

JANUARY  
1994



# MG CAR CLUB of QUEENSLAND Inc.

## OCTAGON

The Official Magazine of the M.G. Car Club of Queensland Inc.,  
affiliated with the Confederation of Australian Motor Sport.

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

## PRESIDENT REPORT



THE YEAR HAS BEGUN AND ALREADY THE CALENDAR LOOKS FULL. AS ONE COMPETITOR HAS STATED THAT IF YOU WISH TO BE AN IRONMAN THEN JUST DO ALL THE CLUB EVENTS.

CONGRATULATIONS TO ALL THE PERPETUAL TROPHY WINNERS AND MY COMMITTEE AND I LOOK FORWARD TO SEEING YOU AT THE PRESENTATION DINNER. WHY NOT GET SOME OF YOUR FRIENDS TOGETHER AND MAKE UP A PARTY. KERRY STRANGE HAS AGAIN MANAGED TO OBTAIN AN UPMARKET VENUE AT AN AFFORDABLE PRICE. COME AND SEE THE "HALLOWED GABBA" UNDER STARS.

COUPLE OF HJC-UPS WITH GETTING THE MAGAZINE OUT BUT HOPEFULLY WE WILL SEE MANY OF OUR MEMBERS AT THE DAWN BREAKFAST. CRAZY TIME TO START BUT THOSE THAT DO THE MIDDNIGHT TO DAWN ARE JUST AS CRAZY. IF THE BREAKFAST DRIVE IS TOO EARLY THEN JUST COME TO JOLLY'S LOOKOUT LATER IN THE MORNING.

THE FIRST RACE MEETING IS ON 20TH FEBRUARY WITH BOTH RACES AND REGULARITIES. IF YOU ARE NOT COMPETING AND WOULD LIKE TO WATCH THE RACING FIRST HAND THEN TALK WITH JOAN APPLEBY AND THE CLUB COULD USE YOUR HELP.

THE FIRST HILLCLIMB IS IN MARCH BUT AS YET THERE HAS BEEN NO VOLUNTEER TO TAKE CHARGE OF THE HILLCLIMB CATERING. NO ORGANISER NO FOOD.

WELCOME TO OUR NEW MEMBERS AND THE COMMITTEE LOOKS FORWARD TO MEETING YOU ON THE NOGGING AND NATTER NIGHTS.

BEST OF LUCK TO ALL COMPETITORS FOR 1994 AND GOOD HEALTH TO YOU AND YOUR FAMILIES.

DAVID ROBINSON

# Letters

**GOT SOMETHING  
TO CROW ABOUT**



ERIC BLYTHE (THE LOCAL WESTFIELD SPORTS CAR AGENT) DROPPED THE CLUB A SHORT NOTE TO SAY THAT IS ABLE IN HIS POSITION AS A DEPARTMENT OF TRANSPORT AUTHORISED OFFICER (ALL CODES) AND WILL DO MGCC INSPECTIONS AND CERTIFICATIONS AT FRIENDLY PRICES TO MEMBERS. PHONE HIM ON 848 6066.



In the early 1950s a new breed of sports car emerged out of the European motor racing scene — the clubman racer.

Fast, light and agile, they were designed to provide race-winning performance and handling yet still be capable of being driven to and from the circuit.

Today, on the roads and tracks of Australia, that tradition continues with Westfield — the sports car you build yourself.

## CLASSIC DESIGN

Echoing classic clubman styling, the Westfield's purpose-built space-frame chassis is clothed in a glass-reinforced body that marries traditional appearance with modern, quality construction techniques.

Surrounded by aluminium panelling, you sit close to the ground with the bodywork wrapped tightly around you. The look, the feel, and the sensation of being part of the car are unique ... an experience no mass-produced car can offer.

## DYNAMIC PERFORMANCE

And very few cars can offer the Westfield's level of performance.

Weighing in at under 600kg and powered by Toyota's 16-valve twin cam 4A-GE engine, the Westfield possesses a power-to-weight ratio around 6.5kg/kW — better than most Porsches.

And with a chassis and suspension system developed from the race track, very few cars offer anything like the Westfield's dynamic handling and response.

## FOR ROAD...

Two Westfield models are offered for road use, the SE and SEi Wide. Both are available only in kit form, and both can be registered for road use throughout Australia.

The SE follows tradition with live-axle rear suspension and close-coupled seating, while the SEi offers a more sophisticated interpretation of the clubman concept with more spacious accommodation and a disc-braked, fully-independent rear suspension system.

## ...OR TRACK

Westfield also offers the '129 Replica' — a competition-only model developed for CAMS' Marque Sports Car category, hillclimbing, motorkhanas and club events.

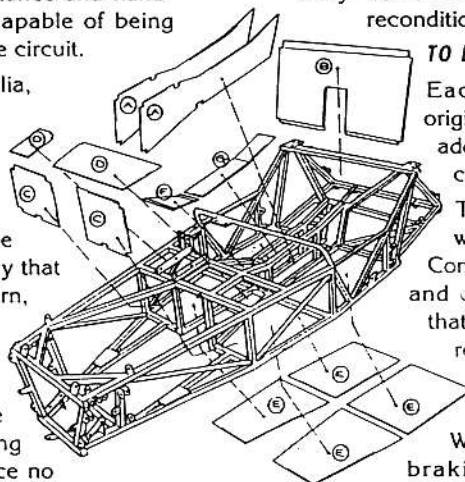
Based on the highly competitive Westfield Sports Cars 'works' racer, the 129 Replica is available in kit form, or fully assembled and ready to race with new and reconditioned mechanical components.

## TO BUILD YOURSELF

Each and every Westfield is a hand-built original, and with kit-form Westfields there's the added satisfaction of driving a car that you've crafted for yourself.

The Westfield can be assembled by anyone with a modicum of mechanical expertise. Construction time is approximately 200 hours, and experience with existing owners suggests that a Westfield SE can be completed and road registered for less than \$15,000.

Kits are comprehensive, and with a wide range of options available from Westfield, require only driveline, steering and braking components sourced from readily available Toyota and Ford models, plus 'personal choice' items such as wheels and trim, for completion.

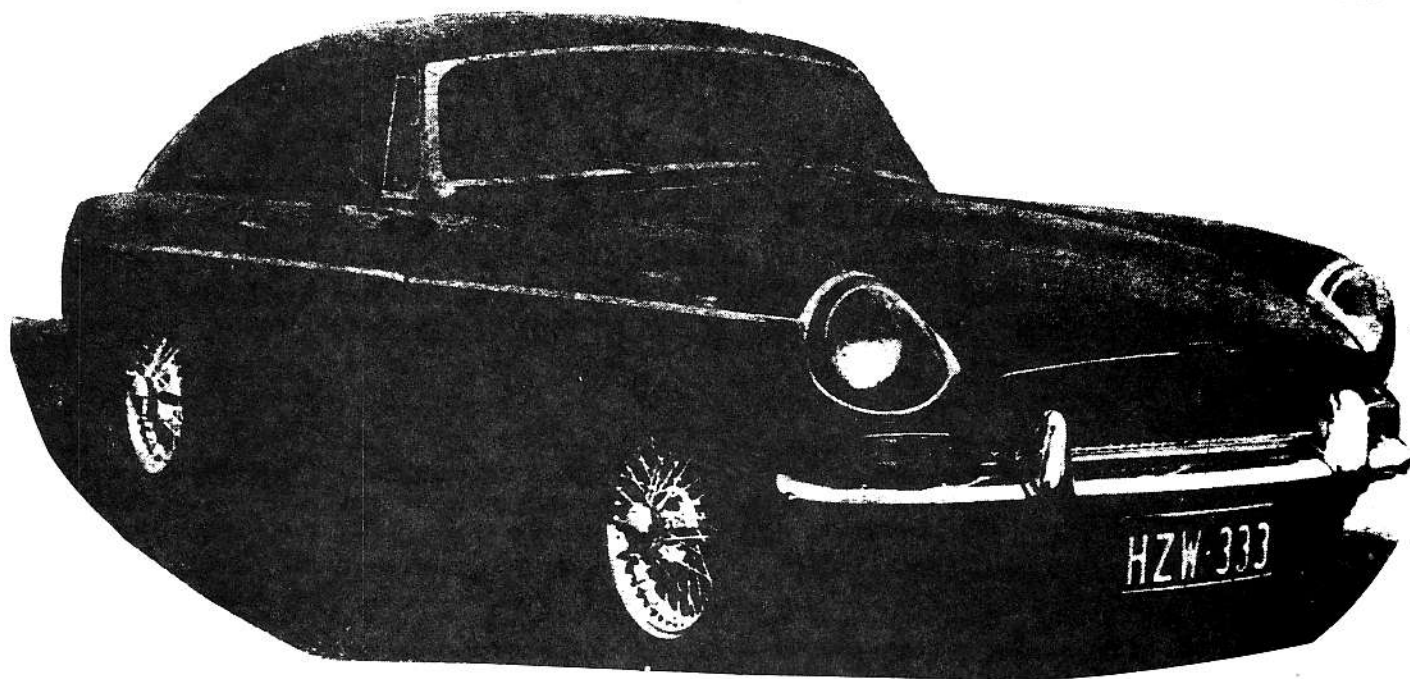


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MG CAR CLUB of QUEENSLAND Inc.

**OCTAGON**



Paul Higgins drives ...

# A REAL MGB GRAND TOURER



*Above: Hardtop is a happy blend of lines with smooth MGB flanks. Wing mirror, chromed wires and Dunlop SPs add the final touch.*



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## MG CAR CLUB of QUEENSLAND Inc. *OCTAGON*



Should the motto be  
Safety Plush'n Fast?

