

EDITORIAL

Merry Christmas to All of you!

That time again, time for holidays and spending money. Talking about spending money, don't forget Club membership fees are due now. Contact a committee member for the latest rates.

The new committee has been elected and new positions have been elected at the first committee meeting. Terry Corbett, ofcourse, was elected President at the Annual General Meeting, but those of Secretary, Treasurer, Club Captain, Events Secretary, Membership Secretary and Editor were chosen from the Committee members elected.

On the Club front we (the committee) have started planning the Dinner and Presentation night for 1990. This is to be held on 23rd February. So put the date in your diary. The most likely Venue is Petrie Mansions.

Planning for the Australian Hill Climb Championship is well under way and hopefully by 6.00 p.m. June 2nd we will have had a top time and another successful event under our belts.

Any help with sponsorship will be appreciated, and offers of assistance on the three days of the event, Friday 31st May Practice, Saturday 1st June Practice (these are afternoons only) and Sunday 2nd June for official runs. is vital.

I am still waiting to be inundated with articles for the magazine so if there are any budding journOs out there I'd be grateful to hear from you.

In conclusion, Helen and I would like to wish all members and their families a happy Christmas and a bright and Prosperous New Year.

John Kingcott

Editor.

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NIGHT TOURING ASSEMBLY

The last Touring Assembly of the year was held in November and quite a few teams turned up to do battle. I believe that there is quite some close points scoring, and it all depended on this run as to who the Touring Assembly Driver and Navigator were.

As a person standing on the sidelines of these events, I just wonder how people can become so irate over what is supposed to be a pleasurable event. I have never heard so much complaining and argument over any event as that which happens after every Touring Assembly. Surely, the competitors understand that the setters are human like them, and I wonder just how good a fist these same people would make of it when they have to set a run. Everything is a matter of interpretation and I find sportsmanship flies out the window when trophies (only) not a sheep station are being competed for. Let's see more sportsmanship in Touring Assemblies next year.

MOTORKHANAS

It would be great if we could run more Motorkhanas in the year. I would like some feedback as to whether people would be prepared to run on grass or dirt, or if competitors would travel away from Brisbane so that we could obtain bitumen grounds. Some places that we could use are prohibitive because of hiring costs, which would make it necessary to charge high fees to enter Motorkhanas. Please let the Committee have your opinions by either writing in or by phoning one of them in the near future.

CONCOURS

This is another avenue that I think that we should hold more. We give out a concours trophy every year as a perpetual trophy. Every other event (except for Motorkhanas) have at least three competitive days, and to me it seems unfair that one event should have the say in the Perpetual Trophy. Let's see if we can get together and organise at least two more through the year and get back to the old concours idea that your car has to be kept nice and tidy for all events instead of just a good clean up once a year. I also think that our concours should include all makes of cars (not just MG's) and give all members a chance to win this type of trophy. What do you think?

BEST MG

It is very gratifying to see more MG's coming to events and really getting involved in the Club which is after all named for them. I am sure those competitors who have entered, will realise, that although you can damage your car with reckless driving, it does the car no harm to have its cobwebs blown out occasionally with competition. I know of one Midgette which has never run better since competing in the National Meeting at Easter. It was driven hard but sensibly at that meeting and since then has performed better than it ever did on the road. So all you people that own MG's, bring them out and show off prowess at events instead of doing high speeds on the roads where it is extremely dangerous.

ALL EVENTS

Day Runs are held occasionally, and though not well attended those who go on them, tell me that a good time is had by all. Social events are usually not well attended. Everyone has to be practically bulldozed before they will come. Again, once you are there, I find people have a really good time.

We have been very fortunate this year that our Hillclimbs, Race meetings and Iron Man weekend have been very well supported by our Club members. An average of 45 club members have attended the Hillclimbs and we are getting to the stage that if we keep getting the support from members, there will be no need to rely on Clubs other than ours to have successful meetings financially.

