

The official magazine of the MG Car Club of Queensland Inc. affiliated with the Confederation of Australian Motor Sport.

PUBLISHED 8 TIMES A YEAR

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The opinions of correspondents and advertisers expressed in 'The Octagon' are not necessarily those of the Management Committee nor the MG Car Club of Queensland Inc. and as such the Club accepts no responsibility.

All enquires to the Editors c/- GPO Box 1847, BRISBANE.Q. 4001

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POSTAL ADDRESS OF CLUB
 GPO Box 1847 Brisbane 4001
 (The Committee meets every 2nd Monday at the Clubrooms - if you have any queries then contact a Committee member or write to above)

ADDRESS OF CLUBROOMS
 18 Nash St Rosalie
 (These are open most Friday nights for a natter)

REGALIA - CLUB T/SHIRTS ...\$8
 CLUB CLOTH DILLY BAGS - \$4 (suitable for small places)
 MG POSTERS ..\$5
 Q'LD.....MG GRILL BADGES....\$25
 THESE ARE ON SALE AT THE CLUBROOMS

MAGAZINE EDITORS Delia & Peter Rayment Phone 300 3148 (A/HOURS)

CONSTITUTION A copy of the Club's constitution is available, for club members perusal at the Clubrooms. Copies are available from the Hon. Secretary, for a nominal fee.

CALENDAR OF EVENTSJULY

- 21st Fri * MGCC NIGHT RUN - leaves the Clubrooms 8 p.m. You will need a torch, a UBD/Refedix, a navigator, pencil. Enter on the night. Bring your Club card, Cams licence etc. Set by the devious duo of Linden Cooper & Terry Corbett.
- 23rd Sun *MGCCQ MT.COTTON HILLCLIMB - for sup. regs. contact Events Secretary Joan Appleby 857 1561. Or collect from clubrooms. Entries usually close 7 days beforehand.
- 28th Fri MSCC NIGHT RUN - MGCCQ Members invited. Leaves 7.15p.m. Toowong Park & Ride, Cnr. Dean & Milton Rds., enter on the night. Make sure you take all the relevant paper work including a third party extension for the night. For more information contact Mike Ovens 221 4000 (W).

AUGUST

- 13th Sun *MSCC ECONOMY & PICNIC RUN - MGCCQ invited (this is our run for the month - points given to all MGs participating towards best MG trophy - perpetual). Leaves BP Cnr. Creek & Cuthred St Crindale Map 28 M5 - 10.30. Half way Tamborine Mt. Finish BP Waterford. For further details and rain check contact Martin Chambers 390 6414 (H) 223 4296(W) Distance 150 km. Third party extension needed.
- 18th Fri 1990 National Meeting planning Meeting - Clubrooms 8p.m.
- 20th Sun *Working Bee at Mt. Cotton - if wanting more details then contact our President Terry Corbett on 892 1151H. Starts 8.30.
- 25th Fri Entries close for the Iron Man Week end
- 27th Sun *MGCCQ LAKESIDE R.CEMENTING (OPEN) - for full details contact Events Secretary Joan Appleby 857 1561. There will be a regularity class if the numbers are right, - we need at least 10 cars.

SEPTEMBER

- 1,2,3 *MGCCQ IRONMAN COMPETITION 4 events on the week-end. Fri. night - NIGHT RUN, Sat. - Motorkhana & Sprint at Lakeside and Sun. - Hillclimb at Mt. Cotton. Enter all 4 events and get our discount of \$9. For sup. regs. contact Events Secretary Joan Appleby or there should be some in at the Clubrooms.
- 28th Fri Working Bee at clubrooms to collate next magazine - 8p.m. light work and a chat, your help welcome.
- 17th Sun *MGCCQ CONCOURS - in conjunction with the MSCC. Our Club/are the organisers of this event this year and we will need people to help park cars, judge cars etc. etc. Contact the Secretary if available NOW, please. This is to give us practice for next year....
Venue to be notified, we are still waiting for council permission on our selected Park.

