

THE OCTAGON

APRIL 1994

THE OFFICIAL JOURNAL OF THE MG CAR CLUB OF QUEENSLAND INC.

AFFILIATED WITH CONFEDERATION OF AUSTRALIAN MOTOR SPORT

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MG CAR CLUB OF QUEENSLAND INC PROGRAMME OF EVENTS

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
	MARCH 1994				
##	25th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
	APRIL 1994				
	22nd	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
##	25th	Day Run		Pat & John Walker	300-2914
	MAY 1994				
##	7th	Working Bee	Mt Cotton	John Davies	341-6798
##	15th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	27th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
	JUNE 1994				
##	5th	Hillclimb - Qld Championship	Mt Cotton	Joan Appleby	857-1561
	JULY 1994				
	8th	Old Boys Night	Clubrooms	David Robinson	844-1037
##	22nd	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
##	24th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
	AUGUST 1994				
##	19th	Ironman - Night Run		David Robinson	844-1037
##	20th	Ironman - Sprint & Motorkhana		David Robinson	844-1037
##	21st	Ironman - Hillclimb		David Robinson	844-1037
	26th	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
	SEPTEMBER 1994				
	23rd	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
	OCTOBER 1994				
##	16th	Hillclimb	Mt Cotton	Joan Appleby	857-1516
##	28th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
	NOVEMBER 1994				
	25th	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
##	27th	MG Race Meeting	Lakeside	Joan Appleby	857-1561
	DECEMBER 1994				
##	4th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	9th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
	NOTES:				
	1/. CLUBROOMS ARE OPEN FOURTH FRIDAY OF EACH MONTH FROM APPROX 8PM.				
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	3/. DATES ARE SUBJECT TO CHANGE. IT IS THE ENTRANTS RESPONSIBILITY TO CONFIRM EVENT DETAILS.				
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	4/. PLEASE SEE ALTERNATIVE LIST FOR NON MGCCQ EVENTS. CLUB POINTS WILL BE AWARDED FOR SELECTED INVITATIONAL EVENTS.				



PRESIDENT REPORT

As I sit and write this report, it is only a couple of days before the Queensland Troops leave for Newcastle for the 1994 National Meeting. I hope our members fair well and have brought home some loot from down south. To find out exactly what has happened during those four days, read on.

On the 11th April is a DayRun/Economy Run conducted by the Marquee Sports Car Club. For a bit of fun then you should be there. Remember to compete in the Economy Run then you will need a third party extension certificate if your car does not have Historic Plates.

John Walker has organised a Day Run on April 25th - ANZAC DAY HOLIDAY. An extra day so you can have it off and enjoy the company of your fellow members. Meet at Ferny Grove Tavern Car Park at 8.30am. A pleasant day for a drive via Samford, Closeburn, Dayboro and Woodford. Tops down for those that don't have tin lids (Magnetite talk) and let the wind blow through your hair. See you all there even in the Hupmobile if the love of your life is broken/resting or you don't own one of the treasures.

The Touring Assemblies are still happening with the all conquering 4 Wheel do nothing special Honda continuing to do well in spite of its young marquee heritage. The night is a well attended get together for even those that do not like to compete. Many just come to the clubrooms and tell tall tales of speed, conquest, achievement and sometimes truth and disaster. We would love to have you at our next Touring Assembly/Noggin and Natter.

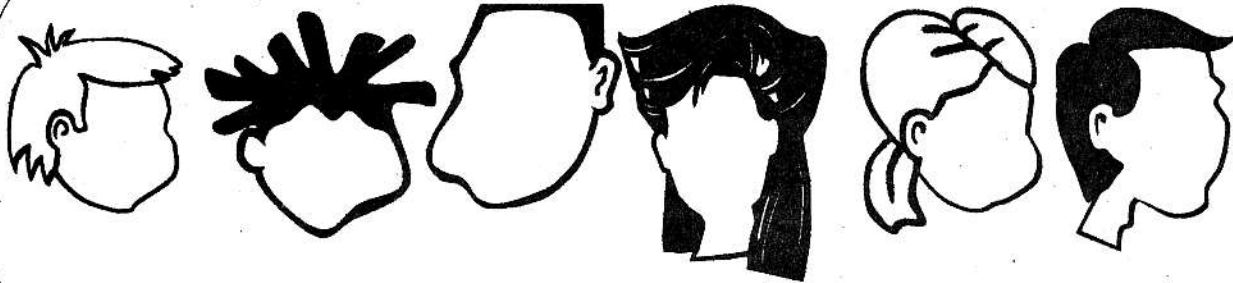
My thanks to the typists and writers of articles for our Magazine. Please keep sending them as the editor needs all the help he can get. (I couldn't have put that better myself. Ed.) Short articles, pictures, funny signs and long articles, will find a place in our magazine.

Bye for now.

David Robinson

INVITATIONAL EVENTS AND ITEMS OF INTEREST

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
	APRIL 1994				
	1st-5th	National Meeting	Newcastle	John Crane	
	10th	ATCC	Phillip Island	na	na
	17th	Economy Run	Shell - Airport Drive	David Verna - Marque CC	377-8593
	24th	ATCC	Lakeside	na	na
	24th	Classic Mapping Rally		BSCC	391-8881
	24th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	MAY 1994				
##	2nd	QMC 2	To be advised	Christian Autosports-Paul Young	263-9067
	1st	Targa Tasmania	Tasmania	na	na
##	8th	Macleans Bridge (Social)	Mcleans Bridge	Mark Bilson - Marque CC	279-0040
	14th ->	Repco Mountain Rally	Melbourne	Marilyn Henderson	02-8991620
	15th	ATCC	Winton	na	na
	22nd	Race Meeting	Lakeside	QGRA	
	29th	Supersprint		Marque CC	
	29th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	JUNE 1994				
	5th	ATCC	Eastern Creek	na	na
##	12th	QMC 3	Townsville - To be confirme	Twin Cities Autosports	077-734663
##	24th	Marque Night Run	TBA	Phil Hart	812-3213
##	26th	QMC 4	To be advised	Gold Coast Tweed MSC	
	26th	ATCC	Mallalla	na	na
	26th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	JULY 1994				
	3rd	ATCC	Wanneroo	na	na
	9th&10th	Historics	Lakeside	Lakeside	
	17th	Bitumen Motorkhana		Mike Ovens - Marque CC	221-4000
	17th	Race Meeting	Lakeside	Lakeside	
	17th-22nd	Classic Rally (6days)		BSCC	391-8881
	24th	ATCC	Oran Park	na	na
	24th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	AUGUST 1994				
##	7th	QMC 5	To be advised	Competitive Drivers-Eric Neal	075-963923
	28th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	SEPTEMBER 1994				
	4th	Race Meeting	Lakeside	Lakeside	
	4th	Classic Driving Trials		BSCC	391-8881
##	11th	QMC 1	To be advised	Holden Sporting-Alan Sleaford	356-6249
##	18th	Concours		Carl Stecher - Marque CC	399-5602
	25th	Race Meeting	Lakeside	QRDA	
	OCTOBER 1994				
	2nd	Tooheys 1000	Bathurst	na	na
	8th-9th	Qld Classic Car Touring Rally	Probably New Farm Park	John Thompson	832-0242
	9th	Aust Motorkhana Champ	Mangalore Airport		
	16th	Aust Hillclimb Champ	Collingrove		
	16thor30th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	23rd	Race Meeting	Lakeside	Lakeside	
	29th	BP Range Rally Classic		BSCC	391-8881
	NOVEMBER 1994				
	13th	Aust Grand Prix	Adelaide	na	na
##	6th	QMC 6	To be advised	To be advised	
	27th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	DECEMBER 1994				
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NEW MEMBERS WELCOME

Shaun Power
Warick Hutton
Adrian Diehm
Anna Kinnear
Barry Walker
Robert Goss

Bryce Hutton
Terrance O'Beirne
Cynthia O'Beirne
Lyn Brind
Peter Brierly

We would like to welcome these new members to our Club and hope they enjoy the Club and the company of their fellow members as much as our current members.

Nice Dream

MG supplies cut short

The return of the MG sports car to Australia, announced last October, has stalled. The MG RV8, a latter-day recreation of the British 60s classic, was to have been introduced here in a few months, but Japanese buyers have stymied any chance of an Aussie renaissance.

After display at the Tokyo Motor Show, Japan's image-obsessed en-

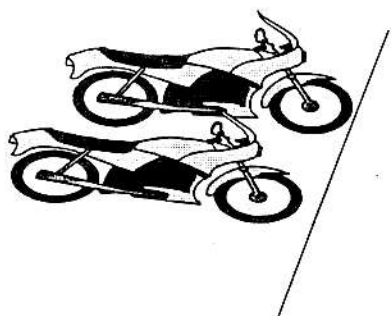
thusiasts bought the entire annual production run. Cash paid deposits for the V8 powered retro-roadster totalled 1,400 in Tokyo, more than the small British Heritage motor works can produce. With a fat order bank and yen on the table, engineering the MG for Australian design rules and sales of just 50 cars a year proved excess to requirements.

The Rover group, which controls

the MG nameplate, has not entirely abandoned the idea of selling passenger vehicles in Australia. The success of the 4WD Discovery and Range Rover has rekindled plans for the rebirth of Rover cars.

New generation products, due in the 1996/7 time frame, are being seriously studied for the local market now that the dollar/sterling relationship can provide significantly more value than the dollar/yen.

Wasn't it !



HELP!!

***I urgently require six (6) people
to be trained as***

TIMEKEEPING OFFICIALS

***for Motorcycle road racing at
Lakeside International Raceway.***

***Timekeepers get free entry to every motorcycle race
meeting. Food and soft drink is supplied.***

For more details, contact Graham or Nancy on

(07) 351 2050

BRG - OR IS IT?

*All is not what it seems when a colour is described as
British Racing Green, as Stanley Sedgwick explains.*

THOROUGHBRED & CLASSIC CARS SEPTEMBER 1987

The younger generation of motor-racing enthusiasts, accustomed to watching Grands Prix and Sports Racing cars resembling mobile advertisement hoardings may not remember the days when competing cars run under official national colours.

The practice came into existence at the beginning of the century when the Automobile Club de France drew up regulations for the Gordon Bennett Cup races. These called for teams of up to three cars to be entered by clubs recognised by the ACF. At the time, the clubs so recognised were those of Belgium, Austria, Switzerland, Turin(!), Great Britain and Ireland, Germany and American. Colours were the assigned to the countries expected to compete in International Events - white to Germany; red to America; yellow to Belgium and blue to France. None to Great Britain be it noted. It seems that (emerald) green was adopted by the Napiers representing Great Britain in the 1903 Gordon Bennett Race at the suggestion of Count Zborowski as a mark of appreciation to Ireland for providing a venue when all efforts to hold the race in England had failed. In the previous year - 1902 - it is widely reported that Charles Jarrott, to compensate for having been allotted a French unlucky number in one of the classic long-distance races, painted his car what the French then regarded as a lucky colour - green.

by 1909 ten more Clubs had been added to the list of recognised clubs and the AC of Turin had been replaced by the AC of Italy. In researching this subject, it came as a surprise to me that 'red' had been allocated to America - I had assumed that Italy has always had red. I have not been able to find out when American yielded red to Italy and accepted the substituted colours of white for the body and blue for the chassis.

