wharf and proceeded to "evaluate" it. Along with the primitive door handles, rough ride, engine-transmission and road noise and other built integrity things, it was hard on many components. Brake linings and drums, low and second gears and the shortage of the only permitted engine/transaxle oil – 20w-50 Multigrade – heard to find readily available in NZ in 1959 – were but a few. You needed lots of top up oil, for what they never burnt, they silently leaked from everywhere. If you used 10w-30 Multigrade oil to stop engine sludging, the whole process accelerated. It simply burnt more and leaked more than ever and became much noisier, even at temperatures like England – about 5 to 10 degrees Celsius.

But who could ever forget the use of rubber gloves with cur off finger ends to stop the distributor and leads from being swamped by water and spray in the wet with the resultant engine cut out. And perhaps the worst problem of all, the entry of water through all of the body seams by capillary action. This resulted in the front foot wells becoming real life footbaths. Any rain did the trick. On the later production vehicles, the chrome plastic finisher strips helped but never solved the problems for years.

We learned a lot from our first Mini in 1959 but sadly BMC never quite got it right.

Later on when living in Copenhagen, Denmark in the 1960's, the Mini entered my life again. The ever present by-pass hose failures (persevere with a screw driver, remove the water pump,

BMC in the late 1950's and the early 1960's (Cont)

or lift the head, were replacement options), replacing the fan belts, the CV joints and drive shaft "donut" failures and the handbrake equalisers frozen in the winter by a mixture of salt, rust and dirt are all stored in the memory box.

By 1961, we had a great range of British cars behind and in front of us. Van den Plas "R" cars were fast and handled well too, so did the big Rovers, Riley Pathfinder and Siddeley. The cars we didn't need any more – the A30's, A40's, A90's were gone – the MO Oxfords and the Magnettes were to be sadly missed however.

In late 1961, I was given an advanced export prototype MG Midget Mk11 to evaluate. It was a great car for the time. It was very well sorted out and as it used Minor running gear, it was destined for success.

In 1962, I was to find out what the BMC Executive had been talking about in 1958. I was sent to England to spend two years at BMC Engineering at Longbridge as part of my training.

British cars were the ones to own in the Colonies (even if they were the only vehicles available). They had an aura and a reputation – they sold well.

At this time, the world used Leyland and Dennis buses and trucks – even in Mexico and South America. Bedford, Morris, Foden, ERF and Austin trucks were everywhere too. The British Motor Industry was at its peak.

During 1962, BMC had 39 strikes caused by a variety of issues – Unions charged with misjudged power and management with no future perspective for a changing world motoring environment was the real problem. A lack of capital investment since 1945 and a militant socialist workplace were the ingredients for the ultimate collapse of a major British Export Industry.

One strike at BMC involved the MG prototype Workshop and its apprentices. The last out locked up at night and sometimes it was an apprentice – a practice as old as Morris Garages. The union declared this beyond their scope and called a strike. It caused about 15,000 people to down tools. Another strike at Wilmott Breedon sidelined thousands too be closing Assembly Plants through a lack of door locks etc.

The real cancer within the British Motor Industry was on display for all to see. All was now in place and the scene was set for the Japanese to take the stage – we all know they did.

I visited Longbridge on only one occasion in 1962 and never worked there. I had been seconded to work for the world's largest Morris Dealer, Stewart & Arden (S&A) instead, because of the strikes. I started with S&A in Catford, moved to a number of outer London Branches and finally ended up at the Head Office at the The Vale in Acton, a place steeped in Nuffield and Morris history from the 1920's. My time there was an excellent insight into rigid British conceptual issues related to motor engine design and prototype rectification. It was also enjoyable.

As an example, faulty low gears and synchronisers were still a problem in 1962. Faulty gearboxes were still being assembled on line just to keep the assemble plant going. It took two or three years from fault identification to redesign and availability in those times.

During 1962, the Morris-Austin 1100 range was released in England. I could only but wonder how well it had been engineered. Was it just another good concept doomed to fail through poor workplace practices and a lack of engineering development and refinement? Yes it was!

The fact that the good British cars of the peak period have survived so well, is a testimony to something. Perhaps however in the end, it is a testimony to all of us that them going so well nearly fifty years later. And still enjoying motoring in them.

BMC in the late 1950's and the early 1960's (Cont)

I own a 1974 ex California MGB Roadster. It is not perfect – or a perfect restoration – far from it and it still has all its original shortcomings. But it is a "friend". I know most of its rattles and squeaks.

I have owned over 80 cars during the last 45 years. These range from a 1934 Singer Le Mans to a 1965 230SL Mercedes, BMW's, Holdens, Calibras and everything in between.