CALENDAR OF EVENTS CONT'D.SEPTEMBER

- 24th Sun *ALL BRITISH DAY - no details are forthcoming yet
- 24th Sun CALTEX CLASSIC CLR RUN- to celebrate the 35th Anniversary of the Aust. Grand Prix. For cars of the 45 -60 era - sports cars and sports racing. From Brisbane City Hall to Southport. Limited numbers i.e. 100 cars. Entries close 7/8/ 89. Entry forms are available from our Hon. Secretary or from the organisers Ald. John Goss Phone 355 6483.

OCTOBER

- 7 & 8 *ALL HISTORIC LAKESIDE RACE MEETING by MGCCQ and Historic Racing Register
- 15th Sun MSCC Early Morning Run MGCCQ invited details to come
- 22nd Sun MSCC Motorkhana Warrel View MGCCQ invited details to come

NOV.

- 17th Fri *MGCCQ NIGHT RUN leaves clubrooms 8p.m. as above To be set by the two D's David Robinson & Dean Tighe.
- 19th Sun INTERCLUB MOTORKHANA if you want to be part of the MGCCQ team then contact the Secretary.
- 26th Sun * HILLCLIMB AT MT COTTON MGCCQ

DECEMBER

- 3rd Sun *MGCCQ L. . . R. RACE MEETING
- 10th Sun *MGCCQ XMAS PICNIC RUN - any suggestions contact the Secretary.

* Denotes MGCCQ point scoring events - towards perpetual trophies.

MSCC - stands for the Marque Sports Car Club

EDITORIAL

Dear Members,

PRIDE is a wonderful thing in the right place - but if we have too much of it, it can smother, it can ruin, it can extinguish any attempt that one might have towards learning, towards the betterment of oneself and ones environment and towards change.

Some people seem to think that they know everything - they DO NOT. They seem to say "If I stnad by 'this way' I will win" They may appear to win for awhile but as the change comes - as it inevitably will they will be drowned - as the change sweeps over them - they were not prepared to give , or to change.

In this life we have to be prepared to change.

To change with life means we have to adapt, we bend with the current of change - for to do otherwise is disasterious.

We are sure you've all heard the old adage "SINK OR SWIM"
Peter & Delia Rayment.

DAY RUN TO SOMERSET DAM

In the midst of a very rainy April we set of on a picnic run to Somerset dam. The Crane's arrived at our departure point and gave a quick overview of their trip to the National MG meeting in Shepparton. As they had other commitments they were unable to join us for the day run. Three MGB's and one MGA braved the weather, setting out from Aspley in the hope that the weather would improve. I set off with the roof on, not trusting the weather. The other three drivers showed great optimism and left their roofs off.

As I was on my own, Delia Rayment offered to keep me company and give Peter's ears a rest for the day!! Needless to say, we found plenty to talk about.

We headed north through Dayboro and onto Woodford for morning tea. Woodford was in full swing with a Sunday market - cars, people and stalls jammed the main street. We bypassed all the activity and stopped for morning tea at the "Durandur Historic Railway, just a couple of streets away from the market. There we found an old steam train and two carriages choofing back and forward on about one kilometre of track. We eagerly paid our fare and set of on a short ride. The Durandur Railway is acquiring old carriages, and paraphernalia and looking to expand the "museum". Pat and John Walker (in the MGA) took some great shots (we hope!) of their car and the train.

From Woodford we continued up through Mount Mee, admiring the beautiful scenery. Les and Mary Plunkett had a wonderful time racing around the bends up and down the mountain. Go Fangio!!

We arrived at Somerset Dam for lunch. The dam was extremely full and the ground quite soggy after all the rain. We stopped on a small promontory for lunch, spreading out ground sheets and rugs for comfort. While eating lunch we watched a large storm cloud move across the dam. Within minutes it had reached us and there was a scramble for cover. Luckily we had some plastic sheeting and tarps and a couple of umbrellas and made an "arabs tent" to shelter us from the downpour. We must have looked a sight - seven of us endeavouring to keep dry and eat lunch in almost 'sauna conditions.

Lunch eaten and clear skies again, we set off home through Fernvale and Kholo, crossing the Wivenhoe dam. Apart from the "shower" at lunch, a great day was had by all.

** We have a lot of fun on our picnic runs, and a few laughs. Why not join us on our next run and get to know the surrounds of Brisbane and our club members, a little better.**

KERRY STRANGE

***** WANTED TO BUY *****

RACING HARNESS TO SUITE MGB MARK 11.
PHONE PAUL STRANGE 349 1400 A/H

A WORD FROM EL PRESIDENTE'.