If there are any other events you, as a member, would like to see run, please have no hesitation in coming forward with your ideas.

M.G. CAR CLUB OF QLD INC.

2nd DECEMBER 1990

MT. COTTON HILLCLIMB

HO HOLDENS

58 Cliff Sedgley	57.51*	66.56	58.31	59.10	58.15
138 Ray Parker	67.61	59.82	58.13	67.22	57.99

APPENDIX J GROUP N

14 Brad Stratton	51.20	50.11	50.47	59.86*	50.24
114 Vicky Moore	57.78	56.36	56.97	58.51	58.43

FORMULA FORD

74 Greg Fahey	48.91	46.19	46.37	46.12*	
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SPORTS CARS

16 Kevin Johnston	47.36	46.33*	52.06	Did not run	
61 Peter Robertson	57.05	52.87	57.79	53.94	DNR

RACING CARS Up to 1300 cc

26 John Bayles	43.28	41.52*	41.75	43.00	42.56
44 Fred Axtell	44.87	44.04	44.31	Did not run	

1301 cc and over

3 John Boyce	42.78	40.77	40.97	41.50	41.95
9 David Robinson	47.87	57.88	WD	47.74	44.81
12 Ivan Tighe	41.12	40.65	41.01	40.51	40.29*

SPORTS SEDANS to 2000 cc

86 Vern Hamilton	49.84	48.97*	48.97	51.20	49.82
96 Alan McConnell	51.19	49.83	52.73	49.76	49.60
196 Zoe Harrison	63.77	55.05	57.28	54.78	55.27

2001 cc and over

8 Trevor Campbell	52.06	49.19*	50.42	49.96	DNR
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FORMULA VEE'S

7 Steve Pocock	53.42	51.80	51.33	51.44	51.18*
69 Tom Cameron	52.06	53.98	52.99	56.53	61.76

STREET SEDANS ETC UP to 1600 cc

10 Ivan Higginson	61.22	60.37	60.01	60.01	60.15
105 Gary Goulding	53.83*	61.14	54.21	60.76	54.35
177 Makin Robertson	63.82	59.83	59.48	61.98	DNR

1601 - 2000 cc

71 Phil Hutchison	57.51	57.48	56.69	56.66	56.87
5 Shaune Affoo	51.19	49.83	52.73	49.76	49.60
15 Vic Moore	55.26	56.58	55.02	55.36	55.21
15 Ken Graham	55.14	55.18	55.34	53.78	56.12
15 Pamline Graham	70.91	64.35	65.74	DNF	57.58
65 Dean Tighe	48.84*	did not run			
88 Stuart Thompson	51.96	51.92	51.83	WD	54.92
50 Steve Austin	59.23	58.41	59.21	58.65	DNF
141 John Kingcott	53.47	53.03	52.67	53.99	58.57
171 Nicole Carter	72.71	67.87	66.33	64.36	63.06

2001 cc and over

4 Ron Rutherford	51.68	51.98	51.90	51.36*	DNR
6 Graham Adair	60.43	60.00	58.72	58.77	56.96

MARQUE SPORTS CARS Up to 1600 cc

4 Bob McKay	54.18	53.72*	54.06	54.17	53.76
73 Phil Cuthbert	62.94	62.77	86.34	63.15	63.63
86 Neville Mansfield	78.95	74.75	75.39	72.54	72.91
87 Troy Mansfield	71.43	68.77	66.93	66.20	66.26

1601 - 2000 cc

1 Ray Edwards	57.14	58.13	56.86*	Did not run	
17 Paul Strange	61.18	60.15	60.81	59.62	60.54
47 Peter Rayment	59.61			58.71	59.00
Relief Samantha Rayment		64.76	63.40		
45 John Braodbent	61.98	60.30	59.39	58.41	59.96

2001 cc and over

54 Aubrey Hughes	56.59	DNF	57.34	Did not run	
07 Chris Burke	61.95	61.69	60.38	Did not run	
24 Alex Molocyznk	56.69	56.80	55.31	57.85	54.69*
260 Giles Pollock	71.23	66.59	65.31	65.41	DNR
270 Neil Haase	62.03	59.85	59.52	61.28	59.32
154 Tony Hughes	65.02	61.17	59.36	Did not run	Over

MT. COTTON HILLCLIMB CONT.