By 1936 the painting of cars in national colours was compulsory only in international events where the Supplementary Regulations required it. However, these colours became widely accepted as the norm by manufacturers of competition cars, thus green became customary for Bentleys, red for Alphas Romeos and Ferraris and white for Mercedes. Perhaps it is because one had grown up with these make/colour combinations, but it always strikes me how right they look whereas there seems to me to be something incongruous about, say a white Bugatti or a Blue Bentley.

Nations were later added to the list as the occasion arose - Siam (Thailand) was added when 'Bira' took up racing. By this time, Mercedes-Benz and Auto-Union were interpreting white as silver.

When Motor racing was reviving itself after WWII the long-accepted position was severely jolted when the following paragraph appeared in the November 1946 issue of Motor Sport under the heading of BRDC notes :-

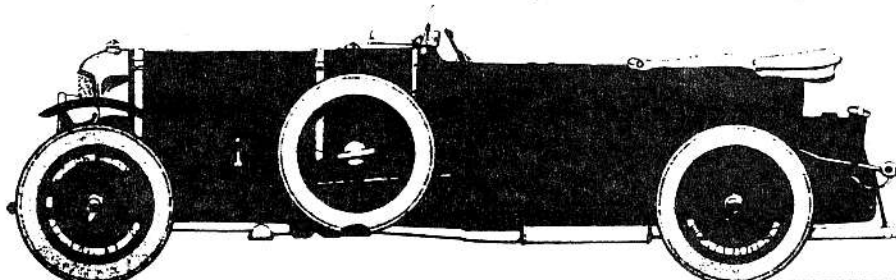
"New National Colour" Some time ago it was announced that for a trial period of two years (commencing in 1947) the distinctive colour for British cars in International competitions will be blue with the national flag on each side of the car. The actual shade has not been defined and it is suggested that Royal Blue should be used to differentiate from the shade used by the French.

This announcement put the cat among the pigeons and for weeks the Motor Sport magazine published articles by their columnists and letters from readers protesting at the change. Questions were asked - why the break with tradition? Clearly the finger was pointed at the Competitions Committee of the RAC and its representative at the FIA. A petition was

presented by drivers and enthusiasts in favour of retaining the traditional green and in the Motor of 18 December 1946 Rodney Walkerley (Grand Vitesse) wrote this :-

"Enthusiasts will be delighted to learn that

driven by a Swede be painted? It was suggested in the press that national colours should be used by recognised factory or private teams built in a given country, but that independent drivers should register and run under their own personal



Bentley Team cars are considered to have the 'authentic' green

the decision to change the British national racing colour from green to blue is to be rescinded as soon as possible. At last week's RAC Competition Committee's At Home to representatives of British Clubs, Lord Howe very sportingly admitted that the idea had been a mistake and received an ovation for its gracious bowing to popular clamour".

It is not unreasonable to surmise that the proposal to the FIA - on which Lord Howe was Great Britain's representative as Chairman of the RAC competitions committee - was not unconnected with the fact that the Bugattis he was racing at the time were blue.

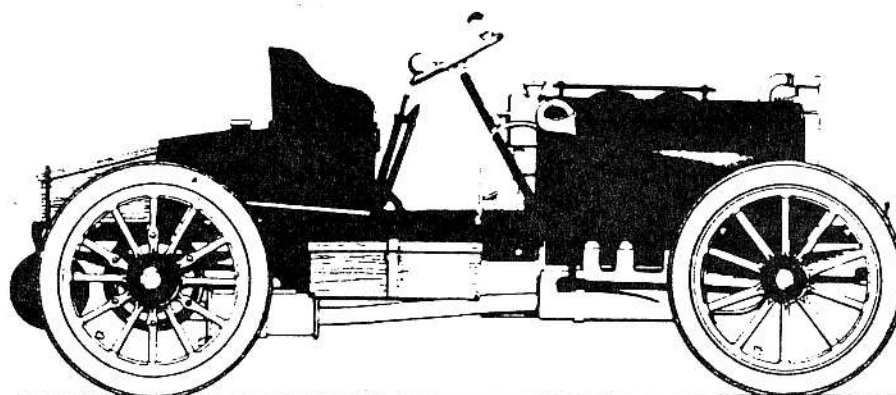
This non event triggered discussion as to whether or not national colours should be

colours - shades of the early days when nomenclature and procedures were freely borrowed from the horse-racing fraternity.

When Briggs Cunningham made his debut at Le Mans with two Cadillacs in 1950, the painting of the cars presented a problem as no part of the chassis frame was visible to show the prescribed blue in contrast to the white body. He painted the top half of the cars blue and bottom halves white, but the following year he conceived the idea of painting symbolic chassis side members centrally over the top of the car. Little did he realise that he was founding a whole new

concept of painting go faster stripes on cars

As the years passed, the national colours



The Napier was the first British car to adopt national colours

abandoned in the changing world of motor racing. Did the designated colour refer to the car or the driver? It was all right when British drivers drove British cars but things were different now. What colour should a British car

increasingly lost their impact and after a half hearted attempt in 1970 to introduce colours for individual Formula I teams - eg BRM - orange nose - there was no reference at all in subsequent editions of the International Sporting Code.

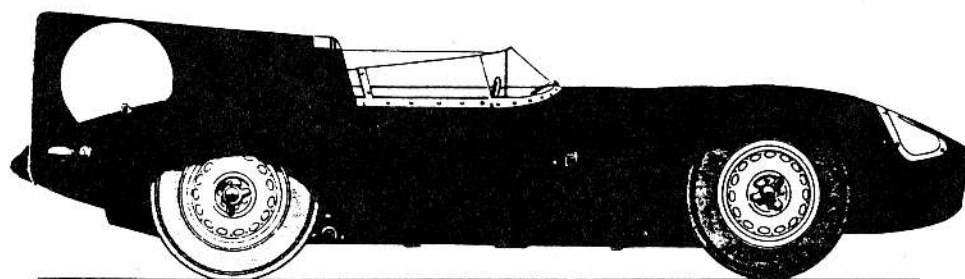
Thus, British Racing Green ceased to have any official existence over a quarter of a century ago, but the tradition is widely respected among racing and motor sport enthusiasts.

So what is British Racing Green? Whether or not there ever was an exact shade of green to be used by entrants from this county in International Races is a matter of conjecture, but if long usage can be taken as a criterion, then the green used by the Works Bentleys at LeMans in the Twenties must be accepted as the authentic colour. Not just because Bentleys used it, but because they bought the paint from Thos Parsons & Sons Ltd in whose shade cars it was shown as Napier Green No. 479/16, from which

pattern in 1953. In 1967 the British Racing Green used by Jaguar was 178-30725, very similar in colour to 178-14686 but just a shade lighter. Then in 1970 the British Racing Green was changed to 178-33397 a lighter shade again but still dark green"

The latter is currently used by at least one reputable Bentley restorer who tells me that it matches a readily available green material used in covering fabric bodies.

Napier Green appeared in the British Standard Institution's colour range as BS381C - No. 226, but this has been dropped and superseded by Mid Brunswick Green under the same number,



Jaguar's green was so dark as to appear black — to bring them luck?

it may be deduced that this was indeed the colour used by the great cars of the Gordon Bennett days.

There is no doubt that some people consider green to be unlucky and this may have influenced some British entrants to use very light or very dark greens - so exaggerated, in fact, that they were not really green at all. When Jaguars started racing at Le Mans the cars were painted such a dark shade of green as to look almost black. This may have been concocted by Jaguar in its own paintshop, but paint manufacturers Glasurit Valentine responded to an enquiry on the subject as follows:-

"The earliest racing green we have for Jaguar is 178-14686; this matched to their

and Deep Brunswick Green as BS381C - No.227. Opinions differ as to which of these is the 'correct shade'. (During the restorations of two of the Birkin Blower Bentleys, two different shades of original green paint were revealed when the cars were stripped).

The following table, which includes, inter alias, various shades of British Racing Green specified by car manufacturers from time to time and the corresponding reference numbers used by various paint manufacturers, may be useful to readers contemplating repainting their cars.

Although care has been taken in collecting and

collating the above information, no responsibility can be taken for its accuracy (I don't want my home besieged by irate drivers in multi coloured cars). The numbers should provide a starting point for individual enquiries and no doubt any

paint manufacturer could/would make up paints to meet car manufacturers' code numbers and/or those of BSI.

I haven't really helped much, have I? It seems to be a case of - "yer pays yer money and yer takes yer choice" - within acceptable limits, of course. And the best of British Racing Green luck to you.

Approx Date(s)	Car Manufacturers Specification & Code Nos.	CURRENT				DISCONTINUED		
		Ault & Wiborg	Berger	Glasurit Valentine	I.C.I.	P.P.G. Ind.	Pinchin Johnson/Internat.	Parsons Old New (Pre-84)
	Aston Martin British Racing Green	34735						62920
	British Leyland Austin/Morris							
67-70	*British Racing Green HMN254	24400	03525	30725	5028	B190	2890	5139 60431
70-78	**British Racing Green (Rich) HMN 254	28461	13036!	33397	8461	B352	2540	63833
59-69	Racing Green GN25	21677	1341	27632	8120	B113	2060	60489
70-73	Racing Green BLVC25	28670	04823	32939	7985	B118	2960	
63-71	Dark British Racing Green GN29	24499	02151	28396	9767	B111	2320	60423
	Jaguar							
53-65	British Racing Green	16712	1361	14686	2539	B187	2290	70152
67-70	*British Racing Green HDJ/254	24400	03525	30725	5028	B190	2890	5139 60431
71-78	**British Racing Green (Rich) HDJ/254	28461	13036!	33397	8461	B352	2540	63833
	Triumph							
56-61	British Racing Green 75	18337						3118 59985
67-70	*British Racing Green HAA/254/75	24400	03525	30725	5028	B190	2890	60431
70-78	**British Racing Green (Rich) HAA/254/75	28461	13036!	33397	8461	B352	2540	63833
74-77	British Racing Green 75	30140	07079	35832		B421	2095	59985
	Lotus							
71	British Racing Green L01	37490	04558					LS0011 56264
74-77	British Racing Green L45	36920						61700
	Others							
	British Standards — BS381C							
	Mid Brunswick Green 226	13707	03619	10226	0426	BS3226	4/1508	50299
	Deep Brunswick Green 227	13718	03620	10227	0427	BS3227	4/1587	50300
	Napier							479/16

NOTES: .. { These British Leyland colours are common to Austin/Morris, Jaguar and Triumph

The OCTAGON
of The M G Car Club of Queensland Inc.

