



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

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THE OPINION of correspondents and advertisers expressed in this magazine 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/- Box 1847 GPO BRISBANE.



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Clubrooms	367 2243
Mt Cotton Hillclimb	206 6303



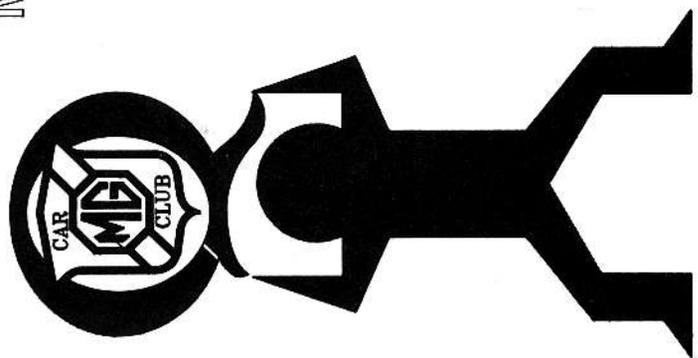
CONSTITUTION: A copy of the Club's Constitution is available for Club Members perusal at the Clubrooms. Copies available from the Secretary for a nominal fee.



OCTAGON

JULY 1992

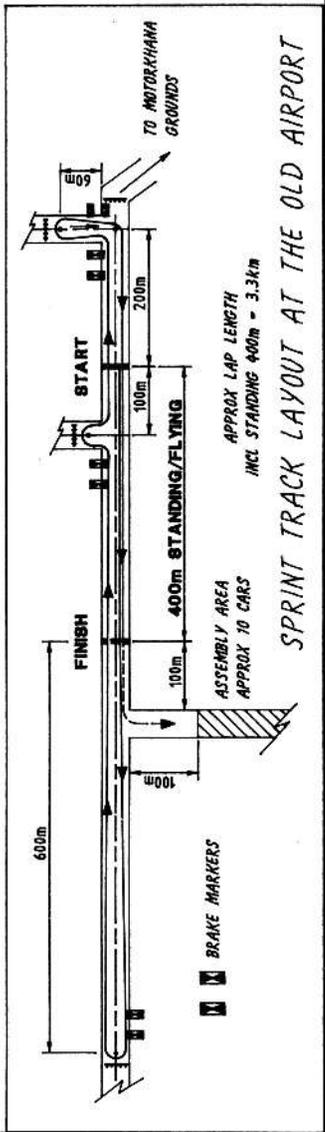
MG CAR CLUB OF QUEENSLAND presents.....



1992 IRONMAN
WEEKEND
12-14th AUGUST

FRIDAY - NIGHT RUN
SATURDAY - SPRINTS
& MOTORKAHANA
SUNDAY - HILLCLIMB

CONTACT: DAVID ROBINSON
OR JOAN APPELBY
FOR SUP REGS



THE M.G. CAR CLUB OF QUEENSLAND INCORPORATED



1992 CLUB CALENDAR

JULY

- 17th Night Touring Assembly - Marque
-  19th Hillclimb - Mt Cotton
- 25th BBQ Run - Start Anzac Park, Toowong 12.30
Finish at Mt Glorious - ring Dave Robinson for details
-  26th Motorkhana - QMC5
- 31st Historic Film & Photo Night at Clubrooms

AUGUST

- 1st Working Bee - Mt Cotton
- 2nd Bitumen Motorkhana - Marque - venue TBA
Lismore Static Car Display - Contact
John Kingcott for details
- 9th Practise Day at Grafton Hillclimb
-  14-16th Ironman Weekend
-  23rd Motorkhana - QMC6
Early Morning Run - Contact Peter Kerr
for details on (074) 497 966
- 29-30th Lakeside - Truck Races
- 30th All British Day at Woolshed Ferny Hills

SEPTEMBER

-  6th Motorkhana - QMC7 GCTMC
- 13th Australian Hillclimb Championship - Grafton
Fernvale Motor Spectacular
- 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/QRDA Races Lakeside

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

Mutterings from the
Presidents Desk

Another month has past and they all seem to blend together for me. April was get the Magnette ready for Tasmania and May has been nothing but problems in putting the engine together for my race car. Seems like not too many tradesmen take pride in their work anymore. Better and more sophisticated machinery and less skill and care. Eventually I managed to put it back together with the help of many. Lots of thanks goes to those un-named. Thanks to John and Glen Boyce for the drive in the VW Kaditcha at the recent Queensland Hillclimb Championships. Wish mine had an accelerator pedal like that one.