TOP SIX ELIMINATION

1st	Ivan Tighe	40.66
2nd	John Boyce	42.13
3rd	John Davies	42.38
4th	David Robinson	44.85
5th	Vern Hamilton	49.34
6th	Alan McConnell	49.37

Fastest Time of Day Ivan Tighe 40.29
Most Improved Driver Nicole Carter
Best MC 1501 cc and over Ray Edwards 56.86

Records - Racing Cars 1301 cc and over Ivan Tighe 40.29
Formula Vees Stephen Pocock 51.18

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MT. COTTON HILLCLIMB 28.10.90

Fortyone drivers tackled the Hill on this fine and sunny day.

Ivan Tighe fronted fresh from the Australian Titles and recorded an FTD and class record with 40.43 run. He then went out in the Top Six and recorded a time of 40.29 secs. Second in this class was John Boyce on 42.58 followed by David Robinson on 43.54.

The under 1300 Racing Cars was won by John Davies with a new record of 41.32 for the class beating Fred Axtell on 43.99 and Linden Cooper on 53.96 and Chris Timms 64.66.

The third of four new Class records was taken by Dean Tighe with a time of 48.35 in the Street Sedans. Second went to Peter Herlihen in Dean's Escort with 49.19 and Alan McConnell with 49.56.

The Gary Goulding rapid Anglebox (Anglia) recorded a 52.81 to win the Under 1600 cc class while Chipmunk Van Wijk scored a 56.39.

Mazda was the car to beat in over 2000 cc Street Class and Bruce Horey in the Mazda was the man to beat with 51.12. Second was Kim Taylor with 41.27 while the most hairraising drives of the day were put down by Phillip Laird in the EK Holden Ute to record 56.17 for third place.

John Broadbent cleaned up the under 1600 class for Sports Cars in the Spitfire with 50.90 while Ray Edwards raced away in the over 1600 cc class with 56.71.

Cliff Sedgley scooted the HQ up the hill to win his class with another new record of 57.46 and also winning the most improved Driver of the Day Award.

Appendix J's went to Brad Stratton on 49.50 from Vicky Moore on 55.77.

Geminis Class was won by Keith Smith with 54.57 and Sports Sedans were won by Derek Holstein in the Mini.

A great day and 4 new records all added to another successful Climb. Looks good for next year's Australian Championships.

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We wish all members of the Club a very Happy Christmas and a bright and prosperous New Year

MT. COTTON HILLCLIMB 2.12.90

As you can see by the results printed previously in this Octagon, the Climb once again is gradually being tamed as records continue to drop at every meeting.

A successful day was made all the more pleasant by the continued support of the officials and the expertise of our Clerks of Course, Stewards and Start Line Officials. Thank you to them for all their efforts.

Particularly, I would like to thank the dedicated workers in the kitchen, who have supplied us with such delightful food throughout the year. I know they must all be exhausted at the end of the day, but they still work cheerfully to give everyone service with a smile.

To David Robinson, I must say a special thank you as he has been a tower of strength to me and is always there to help with the lead up to every event, even though he has to prepare a car himself. I feel his preparations on his own have sometimes suffered through his availability to help with Club work. I hope you have a great year's motor racing in 1991 David.

I hope that 1991 Hillclimbs and Racing are as successful competitor wise as this year's has been and that the MG Car Club of Queensland continues to go from strength to strength.

See you all in 1991

Joan Appleby

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LAKESIDE SPRINTS - 9.12.90

Renault Car Club organised this excellent event with the focus for the days activities being timing of - standing 400m, Flying 400m, standing lap and flying lap.