The old MG still keeps the joy of motoring alive and well – thank God and BMC.

Synthetic Oils – A user's experience

The Australian motorist has a vast range of synthetic oils at their disposal. Understanding synthetic oils is however another story and one very rarely told amongst the hype. The writer has used them for nearly forty years.

The modern range of synthetic oils bears very little comparison with the originals, which had their foundation amongst the talented Chemists of Hitler's Third Reich.

Germany in the 1920's and 1930"s was a relatively poor country – one starved of the new energy source oil! With no natural oil reserves, Germany forged relationships with close suppliers like Romania – and with the magic of the Corporate Chemists.

When the Audi and Mercedes Benz cars nominated the 1930's car racing scene, synthetic oils and fuels played a part.

When Germany was bogged down in Russia ... guess what was in the sump of motorbikes, trucks, tanks and aircraft? Base lined synthesised lubricants! These enabled engine starts in 40C temperatures and enabled engines to be shut down to save fuel – some of it synthetic too. Germany has a very cold winter – 30C in Munich sometimes and a common temperature in Garmisch Partenkirchen.

The Germans also gained a lot of experience with rocket engines, turbines and all sorts of sophisticated gear sets. Some of these needed very advanced lubricants indeed.

German Industrial enterprises well known at the time and of course now stole a march on the rest of the world in the lubricant field. After the world ended (and before the war too) some of the data went to America and elsewhere, forming the basis for later first generation synthetic oils.

In the late 1950's and the early 1960's, many BMC engines and others too suffered badly from all sorts of undesirable engine deposits, leading to engine durability problems. This was especially so at low temperatures.

In the early 1960's, a number of special lubricants appeared for use in worm drive differentials, some non-automotive engines and gearboxes for transmissions used in many other fields.

My experience with heavy earth moving equipment in the southern mountains of New Zealand had also shown without doubt that very cold temperatures – 20C etc. produced undesirable engine deposits along with cold cranking problems. We used very expensive synthetic gear oils in specific applications at this time – to improve use factors and component durability.

My first brush with synthetic oils in cars occurred when I worked in Denmark managing a "model" technical training facility for Caltex/Chevron Oil in A/S in Copenhagen. It was in the mid 1960's.

Porsche in particular, were then recommending a diesel "Caterpillar Series 3" oil in their

BMC in the late 1950's and the early 1960's (Cont)

911 engines. Even Volkswagens were virtually sludge free when using these oils. Mercedes Benz had their own specifications too – rapidly evolving and strictly applied. These highly detergent diesel engine oils were those used in the mountains of NZ with great affect a few years earlier.

We carried out a number of very basic practical experiments in Copenhagen and settled on using these oils in many engine applications in a country where raw alcohol (meths) was added to fuel tanks in winter to aid cold start combustion. Most British engineers responded best along with V4 and V6 Taunus, Opel, VW and those made in Eastern Europe. Some German-made synthetics were tried too – they were excellent in every respect.

By the 1970's, some highly sophisticated synthetic engine oils like Castrol R 10w-60 Synthetic were becoming available – but only in a limited way.

They have always produced the same benefits – easier cold starting, a "free" feeling engine and better fuel economy.

Synthetic automotive gear oils too are a great tool. Usually they give easier gear shifts when cold and in the correct applications improve the feel and quality of every gearshift. They greatly aid in reducing component operating temperatures and in improving fuel economy.

During the last thirty years, many new chemicals have been developed and the modern synthetic oil is a tribute to the art of chemistry.

In my own fleet of heavy Interstate trucks for instance, we have always used very light synthetic oils in our gearboxes and diffs for over a decade. We know by using oil analysis, that the oils cope very well with high transmission loads and heat when climbing the ambient temperatures of summer and the very cold winter nights of inland Australia. We change the oils when the truck is new and always before 5000 kms and we add the synthetics at that point. It stays there for "life" – up to 1.5 million kilometres.

Our American Detroit Diesel electronically injected 500 hp engines use a fully synthetic oil – Mobile Delvac 1 5w-40 – we aim to change the oil filters every 10 000 kms (the average to date is 87 000 kms). Normal oils struggle to last 20 000 kms. We use a centrifuge oil filter to remove excessive soot from the oil, which is a problem in the modern "clean" diesel engine. Over the 1.5 million kilometres experience has shown us many benefits. With regular oil analysis, the story has always been the same – constant oil viscosity, clean internal engine components, very little wear, cooler running and virtually no oil degradation during the 100 000 kms.

For the motoring enthusiast who wants the best for his "baby", synthetics must be considered.

A well-known brand is the most important choice. There are many brands available now with Mobil 1 being the best known internationally through its involvement in motor racing for well over twenty years. In the passage of time, Mobil now have three grades of Mobil 1 available in Australia. Caltex, Castrol, Shell and BP all make excellent quality synthetic engine oils.