Just a quick few words to wish everybody well and give a brief update of what is happening around the place.

CLUBROOMS : The refurbishing of the clubrooms is nearly complete pending the aquisition of some suitable carpet for the floor. We also require TWO large and hardy indoor plants for near the front door.If you can assist in this area,give me a ring.

HILLCLIMB : Good to see some new faces (and familiar ones) at the recent working bees at Mt.Cotton to get the place in good order for the Qld. Hillclimb Championships.It was all worthwhile as a bright and sunny day dawned to give us near perfect conditions for the running of the event.The number of records that fell on the day bear testimony to the excellent driving conditions. (See editorial in this issue.)

I WISH TO THANK ALL OF THE PEOPLE WHO HELPED MAKE THE DAY A SUCCESS, IN PARTICULAR OUR SPONSORS,THE ORGANISING COMMITTEE,THE HARD WORKING LADIES WHO MANNED THE CANTEEN OVER BOTH DAYS AND MEMBERS AND FRIENDS WHO HELPED BEFORE AND ON THE DAY.

CATERING TRAILER : The club recently purchased a tandem trailer for carrying our catering equipment and supplies to and from race meetings,hillclimbs,etc. The unit also doubles as another serving outlet for larger events as it has built-in eskies ,etc. Our thanks to John Novak for repairs.

NIGHT RUMS : There was a misprint in the last edition of the Octagon calendar which noted that M.S.C.C. night runs count towards M.G.Car Club pointscore. This is not the case and we wish to apologise for any inconvenience caused.

COMAITEE : It is with regret that we received the resignation of Peter Payment from the club's management and organising committee. I would like to thank Peter for the immense amount of time and effort that he has put into this club since joining in the late sixties.Responsibilities and circumstances for all of us change as time goes on and we must adapt and change to suit. Unfortunately there are only 24 hours in a day.

M.G.NATIONAL MEETING : Preparations for Easter 1990 are well under way and going according to plan. Pre-booked accommodation for interstate and out of town visitors has been organised and all of the other areas of organisation are on schedule.

IF YOU ARE ABLE TO PUT WORDS INTO ACTIONS THEN YOU CAN VOLUNTEER YOUR HELP EITHER NOW OR IN THE NEAR FUTURE. HELP LESSEN THE LOAD IF YOU CAN.

This is just ashort word,so I hope to catch up with you all at our next event.

All the best,

El Presidente'.

*****MGCCQ IRON-MAN COMPETITION*****

1st, 2nd & 3rd SEPTEMBER '89

4 events over the whole week-end

TROPHIES FOR BEST OVERALL

BEST CLUBMAN

- 1st at the Motorkhama
- 1st at the Night Run
- 1st at the Sprint
- &- 1st at the Hillclimb

*****ENTIRES CLOSE WITH THE EVENTS SECTREARY 25 August*****

Enter for the whole week-end and get a discount

Friday Night - Night Run - departure point,
to be advised in sup.regs.

Saturday - Motorkhana ..at Lakeside
Sprint

Sunday - Hillclimb ...at Mt. Cotton

WHO WILL BE THE IRONMAN FOR 1989

'PHONE JOAN APPLEBY FOR SUP. REGS. 857 1561

or collect from clubrooms.

The following article was from the young Swede that we took on a day run last year. It was translated by Anna Eskbo an exchange student at the Gap High...Thanks Anna. P & D

EXCHANGE : MIDGET - AUSTRALIA TRIP

Well I didn't advertise like that, but it was what I had in mind.

Since a couple of years I have had a great wish to go to " the country on the other side ". So great that I finally decided to give up the second best thing I had. My Midget 61.

The best I had wasn't very happy, she was really attached to the car and couldn't come with me, on my trip around the world due to studies.

I was a bit worried not to get the Midget sold but my worries were without reasons.

More or less 50 interested people rang and I had sold the car in a couple of days.

I should also tell that this was autumn time, which confirm the demand for these pearls is big.

