

# THE OCTAGON

JUNE 1991

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

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CAMS Delegate	Ann Thomson	378 1368

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(the committee meets every second Monday Night).  
(Clubrooms are open most Friday Nights.)

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Editors of the Octagon - John and Helen Kingcott. Articles to be  
posted to G.P.O. Box 1847, Brisbane 4001.

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

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1991 AUSTRALIAN HILL CLIMB CHAMPIONSHIP. The Official Video of this  
prestigious event is available from Tony Jay's Vidcam Video Produc-  
tions for \$30.00 a copy. Tony will be donating a proportion of  
each sale to the Club so get your copy now to avoid disappointment.

Vidcam offers a range of services including recordings of Motor  
Sporting events and weddings. He can also offer a new service whereby  
he can record your favourite video highlights in any overseas format,  
French or USA. So contact Tony on (07) 207 2558.

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1991 CLUB AND RACING CALENDAR

## July

12th Night Run  
 13/14th Lakeside - Australian Touring Car Championship  
 21st Hill Climb - Mt. Cotton  
 24th Extraordinary General Meeting - Clubrooms - 8 p.m.  
 26/27/28 Australian Rally Championships - Round 6 - Brisbane  
 28th Official Opening Hill Climb - Mountainview, Grafton

## AUGUST

3/4 Lakeside Race Meeting - QRDA  
 3rd Waterford State Primary School Fair - Static Display  
 4th Queensland Motorkhana Championship Round 5  
 18th Practice Day - Mt. Cotton  
 24th Working Bee - Mt. Cotton  
 25th British Car Club Day - Woolshed  
 30th Iron Man Weekend - Touring Assembly  
 31st Iron Man Weekend - Sprints and Motorkhana

## SEPTEMBER

1st Iron Man Weekend - Hill Climb  
 14/15th Aust Sports Sedan Champs and Aust Drivers Champs - Lakeside  
 14th All British Car Club Swap Day - Anzac Park Toowong  
 22nd Concours Marque Car Club  
 29th Practice Day Mt. Cotton

## OCTOBER

11th Touring Assembly  
 27th Hill Climb - Mt. Cotton

## NOVEMBER

24th Lakeside Race Meeting - MGCC

## DECEMBER

1st Hill Climb - Mt. Cotton  
 6th Touring Assembly

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FROM THE EDITOR

Well, its now all over - June the month of Hill Climbs, Mt. Cotton and Mountainview. The Australian Hill Climb Championship - what a weekend - great weather, great competition and an even greater result. Well done Ivan.

Grafton, Mountainview, another great weekend, interesting competition but lousy weather. It bucketted down.

Anyway, with that all over its back to the ordinary. Working bees, Touring Assemblies and Hill climbs all mixed with Shell Touring Cars at Lakeside, Australian Rally Championship in and around Brisbane and Nanango and back to Lakeside for the QRDA Race Meeting.

Brisbane Sporting Car Club will be holding the ARC Round and are looking for helpers to act as officials over the weekend of 26th/27th/28th July. If you can help give Esme a ring at the Clubrooms on (07) 391 8881 anytime (Answering machine is there when Esme isn't) It looks like a great event with special stages all the way to Nanango from King George Square on Friday over night in Yarraman then back to Brisbane via Gallengower on Saturday and Sunday. See a series of special stages in and around Brisbane i.e. Old Airport, Mt. Coot-tha and Darlington.

The Touring Car Circus replays the Nissan Waltz at Lakeside on Sunday 14th July. This meeting they are joined by the Fender Bender Group E cars. Local Tony Scott must really want a win over the Mexicans. Should have gone for a Falcon Tony.

see over

21st July sees us back at Mt. Cotton to do those times you just couldn't do on 2nd June. Frustrating isn't it?

3/4 August sees the QRDA Race Meeting at Lakeside with a full field of events planned.

Hectic times coming but must when you thought that you were free we will have to have a Special Meeting to ratify those constitutional changes made at the Last AGM. Seems there's a time limit for lodgement and guess what - we missed out - just. So 24th July 1991 Wednesday is the day 8.00 p.m. start.