Most major oil companies make a range of synthetic gear oils of high quality.

Some words of wisdom

Engines

1. Always "run in" a new engine first – up to 10 000 kms or more – before changing to a recommended synthetic oil of the correct grade and a good quality oil filter. You can normally expect an engine's performance to improve slowly out to about 40 000 kms. With heavy diesel engines, this "wearing in" process lasts out to over 200 000 kms or more.

2. If adding a synthetic oil to a modern "used" engine at even up to 150 000 kms, no problems should be experienced if the engine is not an oil burner (say nor more than about 1 litre per 1000 kms). Improvements can usually be detected immediately, during the first one or two thousand kilometres.

3. In older engines, those built prior to the early 1970's, you can expect to use oil unless the engine has been rebuilt to modern standards and clearances. It may leak out too!

4. Be careful about extending oil drain periods too. This may invalidate the maker's warranty. In the writer's personal experience however it is usually OK to double the change period if high quality filters are used and the vehicle covers over 40 000 kms per annum.

Gearboxes - Differentials

1. Always select the synthetic lubricant very carefully. Use the vehicle maker's handbook and the oil manufacturer's recommendation literature for the correct grade and type.

2. Never add synthetic oils to a very well used gearbox or diff. Synthetics tend to "clean" seal surfaces and this may lead to leaks.

3. Make sure that the manufacturer does not prohibit the use of synthetic oils which in some cases, can cause synchromesh and limited slip diff problems. Be careful!

4. Be careful about extending oil drain periods too. This may invalidate the maker's warranty. The writer's personal experience however suggests that once it in the gearbox or diff, you can leave it there until you sell the vehicle.

EXHAUST NOTES

BBLLAAATT !! That was the incredible sound of a 5 litre Elfin, 2 Renmaxes, an M8 McLaren, & Kees Koppenol's TRE Ford. This big sports car train thundered past my little 1100cc Centaur at the Queensland T.T.race in the late 70s. The only time I was quite happy to put two wheels in the grass to let a competitor past. This time a very big gaggle of them all wanting to be in first place.

My introduction to the wonderful sound of competition exhaust notes came at the Storm King dam near Stanthorpe where I grew up, a picturesque spot, country style living, totally lacking in anything remotely related to motorised sport, except for 2 days each year in October when the Brisbane speed boat men came to do battle on our little man made lake. "Hepcat" with its grey motor Holden motor and a long sweeping exhaust pipe was the best. The sound she made had a wonderful sharp crackle, something to be savoured every time Hepcat went out to do her stuff

The next great exhaust note was the old Giltrapp Super Squallo Ferrari. Its big 3:5 litre twin cam 4 running on alcohol, long long sweeping tail pipe [made by the best Italian craftsman] gave a growl something akin to the immortal 4cyl Ofenhauser from the dirt ovals. The Ferrari note had a strange attraction for dogs and small boys. When we started it at home kids and dogs would appear from all around the neighbour hood. Unfortunately on one occasion a young motor sports buff all of 7 was followed by a very irate mother, who wanted him home for his Sunday afternoon nap. Not to be led astray by those awful people who play with those big red racing cars.

When I reached the ripe old age of 17,I was fortunate enough (I think) to buy an old 3:5 litre Jaguar-man did that thing use fuel! Lugging a huge English body around. My best mate's Father owned a service station in town. On Saturdays, Phil was left in charge while his Dad went and played golf or something. Sometimes when there was not a lot happening, we would slip the old Jag up on the hoist, disconnect the mufflers from the twin exhausts, hop in the drivers seat and proceed to pretend we were at LeMans making wonderful curesndo of sound blipping the throttle-feeding the power in-down changing in the breaking areas-the whole bit real virtual reality!! The delightful exhaust not echoing out the service bay doors. Sooner or later, a Cop car would appear at one end of the street looking for the boy racers doing naughty things on the street. They never found any thing because we had panoramic view service bay doors, when our friends appeared we switched off and went back to work.

BACKWARDS BLAMERS- Mazda rotary's had them when they started racing those rice burner engines of theirs. No one had properly sorted the control of the exhaust sound. So when the sports car racers were experimenting with their home made exhaust systems there was a vibration that would escape along with the noise and other rotary emissions. One particular competitor had this backwards-blaming device emitting such horrible vibrations that would nauseate over taking drivers. I was always in trouble with one of these rice burners. My poor

little Centaur, all of 1100cc's needed to knock him off in the corners because it didn't have the power to blast past in the straights. One would sneak up on him put the nose right up the inside line firmly in the path he was trying to navigate, use all of the legendary Centaur handling and nick through on the inside with a little bit of a prayer as well!