All these times were then added and the best total time combination was used to achieve placings both outright and classes. Classes were by Car Club regardless of the cars driven.

MG was represented by 9 members, Holden Sporting Car Club by three members, Marque by 4 members, Mini Car Club by 5 members, QMROA by 1 member and Renault by 10 members, totalling 34 starters.

Best of our Club was Brad Stratton, proving he can drive rear wheel drive as quickly as a front, with 2 mins 42.42 secs, in Ken Graham's Datsun. Ken followed Brad with 2 min 44.86 secs and third was Vic Moore in his 180B secs in 2 mins 51.49 secs.

First outright was Alan McConnell with 2 mins 40.65 secs with Brad second and Ken third.

Some interesting cars and driver combinations fronted with David Robinson having a pedal of Paul van Wijk's Swift and Dean Tighe and Lyndall Parr sharing Lyndall's Swift.

David gave away the driving of the Swift after the engine mounts on the conically understeering beast cried enough.

John Kingcott's day in the Escort were steadied by a split Radiator header tank, while Dean Tighe trying to catch the top boys put in a fairly wild spin out of Hungry.

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Sprints Cont

To sum up the format proved excellent and many competitors are keen to run Renault's next Sprint sometime next year.

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FOR SALE K - Mac Stabilizer Bar to suit Ford Capri.
Brand new - still in box \$60.00
Phone John Kingcott 351 6541

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WANTED Pneumatic Fan to suit MGB - Condition unimportant
Contact Paul Strange -
Phone AH 349 1400

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FORGOTTEN BIRDS AND PIECES

Happy Birthday MGCC - 60 years.
Did you know that the MGCC of England celebrates its 60th Anniversary this year. It began its life only seven years after the first MG was produced. The first of the breed was in fact a modified Morris Cowley, built by Cecil Kimber for competition and trial work.

At Swerenge, England, a small band of enthusiasts formed the M.G. Car Club in 1930 and it has continued to grow to this day. Club Centres are now established throughout the UK, Europe, USA, Africe, New Zealand and Australia.

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Extracted from December 1964 "Racing Car News".

In a report about the November 22 meeting at Lakeside there was a paragraph which read "The final event of the day provided a good win for Richard Johnson's Holden, followed home by John's Cortina and Halpin's Cooper".

In the same magazine - Ivan Tighe had won his class with time of 31.45, to set a new class record in his Tighe Vincent. The event was a Hill Climb set at Lakeland Park on Melbourne Cup Day. Nothing changed Ivan, still doing it 26 years later.

Article from Racing Car News written by Des White

Denis Geary, riding Lotus, by Chapman out of Cheshunt, looked the odds-on favourite for the Warwick Rodeo Gold Cup Hillclimb and despite one mighty leap over the rail crossing finished like a thoroughbred to take FTD.

Warwick, the home of the Australian Roughriders Association and famous for its annual Rodeo, this year added a Hillclimb to its weekend of tough sport. This climb, the result of lots of hard work by local driver Mick McGuin of Repco Centaur and Elfin Mallala fame) was no ordinary climb as the course took in a "little Longford" road strip, a railway crossing that bucked the faster cars into the air for some 25 ft, then a short steep climb to hit the clock after some 950 yards of hell.

The morning practice session got under way towards noon, with a hot sun above to dry out the many wet spots left from the previous night's hospitality. Brian Tebble, whose MG Club assisted in the organisation, was first up the hill
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in the aged rebuilt, stripped TD. The field followed in succession, then along came Glynn Scott in Ann Thompson's Lotus XV, belting down across the Condamine River, sliding across the right handed loop to scorch up Weewondilla hill in 41 secs. Yep, this little hill will really sort the men from the boys.

Nick McGuin was a disappointing retirement after practice holding the sump on the crossing after having recurring electrical trouble.