So see you at the next event

John Kingcott.

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SPECIAL MEETING 24.7.91 8.00 p.m. at Club Rooms

AGENDA FOR GENERAL BUSINESS

CHANGES TO CONSTITUTION OF M.G. CAR CLUB OF QUEENSLAND INC  
Section 6 Paragraph 2 (original)

- (2) All subscriptions shall be payable on application and subsequent subscriptions on 1st January each year, except that in the case of members elected on or after 1st October in any year, the subscription then payable shall cover the ensuing year, plus CAMS Capitation Fee for the ensuing year.

PROPOSED CHANGE

- (2) All subscriptions shall be payable on application and subsequent subscriptions on 1st January each year except that in the case of persons first elected on or after 1st October in any year, the subscription then payable shall cover the ensuing year. Additional CAMS Capitation Fee for the ensuing year shall be paid.

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NOTE: Iron Man Weekend - 30/31st August/1st September

Touring Assembly, Sprint/Motorkhana at Lakeside, Hill Climb Mt. Cotton. Supplementary Regulations out soon. Keep weekend free. Remember Father's Day.

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FOR SALE 1970 Escort - Twin Cam Body, 2 litre Motor with Webbers etc, sticky slicks ready to race. Good straight car. Ideal for Street Sedans or Sports Sedans. Available after Iron Man Weekend.

\$4500.00 Contact John Kingcott

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FOR SALE Datsun 1600 Who wants a V8 or Turbo? Genuine reason for selling. First time offered. a 1968 14.7sec 1/4 mile 1600. A very very quick and strong motor, suspension to suit. A must for the enthusiast. Registered, RVC. A gift at \$7500.00 - No TEST PILOTS Will accept med/small Motor bike at part payment.

Ring Kevin Morgan 808 9646 Sat/Sun 8 a.m. - 4 p.m.

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ANZAC DAY PICNIC RUN TO BRIBIE ISLAND

After studying the events calendar for the MGCC of Q, it was evident that there wasn't a spare Sunday to be seen for "yonks" so, after suggesting a Day Run to Bribie on the Anzac Day Public Holiday to one of our committee members, it was quickly tossed back to us to organise it.

Occasionally it works to your advantage to do things at the last minute and that's exactly how it turned out on the day.

The weather was magic to say the least. Nowhere else in the world could there have been such perfect conditions for a spin in our much loved old machines. Everyone went "Topless" of course. We had opted for a later than usual start to give folks the opportunity to attend Anzac Services and arranged to meet at K Mart, Chermise. John and I tried our best to be early for once and aimed to be first to arrive at the meeting place, but we failed - there were already 2 MG's in the car park as we drove in. A black rubber bumper B owned by Doris and Mal Philpott who had driven down from Mooloolaba and Barry Smith with son Brad in their red MGB. We took our new MGB for its first run (yes, it is new, we still have its twin at home). Ray Edwards and Sue were next to arrive, running in the new NOT MOTOR fikkiwed bt Oeter and Gail Cahalane in their beautiful green TF and the Rayment's, Delia and Peter in the TC and Samantha with David Lake in her Midget. We had long discussions over the non-arrival of the Stranges (very strange) but the guys had no trouble passing the time waiting, heads down, bottoms up studying the newest machinery. Only  $\frac{1}{2}$  hour later and par for the course, we led a parade around the Car Park (couldn't find the exit) and then surprisingly met up with the lost pair as we headed for the park at Petrie for morning tea.

Walkers were the organisers, so an early stop for a cuppa was predictable. Both Doris and myself were very patriotic and produced the Anzac biscuits and I had a nasty topple over the remnants of a tustle stool. Ice to the rescue! Heard all the excuses from Kerry and Paul, then took off once again for Bribie via the scenic route.