**THIS IS YOUR LAST ISSUE OF THE OCTAGON
UNLESS YOU PAY YOUR 1994 MEMBERSHIP DUES**

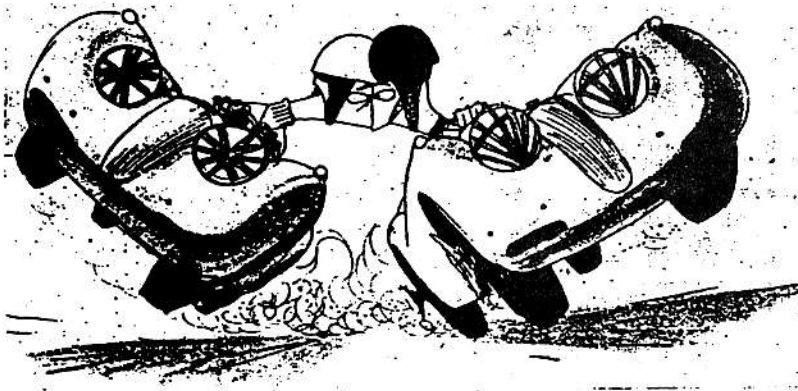
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show the spectators a REAL car and driver at the same time.

And it did too - but not for long. George met the challenge in typical fashion; he bought an XK120 M.

You can imagine the effect of this on poor Joe. It was no longer a matter of merely winning or not winning a trophy. There was a crowd outside those fences - a gay crowd, caught up in the social whirl of road racing.



JOE countered with an XK120 — at which point Gaily sportsman" White offered Joe his Allard . . .

To that crowd, in Joe's mind, his honor, his very manhood, was at stake. Yet what could he do? His car was not fast enough; he couldn't afford a faster one, and to quit would mean dishonor.

Joe's plight was not unknown, and actually was welcomed by some - notably a Mr. White, who was well known in some circles as a "wealthy sportsman". Mr. White approached Joe with an offer to let him drive a new Allard. Joe was overjoyed at this opportunity, and began driving the Allard with new enthusiasm. George was a menace no longer - at least not until he appeared driving a Mr. Black's 2.0 Ferrari.

Mr. White's solution? A 2.3 Ferrari

Mr. Black bought a 2.6
Mr. White bought a 2.7
Mr. Black bought a 2.9
Mr. White bought a 3.0
Mr. Black bought a 3.5
Mr. White bought a 4.1
Mr. Black bought a 4.4
Mr. White bought a 4.5
Mr. Black bought a 4.9

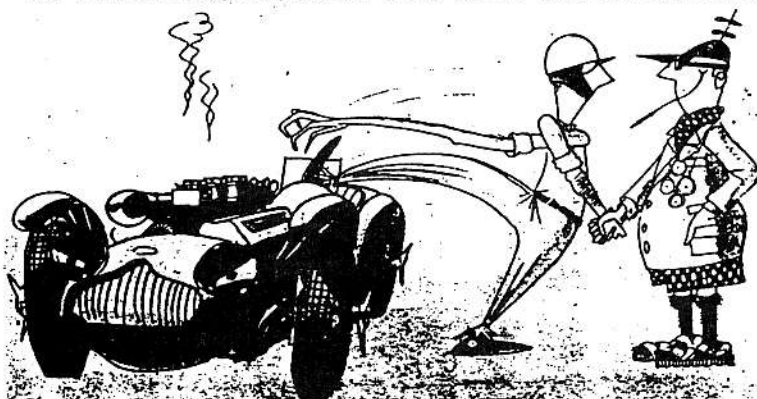
Ferrari didn't make a bigger car, so Mr. White switched tactics; he bought a 1500 Osca.

Joe is happy. He doesn't work any more but he doesn't miss it; he hasn't spent a dime in years. He's an amateur sportsman full-time now.

It's just like in the old TC days. Racing doesn't require any particular preparation or special effort. Joe just packs Mr. White, 12 girls, 10 Italian mechanics, 16 scorers and

timers, four caterers, three psychiatrists, two pilots and a public relations man, together with a tent, three tables, 40 spare tyres, a machine shop, two ice tubs, a bar, 24 cases of coke, two portable outhouses, 14 folding chairs, two scooters, a Ferrari, a Porsche, an Osca and a 10

HELP came from an unexpected quarter when "wealthy sportsman" White offers Joe his Allard . . .



pound bag of spare cash into a can trailer, a VW bus, a Cadillac Eldorado, a Bentley Continental and a twin-engined aeroplane and goes to the track. There he puts up his settlement and wins the race(Unless George does . . .)

--- o0o ---

Growth of an Amateur

We've often wondered how those amateur racing boys who drive for overseas millionaires get into the game: then we saw this story in a U.S. motoring magazine called ☐ Sports Cars Illustrated.

It gave us the answers, and we thought you might like it too.

Story and Sketches by Stan Mott
Modern Motor - July 1959

A long time ago, way back in 1948, there was a young man named Joe Smith. Like many of his contemporaries, he liked mechanical things. And, like many of his contemporaries, Joe eventually saw an MG TC on his city's streets. Unlike most of them, however, Joe knew, the minute he saw the little car, that he had to have one.

In those far-off days, TC's were not socially accepted as "smart", and the very people who today lament the passing of that spindly-wheeled wonder and eulogise its many virtues real and imaginary, were most free with derision for Joe and his car. This being so, Joe inevitably and naturally banded together with the other owners of similar cars, whom he met at his dealers. They gathered informally whenever it was possible, aiding and encouraging one another.

As more and more people joined in, it became apparent that a club, with organisation, officers and rules, would be advantageous, in that planned activities could be carried out. There were rallies, gymkhanas, time trials and group outings, but the most popular events were the races held occasionally on abandoned airports and roads. These gave Joe the chance to find out whether or not his car really WAS faster than that of his friend, George.

The races were fun; they required no particular preparation or special effort. Joe just packed his

girl, some sandwiches and a vacuum flask of lemonade in his car, drove to the track, unpacked said girl and lunch, raced, beat George, ate the lunch, put the girl back in the car and drove home.

Next year Joe took along an extra set of spark plugs as insurance and wore a new shiny white crash helmet, but the day wasn't quite so much fun, because good old George had installed a blower on his engine and won everything. This was doubly disturbing to Joe because this time there was a fair-sized crowd present to witness his defeat.

That wouldn't do, of course, so Joe countered by removing from his car everything that would come loose. It was more fun than ever. George was vanquished once again, and the 100 dollar tune-up it had taken to do this seemed well worth while.

It seemed less so at the first event of the next season, however. George wasn't driving a TC any more - he had a Jowett Jupiter - and most of the other fellows were driving that new Americanised MG with the baby buggy wheels, the TD model.

There was only one thing to do and so, despite the expense involved, Joe bought a Jaguar XK120. THAT would show George and the other boys the short way round the circuit - and

MARQUE SPORTS CAR CLUB NIGHT RUN

OR

HOW THE HUN WON

It was the best of days, it was the worst of days. "Tweak" and "Lifter" were shooting the breeze and generally putting the world to rights.

"I say old bean - there's to be a midnight to dawn run in late February - organised by the Hun in the guise of the MSCC" said Lifter without prior notice. "Sounds like just the thing for the old two seater - What!"

"Rather" was Tweak's considered reply.

A couple of weeks passed by, with that alarming speed that only time can travel at. Then the two intrepid adventurers found themselves at a car park in Carindale at the previously unheard of hour of 11.30 p.m.

"Not many representatives from the old dart - eh" remarked Tweak.

"Damned Hun everywhere - and the Japs as well" replied Lifter with thinly disguised spite. "Crikey there's even a bloody eytie turned up".

"Should be a challenge for old blighty. Stiff upper lip and all that old boy" was Tweak's manly reply.

12.08 am rapidly came around and off went Tweak and Lifter, closely following "Mr. P " and "Tigger" in the old "53Red"un.

"So far so good, seems funny that the first question related to a sign on a roundabout though" said lifter, "the answers usually relate to things between instructions".

On and on went the intrepid duo -now forgetting the Axis power giving chase. Then came the 'tulip maps. "I say old crumpet" mentioned Lifter, "there appears to be an error".

"Never - you know what Jerry is like - terribly efficient and all that rot", replied Tweak. "Better take a look at the map".

"Look, can't find a series of four roundabouts in the vicinity. Let's make for the half way halt and see what's what", sighed Lifter with an air of resignation.

With that the proud lads set off for a cup of Earl Grey and a scone. With an enormous amount of skill, and no luck whatsoever, they managed to get a few answers to the dashed tricky questions set by "Herman".

After the 'inner men' had been refreshed off set the heroes to do battle again. "First question seems to be one an instructions" mentioned Lifter.



In its first 50 years, VACC Insurance has built a proud history of providing quality insurance service.

It was back in 1930 that the Victorian Automobile Chamber of Commerce decided to establish its own insurance company – hence the name “VACC Insurance”. Business prospered, and the first interstate office was established in Queensland in Commerce House at 125 Adelaide Street (next to Woolworths) in 1944.

Over the ensuing 50 years, the company continued to grow and now operates from its large multi-storey office block in Cribb Street, Milton (corner of Coronation Drive), providing employment for 60 staff, some of whom operate out of regional offices in Toowoomba, Bundaberg, Townsville and Rockhampton.

In 1969, VACC Insurance offered shares to the public and gained a listing on the Stock Exchange as VACC Insurance Company Ltd.

The majority shareholding remained with the VACC, but together with the public shareholders, a new participating partner joined the company – AMEV Australia Pty. Ltd., the Australian arm of the international insurance group, N.V. AMEV, based in the Netherlands.

It bought the company into association with AMEV Life – now Fortis Life – who cater for the superannuation needs of the motor trade.

Early in 1990, N.V. AMEV joined forces with the VSB Group, a leader in the Dutch savings market, and the AG Group, the largest insurance company in Belgium. These mergers created a group which is amongst the top 15 insurers in Europe, and a leader in developing the European market.

The culmination of the merger marked the birth of FORTIS, which next century is destined to become one of the world's leading insurance and banking companies with assets of over \$A68-billion. Today, the spread of the FORTIS Group is enormous, with over 20,000 employees in 14 countries on four continents.

With this backing, VACC Insurance will maintain its significant presence in the State and is looking forward to providing quality service to all Queenslanders well into the next century.



Entry Fee \$2,000

for the vehicle and 2 crew

**Plus \$650 per extra
crew member**

Entry fee includes all meals
and accommodation during
the event and presentation
dinner. Also includes
CAMS personal accident
insurance

The VACC Compulsory Third Party Insurance Classic Car Rally is a six-day scenic event in which to enjoy your classic car and test your driving and navigational skills.

Enjoy the glorious south-east Queensland winter days as you travel through picturesque countryside between Sunday, 17th July and Friday, 22nd July, 1994.

The event is to celebrate VACC Insurance's first 50 years in Queensland, and will cover approximately 1800km over the six days, with overnight stops in Brisbane, on the Gold Coast, Darling Downs and Sunshine Coast. Navigation will play a major part in each day's drive, and many types of instructions will be used.

The aim is not to lose crews but to keep them alert. Sub-events such as hill climbs, motorkhanas and sprints will be conducted – but will have little or no effect on the outright scores.

The entry fee of \$2,000 covers the vehicle and two crew plus \$650 per extra crew member, and includes CAMS personal accident insurance. It also includes all meals and accommodation during the event, and the presentation dinner.

Vehicles eligible are those built in 1975 or earlier, and preference will be given to rare models and those with an interesting history. A photo and brief history of the vehicle will be required with the entry.