Grafton saw a large number of our members cross the border to do battle with the Grafton Hillclimb on the June Long Weekend. To those that missed the action and fun - bad luck for this year but get planning we will see you there in 1993. Despite some considerable lack of skill and driving talent as seen by the local (ie NSW's) commentator Queensland managed to take home several trophies and emerge the victors in a "State of Origin" Challenge. Congratulations to all at Grafton for a top event. For those who don't know - the Australian Hillclimb Championships will be held at Grafton in September.

The calender continues to be full with something happening nearly every weekend. Its good to see some new faces and some recognised faces returning.

Keep motoring. Winter just brings out all the woolly jumpers and scarves.

Bye for now.

David Robinson.

New Members

The COMITTEE & MEMBERS would like to welcome the following new members
We look forward to seeing you at coming events.

Derek Twigg, Anthony Platsis, Steven Johnson, Adam Roggenkamp, Timothy Anderson, Blake Daddo, Robert Rogers, Frederick Douglas, Roderick Harris
Terry Burge, Brian Dixon, Blair Robinson, Andy Robinson, Ian Barret, Janet Willward, Kathryn Johnston, Lorraine Fairwether & Phillip Hills.

WHERE YOUR MONEY GOES IN THE COST OF RUNNING A RACE MEETING
(estimated as final cost is not known)

Permit Fees, Public Risk & Personal Accident Insurance	\$66.00
Circuit Hire	35.00
Fire and Rescue	3.00
Gatekeeper	11.00
Doctor	2.00
Trophies	10.00
Ambulance	12.00
Officials (Lunches & drinks)	2.00
	<u>\$125.00</u>

This figure is estimated on 100 entries.

WHERE YOUR MONEY GOES WHEN ENTERING A HILLCLIMB (CLOSED)

Permit fees, Public Risk and Personal Accident Insurance	\$10.00
Fire and Rescue	3.00
Tow Truck	1.00
Trophies	4.00
Ambulance	10.00
Officials (Lunches & drinks)	2.00
	<u>\$30.00</u>

This figure is estimated on 45 entries.

WHERE YOUR MONEY GOES IN THE COST OF RUNNING A CHAMPIONSHIP HILLCLIMB

Permit Fees, Public Risk and Personal Accident Insurance	\$35.00
Fire and REscue	6.00
Tow Truck	1.00
Trophies	10.00
Prize Money	50.00
Ambulance	15.00
Officials (Lunches & drinks)	2.00
	<u>119.00</u>

This figure is estimated on 45 entries.

The above does not allow for running costs, such as paperwork and other overheads, and at the Hillclimb maintenance on the track. So as the costs to entrants and drivers can be kept to a minimum we need at the Race Meetings and Championship Hillclimbs to obtain Major/Minor sponsors. If there is anything you can do to help in this regard, it would be greatly appreciated by the Committee.

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QUEENSLAND HILLCLIMB CHAMPIONSHIPS 1992

After a lead up with a Media Day on Wednesday, 45 brave souls and 4 media representatives turned up on Sunday for a battle against the Hillclimb and the Clock.

The sky ws full of clouds when we arrived down at the Hill and everyone was wondering if the rain would stay away. Fortunately we had run 5 runs when the skies opened, but by this time everyone had plenty of time to put in their best runs. Only one record was broken (by Justin Wade in the Street Sedan class) and I attribute this to the sun not shining and the track remaining cold throughout the day.

Ivan Tighe recorded fastest time of the day in a time of 40.88 seconds (slow for him) with John Davies being second, John Boyce Third, David Robinson fourth, Bill Norris fifth and Keven Johnston sixth.

