



The Official Magazine of the M.G. Car Club of Queensland Inc.,
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ALL ENQUIRES TO THE EDITORS C/- Box 1847 GPO BRISBANE.



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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.



THE M.G. CAR CLUB OF QUEENSLAND INCORPORATED

1992 CLUB CALENDAR



MAY

- 8th Night Run
- 9th Working Bee - Contact John Davies for details
- 10th Mothers Day at McLeans Bridge
- 17th Lakeside Supersprint - Marque
- 23rd Motorcycle Hillclimb - Mt Cotton - Wynum MCC
- 24th Working Bee - Contact John Davies for details
- 30/31 Queensland Hillclimb Championships

JUNE

- 7th Grass Motorkhana - Contact Carl Stecher 399 5602 for details
- 8th Grafton Hillclimb
- 14th Motorkhana QMC3
- 19th Magazine Night at Clubrooms
- 20-21 Lakeside Historic Races
- 26th Night Run

 Denotes MGCCQ pointscore event



**1992 QLD
HILLCLIMB
CHAMPIONSHIPS**

PROMOTED BY THE
MG CAR CLUB OF
QUEENSLAND

**30-31 MAY 1992
MT COTTON HILLCLIMB
GRAMZOW ROAD
MT COTTON** *(Just north of Old Driver Training Centre)*

THE M.G. CAR CLUB OF QUEENSLAND INCORPORATED



1992 CLUB CALENDAR

JULY

- 4-5th Lakeside - Sports Sedan & Prod Car Champs
- 10-12th Australian Rally Championships - Qld Rnd
-  12th Motorkhana - QMC5
- 17th Night Touring Assembly - Marque
-  19th Hillclimb - Mt Cotton

AUGUST

- 2nd Bitumen Motorkhana - Marque
-  14-16th Ironman Weekend
-  23rd Motorkhana - QMC6
- 28th Magazine Night at Clubrooms
- 29-30th Lakeside - Truck Races
- 30th All British Day

SEPTEMBER

-  6th Motorkhana - QMC7 GCTMC
- 13th Australian Hillclimb Championship - Grafton
- 25th Magazine Night at Clubrooms
- 27th Lakeside Races
-  27th Australian Motorkhana Championships - QMC8

OCTOBER

- 4th Bathurst 1000
-  9th Night Run from the Clubrooms
- 23rd Magazine Night at Clubrooms
-  25th Hillclimb - Mt Cotton
- 25th Lakeside Race Meeting - TBA

NOVEMBER

- 6-8th Australian Grand Prix
- 8th Motorkhana - QMC9
-  29th Lakeside - Races MGCCQ

DECEMBER

-  4th El Preso's Christmas Night Run
-  6th Hillclimb - Mt Cotton

The MG Car Club of Queensland have Clubrooms located at 9 Nash St Rosalie (the old CAMS Offices).

These are open EVERY Friday Night for the enjoyment of members & guests. Feel free to call in any time after 7.30pm for a natter.

For more details of coming events & activities in the clubrooms keep your eye on the calendar or contact David Robinson for more details.

PLEASE NOTE ALL DATES ARE SUBJECT TO CHANGE WHEN CALENDAR IS FINALISED

The 1992 Midnight to Dawn

The night that daylight saving came to an end in Queensland, a fearless band of 23 Midnight to Dawners set out from the Carindale Shopping Centre on a event that followed Carl Steckers rally-run format of last year.

For those who still dont understand the concept of a rally-run, it is basically a cross between a night run and a rally, using as many of the best types of bitumen road that you can reach between midnight and dawn. To give you an idea of the amount of good driving roads that we used, hows this list

- The Dayboro to Mount Mee hillclimb @ 1am
- The Woodford to Peachester pass @ 1.45am
- The Bli Bli to Noosa coast road @ 3.00am
- The Noosa to Eumundi expressway @ 3.30am
- The Nambour to Montville scramble @ 4.15am
- The Montville to Palmwoods descent @ 4.45am

Just to add a little spice, throw in some wet roads and you have the type of event that any sports driver would give his left driving glove to compete in. Who cares who won...the chance to compete in this event was the important factor.