Anyhow, I got to Australia and first to Sydney. After Sydney I spent 3 months travelling around this enormous continent and did everything you go to do like : visited the Opera House in Sydney, hitchhiked through the outback, tried to make me a fortune at the opalfields at Copper Pedy, climbed Ayers Rock, scubadived at the Great Barrier Reef, lived in North Queensland's rainforests and hunted crocodiles (I'll never become a real Crocodile Dundee), sailed in the footpath of Captain Cook, sunbaked at Surfers Paradise, and much much more. I'm trying to make this short, otherwise I'll fill the Bulletin, til 1995, at least!

With other words - a lovely trip I'll remember as long as I live.

What I'll also never forget is how a common interest can bring people together. In Melbourne I was luck to bump into a car exhibition called "Melbourne Classic Car Show". A tremendous collection old and new classical cars squeezed in, in a big exhibition hall. You could tell that Australia once were a English Colony; all nice English brands were represented and of sourse MG.

It was "Victoria MG Car Club" that had their Club exhibition with a couple of MG classics. I told Tim Davies and Leon Sims, who were responsible for the MG section, who I were and that I was a member of the MG car club of Sweden. They were overwhelmed and thought it was fantastic to meet a MG enthusiast from the Viking's Sweden.

We talked for a couple of hours and told about MGs in our respective countries.

They hardly believed we not are able to drive wintertime " But that is terrible" Sure is..... Cont'd.....

EXCHANGE:MIDGET - AUSTRALIA TRIP CONT'D....

When I later asked if there were still sheds around the country that hid these "delightful" cars -- they became quiet. I assured them I wasn't able to take one home even if I found one. Then they told me!

Constantly curios are found in sheds and it doesn't look like it is starting to get selected. (this is how it was translated!) One of the members recently found a dusty but intact MG TA which he bought off the farmer for \$A50.00. After that story I promised myself never to look in an old shed. I imagined finding one of these things and not being able to take it home with you! Trauma.

After that, it took a while before I contacted MG people again, nearly 2 months.

Of course I saw heaps of MGs and other nice sportscars, Australia is the optimal country for sport cars.

When I, in February, came to Brisbane, I rang the Club Captain of the MG Car Club of Queensland - Peter Rayment. He showed to be an extraordinary nice man, something that is significant for most Aussies. He immediately asked me to a club-excursion the next day. When he later picked me up in his red MGTC, I got many jealous glances from the Youth Hostel. No wonder, what more fun than that can you hardly have.

We all met in a Park and from there we drove on nice roads to the coast. There we had a nice picnic, I had to stuff myself as everyone offered me so much to eat. MG talk, ideas, looks at engines and so on made the time fly and soon we were on our way home again. I had made a lot of friends and had had interesting chats. One of the ladies I met, had escaped from Rhodesia. She had only brought the clothes she was wearing and her MGB. She will never let that one go....

On our way home Peter asked me "Perhaps you'd like to join us for tea tonight" Tea means in this case Dinner, something I knew and happily said yes to. Before tea Peter showed me his collection. The whole garage was filled with chassis', coach-work, engines, wheels, chromium parts and other things he had collected during the years.

What people threw away in old times, he picked up and saved. Now he's got a fortune. (Well there's a lot of work and time to be put into them to make it into a fortune Ed.) We don't know how many complete cars he could make. One B, One midget, two YB, one TC and one hillclimb racing - bastard was his complete cars at that occasion.

Peter showed pictures and told about his time as a trackracer with the MG. He had crashed three times and overall vanished the TC we had travelled in on our picnic. You couldn't tell when you saw it!

"Cars are just not for looking at, you've got to drive them to" Yes Peter, you are so right, even if it feels hard torment such beauties.

Cont'd....

EXCHANGE:MIDGET - AUSTRALIA TRIP CONT'D..

This eventful day was going to it's end and also my Australian trip. Now waited a months hitchhiking at New Zealand, but that is another story! Finally you may wonder: was it worth the loss of my MG? The answer is ; I got back ten times as much. This chance to travel like this maybe would not have shown up again, while I've got the rest of my life working with cars.

Actually I've already been to England and got myself a new project.....

ANDERS STONBERG

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Some of anders story has been 'lost' in the translation - however we are sure you can make out what he is on about. Ed.

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LETTERS LETTERS LETTERS LETTERS LETTERS LETTERS LETTERS LETTERS

John D. Fuller,
1 William Street,
Bowraville.
NSW 2449
Phone (065) 647351

Dear Sirs,

I am writing to your club to tell your members that I can supply new Ignition, glovebox and boot lid keys for most British cars manufactured after 1945.