SPORTS CAR WORLD, January, 1965

**T**HE most abused description in motoring today is GT — either in its Anglo-Saxon translation of Grand Touring, or in the original and racier-sounding Gran Turismo. A big share of the blame for this lies with Detroit's advertising men, who scavenged through Europe to find new titles for the welter of squashy "personal" machinery pouring off the US production lines.

To them, stamping the letters GT on the rump of a Detroitter was like giving a set of go-faster stripes to our Holden-mounted boy racers. There just **HAD** to be a lift in performance. Didn't the emblem prove that?

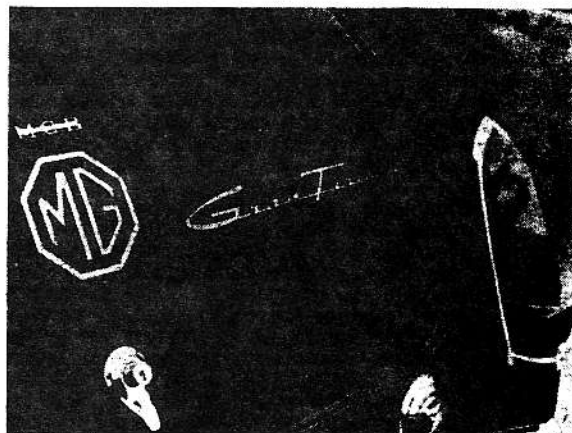
So it was with more than the usual misgivings that SCW agreed to test a Melbourne-inspired Gran Turismo MGB. Let us put it on record immediately — the car was a true grand tourer, not in the manner of an Omologato Ferrari or factory-tweaked Porsche, but in the style of the E-type Jaguar and Alfa Sprint 1600 GT.

By using a lusty George Wade camshaft and a smooth wind-cheating shape, the Peter Manton Motors GT Bee gets a marked lift in all-round performance. Acceleration is sharper than the open, and slightly lighter, factory model, while top speed is a spanking 113 mph.

To achieve this, there has been no radical alteration of the car's internals. The Wade camshaft — it is standard equipment — allows the engine to rev to 7000 rpm in the indirect gears and pulling six-five in top doesn't need miles of run-in. The cam bites strongly at 3000-3250 rpm and pours into the job. The factory cam loses its strength about 5500 rpm and the engine consequently runs out of breath.

Not that the GT becomes intractable at pottering speeds in top. It will pull away quite strongly from as low as 25 mph without an accompanying chorus of pinking, but it prefers a downchange.

Allied to the camshaft swap is a 30 percent drop in valve train noise — most noticeable with an enclosed body — and the cylinder head on the test car was cleaned out, as distinct from



porting and polishing. Valves were unchanged but size 21 needles were substituted in the twin SUs to discourage too-rich a mixture. The needles, by the way, are BMC-catalogued options for the carburettors. Best results with the Wade cam were also found by decreasing the tappet clearance from the standard 15-thou to 8-thou. Super fuel was used and there was no hunting or running on after a couple of hours of flat-out driving.

Design of the fastback shell and its shaping in fibreglass are strictly a Melbourne enterprise by Peter Manton Motors. Managing director Owen John laid down a tough testing schedule for the GT before going into three-cars-a-week production. This was in the face of heavy orders from people who had seen the prototype and were anxious to take delivery.

The shell is built onto a new chassis and the finished car carries the full BMC warranty. In profile it is not unlike a smaller version of the Aston Martin DB4. To give torsional strength to the top, steel plate and rod are built into the fibreglass at stress areas. These are above the driver's head — also acting as a roll-over bar — around the big back window, and contouring the windscreen.

All-up weight of the GT is only 28 lbs more than that of the open car, whereas body stiffness is doubled and is more than comparable with



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# OCTAGON

a sedan. Weight-saving has been gained by throwing out the bootlid — one of the heaviest items on the MGB — and replacing it with the natural curve of the fastback. The windows and screen all use laminated glass and the back window is tinted for good measure. The boot also comes in for special treatment. It is thickly padded with carpet and the spare wheel has a protective covering. The carpet also spreads over the metal panel behind the seats and along the under-face of the top where it meets the metal boot lip.

The rear "door" has two outer tab hinges recess into the roof and twin prop hinges inside. The aperture provided is a little restricted, so that to load up luggage a certain amount of ducking under and up is required. The transverse curve of the roof to meet the wind-up windows also creates a couple of problems for a tall driver. To spot traffic coming from his left he has to hunch down slightly to get a good view, while the area between the back and side windows — again to his left — creates a definite blind spot.

Finish of the car is particularly good, and a rousing run over some of Victoria's choicest potholes failed to provoke squeaking, rattling or undue body flexing. The sound level is cut so dramatically over the open car that the GT would be a fine choice for long and speedy interstate trips.

To round off his package, Owen John gives these extras to the GT buyer: Alloy-rimmed headlight covers in Plexiglas, wood-rim steering wheel with matching gearlever top, interior rooflight, finned alloy rocker cover, inertia reel seat belts, cigarette lighter, chromed wire wheels, and chromed exhaust extension. The lot — plus top and fitting — comes to £1797.

There is little short of an Alfa 1600 GT Sprint that comes within the scope of the MG's performance, let alone its finish and appointments. And the Alfa costs almost £1000 more.

The engine is happy to run well into the red zone on the tachometer, there is no feeling it will hang out a rod at any time, and cruising at 6000 rpm on the clock does not fluster the Abingdon flier. Petrol economy is surprisingly good. Over 159 miles of hard testing the return was a fraction over 22 mpg. On a further brisk 285-mile run that included long stretches of unmade roads and stiff climbs near Victoria's snowfields, the car gave an outstanding 28 mpg.

Add to that a best standing-quarter time in 17.4 seconds, from standstill to 50 mph in 7.5 seconds, and an elapsed time of 30.7 seconds for 0-100 mph, and the Gran Turismo MGB must be considered one of the top performing smaller-capacity sports machines available in Australia.

On a value-for-money basis it has few peers. #

## SPECIFICATIONS

### CHASSIS AND BODY DIMENSIONS:

Wheelbase	7 ft 7 in.
Track, front	4 ft 1 1/2 in.
Track, rear	4 ft 1 1/2 in.
Ground clearance	5 in.
Turning circle	32 ft 0 in.
Turns, lock to lock	2.93
Overall length	12 ft 9 1/2 in.
Overall width	4 ft 11 1/2 in.
Overall height	4 ft 1 1/2 in.

### SPECIFICATIONS:

#### CHASSIS:

Steering type	Rack and pinion
Brake type	disc front, drum rear
Sweep area	310 sq ins.
Suspension, front	independent, coil springs
Suspension, rear	live axle, semi-elliptics
Shock absorbers	telescopic
Tyre size	5.60 by 14
Weight	1920 lbs
Fuel tank capacity	10 gals
Approx. cruising range	300 miles

#### ENGINE:

Cylinders	four in line
Bore and stroke	80.26 mm by 88.9 mm
Cubic capacity	1798 cc
Compression ratio	8.8 to 1
Fuel requirement	95-100 octane
Valves	pushrod overhead
Maximum power	94 bhp at 5500 rpm
Maximum torque	110 ft/lbs at 3000 rpm

#### TRANSMISSION: OVERALL RATIOS

First	14.24
Second (synchro)	8.655
Third (synchro)	5.369
Fourth (synchro)	3.907
Final driven	3.9 to 1

## PERFORMANCE

All figures checked to 0.5 percent by Smiths electric tachometer.

Top Speed Average	113 mph
Fastest Run	114 mph
Maximum, first	33 mph (6500 rpm limit)
Maximum, second	54 mph (6500 rpm limit)
Maximum, third	90 mph (6500 rpm limit)
Maximum, fourth	113 mph (6500 rpm limit)
Standing quarter mile average	17.7 secs
Fastest run	17.4 secs
0-30 mph	3.5 secs.
0-40 mph	5.5 secs
0-50 mph	7.5 secs
0-60 mph	10.4 secs
0-70 mph	13.5 secs
0-80 mph	16.8 secs
0-90 mph	21.1 secs
0-100 mph	30.7 secs
0-110 mph	NA
0-60 mph-0	13.3 secs
	Top Third
40-60 mph	NA NA
50-70 mph	7.4 secs NA
60-80 mph	NA NA
70-90 mph	9.6 secs NA
Fuel consumption, cruising	27-29 mpg
Fuel consumption, overall	25.5 mpg