New member Russ Penfold forsook his Clubman Sports car and drove with the top down on the 944 Cabriolet until the rain began to wash the instructions off the paper. Ken Philp and Tony Galletly were slightly worse off, they didnt have a top for the Lotus 7. Peter Tighe redesigned the engine of Joan Applebys Magnette into a three cylinder outwardly aspirated model. He later complained that while he was flat out coming down the Bruce Highway doing 45 kph the same blue Porsche that passed him doing over 200 kph in last years event seemed to be going even faster when it went past this year. Willi Reinecki drove his Porsche 356 this year, we're not sure where he drove it to... but he was there at the start and was there at the finish so he must have been on the right roads at some time during the night. Mazda MX5's were out in force as were a plethora of MGB's, Spridgets and Datsun Z cars.

Organised this year by Peter Barker and Ralf Schenk the instructions were somewhat superfluous. All the organisers needed to have done was say here is a list of the best roads we could find (see list above). Drive over these roads, be at the finish in the morning and we'll draw straws to determine a winner. Why organisers insist on spoiling a perfectly good drive with answering questions is beyond me. Somewhat like the game of golf spoiling a perfectly good walk by having to hit a silly little ball. Come to think of it I think Willi may well have had the right idea.

Tony Jewels

**"I just wanted
to feel the
car and it's limits"**

- Alan Browne after
spining the 935
Porsche twice at Calder

WANTED!!
Not running in
Queensland
Hillclimb Champs
Feel like being
there at close
quarters? Then
we have the
oppurtunity for
you! Phone Joan
Appleby & tell
her you can help
PLEASE!!!!

**"The engine is so
trouble free that we
regard it merely as a
spacer which has to be
changed every three or
four hundred miles."**

- Brabham team manager
(1982) Alistair Caldwell
on the Cosworth engine.

What You Don't Know About Can't Hurt You....or Can It?

An extract from an article that appeared in the Home Centre Magazine "SAFETY FAST" in December 1991 by Roger Parker

OCTAGON

HIGHWAY DEBRIS: One common occurrence that you may have to report to us is debris on the carriageway. Probably the most common is tyre remains from heavy vehicles. The disintegration of these seems to follow one of two paths. The first is a blowout which, if you are ever in the vicinity, is like a small explosion. This sort of failure is immediately apparent to the driver of the vehicle and every one who is around. If you are unfortunate enough to be alongside at the time one of these goes then you may suffer some damage to your vehicle such is the energy involved.

The other failure involves a deflation of a tyre which goes unnoticed by the driver. Except for the steer axles any failure can go unnoticed as modern heavy vehicles have so many wheels & tyres to comply with the design capacity of the vehicle. In the UK these trucks can't load to the design limits so at the maximum permitted weight they are only partially laden. When a tyre goes then this has little or no effect on the vehicle & unless the driver knows, he will continue. The deflated tyre starts to flap about & eventually will break up leaving the trail of bits we are all familiar with.

Other common debris include rope, pallets, sheet metal & lengths of wood, used by heavy vehicle drivers for packing loads. Some more uncommon bits of debris I have recovered include a brand new car dropped off a transporter without the drivers knowledge, until stopped. A 1000 litre container of acid, the rear end of a van and perhaps the most awkward, several crates of chickens which burst open on an elevated section. The sight of me chasing round live chickens & the rear of my Range Rover full with 17 chickens caused much amusement!

The biggest pieces of debris don't always give the biggest problems as witnessed by a motorcycle despatch rider who dropped a single packet of hyperdermic syringe needles. The hard shoulder littered with vehicles that had suffered punctures & I believe over 150 vehicles were damaged in this way. This sort of debris is a nightmare to clear.

Another uncommon piece of debris was a vacuum cleaner, while a drum of Compressed oil rolled about on both carriageways of the M6, causing havoc before I could catch it & move. (I got next to it on the hard shoulder of the central reservation (on foot) just to see it knocked somewhere else just like a football).

A heavy vehicle lost a large piece of tyre debris, including the rim!!!. The vehicle which lost it didn't stop & was not traced either but it stopped the following car, suddenly!