The sneaking up part was the problem, because when you got up close enough the Mazda power would blast you with this nauseating vibration making the inside of ones helmet not the nicest place to be. CAMS eventually came up with a more social muffler, and made stalking rotaries fun once again.

I miss the days of no mufflers particularly on the V8, 5 & V12, 5. The night (early morning) to be exact when the big 7 litre. Lola sports car first fired up in Australia and all the spanners danced on the workbench. What a noise!

The start of the Formula 5000 races at Surfers Paradise. A dozen or so of those big single seaters unleashing their V8 power heading off under the Dunlop Bridge to roar around the circuit for an hour or so doing battle in the Tasman series. One day a man called Teddy Yip arrived with a couple of 3 litre Formula 1 cars for his chargers to drive Bob, My best hanging over the fence and watching mate and I wandered down to our favourite spot near the Dunlop bridge to savour this new and exciting sound to us. These 3 litre DFV Ford powered Ensign's would arrive on the straight with a magnificent Wail, flicking up through the gears in one continuous sound of mechanical excitement flashing past under the bridge. No lift off likes most of the others except for the very, very brave F5000 drivers. Wailing on all the way down to Lukey corner. Down the gears like no other racing car we had ever heard before howling off again on to Firestone corner and on again off to the esses Phew!! Adrenalin pumping stuff for these motor sport enthusiasts from down under.

It still takes me half an hour to settle down at Indy, when the cars are first let loses on the circuit. The sound, smell, noise, and speed, fantastic stuff !!

Richard Croston

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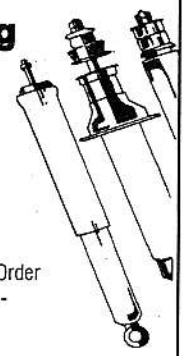
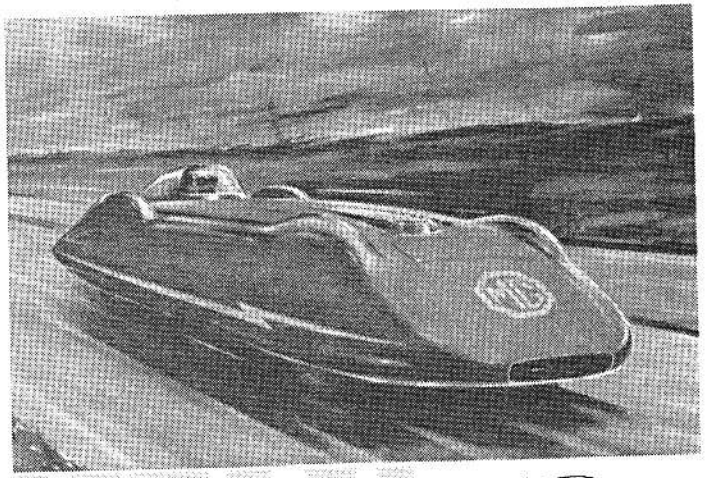
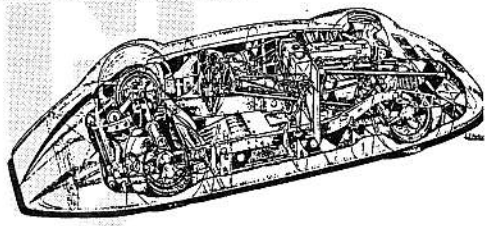


EX - 135 The Goldie Gardner Record Car (1939)



Goldie Gardner's record car, EX 135 utilized a K3 chassis, specifically K3023; as such, the car always appears on any listing of K3s as one on the thirty three. It first appeared with a streamlined body based more or less on the Magic Midget, EX 127. Captain George Eyston was the first driver of EX 135, or the Magic Magnette.

The Magic Magnette was also used for record breaking. Painted with horizontal brown and cream stripes, the car was nicknamed the "Humbug" because it resembled a popular penny candy of the period in both shape and colour.



After Goldie Gardner became involved and the new body was designed by Reid Railton, the car was usually known as the Gardner M.G. With it, Gardner smashed records not only in Germany, but also in Belgium and in the United States on the salt at Bonneville.

Indeed, Gardner captured some class records on the salt when powered by the XPAG engine used in T Types.

Source: MG Magazine

CAMS Evening of Champions

8th March 2002 at the Broncos Leagues Club in Red Hill.
Tickets are available form the CAMS Office at a cost of $55.00 each.

CAMS Competition Licence Pre-Race Seminars (Required for your C3 licence) will take place on the following dates during 2002: 2nd April, 13th May and the 29th July. Bookings must be made with the CAMS State Office.

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