These keys were made by the original manufacturer of the locks on your car (Wilmot Breeden) and are period production items as originally fitted to your car when new.

Keys are available to fit all series with prefix numbers FP,FS,FT,FV,BS,FA,SF.

These prefix numbers and the serial numbers are stamped on the front faces of Ignition and glovebox lid barrels and on the sides of door and boot lid barrels.

The price delivered is \$6.50 per Key. delivered to you.

Please contact me should any of your club members be interested in purchasing any of these keys.

Sincerely Yours.
John D Fuller.

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NATIONAL MEETING NOTES

It would be hoped that next magazine our Management Committee can give us a full report of their progress re the organisation of the National Meeting.

One interesting fact that we do know of is that the Speed Event now will be held at our Mt. Cotton Hillclimb Circuit and that the Motorkhana will be held at the Mt. Cotton Driver Training Centre. Problems having arisen re the damage that might have been done to the Lakeside bitumen re the Motorkhana. Hence the change.

Perhaps MG owners will wish to practice - by entering- the remaining Hillclimbs at Mt. Cotton for the year, as per the Calendar of Events.

M.G.C.C. of QLD Hillclimb Championship 4 June 1989

Run by the M.G. Car Club of QLD, the QLD Hillclimb Championship was held at their Mount Cotton circuit. A fine weekend, the first in ages, saw a total of six records tumble.

A rather small entry of forty-four drivers nevertheless made up for what they lacked in numbers with some vigorous and forceful pedalling.

Some stunning times were set during Saturday's practice with several interstate drivers acquainting themselves with the small yet tricky track. These sub and near record times were aided though by near consecutive runs with tyres and brakes retaining heat from the previous run to give perhaps a one to two second advantage.

Sport Sedan driver Brian Hicks missed most of practice after travelling just 100 metres on his first run. Brian spent the rest of the afternoon hurriedly changing his gearbox.

Mostly clear skies on Sunday watched Ivan Tighe take FTD and so the Championship with a near record time of 40.62 seconds. Ivan did record a 39.97 and 39.90 second runs during practice, just 300th's of a second off the outright record. Unfortunately these times are not eligible as they must occur during race day.

Fred Axtell in his Axtell Suzuki broke the record in the up to 1300cc Racing Cars, not once but on three consecutive runs to lower it from 44.30 to 43.03 seconds. Debuting his new car John Davies recorded a best time of 45.63 whilst NSW visitor Paul Aitkins in a PGA Special posted a best of 43.75 on his fifth run. This was also under the old record but not enough to topple Fred.

The 1301cc to 2000cc Racing Cars saw John Boyce set a personal best time of 43.09 in his Kaditcha. John was pleased with his time but said that his engine was in need of a rebuild. Toowoomba driver Peter Collins with his immaculate black Kaditcha posted a 44.58 on his sixth run.

The Formula Fords saw Allen Swindells and Neil Brennan sharing Dean Tighes Van Dieman set best times of 46.55 and 47.74 respectively.

Bob Cossor had a lonely drive in the Sports Cars taking out the class unopposed and also the Glyn Scott Perpetual Trophy for Fastest Sportscar with a best time of 49.65 seconds. Bob swears that he has now retired from racing, though some were a tad sceptical.

Marque Sports Cars attracted a variety of cars with Triumph Spitfire driver and hill regular John Broadbent taking out the class in a time of 51.36 seconds. John spun his car after crossing the finish line on his sixth and final run damaging the left front wheel and bodywork.

Peter Barker driving a 2.2 litre Porche 911t set a best time of 55.67 seconds. A Lotus Elan driven by Glen Battershill recorded a time of 52.58 on both his fifth and sixth runs. John Crane won the trophy for the quickest M.G. in 61.22 seconds.

In his first trip to Mount Cotton Rod Dawson settled down after some ragged driving on Saturday to nudge out Brett Bull to win the Gemini class. Rod's time of 54.25 on the final run created a new record for the Geminis. Brett Bull currently leading the QLD Gemini Series at Lakeside had a best time of 54.73. Hill regulars John Novak and Kieth Smith recorded times of 55.03 and 55.08 respectively. Janelle Turvey posted a best time of 59.34 seconds.