Entries will be limited to 100 vehicles and selected in the order of receipt from those who have completed the entry form and paid the entry fee.

The number of crew is restricted only by the seating in the vehicle – but is a minimum of two. No support vehicles will be allowed, but the organisers will provide a sweep vehicle and assistance.

Two-way radios, mobile phones or similar communication systems will be strictly prohibited.

Advertising will be permitted, provided it is not in conflict with the event sponsor (VACC).

The event is being promoted by the Motor Trades Association of Queensland (MTA-Q) and organised by the Brisbane Sporting Car Club Limited. The Rally Director is Jim Reddix.

Supplementary regulations will be available in March, and entries will close at the end of May.

To register your interest, write to: VACC Insurance C.T.P. Classic Car Rally, P.O. Box 359, South Brisbane 4101 – or phone Jeannette Egerton on (07) 844 7555.



"Can't be old pal - Jerry said that we were wrong on that first question in Section one, they don't put Q's on I's. " replied Tweak brightly.

On and on pressed the twosome answering questions, sorting out the questionable and so on. How many lights are lit - well depends on the time of night - when did they set the question? Better give a full and complete answer.

"Probably a spizzing view in daylight" remarked Tweak as they crossed the mountain named after the Salvation Army - Mt. Tamborine.

"Bloody hopeless at night though" was the grumpy reply from a cold and bored Lifter.

Which exit to the blue cross - well, its a white cross on a blue background. Better give a full and complete answer.

So after several hours of damned fine driving and insurpassable navigating and question answering, our heroes arrived at a Petrol Station in Nerang. Lifter handed in the answer sheet with a gentlemanly flourish and settled down to a cup of coffee (damn American muck) to await the good news.

"Ze question ask how many lights are lit" said Jerry, with just a hint - but only a hint - of a smile. "Not how many there are and what time did we ask the question. Und also - ist ein white cross, not ein blue cross - so Englander, we trip you up again, No?"

"Fine chaps the Hun, only lack one thing, a sense of humor and that most British of things a sense of fair play" remarked the two tired heroes.

"So much for the Hun and precision. About 3 mistakes that they'll admit to. Wonder how "Mr. P and Tigger" have done" remarked Tweak in a manner both defiant and hopeful. "Here they come right now" said Lifter, "I say chaps, how did you go?"

"Not bad old thing" said Tigger, a little emotionally. "But we've lost a roundabout and seem to have misplaced a road near Logan Village".

"Wonder how the cars with the engines at the wrong end have done" remarked Mr. P. "And don't forget the Eytie.

When the results were announced it was shown that the Eytie had been allowed to win, the Hun had managed to get 2nd and 3rd, but the old 53 and our heroes had help up Blighty's end as well as could be expected. At least the Japs had been humbled - for now at least.

As was agreed by the intrepid duo as well as Mr. P. and Tigger, It's not whether one wins or loses, but how one plays the game. *(Profound words spoken by Tweak. We shall miss these snippets of wisdom and enlightenment. Ed)*

P.S. With thanks to all at the Porsche Club for a very enjoyable time.

--- o0o ---

WORKING BEE 7TH MAY SEE YOU AT MT COTTON



Club Regalia

All enquiries to PAT WALKER 300 2914



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Sew on hatbands, caps, parkas, racing suits etc.)

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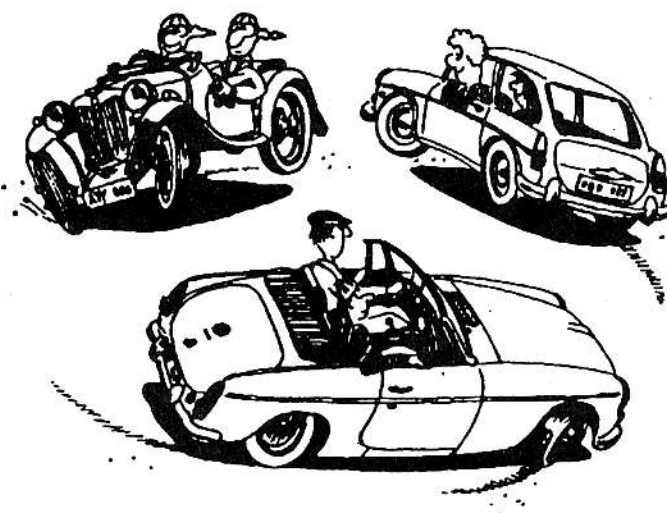
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OUR CLUB'S

NIGHT TOURING ASSEMBLIES

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22ND JULY

19TH AUGUST - IRONMAN

28TH OCTOBER

VENUE:

STARTS AT 8.00PM APPROXIMATELY
FROM MG'S CLUB ROOMS
AT 9 NASH ST. ROSALIE.

ENTER ON THE NIGHT - \$10 PER VEHICLE

WHAT TO BRING:

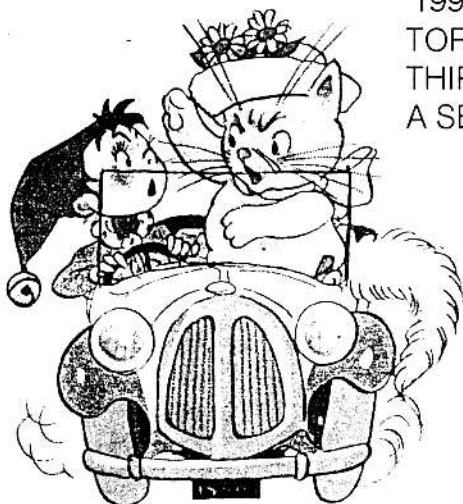
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1993 UBD

TORCH/MAP LIGHT

THIRD PARTY EXTENSION

A SENSE OF FUN AND ADVENTURE.



MORE INFORMATION:

CONTACT PHIL HUTCHISON

PH 3552188 BEFORE 8.00PM

PLEASE.

WE LOOK FORWARD TO YOUR PARTICIPATION AND COMPANY

WE ARE INVITED

Organised by Marque Sports Car Club's member Club

GRASS MOTORKHANA

JUNE 12TH

WHEN: ~~March 15~~ (Weather Permitting)

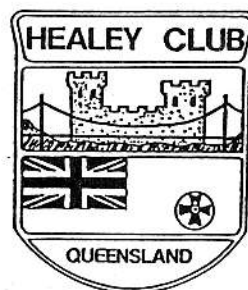
WHERE: Warrill View Pony Club Grounds
(Warrill View is on the Cunningham Highway
on the way to Warwick)

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

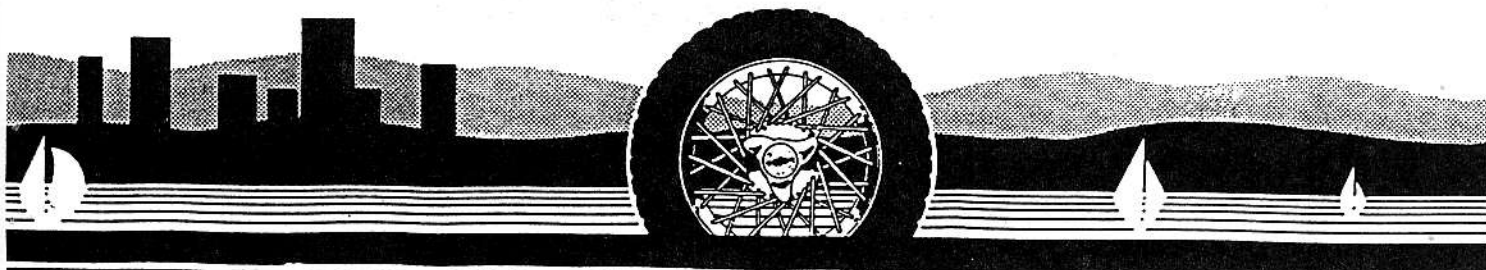
There is also a large park and playground for children. Toilets and refrigeration are available.

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

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



HEALEY CLUB



HISTORIC RALLY GROUP

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

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

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

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

first/reverse changes). And make sure you've got a good air cleaner fitted. Motorkhanas can get VERY dusty.

Now, with the car set up in a usable form, we can start preparing the driver. The first, most important, and least observed rule in driver preparation is to know your way through the test before you reach the start line.

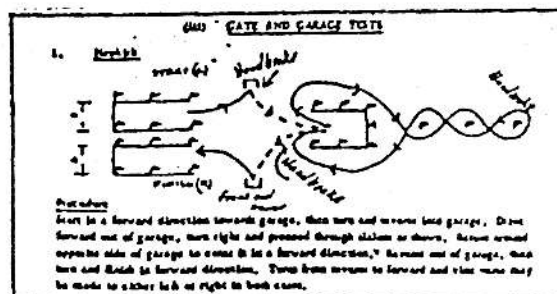
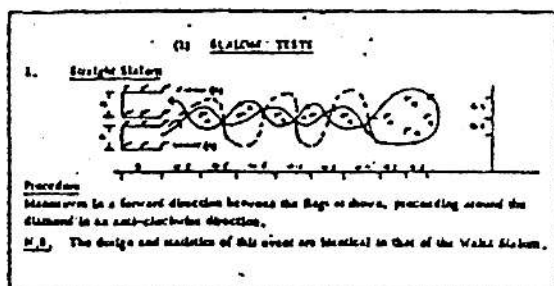
Every test in the Championship system is clearly illustrated in the Motorkhana Code, available from CAMS Office at little cost. Having studied the path to follow in a test, you'll need to analyse it and decide on the best technique for a fast time. The two most essential ones are handbrake turns and front end throws.

If you master these and concentrate on keeping the distance travelled in each test to a

version of a handbrake turn. Well executed 'fronties' are a joy to behold, but inferior throws are a major reason for safety boundaries appearing the Motorkhana Code. They need some speed to be effective, and are generally used in situations like the finish run of the 'Hopkirk'.

Get a good run in reverse, whack on some lock, declutch to help the front throw around (sometimes a jab of brake helps), and while the landscape spins across your astonished gaze, change from reverse to first. The real experts handle this manoeuvre well enough to place the front of the car over the finish line in mid-swing, but beginners shouldn't try that! (And don't blame the Editor if you run out of hands and feet or get some new dents in the roof!)

Actually, the best bet is to come to a Championship event (or a good Club event),



minimum, you'll be well on the way to some competitive times. Distance travelled can be minimised by steering the closest possible line through the flags. For example, a slalom run will be more controllable if the path followed can be shown on a diagram as a wavy line, rather than a series of tailhanging half loops (See diagram).

Handbrake turns need good timing and plenty of practice for the best results. They are brought on by taking the car into a turn, then inducing a tail slide (violent oversteer, if you feel technical) by jabbing the handbrake to lock the rear wheels. With rear drive cars, this also entails declutching and sometimes changing from second to a non-synchro first.

Using some imagination, one could almost say that front end throws are a reverse gear

see it in use and talk technique with the experts.

With the basic techniques mastered it only remains to match them to the tests in the event. For example, handbrake turns are essential in some situations, but slow you down in others. In tests like the Double Kidney, some of the fastest drivers barely use the handbrake, though the layout of the event suggests it would be useful. And learn from other competitors' runs. Watch them to see where the bumps and slippery patches are.