Our drive took us out past Lakeside (already lots of activity there prior to Sunday's Racing) and through Narangba. Then, after making only one WD (wrong direction) we continued on driving through the amazingly populated new areas of Morayfield and Caboolture before meeting up with the North Coast Crew on the Bribie side of the Highway. There more cars were added to our Cavalcade. Peter Kerr and Marge in their 1935 Green NA Magnette complete with wicker picnic basket strapped on the back, Paul van Gool and Penny Ingram in a TD and another paid of Walkers, Morrie and Jenny in their gold MGB. Unfortunately, the traffic didn't allow us to stay together but it was great to see the number of MG's ahead looking superb in the sunlight.

A lovely surprise awaited us over the bridge. The Gympie connection were there to greet us - even if they were at the wrong beach! Barbara White followed us obediently in the charcoal MGA while Samantha and David took off in pursuit of Colin West in his red MGB going in another direction. The rest of us motored on to Banksia Beach (just past Solander Shores) where the park alongside the Esplanade is a perfect place for a picnic. Lovely green grass and plenty of shade trees, good parking places and the vista of sea, sky and mountains in the background had everyone anxious to unpack their picnic gear and set up camp. Then we realised that Samantha and David hadn't yet reappeared. Peter Rayment returned to look for them and was able to fix a small mechanical problem and get the Midget running again. In the meantime, Barbara was attempting to attract Alwyn's attention (he was sailing their catamaran and wasn't aware of the change of venue). Eventually everybody was reunited including the car, boat trailer AND Del West who had been minding the store. All together we had a turn up of 13 MG's plus 1 charade and 1 catamaran with 7 from Brisbane and 6 from the North Coast.

over

John and I had cased the joint, but obviously not too well. The BBQs were right at the other end of the Esplanade (thanks to our North Coast crew for the use of their portable BBQ for the couple of cookers) and the showers weren't showers, only change cubicles. The tap was a good walk away too, but there were toilets. Delia was keen to go swimming, but with the tide low and without the convenience of showers she decided against it. However, some of our party managed to get wet while out sailing the catamaran. Thanks to Alwyn and Barbara for bringing it along.

Everybody enjoyed their lunch and after lunch nap. Everybody talked about having a game of cricket, but the lot, that's as far as we got. All talk, no action.

One by one, the cars took off for home. The boat was brought in and secured on the trailer, Col got his car started and we parted the ways. John tried out the B down the Freeway following Kerry and Paul to the Gateway exit, Ray and Sue were off to visit friends on the other side of the bridge and the last I heard of the Rayments was Delia suggesting dinner of fish and chips. Good idea, Delia. Many thanks to all who turned up. If you enjoyed the day half as much as we did, you had a great day. It was unfortunate that the date was not suitable to everyone but many of those who did attend said that their weekends were always taken up with other commitments and appreciated the opportunity of a run mid week.

All that's left to be said is "When's the next run and who 'volunteers' to be organizer?"

Pat Walker

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FOR SALE Non XFlow 1680 Ford Motor. This Motor is complete and has 711M 1600 block and crankshaft, 1600 ford rods that have been resized/polished and shotpeened, 83mm Fully floating Isuzu flattop Hepolite Pistons, Custom Baffled Escort Sump, 402 Tighe Camshaft, Lightened flywheel, big valve/big port Peter Liddle 1500 GT head, Steel rocker post/double valve springs.. head stud kit, matched and ported twin sidedraft inlet manifold, 4 into 1 extractors, fully balanced and blueprinted. Hear Running.

\$950 (with Webers \$1300)  
Phone Gary Goulding 379 8692.

FOR SALE 32/36 GDV Weber on 1600 GT Escort manifold  
\$100 Phone Gary Goulding 379 8692

FOR SALE X/Flow Escort/Cortina single side draft inlet manifold  
\$50 ONO Phone Gary Goulding 379 8692.

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FOR SALE Hatma TA Kawasaki hill climb special. Aluminium monocoque chassis, Kawasaki 750 engine, Avon Racing Tyres \$3500 ONO Phone Arthur Holloway on Phone No. (075) 391 285. Ideal beginners car.