Never the one to shirk the task at hand, Barry Wraith in his V8 Anglia powered his way around the hill to lower the 2001cc and over Sport Sedan class record in a personal best 45.21 on the fourth run. An oil line failure on the start prevented Barry from lowering the record even further.

The Silvio's Pizza Turbo Celica of Ettore Vosolo in his first time at Mount Cotton set a fastest time of 48.21. Earlier, Ettore was forced to remove the huge front spoiler to avoid gouging the steep track surface. The Group A BMW 325 of Brian Bolwell snarled it's way around the circuit in a time of 49.06. This too was Brian's first outing to the hill. Kevin Heffernan in his usual exuberant manner posted a 47.53 in Brian Howden's Torana XU1.

In the under 2001cc Sport Sedans Greg Johnson and MG club president Terry Corbett both driving wild looking Ford Escorts posted identical first run times but Greg won out in 46.27 seconds. Terry only having completed repairing his car Saturday morning experienced brake piston problems keeping his best down to 46.46 seconds. Brian Hicks after his marathon effort the previous afternoon could do no better than 50.88.

Only two Superkarts ran, with 80cc Karter Paul Van Wijk spinning almost on cue at the hairpin to manage a 50.73 and in doing so created a new record for Karts. Barry Kunowski and his 250cc Swiss Hutless ran a personal best time of 56.57 seconds.

Road Registered, Club Cars and Street Sedans up to 2000cc saw the mighty Datsun 1600s of Ken Graham and Allan McConnell barely skipped a beat all day, though Ken had a half lose out of Nut Corner. Allen McConnell class record holder in the up to 2000cc Sport Sedans couldn't get his Mini ready in time opting instead to run his road car, which was prepared for him by Ken. Ken put down a neat 51.33 on his fourth run, followed by a 51.34 then 51.35. Allen's quickest of 52.26 seconds will no doubt improve once he gets on top of the rear wheel drive characteristics that contrast so much with his front drive Brick.

A battle between father and son ensued in the Appendix J category with John Stratton and son Brad, driving the giant killing Mini Cooper S of two and a half decades ago. These Production Touring Cars using standard components available up to 1965 continually put in times quicker than many of today's high-tech Production cars. Not able to fully rev his car thanks to a gamble on cam timing, Brad eventually managed a very creditable 49.74 on his fourth run to establish a new record for the class. Father John ran out a 52.12 on his third run.