If the event is on a muddy ground and you've got a late run, give some thought to going wide on the bad turns to gain traction on unchurned ground. But whatever you do, be sure to enjoy it. That's what motor sport is all about.

JUST ADJUST THE DRIVER!

The Techniques of Motorkhana Driving

Story by Neville Malone
Racing Car News May 1976

Over the years of my involvement with motor sport I've been called everything from "You're a lifesaver, mate" to a less flattering "You're a one-eyed bloody 'khana fanatic'". Perhaps I should be ashamed to admit it, but the latter description is pretty accurate.

Since my introduction to motor sport back in the late 1950's, I've leaned towards the low cost/high skill formula. Partly because I get more satisfaction out of driving than from bolting on some hot gear, and partly because my regular employers are notoriously mean on paydays. (No, gang, I don't work full time for RCN).

Way back in those 'good old days' the average Car Club could organise treasure hunts, economy runs, rallies and motorkhanas with a minimum of fuss and finance (the last two were 'trials' and 'gymkhanas' then). Enthusiasts got a gentler introduction to the sport in those days, and Clubs found it easier to hold members.

As a means of introducing new members to motor sport, and keeping them in the Club ranks, motorkhanas are hard to beat. They are the best long-term investment that any Club can make in the present atmosphere of growing complexity, cost, and professionalism at the Club level of organising and competing. Properly promoted, I believe they could be the salvation of amateur motor sport.

Having made that outlandish statement, I should defend it, but I won't. This is supposed to be an article on technique and preparation, so I'd better get on with it.

Firstly, we'll deal with the usual question, "How do I modify my car to win at motorkhanas?" Answer: Leave the car alone, but adjust the driver.

That's really an oversimplification, but if the car is in sound condition, handles well and

has good tyres and traction, it should do well in its class. Motorkhanas classes are based on wheelbase instead of the traditional engine size system, and for the flagbending fraternity this has proved to be an ideal arrangement.

If you're looking for some outright wins, but a Mini. Probably a Cooper S is the best bet. Personally, I prefer a Sprite, but I've never won a Championship event (though a few Sprites have done so.)

Tyres and a good handbrake are the main tuning tweaks. Unless you want to carry a spare set of wheels with hand cut or agricultural tyres you'll probably get the most satisfaction out of a set of radials with a good chunky tread pattern.

Handbrake turns are an essential technique, and they are easier to manage if the lever isn't likely to lock in the 'on' position. It's a simple matter to tape the button down so the ratchet won't engage, or you might even go to the trouble of drilling the lever and button so that insertion of a pin gives a more positive lock. If Mini drivers (and other related makes) want a permanent job there are still a few 'fly-off' ratchet conversions to be found on the market.

Preparation on the day should include taking all loose objects out of the car. Getting the girlfriend's make-up case stuck under the clutch pedal in the middle of a 'Hopkirk' will only get you both mad, and cost you five seconds or so!

It's often a good idea to screw the idle speed up a bit to cut down the chances of stalling in mid test (it usually happens in reverse/first or

PLANNING A TOURING ASSEMBLY (NIGHT RUN)

(or by the light of the silvery moon)

After browsing through the MG Calender in your club magazine that has just arrived in the mail box, you spy upon a touring assembly that is scheduled for the last friday night for that particular month, or to add further spice to your life you receive in the mail a copy of Supplementary Regulations for the IRON-MAN week-end and decide that you are going to be the next TOP GUN in rally navigation, and talking your unsuspecting spouse or best mate into joining you in this new adventure.

Upon arriving at the club rooms and after a bit of a chat with fellow club members about the week events and other motor sport happenings you finally put your mark along with your navigator on the entry sheet. The director for the event then calls you up, hands you a set of instruction sheets, along with a question and answer sheet, and he utters some mumbled jumble words about you have one and half hours and the late time is thirty minutes. You look at your navigator and hand them the instructions who further gives you a blank stare as he looks at the instruction sheet and utters "What the hell is this thing called a mud map" and you reply "beats me, it must mean we have to drive through some mud".

Have you ever given any thought as to what has transpired and the work that the director has done prior to you arriving for your fun in the MUD.

At the beginning of the calendar year the Touring Assembly Co-ordinator, who at the moment is Phil Hutchinson, asks various members of the club that have regularly been doing touring assemblies if they would like to set one of the Touring Assemblies set down on the calender for the year.

After you have excepted the challange and the the date is confirmed, the first thing you do is approach the event secretary to arrange a permit for the event from CAMS.

Then with your trustly side kick, whether they be your navigator or, driver, get to-gether and decide in which neighbourhood we are going to terrorise with the sound of throaty exhaust, cars screaming down laneways with lights on high beam, and hand held spot lights flood lighting the houses of the unsuspecting public. We are a very respectable people us Touring Assembly people, but throw caution to the wind when it comes to the competitive edge.

Upon deciding which neighbourhood that we are going to terrorise, the next thing we do is with the aid of a UBD work out which direction and form we want the Touring Assembly to take. With our case notes in hand that we have prepared from the UBD, we then take a peaceful drive around the unsuspecting neighbourhood and find that there is a medium strip, at the street we want to turn right at, or a NO RIGHT TURN sign or even worse a ONE WAY street sign facing you in the wrong direction that you want to turn into. After making the amendments, it is back home and firing up your trustly PC, you then start to transpose your amended case notes. After the notes have been printed out, it is then back to your selected neighbourhood to verify if you have not made any mistakes in transposing you notes to the your PC.

After everything seems ok, it is around the course again to find those elusive questions, that you are going to ask your fellow club members to answer.

When you are satisfied that every thing is in order, you then prepare the final draft of what form you want the Touring Assembly to take, whether that be in the form of mud map, tulip, crossword or any other form that you can devise or a combination of varies forms that is fair play.

WORKING BEE 7TH MAY SEE YOU AT MT COTTON

Your Touring Assembly is finally set, after proof reading the finished article it is again onto your trusty steed, and do a final check, paying special attention to typing errors. When you are totally satisfied that all is in order you then contact the co-ordinator to arrange with him to have someone else then go and check your handy work. When it has then been checked and it is deemed to be error free and the final draft is then prepared and printed.

The night before the event is to be run you then go out and check it again to make sure that someone has not stolen the sign that you were going to ask a question from, or a phone number has changed, or during a police chase the night before the power pole you wanted the number from was knocked over by the car being chased, or the council has come along and put in a detour because of roadworks. Trust me these things do happen.

So the chosen night finally arrives and you send your brave warriors into battle against things like Police Radar Traps, the Booze Bus, and your unsuspecting neighbourhood. After a couple of hours all your brave warriors have returned unscathed with tales like "did you see those long skid marks" or "how do you remove the navigators finger nail marks from the wood grain dash", or "that's the last time I take him as a navigator as we had to keep stopping as he was carsick the whole time", or "useless driver kept turning left when I meant right", or are you the driver of a lovely little red number without a roof and the navigator keeps complaining that the paper got wet when it rained or the instruction sheets kept blowing away, the list goes on, just ask any experienced Touring Assembly campaigner.

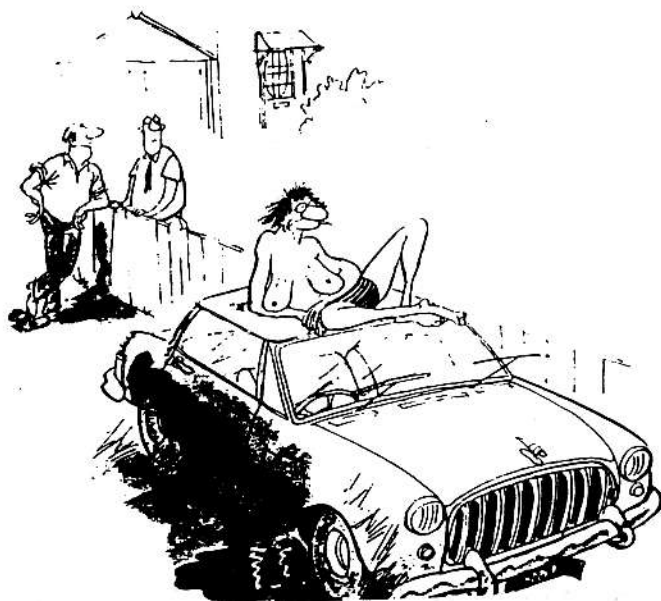
In all it takes at least four to six weeks prior to the event to plan a good Touring Assembly and you still have to contend with those that say "the time was too short" or "the question had more than one answer", or "the instructions were wrong" and you have been around the course at least five or six times.

To get the most enjoyment out of Touring Assemblies is to take the time and read the instruction sheet carefully and pay particular attention to things like do NO THROUGH ROADS count or not, time taken to do the event especially late time, is it worth spending five minutes to chase the last answer if it is only worth two points and you are going to impose a eight minute late time penalty. It is often better to drop a couple of questions than it is to be imposed with a late time. Do not be afraid to ask any questions and confirm things that you are not sure of before you set out.

So enjoy your Touring Assemblies and give a little consideration to the director that has set it as they are only human too, and your fellow club member and he has put a lot of time and effort into planning your enjoyment. And finally if you do become hopelessly lost, don't pack up and head home, return to the club rooms or finish point as the director can still be sitting in his chair at mid-night waiting for your return wondering if you have fallen off the side of a mountain somewhere.

See you all at the next Touring Assembly

John Crane



"She's not much to look at now, but boy, when I first saw her at the Motor Show . . ."

HISTORIC ROB ROY HILLCLIMB

Sunday the 20th of February was a particularly nice day in Melbourne. Clear blue sky, a gentle breeze and not too hot. But best of all it was MGCC (MELB'S) Historic Hillclimb. 3000 to 5000 (my guess) people turned up to watch the racing, but the multitude of volunteers had everything so well organized that the day ran perfectly.

Rob Roy first saw competitive hillclimbs in the years just before World War II. In the late 50's early 60's, when I used to frequent such places, the access to Rob Roy was along pretty country lanes, then through a farmer's yard between his house and shed. The track itself was fairly simple. A narrow strip of bitumen with an uphill start leading to a reasonably quick right hand turn, thence across the top of a dam wall, followed by a steep climb leading into a sweeping left hand turn with a short straight to the finish.

This early track saw competition between some of the more illustrious names in hillclimbing, such as Arthur Wylie, Bruce Walton, Lou Molina, Harry Firth, Bill Paterson, Jack Brabham and Reg Hunt. If my memory serves me correctly, I think I can even recall a certain Ivan Tighe running there.

Rob Roy fell into disuse and disrepair when more challenging hillclimbs around Melbourne came on stream in the late 60's and early 70's. These newer tracks have now been absorbed into suburbia. Recently the Melbourne MGCC, along with "The Friends of Rob Roy," restored Rob Roy and now have a licence for 11 hillclimbs per year. A lot of these are either Historic or club meetings.

Things have not changed all that much, although the country lanes are now replaced with major roads. However, you still need to drive down a dirt road through the same farm yard, but now the house and shed look like they could use some restoration.