The incidents reported here were not unusual!!! Note the truck wheel, vacuum cleaner & oil drum were the result of just two day shifts!!!

This article is extracted from the above mentioned HOME CENTRE SAFETY FAST magazine. As we will soon become affiliated with the HOME CENTRE copies of this magazine & all future issues will be available for you pleasure at the Clubrooms. Also available are the club magazines from most MG Car Clubs in Australia so pop in one Friday Night & peruse the collection.

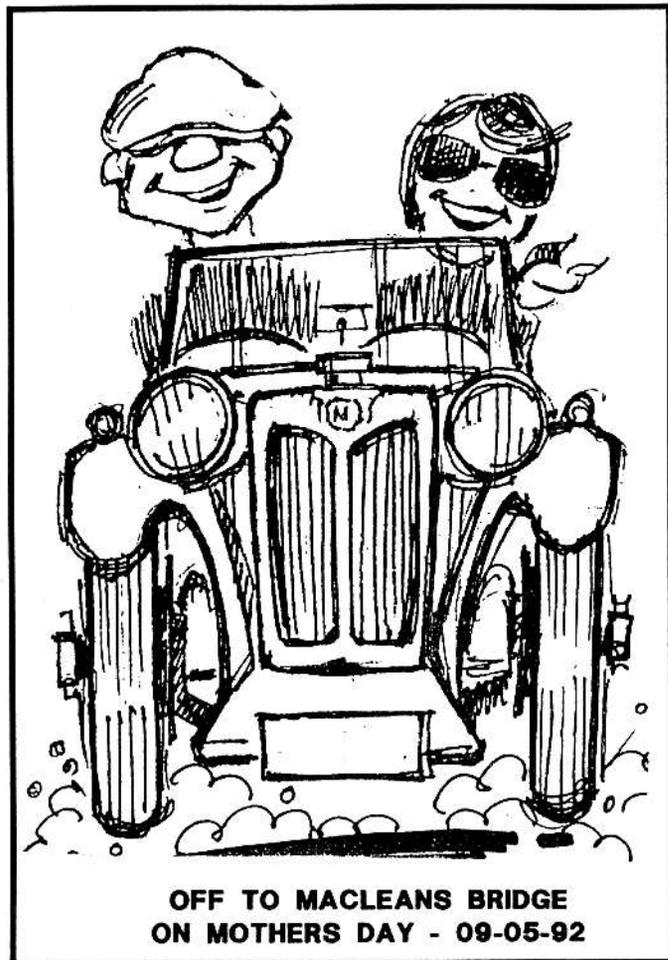
New Classic for Dunlop Range
 Brand new to the Dunlop Classic Tyre Range is the 4-00-19 b5 tubed type fitting many popular pre-war classic cars including MG's, Morris 8's, Austin 10's, Morgans & Triumph K's.
 The Dunlop B5 with its authentic tread pattern is the first true car tyre available in 4-00-19, other products on the market being motorcycle derivatives. Previously the Dunlop classic range included a dual-marked 3-50/4-00-19 tyre but the company recognised that its section width was closer to 3-50-19 and looked too small when fitted to cars requiring a 400. This dual purpose mould has now been modified and remarked 3-50-19.
 MC's that this tyre fits include most models from 1927 to 1936.

These tyres may not be available in Australia yet but why not contact our very own DUNLOP man REG TOMKINSON at Road & Race Spares. He just might be able to get them.

MG-BADGE ZOMBIE
 Zombies are the walking dead for all those who were not brought up on RCN(I) and British Leyland has case of the walking dead on its hands. Having killed off the MG marque a few years ago, they have whipped the quite cold corpse into a badge engineering exercise by putting the octagon on a...Mini Metro.
 Cecil Kimber RIP

extracted from Sept 1981 Racing Car News

Did you know that YT MG released in October 1948 was mainly produced for export with Australia its main market.



**OFF TO MACLEANS BRIDGE
 ON MOTHERS DAY - 09-05-92**

Dont forget the Marque Lakeside Sprint Meeting will be on 17th May. Supp regs should be available now so contact David Robinson for copy & go up to Lakeside & have go.