The fastest Sports Car on the day and the winner of the Glyn Scott Trophy was Keven Johnston. Best average by a Motor Cycle powered car was John Davies, and best time by a Formula Ford won Alan Swindells the Martin Tighe Trophy./

The Tasman Building Society Trophy for FTD and the Fastest time by a Queenslander were won by Ivan Tighe.

Best MG in Class was carried off in the Marque Sports Car Class by Barry Smith after a terrific duel with John Walker throughout the day. Best MG in the Appendix J Class was taken by Peter Tighe and it was really good to see the car performing so well at the hill.

The four celebrities, Ian Skippen, Brent Davison, Chris Nixon and Iain Corness all had a ball throwing the cars of Keven Johnston, John Dooley, Ken Philp and Tony Jewels around and as expected, Iain Corness came out on top in this duel. Our thanks to the drivers who lent their cars for this challenge, and I hope that they did not have too many nervous b reakdowns during the day. Our thanks also to those men who so bravely tackled the hill in the borrowed cars.

Our thanks to all those who assisted on the day especially the ladies who worked so hard in the canteen to keep us all nourished with beautiful food. What would we do without them?

Personally, I would like to publicly thank David Robinson for all his help prior to the meeting. Although, he has a busy schedule with his business, He always makes the time to help me with the Supplementary Regulations, Programme and other things that are related to the Club and our events.

It was also great to see so many people attend the working bees to put the cement tracks down the return road, and without exception, the competitors really appreciated being able to return to the pits without damage to their cars' undersides.

Once again thanking everyone who helped to run the meeting and I hope that we see you at the 19th July Hillclimb and the Iron Man Weekend.

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GRAFTON HILL CLIMB - ROUND 5 NSW CHAMPIONSHIPS

In a mass exodus from Brisbane on Friday 5th and Saturday 6th June 1992, several of the MG Car Club of Queensland Inc. members made for Grafton and the Crown Hotel/Motel. I would estimate that there were at least 50 members were there and it was certainly a very Social occasion.

Practice for the Hill climb was held on Saturday afternoon and after the two practice runs were over, John Davies was the leading contender of the day, having gained the fastest time in practice with Ivan and John Boyce close behind.

David Robinson had all sorts of troubles with his Cheetah, but after Peter Tighe fiddled around with the car it seemed to be running much better.

Saturday night was the time for socialising, and I think that everyone in the bar and bistro were from Queensland. I did see a couple of the Grafton boys eating with us, but I think that kept pretty quiet about that.

Sunday dawned cold but beautifully sunny, and it behove a good day of competition. Nineteen of our members had entered the events in ten of the classes, so we were very well represented. Up on the hill in the spectator area sat the supporters with their folding chairs, beach umbrellas and their knitting on hand to keep them occupied between the runs of the Queenslanders.

John Davies got in the fastest time in the first run of 47.61 and everyone was then chasing him. Ivan Tighe got a little untidy off the start line in the second run but the other racing cars kept clean lines but could not match John's effort.

Our sedan drivers were really mixing it with the best and Steve Price, Paul Van Wijk, Alan McConnell, Terry Corbett, Linden Cooper, Gary Cossor, Ken and Pauline Graham were showing them how it was done. Sports Car drivers David Cross, John Crane and Kathy Cross were putting in good efforts and Dean Tighe in the Formula Ford was also down with the winners.

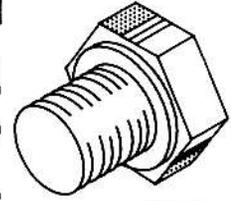
The third run was really a do or die effort and this was seen by some of the times recorded. Ivan Tighe pulled out a 47.60 to just pip John Davies time and Pauline Graham did a lovely last run to record 54.05 in reply to Ken's 54.09. You should have heard the scream from the ladies on the hill when that happened.

In the ten classes that we had cars entered in our members took 1st in class i.e. Steve Price, Pauline Graham, Brad Stratton Ivan Tighe, John Davies, John Boyce, Alan McConnell, David Cross, Gary Cossor, and Steve Pocock. All these winners created new Record times in their respective classes.