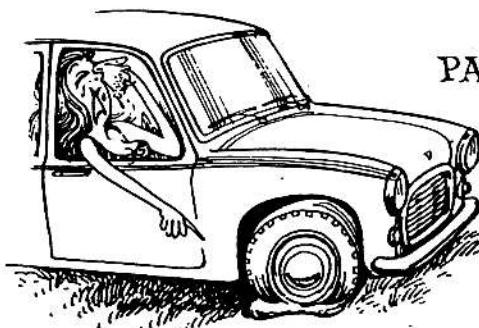
The track follows the same course though it has been widened and covered in hotmix. The track across the dam wall was raised to increase dam capacity and now you would have to do something truly spectacular to end up in the water, as it is well protected by armco.

As this meeting was classed as a historic one, the field was restricted to cars that originated before 1976. With the exception of the current outright record holder who drove some demonstration runs. It featured a wonderful array of cars such as type 37 Bugattis, Amilcars, Alvises (or should that be Alvii) a flock of Austin 7 racing and sports cars, numerous MG's of all varieties, Triumphs and Healys and Coopers from Bristol to Morris.

The day was an outstanding success with FTD and new outright record going to Robyn Bailey driving his MGBGT V8. One thing that really appealed to me was the digital readout (in real time) on the timing shed as each run progressed. Maybe this is something our club could implement at Mt. Cotton.

CHRIS LAKE

WOMEN AT THE WHEEL

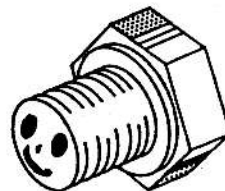


PATHETIC

Recently two blokes invited over to dinner of female MG Member. What's happening here. Has mother taken pity on two bachelors, father short of some good conversation or blokes fancy female. Sump Plug will keep you up to date.

THE LOW DOWN ON DIRTY OIL & GOSSIP WITH SUMP PLUG

Congratulations to Dean and Lyndall on their recent marriage. Hear that he is off to Tasmania for the Targa. Hope that he does well. It is not very often that one gets to see not only Ivan in a suit but there was Brad Stratton, John Boyce, John Davies. All very impressive and those without coats also scrubbed up well. Well done boys.



Did you here about the white ute that had the trailer jackknife while loading the Pulsar for a recent Hillclimb. Got to watch those sliding trailers whilst parked!!!!

Heard that Joan Appleby reckons that she doesn't have many wins but has scored a few with the Swimming Club.

Ann has not been out and about recently but have heard that the cellar steps are still OK for a crook foot.

Linden Cooper and Greg Johnston fancy themselves as top line sport sedan runners. Were seen at the Indy Pits photographing all the top Sports Sedans. These two are having a bit of difficulty on deciding on what they want. Anglia + Escort = Mazda 323 Rotary then Datsun shell now a Honda. Even if they cannot get it to go then it will look like a winner. At this rate the Honda will be as old as the Anglia.

Recent older female wife of member seen out and about with split pants. Could be a good story in that but no one is talking. Shame! Shame! Shame!

Heard that Michele and Linden are going to be Mummy and Daddy in October 1994. Congratulations!!!! Hope all goes well.

John Davies reckons after stewarding for two night runs he's now qualified expert on how to set on and has volunteered to set one shortly. This should be very interesting. Seems John's engine building skills must be under question as the motor is now in the hands of a professional. Opps!

Thompson Boys from Toowoomba are building a new car with technology and parts from the States. Hope it goes better than the old one. Maybe the boys should talk to John Davies

Heard Ken Graham wants his wife as thin as him. She's on diet because Ken reckons she's got fat. Poor bloke. Wonder how the tiny thing hangs onto her horses.

Couldn't resist this opportunity but Anglia Racer's wife told him to tell Sump Plug that she wasn't in charge of him. Can we be so sure about that!!!

Helen Kingcott doing well on her diet and has lost lots and looking good. Shame that John cannot get off his "seefoodandeatit" diet. Keep up the good work Helen.

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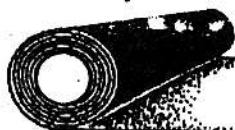
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The Six Worst Mistakes a Person Can Make

Marcus Tullius Cicero was a great orator and statesman of Ancient Rome. Although he wrote this list of mistakes people make more than 2,000 years ago, his thoughts can still be applied to business today. Cicero's ideas of the six worst mistakes a person can make are:

1. Closing our minds to the ideas of others just because we do not feel like giving those ideas a chance;
2. Believing that stepping on other people is the only way to make it to the top in the world;
3. Forgetting to keep our minds fit and our knowledge strong by reading and studying;
4. Wasting time worrying about little things that can never be changed or corrected;
5. Trying to force other people to share our beliefs and live the kind of life that we think they should live; and
6. Getting so wrapped up in ourselves that we fail to see that things we may not be able to do ourselves can still be done by other people or by working with others.

CONTACT THE PROFESSIONALS AT:

LEDA

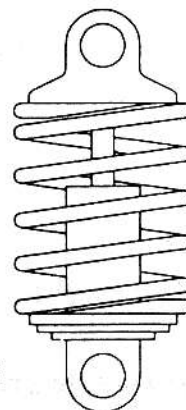
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Roads to Drive Along if You Get The Chance

Recently I drove around the Kosciuszko National Park. The road from Tumut to Geehi must have been designed by a sports car driver. A beautiful hotmix surface with well cambered sweeping turns and terrific sight lines. Driving along here at the speed limit with no other traffic seems such a waste.

Of course the Great Ocean Road along Victoria's SW coast is one of life's necessary experiences. Unfortunately traffic, and especially the motor bikes, are too distracting to really enjoy its superb engineering and scenery.

CHRIS LAKE

DAY RUN/ECOMONY RUN
DAY RUN/ECOMONY RUN

DAY RUN/ ECONOMY RUN
DAY RUN/ ECONOMY RUN

SOCIAL DAY

17th APRIL

BRING OUT THE MQ AND YOUR FRIENDS.

IF THE FAMILY FAVOURITE IS BROKEN BRING THE SPARE HUPMOBILE

MEET AT SHELL SERVICE STATION AIRPORT DRIVE (Road to Airport) EAGLE FARM.

AT 8.30-9.00AM If competing in the ecomony run then you will require a 3rd party extension certificate, unless your car is on Historic Plates.

CLUB POINTS WILL BE AWARDED FOR THIS EVENT.

FURTHER DETAILS FROM RAYMENT FAMILY 300 3148 OR

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DAY RUN/ECOMONY RUN
DAY RUN/ECOMONY RUN

DAY RUN/ ECONOMY RUN
DAY RUN/ ECONOMY RUN

THE POTTS -

by Jim Russell



THE MG THAT ROARED

You'll find it hard to believe, but there were only 10,000 MG TC's ever built. Almost every motoring enthusiast around speaks with great affection of a TC they once owned. Never were so few cars owned by so many. You'll appreciate the point even more when you recall that 250,000 Austin 7's were built, 8500 Bugattis and 20 million Volkswagens. Sydney journalist and motorsport enthusiast Mike Cable has had twice the ordinary run of luck, having owned two TCs in his career. The current one has been in his hands since it was restored 20 years ago. Mike babies the car in a cosmetic sense but pulls no punches when using the loud pedal. He likes to hear the crisp exhaust note and pushes the engine hard. Recently he replaced the crankshaft which had failed rather noisily.

"Not really surprised", he says laconically, "Many a time in competition I've had the tach needle pointing towards the clock - that's about 7000rpm." The recommended maximum is 5500 rpm.

Sceptics should know that in standard form, TCs were capable of 105 km per hour but the engine responded agreeably to the tuners art. The more it was worked on, the happier the engine became - and Aussies were among the first to learn this. During the 1950's, TCs were lapping the Bathurst circuit at average speeds of 120 km/h and hitting 160km/h on the straight.

As for Mike Cable's car, the broken crankshaft was the only major failure in 144,000 km of hard driving. The 1949 model is standard (including the original trim) apart from the engine which boasts 1550cm³ instead of the usual 1250. It also has a works three-quarter race cam which comes to life above 300 rpm producing a rate of acceleration few would believe possible in a 35 year old car.

Mike acquired the TC from Phil Small, a Sydney enthusiast who had fully restored it during the early 1960s from the remains of a crash damaged wreck. Mike had first seen it when writing an article for Sports Car World magazine and came away enthralled by the beautiful handiwork. He left word that if the TC ever came on the market he'd buy it.

In deference to its ageing bones, Mike no longer uses the TC competitively, reserving it for those occasions when he can flatten the windscreen, find a tight winding stretch of road and let the machine gobble up the bitumen. He still corners vigorously, giving lie to the oft repeated claim that TCs did not handle, and uses the gearbox in a manner which even Cecil Kimber would approve.

Kimber was, of course, the man who founded the MG Marque when working for William Morris in his Oxford Garages. Kimber saw the potential of a low cost sports car based on standard components and, in 1922, asked Morris if he could establish a small production line for a sports car. A year later, the two-seater MG special Sports Morris hit the road. The marque proper was born in 1925 when the Morris name was dropped from the radiator in favour of the initials MG (for Morris Garages) surrounded by an octagonal logo.

It is likely that MG would have been just another small time producer had not Morris acquired the bankrupt Wolseley company in 1926. Wolseley happened to have a brilliant 847 cm overhead camshaft engine ready for production and Morris wanted it for a baby car he intended launching to compete with the all-conquering Austin 7. Kimber was shrewd enough to see that the engine was also ideal for a light-weight, low-cost two seater.

The M-type Midget was exhibited at the London Motor Show in 1928 and launched in April 1929. Over 3000 were sold, making MG a recognised sports car maker. In appreciation of this success, Morris made MG a separate entity within his empire, a position the firm held until 1935 when Morris sold several businesses which he personally owned (including MG and Wolseley) to Morris Motors Ltd.

The chief executive of the newly consolidated group, Leonard Lord (later boss of BMC) immediately axed MG's racing activities. He set about teaching Kimber the facts of corporate life, including the importance of bottom line. Lord was wrong, because MG's sales were partly built on its racing image. But fortunately for both men, the T-series sustained MG through the difficult years ahead.

The first of the T-series, the TA, appeared in 1936 with a conventional overhead-valve 1.3 litre engine and an appearance closely following the M-Type. The TA was an instant hit and no major changes were made until April 1939 when the TB was released. Its new engine was the XPAG design built for the pedestrian Morris Ten. The XPAG was slightly smaller in capacity than its MG predecessor but heavier in the horse-power department, producing 40.6 kW at the 5200 rpm. Aussie tuning experts eventually squeezed out twice this power. Only minor mechanical were made to the TB. Some 400 of the new model were made before World War II put an end to production. As soon as peace was declared, a revised version of the TB was rushed into production and called TC. It made its official debut in November 1945. The design changes of any consequence were the slightly wider body, repositioned headlamps and a revised rear suspension.