WE ARE INVITED

TO



MX5 Car Club of Queensland

**DAWN BREAKFAST RUN**

Organised by Marque Sports Car Club's member Club - MX5 Car Club

**DATE:** SUNDAY 30TH JANUARY

**TIME:** 5.30 AM

**PLACE:** MEET IN CAR PARK OPPOSITE MT COOTHA  
BOTANICAL GARDENS, FOR THE RUN TO  
JOLLY'S LOOKOUT AT MT NEBO

**B.Y.O.** EVERYTHING YOU WANT FOR BREAKFAST

**SEE YOU THERE****WELCOME NEW MEMBERS**

LISA AITKEN	MGB MK2
VICTOR BOWER	MGB MK2
CAROLYN DOW	MGB MK1
BRYAN KEARNS	MGB MK2

**FOR SALE**

**MGB 1967** CREAM, 4 SPEED, VERY GOOD CONDITION, 9/94 REGO.  
PHONE K. WARD 3411527

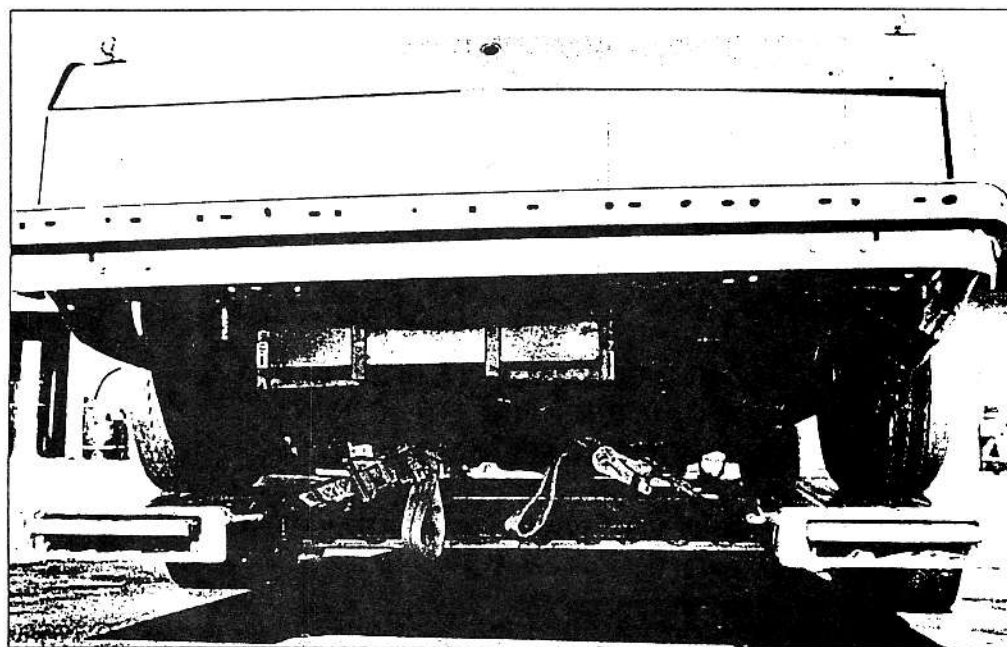
1967 MGB, RED, HARD AND SOFT TOP, SPOKE WHEELS. FOR MORE DETAILS PLEASE  
PHONE MELINDA 399 8034. \$8,500

LOOKING FOR A NEW HOUSE IN ARANA HILLS WITH THREE CAR GARAGE AND  
WORKSHOP THEN RAY WHITE AT ARANA HILLS MAY HAVE YOUR NEW  
HOUSE.



# TIE-DOWN TECH

Get it right, or pay the price.



Attaching a race car to a trailer should be considered serious business. We couldn't mount D-rings on the back part of our trailer because the ramps impede installation. We made sure the loops were big, strong, and properly welded.

By **BOB CARPENTER**

**A**fter spending hour-upon-hour and dollar-upon-dollar designing, building, tuning, racing, and rebuilding a race car, many of us don't take the time to properly think through the process we use to cinch that investment onto the trailer.

It's a shame, too, because a large percentage of racers are going about this wrong, and the potential for disaster is surprisingly high. No doubt you've shaken your head in amazement as you've seen competitors use motorcycle tie-downs, rope, barely-bolted chains, and other questionable methods in often convoluted arrangements.

Then again, maybe it *didn't* occur to you that the typical race car weighs at least 3000 pounds and a panic stop of your trailer would raise the force on the tie-down system to as much as

9900 pounds. That's right, you can expect weight transfer to increase the force on the tie-downs by a factor of 3.3. So it becomes pretty clear that the more expensive, 10,000-pound rated tie-downs are the only choice. What's more, the rear tie-downs are more critical since the load has a greater potential of stopping fast than of accelerating with any force.

While there are as many ways to tie down a race car as there are stories of the win that got away, it pays to weigh the benefits and disadvantages of each system and then decide which is best for you. At that point, you should stick with it and develop a routine so nothing ever gets forgotten.

Quite a few racers like to tie down the front of their race cars by looping a tie-down over the front tires. This method allows the suspension to work freely, but others warn against potential trouble. Virgil Brown of M&R Tie-Downs says, "We don't recom-

mend this because every race tire loses air." If you're not on top of things, such as checking the load at every stop, then you could lose your car. Brown recommends attaching a loop-style tie-back to a point below the suspension so the car is free to bump with road jars. Over-the-tire proponents argue that this can wear out the suspension bushings over time, especially if you attach to a control arm and cause side-loading of a bushing. Brown flatly comments that it is easier to replace bushings than an entire race car.

Regardless of which method, both sides agree that it is best to let the car's suspension work while on the trailer. A race car that has had the suspension collapsed will absorb every G-force in an unnatural way through the suspension and chassis. This can *really* tear up what you've spent a lot of time fine-tuning. Brown also theorizes that a bottomed-out race car acts more like a part of the trailer, raising the center of gravity to an undesirable height. With the car free to move, it will try to maintain centerline during a forceful swerve. Brown says, in effect counteracting the evasive movement.

After you've decided which method to use to attach the front end of the car, it should be clear that rear end attachment is a critical factor. To guard against side-to-side shift, the tie-downs should be angled at least 3 to 4 inches, either outward or inward, from their mounting points. If you want to loop around the rear differential and go outward toward the side of the trailer, you might quickly run out of room. We recommend criss-crossing the tie-downs with one running from the left side of the pumpkin to the right side of the trailer and the other angled opposite. This will give



**DO YOU HAVE ANY OUTSTANDING PHOTOGRAPHS THAT YOU WOULD LIKE DISPLAYED AT THE TROPHY PRESENTATION DINNER - THEN CONTACT PAUL STRANGE - 349 1400**



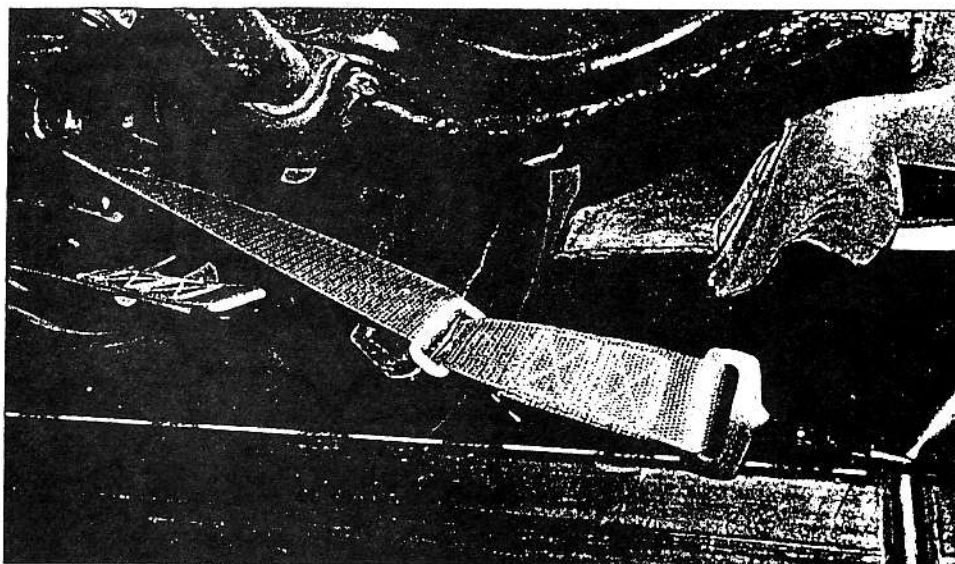
you plenty of distance to achieve the other important angle, as tie-downs should rise up from their anchor point to the car at about a 25- to 35-degree angle for maximum holding potential. Any lower and they are not pulling down, with enough force, any steeper and they offer little front-to-rear strength.

Any time you're wrapping a tie-down around a part of the car, check for brake lines, sharp metal, and other potential points of trouble. Don't forget to plan for up-and-down movement of the car while you're checking.

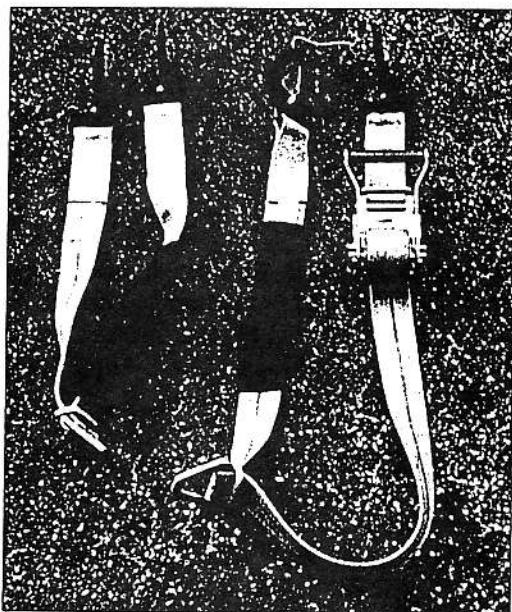
Another common sight at the local races is people using high-quality tie-downs that are attached to flimsy, badly-welded loops on the frame of their trailer. It's the weak link theory here, so don't kid yourself. Brown likes to say that safety "starts with the nut on the bolt that attaches the D-ring which holds the tie-down which is attached to the race car." Speaking of D-rings, this is the ultimate way to go for strength, convenience and professional appearance. Typically these anchor points mount flush with the trailer, pivot for optimum strap angle, and are securely attached with several high-grade bolts. Don't leave out a few of the bolts if installation isn't convenient or settle for pot metal nuts if that's all that's readily available.

If you follow the mounting guidelines exactly, you might find that your trailer flat won't work. The trailer might be too narrow or too short for perfect compliance, but you've got to do what you can. We can't stress enough how important it is to keep your car secure on the trailer. If your loops on the trailer aren't positioned perfectly, move them. If the loops aren't strong enough, replace them. If you can use D-rings, put them in. If you're using inferior attachment devices, replace them with high-quality items.