The Australian Titles are being held at Grafton on 12/13th Sept., and another contingent of Club members will be going down for this. If you wish to join us, contact David Robinson if you wish to have a booking in the Crown.

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THE LOW DOWN ON DIRTY OIL & GOSSIP WITH SUMP PLUG



OCTAGON

Heard the other day about a certain Magnette driver, fresh from his triumphs in the APPLE ISLE, while loading yet another Magnette for the stable was laying under the motorless vehicle. He announced that going by the colour of the exhaust that the "MOTOR" was running a little rich!! Good one Petel

Wanted a suitable car for Lyndal Parr so she can learn to DRIVE!!

Congratulations to Colleen & John Novak on the Birth of a beautiful baby girl born on Friday 29TH May, 1992.

Also congratulations to Janelle Turvey & her Husband on the birth of a lovely baby boy on Saturday 30th May, 1992.

Congratulations Ian & Helen Skippen on the birth of their son on 10th June. Seems like Ians spectacular drive thru the nuts at the QHC didnt frighten him into the world.

What about the Tasie Nationals visitor who was in such a hurry to get off the ferry that he unwittingly helped out the Victorian Government. Cost him \$130 I bet you want be in such a hurry in Adelaide next Easter John they have got those speed cameras there too.

Did you see the picture of the two works Toyota Rally Cars in Auto Action. Same corner, same bend, same accident same result, two very bent cars & a very disgruntled service crew.

Talking of rally cars did you know that the organisers of the WRC are going to limit competitors to one turbo a day rather than one a section. Gee it must be nice to have money!!

"I must have made a slight misjudgement"

- Cricketer Ian Botham after destroying two SAAB Turbos at Thruxton in England

"Understeer is when you can see what you're going to hit, oversteer is when you can't."

-John Sheppard explaining the finer points of driving to the Sandown TV audience

CLASSIFIEDS

OCTAGON

FOR SALE: ALFA SUD L 4 DOOR
 1977 model red duco always garaged.
 Reconditioned brakes & suspension.
 Excellent tyres. Registered March 1993
 Genuine 1 owner. Very good condition
 except for upholstery.
 \$3500.00 Contact Vern Hamilton
 On 893 2438 A/H

David Robinson has for sale the following Toyota Part:
 1200CC Corolla Crankshaft, rods, water pump, starter
 motor. All new parts. Second hand block & other
 assorted parts. - \$600.00 ONO
 2TG Toyota Sand Cast Performance pistons. Have
 been balanced & includes rings. Never used.
 New price \$720.00 will consider offers.
 1750 2T Toyota TRD Pistons. Narrow rings. Have
 been forged. Balanced never used. \$700.00 ONO
 Contact David on 844 1037 B/H

1959 MGA TWIN CAM ROADSTER
 Original soft top, side screens & hard top. Brooklands
 screens & tonneau cover. Optional wide rear wheels
 or original 2 or 3 winged Knock Offs. 4 wheel disc
 cylinders & master cylinder stainless steel lined
 Original or electronic ignition. All enquiries to
 ROSS RUSSELL on 079 418054 - \$50000 ONO

MG MIDGET Mk 3 1968
 Fully restored. Every moving part either rebuilt,
 reconditioned or replaced. All rust cut out, full photo
 history. Bare metal 2 pack red paint. New upholstery
 & carpets. New wire wheels. Everything immaculate.
 \$10000. Ask for Tony Hight on 393 3433 A/H
 399 3911 B/H

GO KART HILLCLIMB SPECIAL
 400cc Yamaha motor + standard spare
 Krober Ignition & other spares
 Best Mt Cotton time 45.3 secs
 \$3500.00 or offers
 Contact Nigel Johnston on 075 313353

Excerpts from JUNE 1992 CAMS REPORT

AMBULANCE INSURANCE

The CAMS Motor Sport personal accident insurance scheme provides for up to \$500 contribution towards the cost of ambulance transport.

Members would be aware that particularly in the case of an off road event or rally, there could be a considerable gap between the actual cost, and that for which there is insurance cover.