KEVIN JOHNSTON has the following items up for grabs
"RACESAFE" driving suit in good condition, blue in colour
to suit 60kg person 170cm tall for \$80.00.

TYRE PYROMETER in carry case with instructions in
excellent condition. \$60.00.

Phone Kevin about the above on 205 4254

For those people interested in purchasing the "HENROB
DILLON MIV WELDING KIT" as demonstrated at the
recent club Technical Night. The price is \$474.00 inc
tax plus a free welding helmet valued at \$500.00
will be thrown in.

Phone BRAD WETKIN 865 2898 Business Hours

WANTED 2 x camshafts to suit "18RG TWIN CAM TOYOTA"
Would prefer standard grind to able to regrind.
Contact GARY GOULDING 379 8692

ALFETTA 74 Model, 5 speed. Engine fully reconditioned
& balenced, clutch & brake master cylinders, booster
& hoses all renewed. Runs well. September 1992 rego.
\$3400.00 Contact MARK WATERFORD 367 2144 Business Hours
or (075) 39 4707 a/h.

GRAFTON SPORTING CAR CLUB would like to invite our members to the
following events - timed practise days on
10-05-92, 09-08-92 & 15-11-92

Also to Rnd 5 of the NSW Hillclimb Championship on 6th & 7th JUNE 1992
& the AUSTRALIAN HILLCLIMB CHAMPIONSHIPS 10-13th SEPTEMBER 1992

The format for the timed practise days is scrutineering at 8.00am with
timed practise between 10.00am & 4.00pm.

Competitors must be members of a CAMS affiliated car club & be holders
of at least a basic licence.

Cars will be scrutineered as per CAMS requirements & must be muffled
to under 95 DBA (checks will be done and cars exceeding this limit will
not be permitted to run).

Catering for lunch will be available.

For further info contact Geoff Kelly (066) 44 9654 or Ken Norton (066)
42 6817 a/h.

THIS MONTH ROMSEY QUINTS GIVES HIS VIEWS ON THE 1969 AUSTRALIAN HILLCLIMB CHAMPIONSHIPS THAT WERE HELD AT SILVERDALE IN NSW.

IT had been raining for two weeks prior, but the publicity man said the access road was in good condition. What we didn't realise was that he wrote that a week before the meeting. On the day a small boy on a bicycle was lost for three hours in one of the bigger holes and a Fiat 500 couldn't get out of the wheel tracks and drove itself through a farmyard gate and into the back wall of the laundry.

But we got there. And suddenly I was back at Mount Druitt in 1954. Only the names had been changed to protect the innocent. It was a motor race meeting, but the drivers and crews were actually working, or sitting around on tyres seriously discussing ratios and torque curves. Nobody was casing the pits for the cases, or eyeing off the birds, or knocking back free coffee in the trade tents (the latter mainly because there were no trade tents).

Dear friends, I went to Silverdale, to watch a day crammed full of hundreds of 40-second mechanical climaxes called the Australian Hill-Climb championship. And I had a ball.

I had not been to a climb in years, not because I didn't want to but because I didn't know anyone there. This time there were a few familiar names and some passably interesting machinery. Knowing my needs, publicity director John Crawford softened me up with some excellent steaks and several beers, and I climbed the leafy banks for a Captain Cook.

I thought I'd never say it, but by halfway through the day I was itching to have a go myself. The trick in it is in self-discipline. You try to claw back an extra hundredth of a second, but this requires fantastic accuracy, and as the road is quite narrow an inch in the wrong place can park you into a wall. Mind you, the damn hill is so steep that if you do miscue you just whack on the brakes and stop in a straight line—then worry about sliding backwards down the hill.

The then current hill holder Ray Cann went screaming up in his special, apparently welded together from second-hand conduit and old Sunshine milk tins beaten flat, but then Dick White slammed out a marvellous 34 secs neat to get the title. Paul England was not far behind in another blown 1800 VW, and the way these horizontally-opposed horrors go does a lot to restore my faith in Formula Vee.