The bottom line is that it isn't good enough to say "good enough" when it comes to trailering. Your race car, and a lot of people's safety, are at stake. It's true that there isn't one perfect way to attach a car to a trailer, but if you just avoid the common pitfalls, you'll be way ahead. As Brown says, "You don't treat this lightly." ○



A tie-back can be used to attach the front end of the car while leaving the suspension free to move. Be aware that chassis setup may leave one side with more slack than the other. You will need to adjust each side individually so that when the rear is cinched down they are tight. It makes no difference if you prefer to loop the rear end and cinch from the front.

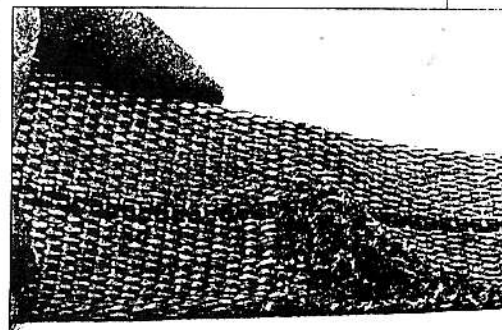


These hefty-looking tie-downs from M&R Tie-Downs are rated at 10,000 pounds of force. The straps are rated at 12,000 pounds. M&R goes the extra mile because the higher quality straps have better wear and abrasion characteristics, and are consequently more expensive.

## SOURCES

**M&R TIE-DOWNS**  
1940 Southwest Blvd.  
Dept. CT-10  
Vineland, NJ 08360  
(800) 524-2560  
(609) 696-9450 (New Jersey)

COURTESY OF CIRCLE TRACK



A minor flaw, right? No way. This type of abrasion on a tie-down renders it useless in an emergency situation. Many tie-down companies will replace straps, costing you much less than buying an all-new setup.



These D-rings which are rated at 6000 pounds of force, simplify tying the car down. You simply cut a hole in the trailer and attach with four bolts.



### *WHAT DO SWEDISH MG'S DO IN WINTER*

The answer is simple. Stay inside and try to keep warm like their owners.

This was the question that I proposed to members of the MG Car Club of Sweden when I stumbled upon their national meeting during a recent trip to - you guessed it, Sweden.

Actually there is not a lot of difference between Swedish MG owners and Australian MG owners. Each share a dedication to the Marque, each enjoys driving their vehicles as much as possible and it appears that each enjoy meeting similarly inclined people.

In fact, when winter descends upon Sweden (I don't know when that is, as it was still very cold in the middle of their summer) the MG's go up on blocks in garages and members visit one another with the intent of maintaining their vehicles. However, what normally happens is that they just talk and drink English (how appropriate) beer. Sounds familiar.

On a more serious note, the MG Car Club of Sweden is a very active centre and whilst they do not organise speed events, they actively compete in Touring Assemblies, Motorkhanas and Concours events. As in Australia, they have a yearly national meeting which features all of these events and a number of social events as well.

Should anyone be intending to visit Scandinavia, then I would thoroughly recommend contacting this Club and enjoying their hospitality as I did. Mr Harald Sonesson, Club Secretary, would be very interested in organising some ongoing exchange between our Clubs and would happily organise some social activity for any visitors to Sweden.

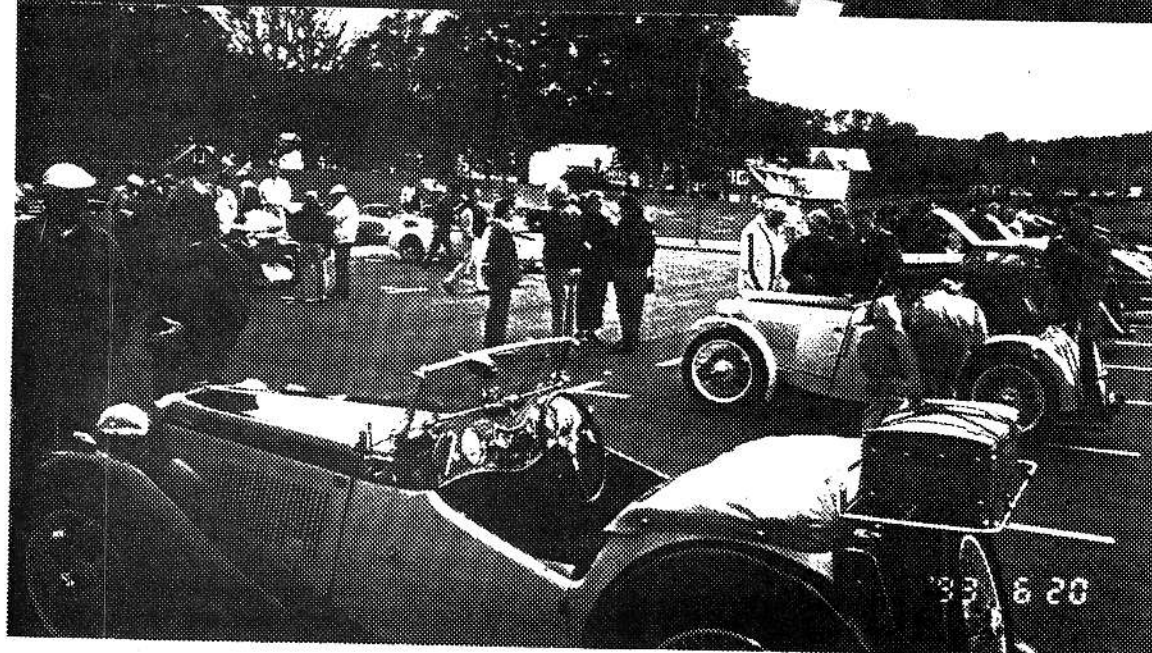
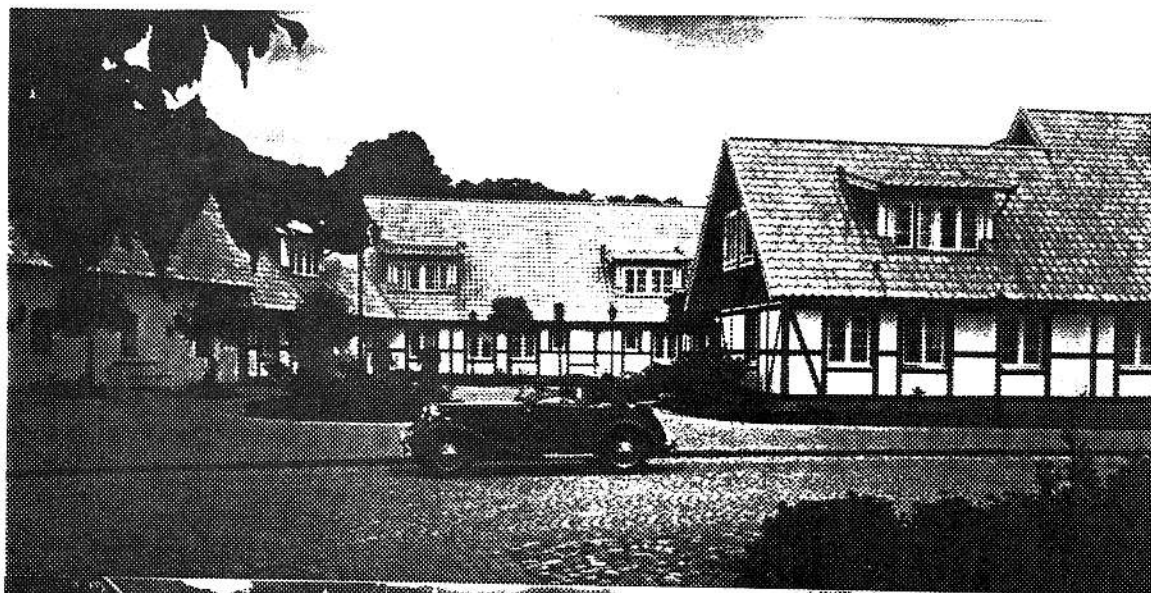
Harald also passed on to me, some Club magazines, a Club Flag and other regalia. I have left these items in the Clubrooms.

All in all, Swedes enjoy their motoring just as much as Aussies, even if their climate is slightly different to ours.

*Phil Hutchison*



## SWEDISH NATIONAL MEETING



Mid-engined and Metro powered, the 1995 MG promises back-to-basics, affordable fun.

A truly modern MG two-seater will hit the market by the end of 1995. Work on an exciting but affordable mid-engined MG two-seater – codenamed PR3 and tipped to carry the Midget name in production – is proceeding at top speed inside the Rover Group's Canley design centre.

Exciting details of the car which Rover insiders say is being styled and engineered to offer "something more" than Mazda's successful but conservative MX-5, are starting to emerge.

**PRICE** Hottest news is the car's sheer affordability: on present prices the basic car will go into the showrooms at £14,000. Even plushest, fastest models should cost no more than £18,000. Rover is convinced that a comparatively low price is intrinsic to the car's wide appeal.

**SIZE, LAYOUT** The Midget will be a pure soft-top two-seater, with its engine mounted transversely behind the cabin, driving the rear wheels. There will be no



hard-top at launch but it may come later as an option and aftermarket item.

In the spirit of its predecessors, this will be no luxury car. Basic versions will have wind-up windows and durable rather than ritzy trim. Midgets will probably share high-cost items (dashboards, heating and ventilation components, instrument modules) with mainstream models such as the new Metro, due to arrive in 1996.

The Midget is similar in length to the present Honda CRX but has a lower, shorter nose and a considerably higher rear deck, as befits a car with its power behind the driver. The sharply cut-off rear has large vertical tail lights. There will be luggage space in the nose and behind the engine package.