In each State of Australia, it is possible to subscribe to the ambulance

service at relatively low cost — in Victoria for example the fee for a family is but \$66 per annum. Cover is reciprocal in all States.

The cost should be considered against the potential charge.

Up to 10 kms. the fee is \$248. After that it goes on a sliding scale, and a 100 km journey would cost \$770, whilst one of 300 kms would cost \$1534.

It is worth thinking about. 

HQ HOLDEN REGULATIONS

As recommended by the Motor Racing Executive Committee, the regulations for the HQ Holden class have been amended so as to permit freedom of after market equipment eg spark plugs, plug leads, fan belts, hoses, filters etc.

Article 6 of the same regulations has been amended by the addition of a new sentence at regulation 6.1, viz:

"A minimum amount of material may be removed from the right hand upper control arm in the area adjacent to the steering shaft to prevent fouling".

MEDICAL EXAMINATION

As members will be aware, in 1991 we commenced a system of using nominated doctors for examination and assessment for applicants for General Competition Licences.

The system has worked reasonably well, and has certainly helped to reduce delay in issuing licences where examinations are needed.

However, there have been a few instances reported where charges for the examinations have been rather more than one would have expected.

Any members who experience what they regard as an unreasonable charge by their examining doctor are urged to report the matter to their state manager promptly so that it can be taken up with the doctor concerned (after payment of course).

CAMS is anxious to ensure that costs are no greater than necessary, and will certainly take steps to appoint doctors whose fees are appropriate to the needs of members. 

FORMULA LIBRE

The National Council has corrected an anomaly in the regulations for first category racing cars.

General requirement 2.3 specifies a prohibition on the use of 4WD.

That prohibition applies to all first category cars, except for Formula Libre cars.

It should be noted that race meetings do not ordinarily permit 4WD Formula Libre cars to participate; their competition use is restricted to speed events.

STREET SEDANS AND TYRES

The regulations for Street Sedans have been amended so as to reflect the change in the control tyre used in New South Wales. Thus, the requirement for Bridgestone RE71 or S370 has been replaced by a requirement to use Dunlop Monza D8 tyres.

LAST LAP BOARD

The use of the last lap board has been reinstated, but only as a guide. It is not compulsory, nor is its use binding on organisers or participants.

After almost 12 months of planning, D (departure) Day had arrived. 4:30 AM, and with our B fully laden, we left home to make our rendezvous with fellow trippers Ray Edwards & Sue Sommers, at Galles Roadhouse. Ten minutes later we were brought to an abrupt halt by the man in blue on the Western Freeway requesting a donation and eventually left them \$130.00 poorer! A great start, wouldn't you say? Ray & Sue were waiting at Galles, so off we started on our great trek south.

Our first stop was Inglewood for breakfast. John & I noted that Brisbane to Inglewood was the longest trip we'd done to date in an MG (we trailed our A to Shepparton in 1989). This record was going to grow fast!! Travelling south on the Newell Highway, we saw & stopped to inspect a black & dusty late model B that had detoured off the highway and wrapped its rear around a tree. (would you believe the boot had sprung open &

was completely full of toilet rolls & disinfectants! Clearly not a member going to the Nationals) Sue video taped the spectacle - the start of her video saga. We gatecrashed the Rayments Luncheon Party in the park at Coonabarabran, (they had left Brisbane the night before) and after catching a glimpse of them at Dubbo, caught up with them again at Forbes where we stayed the night.

Apart from our car bottoming at regular intervals on the rough roads & getting bamboozled by road works at Strathmerton the trip into Melbourne was fairly uneventful. From Seymour on, the perfect surface of the Hume Highway was a pleasant change & we experienced the massive but highly efficient RBT conducted on the Highway that Sunday just north of Melbourne. Our only drama was when our "MG" became separated in Melbourne traffic & Ray & Sue did the "Grand Tour", Melbourne to Frankston. After a great laugh, we continued on & enjoyed a very special social night with our Frankston friends.