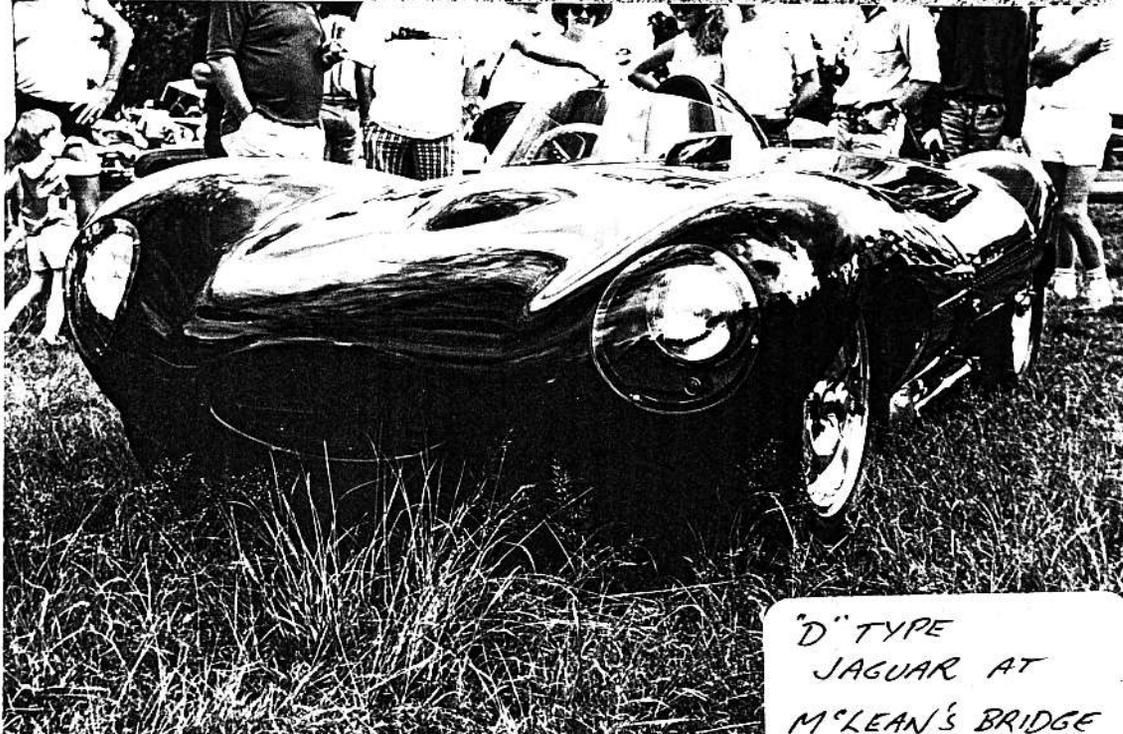
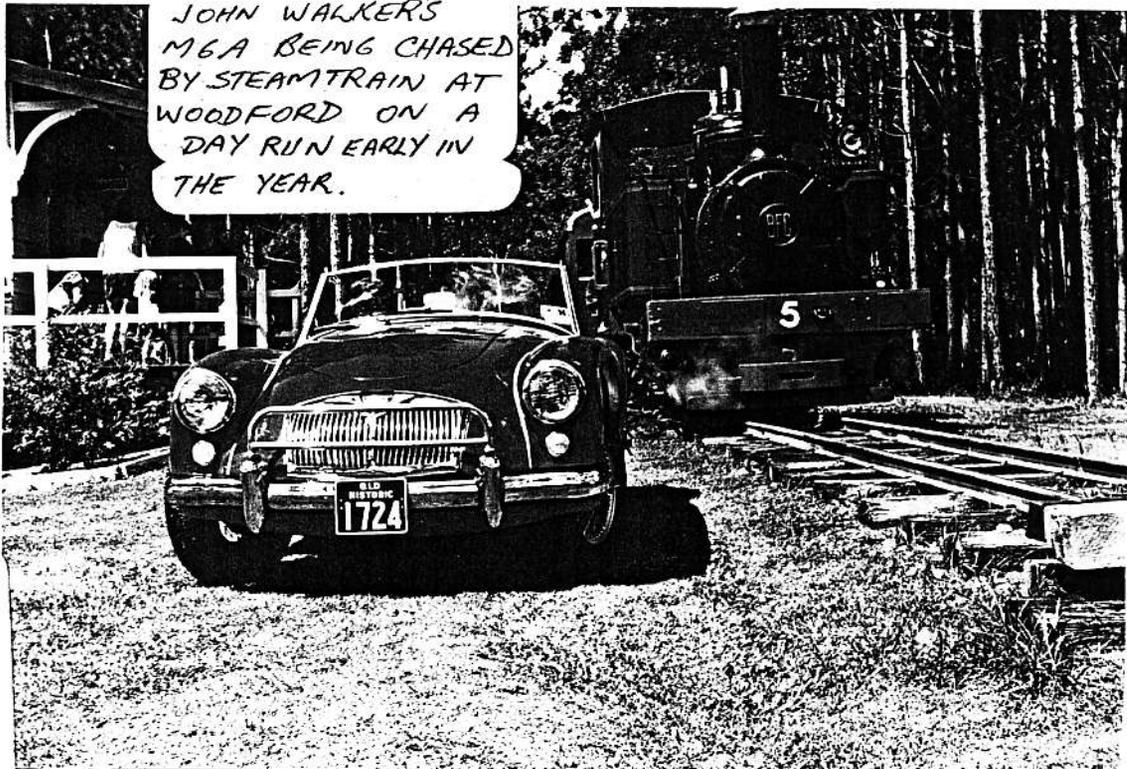
Sharing Brad's Mini was Vicki Moore, still managing to appear dwarfed by the Mini Cooper! A fastest time of 58.23 seconds was another creditable performance considering Vicki's relative inexperience.

M.G.C.C.'s thanks go to the Flaggies and Marshalls, the ladies who kept us fed, the few people who worked hard to get the track prepared and of course the competitors and spectators, all of who made for a very successful and enjoyable day.