The Midget's radiator will be mounted in the nose, improving weight distribution and necessitating a low but generous front air intake. There are two small supplementary air scoops ahead of the rear wheels feeding the induction system, ventilating the engine bay and cooling the brakes.

Although the general shape will be nothing like it, the Midget is expected to use various detail design tweaks (badges, shut lines, curves, wheel details) from Rover's much-admired EX-E, the futuristic Metro 6R4-based show coupe, designed by then Austin Rover studio director Gordon Sked in the mid '80s. Sked is now Rover's design chief and has charge of the Midget/PR3 project.

**ENGINE, TRANSMISSION** There will be two K-series engines options when the Midget hits the showrooms, probably at the back end of summer 1995. The first will be a 1.4 (most likely today's 103bhp

16-valver), which should achieve a fairly low insurance category. The main contender will be a 140bhp 1.6. Later, insiders expect a 165 - 180bhp supercharged version, not a turbo as previously thought. All versions will have five-speed manual gearboxes.

**RUNNING GEAR** The new MG will be a true 'parts bin special' and none the worse for that. Suspension parts will come from the forthcoming Metro, which will be coil sprung, not Hydragas.

The rear suspension – coil springs and struts – will probably be a development of the Metro's.

The front suspension will also be by struts, and base models will use unassisted rack and pinion steering. Look for power assistance on higher-line models, though.

**PRODUCTION** The Midget will use some floorpan parts and pressings from the new Metro. Proposed volume will be 25,000 to 30,000 cars a year, about half of which will stay in this country.

The all-steel body-in-white will be supplied by Coventry-based Motor Panels (part of a £24 million deal signed between the two companies last year). Final assembly will be at Longbridge.

The hood will be fully convertible, but won't have outside fastenings and press studs. Look for a high-convenience design out of the front-drive Lotus Elan mould.

Rover engineers are very keen to keep the Midget's dimensions compact and its structure simple, to help meet tight pricing objectives. These constraints, complicated by the need to meet stiff crash standards and provide good engine accessibility, will be aided by the K-series engine's class leading compactness.

**STYLING** Rover's designers have the complex task of giving the car an MG 'face', yet not disguising the exotic nature of its layout.

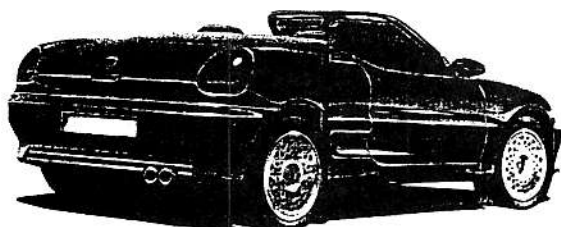
The fixed headlights are round (or possibly elliptical) units which, like the rest of the nose, recall those of MG RV8. The company is keen to make the link between Midget and RV8, since the latter's task (already largely accomplished, Rover insiders believe) has been to refer back to the previous MG two-seater, the B, hurdling in a single bound the saloon-based 'porridge' models that wore the MG badge for the decade in between.

The will to build a modern, affordable MG two-seater has been shining bright inside Rover since the EX-E coupe stormed the show circuit seven or eight years ago. According to sources close to the company, there simply wasn't the finance available to make meaningful progress.

An earlier, less expensive shot at a cheap MG concept car used Rover 200 underpinnings with front-wheel drive, although it bit the dust when the Lotus Elan went belly up. Rover's engineers are believed to be happier with the mid-engined rear-drive layout.

Now, with a coherent and profitable range of mainstreamers rolling off its production lines, and the MG name freshly resuscitated by the RV8, Rover managers believe the time is right to start producing modern, mass-built two-seaters again – cars with fine handling that are chuckable but intrinsically safe.

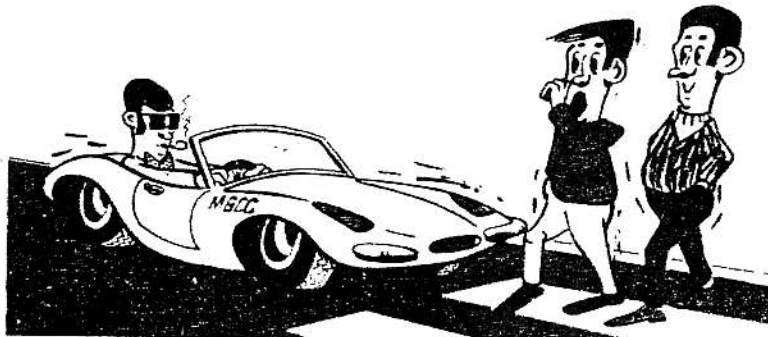
The project's success will be crucial to other plans, such as an on-again, off-again idea to produce a Rover 600-sized V6 or V8-engined MG two-plus-two soft-top – a sort of latter-day Triumph Stag. Lovers of The Octagon wait with bated breath. ☺







FACE IT ! JOHN , WE COULD LIVE  
BETTER IF YOU WEREN'T RACING



MY SISTER CALLS HIM "SHORT STROKE"  
BECAUSE HE'S SUCH A BIG BORE !!!



"I said, 'I think I hear a funny noise!'"

# **NEWS FLASH NEWS FLASH**

**AUSTRALIAN HILLCLIMB**

**CHAMPIONSHIP**

**1995**

**MT COTTON**

ORGANISATION OF THIS EVENT IS UNDERWAY.  
THIS IS YOUR OPPORTUNITY TO BECOME INVOLVED AND  
BE PART OF A TEAM TO MAKE THIS HISTORICAL EVENT THE  
PREMIER MOTOR SPORT EVENT OF THE YEAR 1995.

A **MEETING** IS CALLED FOR ALL INTERESTED PEOPLE TO  
ATTEND,

MG CAR CLUB of QLD ROOMS

NASH ST ROSALIE

8.00PM

**28 FEBRUARY 1994**

COME ALONG AND BRING FORWARD YOUR IDEAS ON -:

SPONSORSHIP

PROMOTION

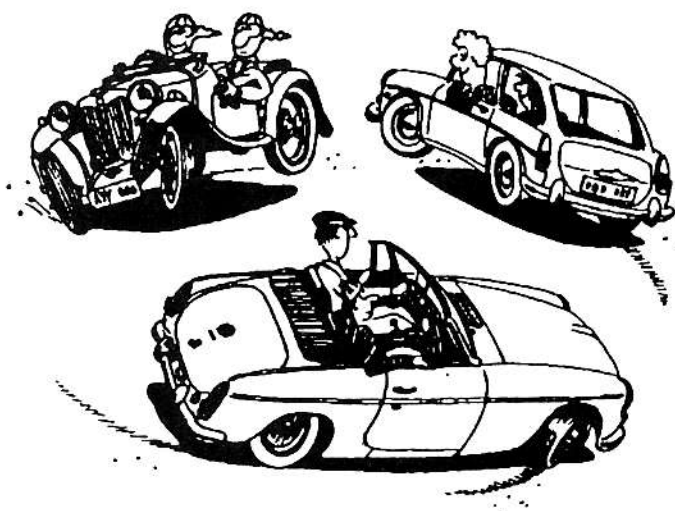
EVENT ORGANISATION

PIT LAYOUT

SOCIAL EVENING

INPUT FROM COMPETITORS WITH-IN ALL CLASSES WELCOME. TELL US  
WHAT YOUR CLASS WILL NEED TO MAKE IT A CHAMPIONSHIP TO  
REMEMBER.

CONTACT- GARY GOULDING w-008072613 h-3798692



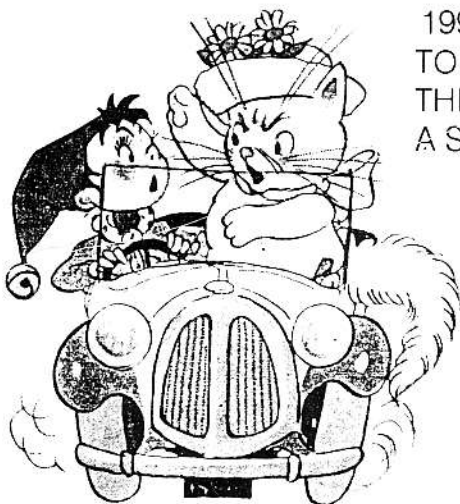
## NIGHT TOURING ASSEMBLIES

**DATES:** 28TH JANUARY  
26TH MARCH  
27TH MAY

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:** NAVIGATOR /DRIVER - MAXIMUM 2 PER CAR  
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**



## Hunter Region, N.S.W.

1 - 5 April, 1994

### MG '94

### 25th Silver Anniversary MGCC National Meeting

### Bulletin No. 3 - Registration

Planning the 1994 25th Silver Anniversary MG National Meeting has been an exciting time for members of the MG Car Club Hunter Region, and we look forward to being your hosts on this special occasion. Our guests-of-honour, Jean and Dennis Cook are also excited at the prospect of another visit to Australia. Jean, as you are well aware, is the daughter of MG founder Cecil Kimber, and admits to still being amazed that *"a lame, penniless salesman of printing ink should so live his life that he could leave us all such a legacy of fun and friendship through his MG's"*. With thoughts such as these to spur us on, we have devised an itinerary which provides a good mix of both competition and social events, yet still leaves ample opportunity in which to renew, or create, interstate and overseas friendships, all in the common bond of the MG Marque. We feel sure you will enjoy your visit to the Hunter Region.