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FOR SALE 1959 Ford KM200 Sports Racing Car in excellent condition. Fully restored in 1985, Great Racing History. (Originally built for Spencer Martin) Easy to drive and maintain and cheap at \$18000 with spares.  
Phone Richard Croston 205 3672

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## AUSTRALIAN HILL CLIMB CHAMPIONSHIP MT. COTTON 2nd June 1991

Well, we've done it. Ivan Tighe's 3rd and Queensland's first. Ivan has taken his third Australian Hill Climb Championship and became Queensland's first resident to take the title in Queensland.

What a day! Perfect weather, and bulk records broken - 12 in all.

Outright went to Ivan Tighe with a fabulous 39.86 from Garry McFadyen on 40.35 and Kym Rohrlach on 40.75.

The Road Registered Class 2001 cc and over saw Phil Morris in the Twin Cam Fuel injected 2400 Datsun 1600 take an amazing 45.70 run to win the class and set a record which will stand for many a day. Ken Graham's Datsun was next on 48.79 while Barry Brown ripped the Torana around in 48.86 for third. The only casualty for this class was a bowen motor by Tim Jordan.

Racing Cars Cat 1 Up to 1300 cc was won by John Davies with a record time of 41.17.

Appendix J's was a father and son affair in more ways than one with Brad and John Stratton not only coming first and second respectively but also being a new double act when both decided to visit the nuts spectacularly on the same run. Brad still set a record time of 49.32.

Jamie McHugh scorched his way to a new Ford Formula class record with his 45.05 run.

The HQ Holdens provided some sport for competitors with 6 taxis having a big go. Cliff Sedgley had a big bite of the new nut wall on his first run, whilst Allan Bevan scored a new class record of 54.77.

Steve Pocock sent the Phoenix Formula Vee around in 50.22 to record a class win and a new class record.

Another class record fell to the Gemini of Keith Smith who two wheeled the Gemini to a 54.08 narrowly beating that old stager John Heffernan in the same car with John Novak third.

Racing Cars 1301 - 2000 was Tighe Territory. He was followed by Grafton's Bill Norton on 44.54 and David Robinson on 45.34. The most spectacular nut run of the day went to Peter Collins who all but buried that beautiful black Kaditcha in the nuts on his 2nd run.

Keven Johnston's Leda squeaked in for first place in the Sports Car Class with 47.17 from Tony Jewels 47.46. Keven's day was marred by an indiscretion into those dreaded nuts also.

Steve Lichtenberger's Torana recorded a 45.51 to pip Wraithies' 45.87 for the big sports sedan class. Linden Cooper did well to finish 3rd with 47.90 in Manglia after destroying his good motor on the press day.

Another Anglia belonging to Gary Goulding won the Street Sedan class under 1600 cc with 53.20 narrowly beating the Escort of Victorian David Crellin for second. David's car looked the worse for wear after clobbering a wall on Saturday in practice.

Racing Cars 2001 cc and over was won by Garry McFadyen in the Bowin Hay from Kym Rohrlach and John Boyce. Just .57 secs separated these three.

John Broadbent's aging spitfire won the Sports Car Marque Class Up to 1600 cc with a record time of 51.47.