Then old Tom Sulman took up what looked like a maroon London double-decker bus, but proved to be the old Hamilton Porsche chassis with a 4.7 litre Ford stuffed in back. The only time it was straight was when it was sitting on the line. Brave, brave.

There were some magic operators around, including a delightful lime green South Australian Honda S800 that was driven absolutely beautifully by somebody whose name I can't remember. But the rest of them came into the Enthusiastic Amateur class. The cornering lines belonged to the East Cheam Croquet Club, and there was enough power wasted in wheelspin to light the whole city of Newcastle for a month. But never mind. At least they're out there trying while you, you great oaf, sit behind the fence stuffing yourself on square pies and frosted cans of Green Death.

It would do a lot of our current crop of matinee idols good to go out there in the cold light of day to a place where they are alone with their Maker and an electronic timing machine. There they can't blame anybody else for chopping them off, or holding them up, or dropping oil, or having unfortunate armpits. I think a lot of reputations might suffer.

But the fast and neat operators like Don Holland and Lyn Brown in the lightweight Minis, Jim McKeown in the Lotus Cortina and Henk Woelders in the Elfin would be just beautiful, because the hills belong to the man who can deal out his car in millimetres and still keep a foot in the carburetors.

However, the Silverdale promoters are well ahead in one respect. They have invented the world's slowest road-making machine. As we walked down the hill afterwards you could see how the desperates, searching for that extra inch of road, had nicked a bit of bank here, nibbled an extra edge there . . . it will take time, removing scenery two square inches at a time, but it's the cheapest form of road widening I know.

. . . Romsey Quints

NEW MEMBERS

On behalf of the COMMITTEE & MEMBERS of the MG CAR CLUB of QUEENSLAND I would like to welcome these new members. I hope we will see you all at

coming events.

*Wybelute Geetsma from East Ipswich who drives a Lotus
Frederick Chapman from Loganlea who drives a VW Sabre Kit car
Andrew Forsdick from Kallangur who drives a Mazda RX3
Wareen Collins from Mt Samson who drives a Suzuki Swift
Jeanne Robinson from Moorooka who drives Mazda Van
Peter Kilner from Sandgate, Peter Svensson from Paddington,
George Ferguson from Oxenford who drives a Capri
Paul Whitehouse from Caloundra who drives a 1973 MGB
Peter Sampson from Wishart who drives a MGB LE
Vernon Kretschmann from Chermside who drives a Mk 111 MGB
Michael Aldridge from Moranbah who drives a Mk 11 MGB
Russell Mienert from Sunnybank who drives a Suzuki Swift
Scott Mutimer from Loganlea who drives a Volvo 144
Cheryl Keen from Albany Creek who drives a Commodore*

OK were do I start this month, no presidents report because he's down in that island off Mexico (Tasmania) with with all those other keen MG lovers. I hope they all had a top time. OK thats the complaints over now who saw Bathurst over Easter, great huh? Well story has it that it will go 24 Hours shortly could be real exciting!

The sight of all those cars blasting around for 12 hours of darkness would be pretty exciting for the drivers but knowing Bathurst over Easter i reckon it would be bloody cold standong on top of that mountain at 2.00am.

Did you see those Mazda's disc rotors glowing red hot in the early part of the race, I hear that the pads that they ran where to thick causing the things to run red hot. Anyway some brake specialist in Bathurst was conned into opening on Easter Day & machining down the errant rotors which were then fitted to the cars at their next pitstop & watchout who wins.

Did you also notice that race leader changed a number of times during the day & most of the time a Queenslander was involved. Yep Charlie O'Brien lead for a while in the Mazda then Wayne Park grabbed the lead in the Commodore only to have the back right wheel come adrift as he went around Forrest Elbow. Them Commodores have got 5 wheel nuts on 'em you could count them as they popped off. OK so who lead next Fitzgerald in the Commodore & who's one of the co-drivers? Brett Peters.