Somehow the public loved the larger diameter wheels, spidery appearance and aura of elegance. Few owners were bothered by the lack of technical sophistication, exemplified by the beam front axle, semi-elliptic springs, small diameter brake drums and rudimentary shock absorbers. When Motor Sport magazine did a road test on the TC in 1947, it referred even then to the "vintage-like road holding and suspension." Vintage-like or not, the TC was - and is - a captivating car. The driver sits in a snug cockpit, with a telescopic steering column and adjustable squab to the seat. He has a commanding view over the square-rigged bonnet and radiator. Close by is a stubby gear shift which clicks into place with a pleasing precision. The fly-off handbrake is one of the quickest ever.

The TC was cheap too, costing about \$1700 in Australia when new. A top example would now command \$20,000 or more. Why? Because it's a car which almost exemplifies two seater motoring. Ironically, Cecil Kimber never knew its success. He clashed with the Morris brass in 1941 and was fired. Tragically, he was killed four years later and probably never saw of TC.

Had he lived, he would have enjoyed the embarrassment caused when a group of Morris executives went out to the US in 1945 to establish a n export market for Morris cars. They discovered that Morris was virtually unknown - but MGs racing successes had crossed the Atlantic in a big way.

Overnight, the decision was taken to ship out MG instead of Morris cars. A batch of TCs with the steering wheel on the wrong side for the US roads sold like the proverbial hot cakes. Hundreds and eventually thousands followed.

MGs started to arrive in Australia in early 1946. The first to be raced was owned by John Crouch.

Approximately 100 TCs were sold here in 1946. Sales in Australia had reached about 2000 units by 1950 when the model was replaced by the TD. The newcomer was neater, more sophisticated, smoother and more modern than the TC. Three times as many TDs as TCs were sold world-wide, but somehow it appealed to a different generation. Neither the TD nor any subsequent MG captured the affection so glowingly bestowed by motor sport enthusiasts as the TC.

Modern Motor - June 1984

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Maclean's Bridge '94 Static Car Display

The Triumph Sports Owners Association
cordially invites all
owners of Marque cars

When: Mother's Day, May 8th, 1994.

Where: Tully Memorial Park,
Beaudesert Hwy., Nth Maclean.

Cost: a few dollars for entrants

Time: any time from 9:00am

The park is just on the North side of the Logan River and takes approximately 40 mins from the centre of Brisbane to travel to. Bring a BBQ or, purchase something from the canteen provided. There are toilets and washing facilities available, so why don't you make a day of it! This is the biggest annual gathering of cars in the southern hemisphere.

Contact: Cliff Wells 341 3908 (ah) if you require more information

see you there.....

MARQUE SPORTS CAR CLUB



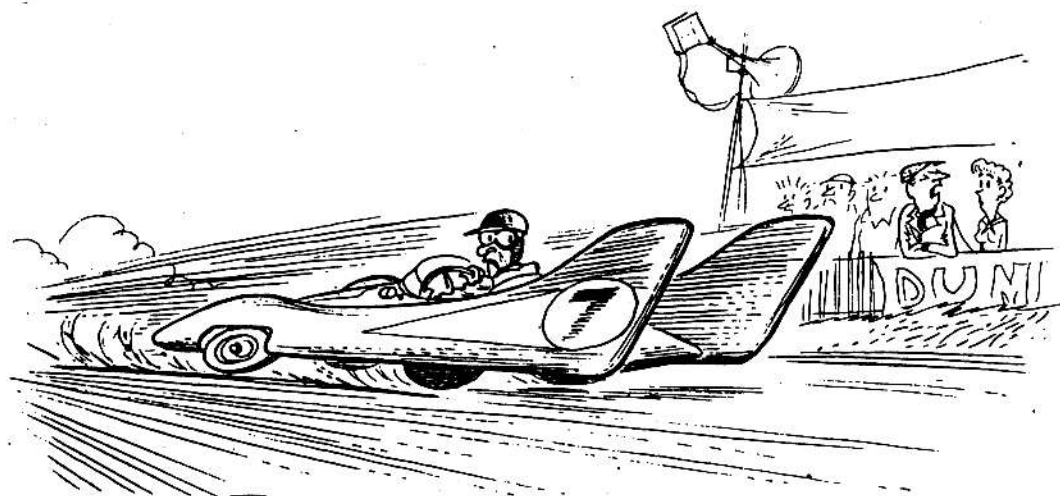
NIGHT NAVIGATION RUN FRIDAY 6TH MAY, 1994

MEET: Homebase Jindalee

7.30pm - Scrutineering
7.45pm - Drivers briefing
8.00pm - Run commences

MUST HAVE: CAMS Basic Licence (current)
Marque membership (current)
Third party extension
Relatively current UBD

For further details contact
Aubrey Hughes Ph. 07 209 1574 ah.



"Those fin-things, as you call them, keep the car directionally stable."

A NEW ENGINE FOR MY 'B'

by David Pfeifer

Wheelspin December 1993

My late model rubber nose B used lost of oil. I had thoughts from everybody and paid heaps on trying to rectify this, but it still used oil - it must be the rings. It has been said that if you put rings in a B motor without a rebore, they seem to fail after about 10,000 miles, this seems to be the case with my car.

Austin 1800s have basically the same motor as a B and are reasonably easy and cheap to get. I decided to rebuild an 1800 motor for my B so that I could do a reasonably quick changeover and not miss any club events or outings - this is a problem with such a full calendar.

I purchased a few very cheap Austin 1800s and removed the engines etc. quickly and disposed of the bodies at Simsmetal for free. This way my place doesn't look like a wreckers yard. There is quite a bit of work to dismantle the motor from the gearbox etc. I saved the motors and gears as I am told that the gear sets will fit in a B box.

Hocking Engineering at Berwick were recommended as people who know what is required to modify the 1800 engine to suit a B. I took a block, camshaft, conrods and head to them and asked their advice on what to do. It seems that I could pay heaps and get a race engine or smaller amounts to get an improved version of a standard motor. I decided first get the block acid cleaned then bored 40 thou. oversize and replace the camshaft with something called 25/65 - I don't understand this but it is supposed to be much better than standard and not too hard to control. They fitted new camshaft bearings which must be reamed once fitted to suit the shaft. After pulling apart 3 1800 engines, I found a crankshaft and conrods that had no

wear and spent the money saved on balancing the motor. This makes it run smoother at high revs - something like getting your wheels balanced and is good value at about \$90.

Some work has to be done to modify the block and a new dipstick hold drilled - some 1800 motors are more suitable than others as they have a larger shape in the casting to allow the correct hole to be drilled and tapped, mine had the narrow casting so we have just a hole and I will have to make a dipstick that will seal to the hole with a felt washer.

The very latest Mark 2 1800s have square ended bit ends on the conrods, these are quite popular, but as none of motors had then I have used the offset type.

The head I selected was a Mark 2 with "O" cast on it, these have larger exhaust valves and are sought after for Bs. The rocker gear was good and all I needed was for it to be crack tested and machined and have the valves reseated.

Two days later I exchanged a bundle of dollars for a sparkling clean block, a polished crank and recon. head and a cardboard box of bits, I don't know where they came from. I had supplied a new set of pistons so that they could be matched to the bores and had a new set of big end and main bearings and a full gasket set and new timing chain and tensioner.

First, I painted the motor as it takes a couple of days to dry properly. I had got a second hand sump and backing plate - the idea being, to build the new motor completely and do a quick changeover. It didn't take long to fit the pistons and crankshaft, pretty standard stuff, I had also got an oil pump pick up that fitted OK. Cleaned up the sump, rocker cover and side plates and pointed gloss black. The backing plate is not quite the same - two holes had to be redrilled. I fitted a new oil seal- wrong way round at first, you must remember that the springs face towards the oil. Fitted the new timing chain and tensioner

and new oil seal in timing cover, it all seemed to go together OK.

Bolted head on, the studs needed cleaning up as some of the threads were slightly burred.

Sump fits with nuts and bolts - 2 holes had to be redrilled in sump flange and the gasket holes had to be punched larger to suit the larger bolts of the 1800 block.

Time to take the old motor and gearbox out, yesterday was the Economy run and nothing on for two weeks, just in case. It's amazing how much dirt and gunk accumulates in the two years since the motor was last out.

Now I had both engines side by side so I could exchange bits as required - interesting to note that I had some spare bits in the cardboard box from Hockings. After studying exploded views etc. I find the funny looking thing with a cog on the end is the oil pump drive shaft, I suppose it will have to go in. Remove the sump and oil pump and fit the drive shaft, I gather this is not an uncommon thing to miss.

Having both motors I can now sort out clutch, I see that the late B flywheel is larger than the 1800, it is probably the same as earlier B's. Refitted oil pressure valve and various plugs and things in the block, it is starting to look good.

The engine mounts won't fit to the 1800 front plate as it is a different shape - have to refit the B front plate also the timing cover, as the timing marks are in the wrong place. L/h engine mount bracket has to be cut to miss the ridge on the side of the block if you grind out the ridge you then have to plug up the exposed oilway.

Fitted oil filter extension bracket and distributor found that oil filter on 1800, though it looks the same has a different internal thread.

It is now Wednesday morning and wife comments that we won't be taking the MG to the A register pasta nite on Friday - this is like waving a red flag at a bull - I fitted the motor and gearbox into the car that afternoon, and first thing Thursday tried to get it going. Had oil pressure but would not fire up. After further checking I found the distributor was round the wrong way - changed the plug leads and it fire up first go. Bingo, I ran it till it got to normal temperature then checked the head tension and reset the tappets. That afternoon I took it for a run.

It runs much smoother with the balanced motor - defiantly worth the little extra cost.

SUMMARY

1. It seems best idea to do up the block and head and refit as much as possible from your old motor - then everything fits including your wiring.
2. Try to choose a block with the wider lug to suit the dipstick, and a head marked "O".
3. Both front and back plates are needed from the B.
4. Timing cover from B is needed so that the timing marks line up with the B pulley.
5. The sump needs redrilling in a couple of places.
6. Oil pump pickup is needed - don't forget to fit the oil pump drive shaft if you want oil pressure.
7. Flywheel may be needed depending on model.

The exercise is quite good because the majority of the work can be done whilst still driving the car and no modifications are needed to wiring, exhaust, carbys etc.

Total cost on a do it yourself basis will vary from a minimum of about \$700 plus the cost of the 1800 motor.

MY TRIP TO THE NATIONAL MEETING

I am all packed up to go on Thursday. I am taken to 43 Vulture Street. Why don't we leave? We are waiting for some other people. At 1.30 p.m. a little yellow Mazda arrives, but still we don't go. You might know a certain President has to get the Octagon to the Printer before we can leave. Eventually we leave at 3.10 p.m. - just one hour late. Oh,, its good to get on the road and blow some of the cobwebs away. I just wish the fellows in front of me would go a little faster - hooray, we have finally passed them and can make our own pace. We come to a mountain which we have to climb. Oh, my goodness, I am starting to sweat a little at the pace, but I must keep going I can't let my driver and passengers down. Finally over the top and it's a breeze down the other side. Through Warwick, Stanthorpe, Wallangarra and out of Queensland.

I like running at these high speeds, it really does something for you - so exhilarating. By about 7.0 p.m. the humans decided they needed refuelling and so did I, so a stop for refreshment. After about an hour's rest, we set off again and arrived at Armidale at 9.00 p.m. The humans went into nice warm rooms but left me together with an MGB and Mazda van out in the cold.