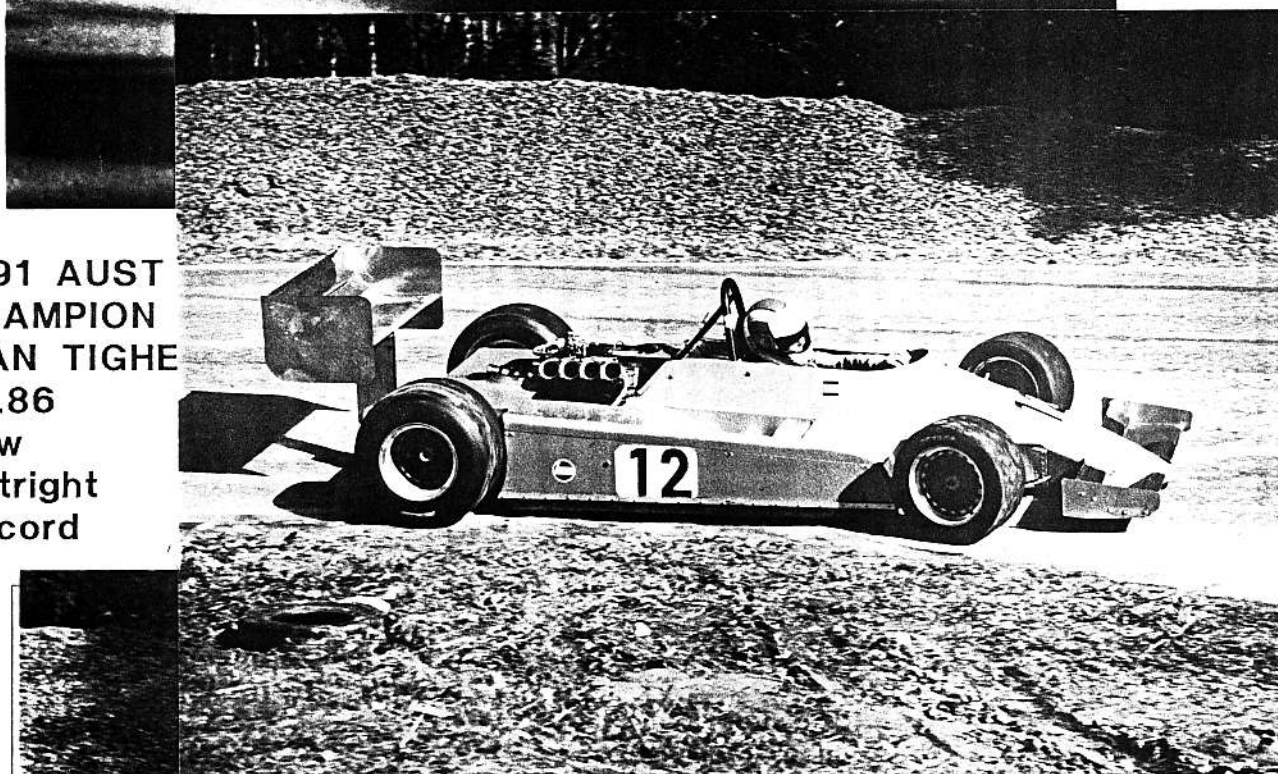
Sports Sedans Up to 2000 cc was won by Greg Johnson who 2 wheeled his Escort to 45.14 for a new Sports Sedan record. Alan McConnell was second in the Mini on 46.14 while Terry Corbett filled third on 47.16.

The Malloch U2 of Peter Bail scored a new class record with his 43.65 run to beat the beautiful Lotus Elan of Rod Johns.

Road Registered 1601 - 2000 cc was also Tighe Territory with Dean having an eventful day to finally score a win with the record time of 48.45. John Morris who contrary to the Auto Action Report scored a second place in his Datsun 1600.



John  
Davies  
1st Racing  
Cars Cat 1  
41.17  
New Class  
Record



1991 AUST  
CHAMPION  
IVAN TIGHE  
39.86  
New  
Outright  
Record



Gary  
McFadyen  
1st Racing  
Cars over  
2001cc  
40.35





**Gary  
Goulding  
1st Street  
Sedans  
0-1600  
53.20**

**Phil Morriss  
1st Street  
Sedans  
Over 2001  
45.70  
New Class  
Record**



**Cliff  
Sedgley  
Nuts  
The HQ**



Peter Hayes won the Marque Sports Car class 1601 cc and over with a 49.26.

The Best MG was John Walker's immaculate MGA with a time of 57.08.

The Glyn Scott Trophy for best sports car went to Peter Bail in his Malloch U2.

Jamie McHugh was the recipient of the Martin Tighe Trophy for the best Formula Ford.

John Davies won the Paul Aitken Trophy for the best average time from all runs in a Motor Cycle powered Car.

Ivan Tighe won the Tasman Building Society Perpetual Trophy for F.T.D. and he also won the Trophy for the fastest time by a Queenslander.

Most improved driver on the Day was Michael Peoples in his HQ.