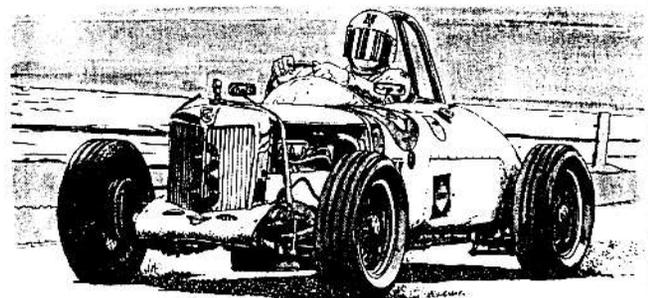
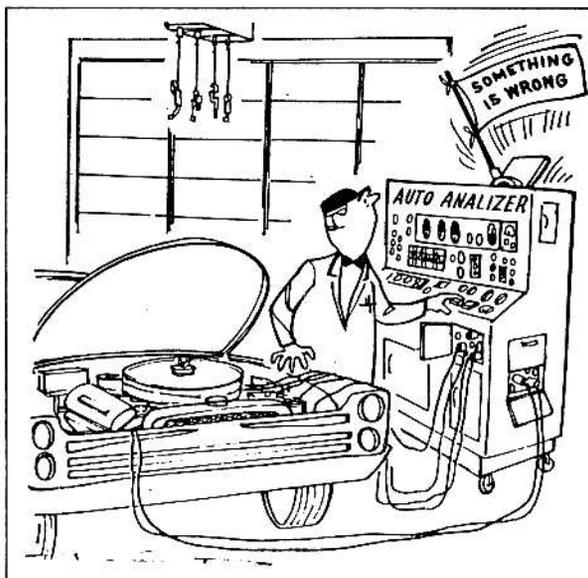
Then the \$150,000 Bimmer leads for a while yep & Longprong & AJ are Queenslanders. The Laser with Dick as a co-driver also had a go at leading. Well done fella's.

31st May is QUEENSLAND HILLCLIMB CHAMPIONSHIP time & a packed field is expected for this event get your entries in early. Contact Joan Appleby for your sup regs. Speaking of Hillclimbs Grafton is soon & the mass excidus of Queensland Hillclimbers is on again. I'm told that one NSW competitor was seeking accomodation for the weekend at the Royal only to be told it is fully booked out by BLOODY Queenslanders.

Ivan Tighe is currently running second outright in the NSW title & will be at Grafton to cement his lead in the series. I bet John Davies will be trying to beat the old fella. Good Luck both of you.

Someone who's luck was not on over the Winton weekend was Rex Keen in the Formula Ford. He' reported to have watched the race from his lounge in Albany Creek. Seems the Ford was a bit hard to get on with & so he bought it home to regroup for the Lakeside Round. Unfortunate Cameron Partington probably wishes he'd come home to after his nip & tuck in the first corner. Good to hear Lyndon Cooper's finally got the MANGLIA back on the track Another car we havent seen in ages is Terry Corbetts Escort & has back even going to Grafton I'm told.

Anyway I'm off now to try & make my Escort preform a little quicker now I hear Steve Price is putting some new ideas into his Datto. See you at the Hill in May.



OFFICIALS AT RACE MEETINGS & SPEED EVENTS

Certain officials have been licenced by CAMS to act in various capacities. This does not mean they are acting for or employed by CAMS. In most cases promoters select their senior officials and they, in turn, find flag marshalls, control officials, time keepers or scrutineers required. Ultimately, although holders of CAMS licences they are working for the the promotor. Exceptions to this are stewards, who are appointed by and are responsible to CAMS, and certain eligibility officers.

HOSPITALISATION AND INSURANCE

On the odd occasion, members who have been involved in an incident at a motor sport meeting are conveyed to hospital for further treatment. Almost invariably as part of the admission procedure patients are asked whether they have private health insurance. Some confusion has been caused in the past when members, or their friends answer "yes" to this question when in fact they are referring to the CAMS personal accident insurance scheme.

That insurance should not be considered to be hospital insurance.