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ARTICLE WRITTEN AND PREPARED BY
ROB CLATWORTHY 4/6/1989

PHOTOGRAPHS ALSO BY ROB CLATWORTHY

JOHN WALKER'S
MGA BEING CHASED
BY STEAMTRAIN AT
WOODFORD ON A
DAY RUN EARLY IN
THE YEAR.



"D" TYPE
JAGUAR AT
M'LEAN'S BRIDGE
SPORT CAR MEETING.

RACING DRIVERS 1989		POINTS	
ANDREW MLADENOVIC	9	PAUL VAN WIJK	4
ANTHONY GLIDDON	8	ROYCE GREGSON	4
BRAD STRATTON	8	BRIAN FERRABEE	3
VERN HAMILTON	8	JOHN STRATTON	3
COL WENZEL	7	JOHN NOVAK	2
TERRY SKENE	5	KEITH SMITH	2
ERIC PURTILL	5	TONY JAY	2
KEVIN HEFFERNAN	5	GREG FAHEY	2
RON POMMERAL	5	GARY BROWN	1
BRETT PETERS	5	PAUL LIVADITIS	1
PAUL MORRIS	5	PETER GILBERT	1
HOWARD WILLIAMS	4	JOHN BROADBENT	1
PAUL BUDA	4	WAYNE ZIMMERMAN	1
		BRIAN HOWDEN	1
		IAN PETERS	1

PRELIMINARY INSTRUCTIONS FOR THE MAINTENANCE OF THE



MIDGET
(Series "TC")



THIS Instruction Summary is for use during the period after you have taken delivery of your M.G. and before you receive the *Manual*.

At the back of this booklet is a post card which should be filled in and returned to the Works as soon as possible. The *Manual* and guarantee will then be sent.

It is important that this card of notification of ownership is sent to us. Your name and address are then recorded, and should it be desirable at any time to write to owners of M.G. cars you will be included.

Issue 2
December, 1947

ISSUED BY
Telephone 251 **THE M.G. CAR COMPANY LTD** Telegrams: Emgee
ABINGDON-ON-THAMES

M.G. Technical Literature L.5

Page One

REGISTRATION AND INSURANCE

Before the car can be used it is of course necessary to arrange for its registration and insurance. If this has not already been attended to the following details will be of assistance when filling in the various forms :

The four-cylinder engine has a bore of 66.5 mm. and the stroke is 90 mm., giving a cubic capacity of 1250 c.c. R.A.C. rated horse-power is 10.97.

THIS BOOK WAS RECEIVED WITH YOUR NEW T.C. IT IS 18 PAGES LONG AND CONTAINS ALL THE INFORMATION THAT YOU NEEDED WITH YOUR NEW CAR. EACH OF THESE PAGES ARE 80% OF CORRECT SIZE.

DON'T forget to state chassis and engine numbers if you have occasion to write about your M.G.

DON'T leave the headlamps "on" when the car is stationary at night. This drains the battery unnecessarily and it is very discourteous to other road users, and remember to top up the battery with distilled water regularly.

HOW THE CONTROLS AND SWITCHES ARE PLACED

The accelerator on the M.G. Midget is on the extreme right with the foot brake to the left of it, and the clutch to the left of the brake pedal. The gear positions of the four-speed gearbox are plainly marked on the top of the gear lever.

The press button operating the horn is in the centre of the dash close to the steering wheel, and the "dipper" switch is immediately below it and incorporated in the same control.

The 30 m.p.h. warning light is placed between the instrument panel and revolution counter. It operates automatically between 20/30 m.p.h. A map lamp is fitted instead of the 30 m.p.h. warning light on export cars.

The complete set of instruments, etc., in the fascia is as follows, reading from the left :—

- (1) 5 in. speedometer, with total mileage reading at the top and "trip" reading below: the trip reading is returned to zero by a winder below the instrument behind the fascia;
- (2) Map reading lamp, turn to switch on;
- (3) Ammeter;
- (4) Lamp and ignition switches with positions marked;
- (5) Horn button and dipper switch;
- (6) Oil pressure gauge;
- (7) 30 m.p.h. warning lamp;
- (8) Revolution counter and clock;
- (9) Petrol reserve indicator.