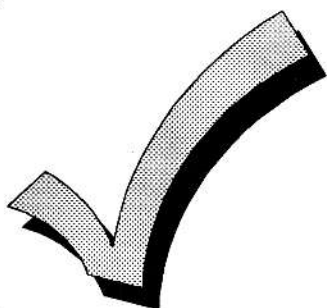
The fact that it is the 25th National Meeting seems to have sparked considerable interest. Now it's time to confirm that interest with your registration. We need your prompt advice if we are to run this meeting properly, therefore cannot accept late registrations. So don't be disappointed, fill out your registration form and post it early. **Entries close Friday 4th March, 1994.** Should you have any queries, please contact:

Denny Bowden  
Zel Woolf  
Tony Merrick  
Kay Bowden

(NatMeet Chairman)  
(NatMeet Secretary)  
(Accommodation)  
(Accommodation)

(049) 514 125 (H)  
(049) 562 136 (H)  
(049) 504 741 (H)  
(049) 514 125 (H)  
(049) 614 899 Fax

If interested in going to the 1994 National Meeting, please contact Delia Rayment on 3003148 or Peter Tighe 391 2093.



**WORKING BEE - 26TH FEBRUARY**

**CONTACT - JOHN DAVIES FOR MORE INFO  
341 6798**





***MGCC Qld***  
***Annual Dinner and***  
***Trophy Presentation night***

*at*

***Qld Cricketers Club***



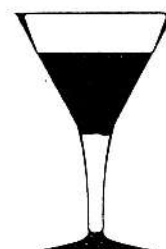
***Vulture St. Woolloongabba***

***7.15pm to 11.30pm Saturday***

***12th February 1994***



FULL BUFFET DINNER  
 DRINKS - PAY AS YOU GO  
**ONLY \$30 per head**



STRICTLY LIMITED TO 100 SEATS

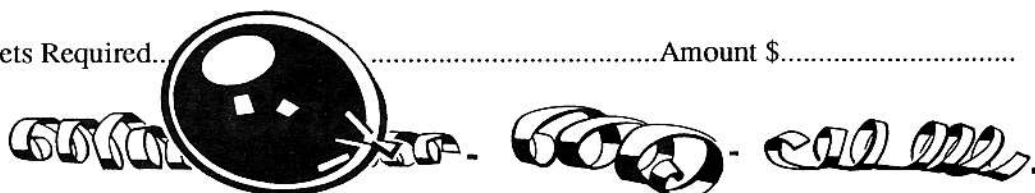
BOOKINGS CLOSE 3rd FEBRUARY

*Please Book Early*

-----  
 Please return this slip with your cheque to Kerry Strange, MGCC Qld, PO Box 1847 Brisbane Q,4001.

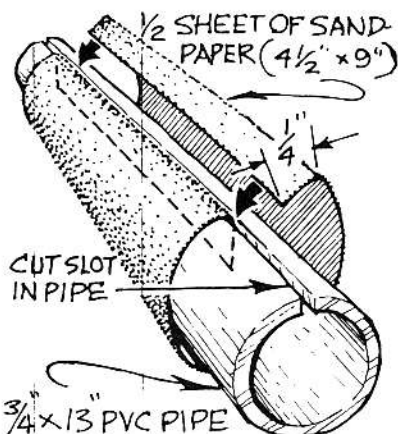
Name.....

Number of Tickets Required.....Amount \$.....



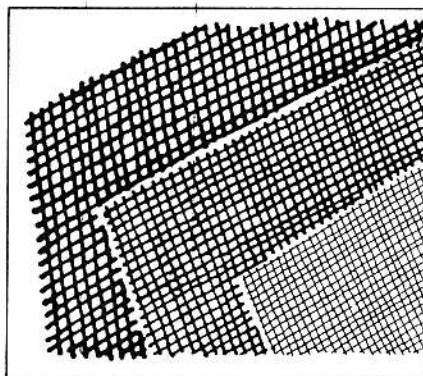
# READERS' TECH TIPS

**DO YOU HAVE ANY HELPFUL HINTS THEN WRITE TO THE EDITOR.**



## ■ ROUND SANDER

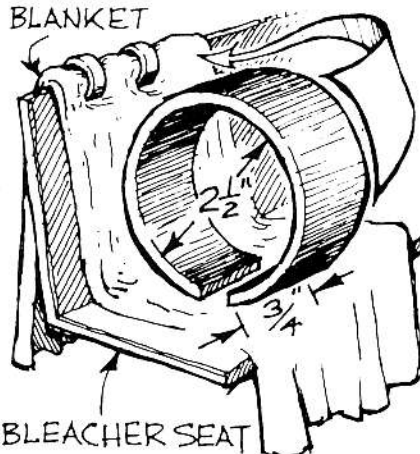
For sanding any area that requires a curved radius, use a piece of PVC pipe with a slit cut in it. Use half of an 8.5- x 11-inch sheet of sandpaper and cut down the middle lengthwise. Put one end in the slit, wrapping the sandpaper around the pipe, and then insert the remaining end in the slit. To prevent damage to the body, radius the ends of the pipe.



## ■ FASTER MATERIAL REMOVER

Do you want to reduce the time it takes to clean flywheel surfaces, the engine block, heads, and manifolds, and be able to shape body filler faster? A product found at most hardware stores, called "Drywall Sanding Screen" will allow you to do just that. It comes in 4x11-inch sheets with an open screen design that resists clogging, can be used on both sides, and comes in three grits. The abrasive is waterproof silicon carbide, a sharp synthetic mineral that cuts fast.

BLANKET



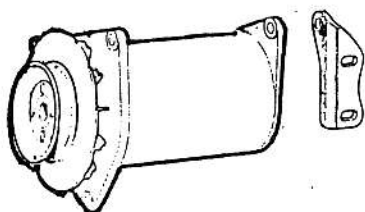
## ■ FAN IDEA

As the wife of a busy race car driver, I spend quite a bit of time in the stands at races. To make life more comfortable, I sit on a blanket that is draped over the back of the bleachers to keep out the cold. By cutting off a 2 1/2-inch piece of 2 1/2-inch diameter PVC tubing and making a slit in the ring so the ring can be spread apart, you now have a clamp to hold the blanket on the back of the bleacher.

**ACKNOWLEDGEMENTS:** CIRCLE TRACK, GILLSPEED

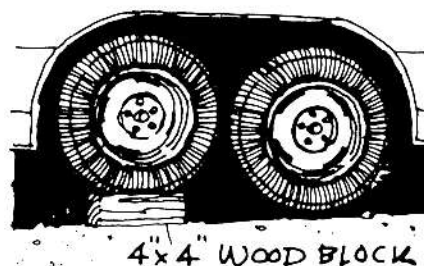
## 4-The solution to low oil pressure in 'A' Series engines.

Here is a tip for people rebuilding BMC 'A' Series motors. Always fit a new set of cam bearings because the centre cam bearing wears and leaks excessively, robbing the crankshaft of oil pressure. Some early Sprite and Midget blocks with '9C' engine number prefixes had one white-metal bearing only, fitted at the front. The middle and rear camshaft journals ran directly in the cast iron block. These early type blocks will require machining to accept whitmetal bearings. New cam bearings are the secret of good oil pressure. It is also a good idea to 'Locktite' the rear cam bearing into the block. They often come loose!



## 3-How to avoid broken generator lugs.

Have you ever wondered why the mounting lugs break off Lucas generators? The usual reason is the incorrect location of the rear mounting bracket bolted to the side of the engine. On BMC 'A' & 'B' series motors, this rear mounting bracket is slotted to allow for adjustment. The trick is to leave its two mounting bolts loose until everything else is tight, thus taking the stress off the generator lugs.



## ■ TRAILER TIRE FLAT

I got a flat on my race car trailer going to a race and didn't have a jack capable of lifting the 12,000-pound trailer. To solve the problem, I pulled the trailer's good tire up on a 4- x 4-inch block. This raised the flat tire just enough so that I could remove it and put on a spare.