Top Sport, Top Fun and Top Competition - that's the only way to describe the weekend.

Our thanks go to all the people who made the day so successful. The drivers - for their entries, the officials for helping the day run so well, and the ladies from the Canteen for providing us with such good food and drinks for the whole weekend. Thanks too, to all the sponsors who made the weekend so successful and the Army for lending us the tents and equipment which made working so much more enjoyable.

Can't wait until next year's event which hopefully will be held at Grafton.

A report on the Grafton weekend will be in the August Octagon.

FOOTNOTE: Talking to Kym Rohrlach on Sunday after the Climb. He reckons his roll on Saturday was due to getting lost and turning too soon for the finish. Interesting story, Kym.

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FOR SALE OR SWAP 5 - 14" wire wheels to suit MGB in Good condition. 4 have tyres on, also in good condition. \$350 the lot, or will swap for Mk 1 Sprite bits.

Phone Richard Croston 205 3673

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#### HISTORIC RACE MEETING

Our Club has been involved in running the Historic Race Meeting at Lakeside since 1978 and have always put on a very good event.

Owing to several factors including the economic Climate, lack of Southern entries over the last two years and also there being a race meeting at Lakeside on the weekend after the Historics were scheduled for this year, the Club in conjunction with Historic Racing Register have found it not to be a viable event for this year. Therefore the dates 12/13th October have been cancelled.

We have always had great support from the Regularity Boys, Appendix J Drivers and the very few (maybe 7) queensland Historic Car drivers, but unless we could have been guaranteed at least ninety drivers from the South the meeting would have been an economical disaster.

Personally I wish to thank all those who have supported us over the years, and I hope that we see you at our ordinary meeting on 25th November, when there will be races for you.

Joan Appleby

## THANKS AND CONGRATULATIONS

### FROM THE COMMITTEE

I wish to pass on the thanks of the club's committee to everyone who helped with the multitude of jobs that had to be done and were carried out both prior to and on the weekend of the Australian Hillclimb Championships. The whole weekend went off successfully and I also wish to pass on congratulations from CAMS for the smooth running and presentation of the venue and event.

The pre-preparation of the circuit, pit and spectator areas got quite a kick along in the weeks leading up to the event the good numbers turning up to the working bees. If we had similar numbers turning up to working bees regularly we would be able to do less, yet more effective working bees. As for the running of the event over the three days and in particular on the Sunday, sincere thanks are due to everybody who worked tirelessly and voluntarily to ensure that the event would be a success.

There must have been some contented tummies around by the continuous flow of hamburgers and food from the canteen. The word has obviously spread that we have the best burgers in town. Thanks again ladies and gents.

Congratulations to all of the drivers, in particular Ivan Tighe for taking out the 1991 Australian Hillclimb Championship and his third Australian Title. The record book has to be practically re-written with class winners setting new records in most classes. All competitors should be congratulated for their standard of competition and orderly manner in the pit area (thanks to our pit marshalls) which enabled us to get through four runs with a minimum of fuss.

As always the firemarshalls, flag marshalls, timekeepers, scrutineers and officials carried out their activities efficiently behind the scenes to keep things moving. Your assistance with the running of all of the club's events is essential and is never taken for granted. We all volunteer our time to the sport that we enjoy, but it doesn't hurt occasionally to be reassured that those efforts are not going unnoticed.

During the weekend there were many members and non-members who helped with things like car parking, crowd control, selling raffle tickets, announcing, etc., etc., etc., etc.....the list goes on.

Last, but definitely not least, I would like to thank the committee, event organisers and secretary for their hard work in organising the event, and our faithful sponsors who assisted financially with class sponsorships, etc.

#### QUOTE OF THE WEEK:

HOW COME YOU ALL SPEND MORE AND MORE TIME WORKING ON THESE THINGS (CARS) .. SO THAT YOU CAN SPEND LESS AND LESS TIME DOING WHAT YOU ENJOY MOST ? ? ? ?

Best wishes to ALL and will see you at our next event,

REGARDS

Terry Corbett.

(PRESIDENT.)