The first run went through smoothly, the only serious incident being provided by Wallis, who hosed the Norton into the ferns at the crossing. Geary recorded 38.66, Volkens hit 42.12 to be fastest of the Tourers. Underwood in the ex-Brough Cooper E soon got the hang of it all to lap a fraction off the Volkens time, who then put up a great effort in the final run to record FTD for sedans with 42.08.

David Geary recorded a magnificent 38.47 on his third run, using only first and third gears in the "awaiting parts" box.

Scott finished on 40.04 to head his class, while Gordon Bennett got Sawyer's Elfin down to 40.87. John French was next on 41.22 in the Sprite, with Anderson's Lotus XI on 41.47 and Bellon's Elfin on 42.12.

Tim and Jack Myers Thunderbird of Reuter took the Racing Class with 40.25.

Raffly in the Holden took the big sedan class with 44.08, while the Morris Coopers of Peters and Thomas shared the baby class with 47.01.

The weekend provided a really enjoyable excursion for the Brisbane crowd and with such a promising hill in their main prospect, it is hoped that the Warwick Car Club sees its way to staging a regular event.

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LAKESIDE - 25.11.90

An action packed day of 24 races held in glorious sunshine for MG's last meeting for 1990.

With most classes represented and members of MG being participants in these classes, the day's practice got underway with activity a plenty.

A Capri sports sedan expired on the Eastern Loop with the vehicle catching fire. In the driver's haste to depart the scene, he inadvertently left it out of gear and the car proceeded to chase the luckless driver to the safety of a tyre wall. Then as practice for the Street Sedans was under way a Mazda RX3 pulling big revs onto the straight had the tailshaft let go showering the pit lane and main straight with lumps of gearbox and flywheel assembly. In fact the starter motor beat the Mazda down the straight only to be collected by Danny Osborne's Torana who was following behind. Brad Stratton was another practice victim with the clutch on his Appendix J Mini crying enough at this point also.

In the Three Appendix J races Brian Brook won the first from Errol Stratford and John Stratton. Errol Stratford won the second from Garry Brown and John Stratton and in the third Errol followed up with another win from Warren Lee and Garry Brown.

The Historic Events were all won by David Arnold in the Lynx Formula Junior.

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Racing and Sports Car events provided David Robinson with three wins from three starts although David muffed the start of the first race and provided a following Formula Ford with a launching pad.

Sports Sedans and Group E's provided some excellent action, Ian Burgess had an unexpected win in Dean Tighe's Escort from Tommy Osborne and Russell Worthington. Dean proceeded to win the next from these two again whilst in the handicap Craig Neilson won.

Warren Jonsson picked up two wins in the Sports Sedan races from Phil Crompton and Kevin Heffernan but it was the handicap race which provided some excellent racing with Bob Thomas winning from Tommy McFarlane and Barry Wraith.

John Walker in his MGB won the Regularity Trials from Mark Waterford (MGB) and Bryan Jones (Sunbeam Alpine).

All in all a great day.

Our thanks to all those who worked as officials on the day and to the fine effort put in by the catering staff of MG Car Club. As always, a tough job well done.

Watch out for the next meeting to be run by MGCCQ at Lakeside which at this point of time will be Sunday 17th February 1991.

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MEMORANDUM

Once again the MG Car Club of Queensland Inc, will be participating in the Motor Show at the Exhibition Grounds from 6 - 16th February 1990.

We would like members of the Club to volunteer to help man the demonstration of cars during the day and at night on these times. If we have enough help us, it means those who go in, need only do one session of approximately 4 hours.

Please offer your services, as this is a way of showing our colours to the community.

Find a committee members if you are able to help, or ring Joan Appleby on 857 1561 and I will pass the message on.

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This year it is the Club's turn to run the Australian Hill Climb Championship. We always have a very successful event as far as runners and organisation are concerned. We would like to have all the classes fully sponsored, so if you know anyone who would be prepared to give us some money towards the class sponsorship, Joan Appleby would be only too pleased to hear from you, so that we may approach the firms concerned. Thankyou for helping.