# CAMS Report

## MOTOR SPORTS CALENDAR

Date	State	Organiser	Event	Status	Venue	Comments
<b>JANUARY</b>						
9	WA	WASC	Hillclimb	C	Barbagallo	
15	NSW	WKC	Spring Kart Races		Wollongong	Night meeting
15	WA	WASCC	Races	C	Barbagallo	Supersprint
22	WA	WASCC	Races	C	Barbagallo	Twilight Meeting
23	NSW	ECR	Races		Eastern Creek	Winfield Triple Challenge
23	NSW	SKRC	Sprint Kart Races		Oran Park	
23	NSW	NCK	Sprint Kart Races		Mt Sugarloaf	
23	NSW	GSCC	Sprint Kart Races		Mount View	
29/30	NSW	CDKC	Sprint Kart Races		Lithgow	Premier State Cup Series-1
30	NSW	HSRCA	Races	R	Amaroo	Historic — Castrol Classic
30	VIC	VORRA	Off Road		Myrtleford	Stadium Race
<b>FEBRUARY</b>						
5	NSW	WKC	Sprint Kart Races		Wollongong	Night Meeting
5	VIC	BAC	Races	C	Winton	Twilight Meeting
5	VIC	BLCC	Rally		Ballarat	VRC-1
6	NSW	MCC	Motorkhana		TBA	NMC
6	NSW	GKC	Sprint Kart Races		Gunnedah	
6	NSW	PMKRC	Sprint Kart Races		Raleigh	
6	SA	SDCC	Motorkhana	C	TBA	State Series-1
6	TAS	RTP	Rally		Burnie	ARC(5)-1, TRC-1
6	WA	WDR	Off Road	C	Harvey	WORC-1
6	WA	WASCC	Superkart Races		Barbagallo	State Championships-1
12	WA	WASCC	Races	C	Barbagallo	Twilight Supersprint
12/13	QLD	QSC	Super Kart Races		Lakeside	
13	NSW	BLCC	Hillclimb		Bathurst	NHCC-1
13	NSW	TKC	Sprint Kart Races		Tamworth	
13	NSW	SKRC	Sprint Kart Races	C	Oran Park	
13	SA	ASC	Superkart Races		Mallala	
18/20	NSW	RIR	Sprint Kart Races	I	Raleigh	CIK Championships
19	WA	WASCC	Races	C	Barbagallo	Twilight race meeting
20	QLD	MGCCQ	Races	R	Lakeside	
26	NSW	CDKC	Sprint Kart Races		Lithgow	
26	QLD	BSCC	Rally		Cooloolo	ARC(5)-2, QRC-1
26	WA	LCC	Rally		Grimwade	WARC-1
27	NSW	ARDC	Races		Amaroo	SATCC-1, FF-1, PC-1
27	NSW	NSSCC	Rally		Eastern Creek	APCC-1
27	NSW	GSCC	Sprint Kart Races		Grafton	Rallysprint
27	NSW	PMKRC	Sprint Kart Races		Greenhills	
27	NSW	CDKC	Sprint Kart Races		Lithgow	
27	NSW	NKC	Sprint Kart Races		Mt Sugarloaf	
27	TAS	HSCC	Races		Baskerville	
27	VIC	VMCI	Motorkhana		Diggers Rest	VMC-1
27	VIC	MSCA	Races		Winton	SRS-1
27	VIC	VSC/PIARC	Superkart Races		Phillip Island	ASC-1
<b>MARCH</b>						
5	NSW	NDDC	Rally		Oberon	Clubman Series-1, Novice-1
5	NSW	WKC	Sprint Kart Races		Wollongong	Night meeting
5	SA	SCCSA	Races	R	Mallala	Twilight meeting
5	TAS	TORC	Off Road		Kellevie	
5	WA	WAORRA	Off Road	C	Dumbleyung	Long Course
5/6	VIC	VRS	Rally		Healesville	ARC(10)-3, VRC-2
6	NSW	RCCA	Hillclimb		Amaroo	NHCC-2
6	NSW	KMORC	Off Road		Dondingalong	NORC-1
6	NSW	GKC	Sprint Kart Races		Gunnedah	Round 1 Northern Zone

### SERIES PRODUCTION CARS GO FOR 1994

The Australian Production Car Championship will take on a new guise, with the introduction of a revised format in 1994.

Open only to front wheel drive vehicles with engine capacities of less than 2.5 litres, the championship, will be divided into two classes, one for cars with capacity up to 1600cc, and the other for cars of capacity over 1600cc.

The series will be contested over six rounds, and run in conjunction with the Shell Australian Touring Car Championship.

The series will begin in late February and will run through until the end of July:

Round One:	Amaroo (NSW)
	27 February
Round Two:	Lakeside (QLD)
	17 April
Round Three:	Winton (VIC)
	15 May
Round Four:	Eastern Creek (NSW)
	5 June
Round Five:	Mallala (SA)
	26 June
Round Six:	Oran Park (NSW)
	24 July

**CAMS President — For a record 12th term — John Large.**

John Large, the Confederation of Australian Motor Sport's longest serving President has been re-elected for a record twelfth term.

However, he has advised the National Council of CAMS that he will not be available for further election after the end of 1994.

Mr Large said there was pressing business he wished to see completed before his tenure finished, after which would be an appropriate time for a change.

"I have been advocating the need for fundamental changes in the structure of CAMS and I am keen to see this completed while am still in office," he said.

"After this, I will be pleased to hand the reins to a successor who should have a clean slate to work with."

Mr Large said that by indicating his intentions this far ahead he would provide plenty of time for a successor to emerge and gain the confidence of the National Council of CAMS.

### FEES AND CHARGES PAYABLE TO CAMS FOR 1994

(REMITTABLE BY ORGANISERS AT TIME OF APPLICATION OF PERMIT)

Fees include Public Risk Insurance and personal accident insurance.

**A Personal Accident Insurance Levy of \$15 per entry is payable in respect of all open events except Motorkhanas.**

Race Meeting - Open Restricted	\$6490
Hillclimb - Open Public (QHC)	\$1935
Hillclimb - Club/Invitation	\$ 515



## POINT SCORE FOR 1993

## CONGRATULATIONS!!!

RACE TROPHY WINNERS WERE GREG FAHEY AND STEVE POCOCK

## SPEED TROPHY Cont.

SPEED TROPHY *	ANDREW	FLETCHER	
KEN FREEBURN 78	KEN PHILP 8		
JOHN BROADBENT 76	RON RUTHERFORD 8		
BILL NORRIS 64	KEN GRAY 8		
VERNON HOBBS 59	WARREN COLLINS 6		
JOHN DAVIES 56	TERRY CORBERT 7		
BARRY SMITH 56	DAVID ROGERS 7		
ROB MUTIMER 50	JOHN CRANE 6		
DAVID ROBINSON 50	STEVE AUSTIN 6		
PETER TIGHE 50	BRIAN FERRABEE 6		
JOHN WALKER 48	KEVIN HEFFERNAN 6		
ALAN McCONNELL 47	BARRY GREEN 6		
BRAD SMITH 45	LLOYD BAX 5		
BYRON HUMPHRIES 41	GLEN BOYCE 5		
GRAEME ADAIR 40	ROGER WILLIAMS 4		
PAUL GRAY 40	TONY GOULD 4		
PER HANSEN 38	CHARLIE MICALE 4		
PAUL STRANGE 37	DELIA RAYMENT 4		
PETER RAYMENT 36	GLENN STEWART 4		
MARK ARNOLD 33	MARTYN JENKINS 4		
SHAUN GRAY 32	ROBERT MISCHOK 4		
STEVE MOORE 31	RAYMOND CLARK 3		
WAYNE FOSTER 30	VERN HAMILTON 3		
BRETT ARNOLD 29	KERRY STRANGE 3		
GARY GOULDING 28	GREG PAGET 3		
SCOTT MUTIMER 28	RUSSELL BRAMPTON 3		
DEREK HOLSTEIN 26	LEIGH MELLOR 3		
JOHN BOYCE 25	MICHAEL LANE 2		
DICK REYNOLDS 25	WAYNE YARROW 1		
MARK BILSTON 25	HELEN KINGCOTT 1		
MARK THOMPSON 24	PRIMROSE ROGERS 1		
SAMANTHA RAYMENT 24	BRETT J. ARNOLD 1		
KEV JOHNSTON 23	SCOTT MUTIMER 1		
PAUL VANWIJK 22	JOHN CRANE 1		
RAY EDWARDS 22	DEREK J. HOLSTEIN 1		
KEN GRAHAM 20	MARK A. BILSTON 1		
BARRY WRAITH 20	STEPHEN S. MOORE 1		
ROD HARRIS 20	MARK G. THOMPSON 1		
BRIAN HUNTER 19	DICK REYNOLDS 1		
NEIL HAASE 18	JOHN W. BOYCE 1		
IVAN TIGHE 18	GARY S. GOULDING 1		
DEAN TIGHE 18	ERROL K. HOGER 1		
CHARLES HARRIS 18	RODERICK J. HARRIS 1		
ANDREW CHAPMAN 18	GRAHAM J. HARVEY 1		
RICHARD NEAS 18	KEV JOHNSTON 1		
LINDEN COOPER 16	BARRY WRAITH 1		
PAULINE GRAHAM 16	ANDREW T. CHAPMAN 1		
ADAM ROGGENKAMP 14	NEIL H. HAASE 1		
GRAHAM HOBBS 13	CHARLES HARRIS 1		
JOHN HEFFERNAN 13	RICHARD J. NEAS 1		
JOHN KINGCOTT 11	DAVID W. RODGERS 1		
DANNY MISCHOK 11	IVAN TIGHE 1		
BRENDEN FOREST 10	REX KEEN 1		
PETER GILBERT 10	LINDEN P. COOPER 1		
DAVID KRIEDENMANN 10	ADAM ROGGENKAMP 1		
PHIL LAIRD 10	JOHN HEFFERNAN 1		
LYNDAL PARR 10	DANIEL S. MISCHOK 1		
TONY PATCH 10	DONALD B. BATTIS 1		
STEVE PRICE 10	GUY BEDINGTON 1		
ROBERT SHERRIN 10	TERRY BURGE 1		
GREG BURROWES 10	GREGORY L. BURROWES 1		
GUY BEDINGTON 10	RAY EDWARDS 1		
TERRY BURGE 10	BRENDEN FORREST 1		
JEFF JACKSON 10	PETER GILBERT 1		
TONY JEWELS 10	GRAHAM R. HOBBS 1		
STEVE POCOCK 10	BRIAN HUNTER 1		
SCOTT TURNER 10	JEFFREY JACKSON 1		
JOHN VARNHAM 10	DALE JEFFREYS 1		
DON BATTIS 9	TONY & R. JEWELS 1		
GARY COSSOR 8	DAVID KRIEDENMANN 1		
	PHILIP LAIRD 1		