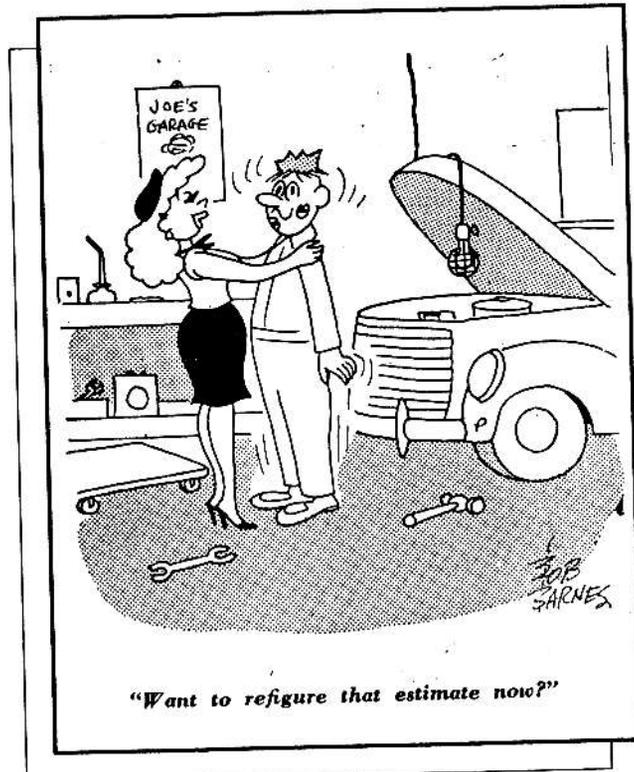
If no other private health insurance is held by the patient, then the correct answer to question is "NO".

CAMSREPORT, March 1992

FOR SALE
 1970 RED MGB-GT
 REGISTERED 12/92
 MECHANICALLY A1
 RADIAL ON WRE WHEELS
 PIONEER STEREO
 LEATHER SPORTS
 STEERING WHEEL
 PRICE \$9950 ONO
 T/PHONE 371 4565 A/H
 224 6822 WORK

WANTED: MGB FOR RESTORATION
 PREFER CHROME BUMPER/GRILL
 MODEL. ENGINE & GEARBOX NOT
 REQUIRED.

CONTACT COLIN BROWN
 252 8571 B/H
 208 4817 A/H



"Want to refigure that estimate now?"

Hello to all our members. Several of our past members have renewed their memberships lately. I hope this is a sign that the Club will continue to grow stronger.

The recent Tasmania National Meeting is now just a memory. To all those that went - thanks for the company and the competition. Our Club did very well considering the small number of cars entered compared to many other Clubs. Well Done!!! If only we had more members we might even see the Wratten Trophy in Queensland.

My special thanks to Joan and Vince Appleby for the loan of their Magnette (affectionately known as Margaret - Mrs. Thatcher - The Iron Lady). I think it has seen more country in the last month than it has for several years. She upheld the tradition well. The only problems it encountered in its Trip to Hobart and back was a reluctant fuel pump.

Our Nightruns - Touring Assemblies - are attracting a few new faces. It is good to see others out to enjoy themselves and enjoy the friendship of the other Club Members.

REMEMBER THE CLUB ROOMS ARE OPEN EVERY FRIDAY NIGHT for the members to meet talk and enjoy themselves.

The Qld Motorkhana Rounds are now seeing more Club members also. These are point scoring for the Club Trophy but we have had a gnome in the system and has mistakenly made the Townsville Round point scoring. This is not correct. Sorry for this error.

Our glass Trophy Cabinet has arrived and will be used for the Perpetual Trophies and Regalia. Many thanks to Queensland Trophies for this cheap display cabinet.

Queensland Hillclimb Championship will be held on 31st May at Mount Cotton. Supp. Regs have been sent out to most members. If in need of some Regs, please ring Joan Appleby or myself. What we do need are some Sponsors for this event. With money tight everywhere, your help would be appreciated. See the next page.

MT COTTON WORKING BEE - SATURDAY 8.00 AM 16TH MAY to lay concrete tracks on the return road. This is to your advantage. Bring yourself a shovel and steel rake and BE THERE. Don't leave it to the same band of workers. Don't be a motor sport taker - put something back into the sport you enjoy.

Enough for now. See you at Mt. Cotton or Grafton June Long Weekend Hillclimb.

David Robinson.