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29th March - 2nd April - National Meeting at Nowra.
Further Information can be obtained about by contacted Paul Strange on 349 1400 or ringing any committee member. Bulletins are available at the Clubrooms.

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The final Night Run for the year was held on 9 November 1990 and a good one it was too - might I add, especially for yours truly. Thankyou to Linden Cooper and Terry Corbett for setting the run. Yes, it is true "a skirt" won yet again. Sorry Fellas !!

The Night Run took us winding through the streets of Kedron, Gaythorne, Mitchelton and surrounds before heading back to the Club rooms to await the results and feast on the abundance of food laid out by Jan, Reg and Mandy Tomkinson, Joan Tighe, Laurie Corbett and Jeanne Robinson. Thanks folks.

And the results ...

Winner - yours truly aided by my most capable, competent and courageous navigator, Chris Scharf. (That should be enough compliments to keep me in the good books for next year.) Two points behind, in 2nd place was the very experienced team of Dean Tighe and David Robinson. Dean and David ended up being the winning combination for the year with Chris and myself in 2nd place - 2 points behind. The full scores and placings should be available in this or the next Octagon. Sorry more details aren't available from this source but well, it was over a month ago.

Next year there will be a couple of changes to both the teams and regulations. Supplimentary Regulations will appear in the Octagon soon.

It has been good to see the participation in the Night Runs on the increase. They are a good fun night out, a chance to socialise and are held approximately each 6 weeks. Check your Octagon for dates, grab a friend and come along.

Here's wishing you all a very Merry and safe Christmas.

"Cheers" Vicky Moore

A note on the light side

The following story was sent in by Chris Lake after having a good laugh :

"In days of old when Knights were bold, a young lad has been known to lead a maiden astray by pretending to run out of petrol.

Not so these days. Recently two young MGCC members were preceeding merrily along when the Aqua Volvo, starved of fuel, pulled to the side of the road. Today's modern young Miss (a Midget driver) produced a most comprehensive roll of tools and proceeded to dismantle the mechanical fuel pump. In no time at all the Volvo was off again."

Thanks Chris.

FOR SALE

MGB Frame and Soft Top: "Lock In" type frame and soft top. Good condition \$200.

Ph. 1888-3679 (Deb)

Cylinder head to suit MGB in very good conditions \$120.00. Contact Paul von Gool

(074) 1452195 A/Hours.

074 1452195 A/Hours

ANNUAL DINNER + PRESENTATION NIGHT - 7 PM SAT 23RD FEB '91

Petrie
Mansions
RESTAURANT

* 3 COURSE MEAL + COFFEE
(choice of two menus)

* \$25 PER HEAD

* FULLY LICENSED - TAKE AS YOU GO

* STRICTLY 20 SEATS :
BOOK EARLY

R.S.V.P. TO: MGCC OF QLD INC. GPO BOX 1847. BRISBANE. 4001.

NAME: _____

ADDRESS: _____

TICKETS AT \$25 EACH :
CHEQUE ENCLOSED FOR \$ _____

1991 Calendar

- 20-01-91 MSCCR Social Day
Run Wivandah Exp.
Picnic Run & Quiz
Via Scenic Route
9.30 am start Mt Cootha
Botanical Gardens
- 01-02-91 MG Night Run organiser
Vicky Meade
- 03-02-91 Working Bee Mt Cotton
- 08-16-02-90 Motor Show
- 17-02-90 Lakeside MG Race Meeting
- 23-02-90 Presentation Night
- ~~02-03-90~~ MSCCR Midnight To Dawn
- 02/03-02-90 See David Robinson for
Details
- 01-03-90 MSCCR Night Run see D. Robinson
- 08-03-90 MG Night Run
- 10-03-90 MG Hillclimb Mt Cotton

For Sale

Rear KMHC bar for Ford Capri
still in Box, \$60.00 Ring John Kingcott
351-6541