Setting off next morning, we arrived at Newcastle without incident at about 1.30 p.m. I saw some police cars on the way looking at us, but I think that they left me alone because they didn't think I could go that high speed. (Little they know that I love high speed).

Here we met with humans owning the following - Midget, MGTC, MGB, MGBGT V8 and another Midget. All red like me except for an Orange MGB. We looked really good lined up together.

I then took the humans to Registration, so that I was able to compete for the weekend. No parking available, when suddenly my driver saw parking on the other side of the road and nearly turned us all inside out getting to it before anyone else did. Then back to the Caravan Park for a well earned rest. I noticed the van was taken out at night, whilst us MG's were left by ourselves. Some humans have all the fun.

Next day, the Concours was held near the sea. Oh, the lines of lovely MG's that everyone could see. I looked quite good, having been steam cleaned, washed and polished and vacuumed. I do wish my owner would get me painted again, as the chips on my body really show now. How could I compete with those immaculate ones in my line up. Still I stood there proudly at least knowing that I had been prepared as well as possible for the meeting. We met some old friends there, and some we expected to see were not there. I suppose they couldn't hack the competition with such a good car like me.

The humans went out on the town again that night, but someone else can tell you about that, because I was not interested. I know that they arrived back in the van (all fourteen of them) at a late hour giggling and joking so I suppose they had a good time. They all looked like fierce pirates to me.

Sunday saw the Motorkhana. We were up bright and early and headed out as our class apparently was one of the first to run. I had two drivers, so I knew I had to work hard to accredit myself and my drivers well. Peter drove first and was pushing my exceptionally well until I decided to jump out of reverse gear. Then in the third event, he didn't turn me quickly enough and had to do a little shuffling to get into the garage. Then he didn't press the clutch pedal hard enough and I decided not to go into gear at all. What a shame. Teach him to drive me correctly. (after all I am an old car). David went out next. First event, was doing fine till he forgot to turn me quickly enough and hurt me by hitting a pole. I'll show him, I thought, and really went for broke on the other events. Hooray we got second in class.

Home to rest. Those humans can really take the pace. They went out in the van again and arrived home at all hours -- why do humans have to giggle so much - do you think it might be what they consume when they go out on the town.

The last event for the weekend was the Hillclimb at Ringwood. We were running in a later bracket that day, so we could take a leisurely breakfast before setting out for the hill. Like everyday, the humans lifted my bonnet and checked all sorts of things. How would they like it if I did it to them? I keep myself fit, so why do they have to worry.

We were in time at the hillclimb to see Ray Edwards and the orange MGB do a beautiful spin just at the finish line. What a shame, as the rest of the run had been really superb. (I won't do that I am sure). After watching several of the cars run, we were finally called down to be scrutineered and told what to do on the run. I can never understand why they talk to drivers about this, as after all, it is the cars which have to make the run.

Our main rival went out first and clocked a 42.43 seconds run. I thought to myself this is going to be a breeze. Sure enough when I took Peter out on the first run we clocked 41.95. Next run I did a 41.66. This is fine let's have some more runs because I am sure I could break the 40.00 seconds. My motor is going fine,, but somehow I don't feel all that well in the gearing section. Never mind I can hold on a bit longer. I then took David out. My poor gears are not feeling good at all, and David managed to do a 43.02 run. Next run, I just couldn't hold back the pain any longer and with a lot of noise, my gear box didn't want to work. Poor David. I'm sorry I let you down, but sometimes things just don't go the way we would like. Never mind, They told me I had run first and third in Class so I did not let them down too badly.

Then the shame of it. My owner said she didn't believe the whallies who trailed their cars, and here was I being pushed onto a trailer to be taken away from the track. I was taken to David Walker's house south of Newcastle and starting work at 3.00 p.m., my engine and gear box were taken out and a borrowed gear box and tail shaft put on and the engine put back in. Finishing time 6.30 p.m. At least I know I have pretty slick workers on my team. The speedo didn't work but at least I was driveable.

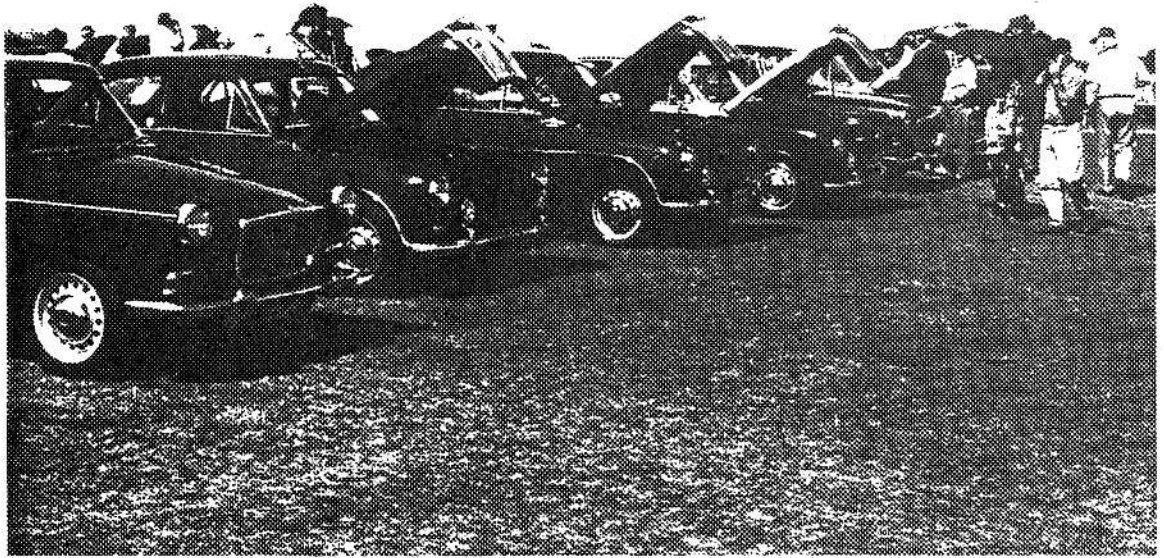
Humans went on a rampage again at night, but I was glad to rest with my other companions at the Caravan Park as we were to have a long trip back to Brisbane next day. I don't know what they were doing a 2.30 a.m. but they sure weren't in bed. They must be just about indestructable like me.

After travelling 49 km south of Newcastle for the Farewell breakfast we left for home at about 10.30 a.m. Peter had got up early and had spent an hour trying to make my speedo work, but all to no avail. Whoopee, I can do what speed I like, and he won't know anything about it.

I had an uneventful trip back to Brisbane, with all systems a go. Passed just about everything on the road and boy, did modern cars object to that. I had a smile all over my radiator.

I had such a good time at Newcastle, showing some people just what an old car can do, that I just can't wait for next year to come. Peter, please look after me as well as you have been doing, and we'll show them again in Perth. We are going aren't we?

Maggie, the Iron Lady



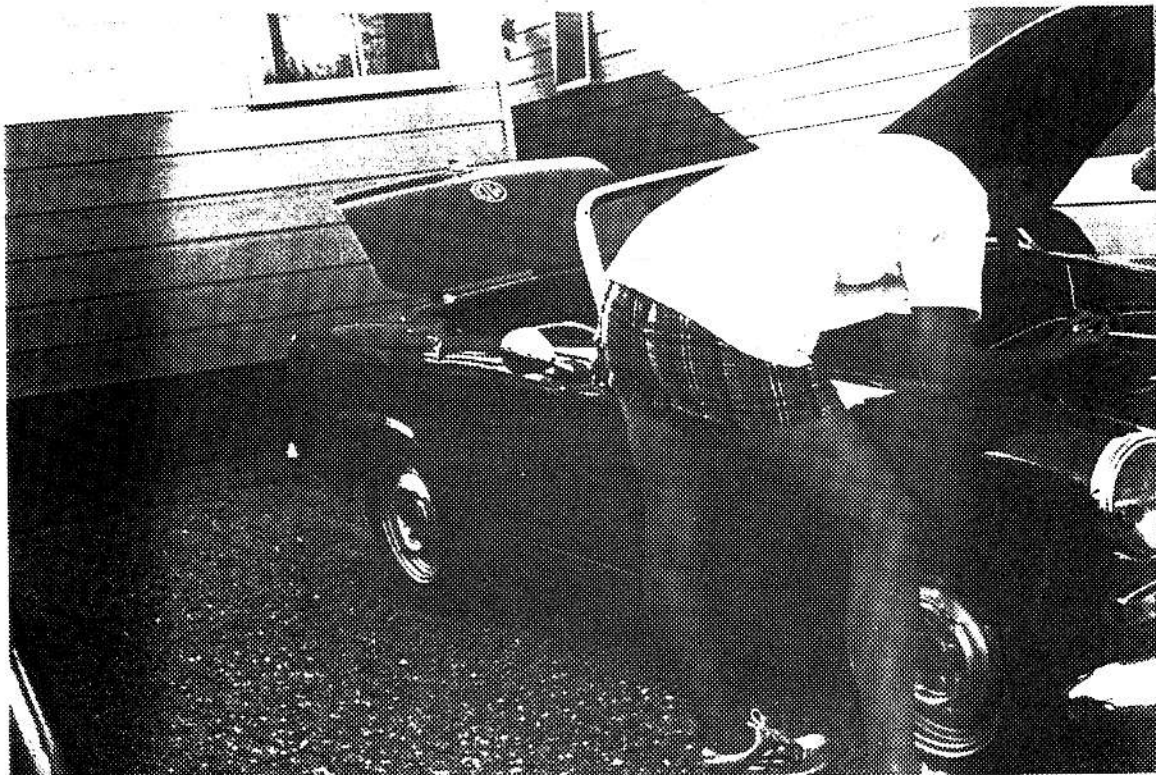
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OUT THE SHAME OF THIS



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SUPERSPRINT

- EVENT:** CLOSED INVITATION SUPERSPRINT
- VENUE:** LAKESIDE INTERNATIONAL RACEWAY
- DATE:** SATURDAY, 7TH MAY 1994
- PROGRAMME:** 7.00 - 8.30 AM SCRUTINEERING
8.45 AM DRIVER BRIEFING
9.00 AM START (PIT GATES CLOSE 8.55 AM)
- FEES:** \$40.00 PER ENTRANT
- ENTRIES:** OPEN - TUESDAY, 5TH APRIL 1994
CLOSE - MONDAY, 2ND MAY 1994
- ENTRIES TO:** JOAN APPLEBY (PH) 8571561
48 ARMENTIERES ST, KEDRON Q 4031
- REQUIREMENTS:** CAMS BASIC LICENCE AND MEMBERSHIP OF
INVITED CLUB (NB SUPP. REGS. REQUIREMENTS)
- INVITED CLUBS:** MG CAR CLUB OF QLD
MARQUE SPORTS CAR CLUB QLD
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FASTEST TIME OF THE DAY
- LUNCH:** TO BE ANNOUNCED WITH SUPP. REGS.

SUPP. REGS., AVAILABLE AT THE ECONOMY RUN ON THE 17TH APRIL
1994 OR BY CONTACTING JOAN APPLEBY PH. 857 1561