## BEST ALL ROUND

PETER C. TIGHE 130	TIGHE
ALAN McCONNELL 115	McCONNELL
DAVID M. ROBINSON 106	ROBINSON
PETER G. RAYMENT 104	RAYMENT
PAUL STRANGE 80	STRANGE
SAMANTHA RAYMENT 77	RAYMENT
KEN FREEBURN 74	FREEBURN
JOHN L. BROADBENT 70	BROADBENT
PHILLIP HUTCHISON 66	HUTCHISON
WILLIAM J. NORRIS 64	NORRIS
KEN J. GRAHAM 60	GRAHAM
VERNON L. HOBBS 56	HOBBS
BARRY SMITH 55	SMITH
BRAD SMITH 53	SMITH
SHAUN E. GRAY 52	GRAY
PAULINE GRAHAM 50	GRAHAM
ROBIN MUTIMER 50	MUTIMER
BYRON HUMPHRIES 49	HUMPHRIES
CHRIS LAKE 46	LAKE
DEAN J. TIGHE 44	TIGHE
JOHN DAVIES 44	DAVIES
GRAEME C. ADAIR 43	ADAIR
JOHN L. WALKER 42	WALKER
PAUL GRAY 40	GRAY
PER HANSEN 38	HANSEN
ANDREW LAKE 38	LAKE
KERRY STRANGE 37	STRANGE
LYNDAL PARR 34	PARR
JOE McCONNELL 32	McCONNELL
MARK D. ARNOLD 30	ARNOLD
WAYNE FOSTER 30	FOSTER
BRETT J. ARNOLD 29	ARNOLD
SCOTT MUTIMER 28	MUTIMER
JOHN CRANE 26	CRANE
DEREK J. HOLSTEIN 26	HOLSTEIN
MARK A. BILSTON 25	BILSTON
STEPHEN S. MOORE 25	MOORE
MARK G. THOMPSON 24	THOMPSON
DICK REYNOLDS 23	REYNOLDS
JOHN W. BOYCE 22	BOYCE
GARY S. GOULDING 22	GOULDING
ERROL K. HOGER 21	HOGER
RODERICK J. HARRIS 20	HARRIS
GRAHAM J. HARVEY 20	HARVEY
KEV JOHNSTON 20	JOHNSTON
BARRY WRAITH 20	WRAITH
ANDREW T. CHAPMAN 18	CHAPMAN
NEIL H. HAASE 18	HAASE
CHARLES HARRIS 18	HARRIS
RICHARD J. NEAS 18	NEAS
DAVID W. RODGERS 18	RODGERS
IVAN TIGHE 18	TIGHE
REX KEEN 16	KEEN
LINDEN P. COOPER 15	COOPER
ADAM ROGGENKAMP 14	ROGGENKAMP
JOHN HEFFERNAN 13	HEFFERNAN
DANIEL S. MISCHOK 11	MISCHOK
DONALD B. BATTIS 10	BATTIS
GUY BEDINGTON 10	BEDINGTON
TERRY BURGE 10	BURGE
GREGORY L. BURROWES 10	BURROWES
RAY EDWARDS 10	EDWARDS
BRENDEN FORREST 10	FORREST
PETER GILBERT 10	GILBERT
GRAHAM R. HOBBS 10	HOBBS
BRIAN HUNTER 10	HUNTER
JEFFREY JACKSON 10	JACKSON
DALE JEFFREYS 10	JEFFREYS
TONY & R. JEWELS 10	JEWELS
DAVID KRIEDENMANN 10	KRIEDENMANN
PHILIP LAIRD 10	LAIRD

## TONY PATCH

STEPHEN POCOCK 110	POCOCK
STEPHEN PRICE 115	PRICE
DELIA M. RAYMENT 106	RAYMENT
ROBERT SHERRIN 104	SHERRIN
SCOTT TURNER 80	TURNER
JOHN H. VARNHAM 77	VARNHAM
TERRY CORBETT 74	CORBETT
DAVID LAKE 70	LAKE
BRETT PETERS 66	PETERS
GARY COSSOR 64	COSSOR
ANDREW FLETCHER 60	FLETCHER
KENNETH GRAY 56	GRAY
JOHN & H. KINGCOTT 55	KINGCOTT
KEN PHILP 53	PHILP
RONALD S. RUTHERFORD 52	RUTHERFORD
ROGER A. WILLIAMS 50	WILLIAMS
WARREN J. COLLINS 50	COLLINS
BRIAN R. FERRABEE 49	FERRABEE
BARRY GREEN 46	GREEN
KEVIN HEFFERNAN 44	HEFFERNAN
LLOYD BAX 44	BAX
ANTHONY G. GOULD 43	GOULD
DAVID M. JENKINS 42	JENKINS
CHARLIE MICALE 40	MICALE
ROBERT A. MISCHOK 38	MISCHOK
GLENN STEWART 38	STEWART
RUSSELL BAMPTON 37	BAMPTON
RAYMOND CLARK 34	CLARK
VERN HAMILTON 32	HAMILTON
LEIGH MELLOR 30	MELLOR
PRIMROSE ROGERS 30	ROGERS
GLEN BOYCE 29	BOYCE
MICHAEL A. LAKE 28	LAKE
MICHAEL R. LANE 26	LANE
BARRY WHITE 26	WHITE
HELEN L. KINGCOTT 25	KINGCOTT
WAYNE YARROW 25	YARROW

## \* MARQUE SPEED TROPHY

BARRY SMITH 44	SMITH
JOHN WALKER 42	WALKER
PETER RAYMENT 36	RAYMENT
PAUL STRANGE 25	STRANGE
STEVE MOORE 25	MOORE
SAMANTHA RAYMENT 24	RAYMENT
DICK REYNOLDS 22	REYNOLDS
NEIL HASSE 18	HASSE
ANDREW CHAPMAN 18	CHAPMAN
BRENDEN FOREST 18	FOREST
BRIAN HUNTER 18	HUNTER
GRAHAM HOBBS 18	HOBBS
RAY EDWARDS 16	EDWARDS
JOHN KINGCOTT 15	KINGCOTT
KEN PHILP 14	PHILP
TONY GOULD 13	GOULD
DELIA RAYMENT 11	RAYMENT
MARTYN JENKINS 10	JENKINS
JOHN CRANE 10	CRANE
GLEN BOYCE 10	BOYCE
WAYNE YARROW 10	YARROW
HELEN KINGCOTT 10	KINGCOTT

## CTA DRIVERS TROPHY

11 PHILIP HUTCHISON 66	HUTCHISON
11 PETER TIGHE 58	TIGHE
10 ANDREW LAKE 38	LAKE
10 SAMANTHA RAYMENT 37	RAYMENT
10 LYNDAL PARR 24	PARR
10 JOHN CRANE 15	CRANE
9 PAUL STRANGE 13	STRANGE
9 BARRY SMITH 11	SMITH
9 BRETT PETERS 9	PETERS
8 ALAN McCONNELL 8	McCONNELL
8 PETER RAYMENT 8	RAYMENT
8 LINDEN COOPER 5	COOPER
8 ERROL HOGER 3	HOGER
8 BARRY WHITE 2	WHITE
8 MICHAEL LAKE 2	LAKE
8 KEN FREEBURN 2	FREEBURN
6 DAVID LAKE 1	LAKE
6 DICK REYNOLDS 1	REYNOLDS
6 BYRON HUMPHRIES 1	HUMPHRIES

## CTA NAVIGATORS TROPHY

5 DAVID ROBINSON 62	ROBINSON
4 CHRIS LAKE 46	LAKE
4 PETER RAYMENT 40	RAYMENT
4 DEAN TIGHE 26	TIGHE
4 KERRY STRANGE 24	STRANGE
4 GRAHAM HARVEY 20	HARVEY
3 ERROL HOGER 18	HOGER
3 BRAD SMITH 11	SMITH
3 DALE JEFFREYS 10	JEFFREYS
3 SAMANTHA RAYMENT 8	RAYMENT
3 TERRY CORBETT 5	CORBETT
2 DON BATTIS 4	BATTIS

## MOTORHANA TROPHY

2 ALAN McCONNELL 60	McCONNELL
2 PAUL STRANGE 42	STRANGE
1 KEN GRAHAM 40	GRAHAM
1 PAULINE GRAHAM 34	GRAHAM
1 ZOE McCONNELL 32	McCONNELL
PETER TIGHE 22	TIGHE
SHAUN GRAY 20	GRAY
PETER RAYMENT 20	RAYMENT
REX KEEN 16	KEEN
DAVID ROGERS 14	ROGERS
KERRY STRANGE 10	STRANGE
BYRON HUMPHRIES 10	HUMPHRIES
JOHN CRANE 8	CRANE
DAVID LAKE 8	LAKE
SAMANTHA RAYMENT 8	RAYMENT
KEN FREEBURN 6	FREEBURN
DELIA RAYMENT 6	RAYMENT
ROGER WILLIAMS 4	WILLIAMS
GRAEME ADAIR 3	ADAIR
DAVID ROBINSON 3	ROBINSON
PRIMROSE ROGERS 2	ROGERS

## MG MOTORHANA

4 PAUL STRANGE 54	STRANGE
4 PETER TIGHE 40	TIGHE
4 PETER RAYMENT 22	RAYMENT
3 KERRY STRANGE 14	STRANGE
2 JOHN CRANE 12	CRANE
1 DAVID LAKE 8	LAKE
1 SAMANTHA RAYMENT 8	RAYMENT
DAVID ROBINSON 8	ROBINSON
DELIA RAYMENT 6	RAYMENT

## I TYPE TROPHY

PETER RAYMENT 8	RAYMENT
SAMANTHA RAYMENT 8	RAYMENT
PETER CAHALANE 6	CAHALANE
ANDREW BLYTHE 6	BLYTHE
RICHARD DAHLENBURG 6	DAHLENBURG

\* RESULTS SUBJECT TO WORKING BEE POINTS



**LAKE SIDE INTERNATIONAL RACEWAY**

# **MOTOR RACING**

***RACE MEETING***

**20TH FEBRUARY 1994**

**GEMINIS, HQ'S,**

**SPORTS & RACING**

**APPENDIX J**

**FORMULA VEE**

**SPORTS SEDANS**

**STREET SEDANS**

**ACTIONS STARTS 9.00 AM**

**ADMISSION \$10.00**

**CHILDREN FREE**