Monday morning we headed for the Melbourne docks via MG Workshops where John had need of an oil cooler & drooled over the old MG racer for sale. Unfortunately John couldn't buy it because his legs are too long (thank goodness) to fit in. Ray's friend, (name unknown) met us & we all enjoyed doing the touristy thing in and around Melbourne. Back at the docks at 4:30, we easily became caught in the excitement of being part of a spectacle of 40 MGs waiting to roll onto the Abel Tasman. Cameras flashed continuously and the noise grew as members greeted old friends & travelmates. The crossing was one of the smoothest this year. I was most grateful.

After docking at Devonport & being greeted by members of the host Club with Tasmanian Info Packs, we parted ways & took off on different planned itineraries. Sue & Ray were our co-travellers & our party headed for the Cradle Mountain Lodge. Also there were the Boyces, Robinsons & Peter Tighe. We were blessed with perfect weather so after a long cold wet & windy walk to the famous Dove Lake, Ray at last broke open the bottle of port he'd carried from home & began the tradition of our "Happy Hour" - and believe me, all the stories you've heard are true!

I am convinced that ALL the animals in Tasmania are tame, Bennet Wallabies, possums & Tasmanian Pademelons all can be approached & hand fed. Even the Tas Devils appeared for us. The possums were very cheeky. Leave a window open & you are blessed with nocturnal visitors eating you out of house & home. Just ask the Robinsons who were woken in the early hours by the noise of possums munching goodies on the kitchen table.

The guys loved the Tassie Country Roads, all bends & hills - real rallying roads. The Targa Tasmania was big news at the time & all the locals presumed we were part of it. Ray & John certainly drove like they were entrants!

Our next stop was Launceston for the National Meeting. All the Qld contingent were booked into the Coachhouse Motel so it didn't take long to catch up with all the news. David Robinson & Peter Tighe spent Good Friday polishing "Margret Thatcher", Amanda Smith & John Tetly cleaned up their shiny red Mk 1 B, Ray & Sue prepared the orange & black 'Mean Machine', Peter & Samantha

NATIONAL MEETING



LAUNCESTON 1992

(Della had a well earned break) pampered "Thomas" the red Midget, John & Dominique had Glen & John Boyce to help with their car, the West's & the White's supervised all the activity in the car park & I watched John fuss over our B.

Saturday (Concours Day) was crisp & fine & the line up of cars at Royal Park was spectacular. Sunday was the speed event at Symmons Plains & the weather was cold & windy - a good day for scarves, beanies & thermal undies. Everbody managed to get to Longford sometime over the weekend to find "Pub Corner" from the old Longford Motor Racing Circuit". The famous Lex Davidson Bar boasts memorabilia from every Australian Grand Prix & the publican hasn't been that busy for years. Monday's weather was unbelievable, cyclonic winds & rain for the motorkana at Comalco Car Park near Georgetown. The event was almost cancelled.

Monday Night was the Presentation Dinner held at Albert Hall. Everbody let their hair down & danced the night away. Our Qld Club recieved 6 Trophies & came in a very creditable 5th overall.

Samantha Rayment 3rd Concours (Midget)

Peter Tighe 1st Outright Speed Event in "Margret Thatcher" (Magnette)

Peter Kerr 1st Speed Event Pre-war Sports MGNA

John Walker 3rd Speed event Class L MGB Mk II

Ray Edwards 3rd Motorkhana Class k MGB Mk I

Peter Kerr was also presented with the pre-war Plate. Sue excitement certainly showed when Ray's name was announced for his 3rd place in the Motorkhana - she nearly forgot to video the presentation.

Afetr a fabulous Farewell Breakfast on Tuesday morning, 250 MGs went off to tour Tasmania.

The remainder of our holiday was marvellous. We ate fresh crayfish at Bickens, walked every National Park & photographed nearly every waterfall. Even after driving 13k over dirt road to see St Columba Falls, we caught up with another MG and ran into 3 more in the car park! We froze on the Ghost Tour at Port Arthur, walked the Salamander Markets in the pouring rain & wondered thru Hobart Botanical Gardens after the rain. Ray & Sue were dare devils on the Jet Ski's when the temperature was only 6°. The Walkers chickened out. We met up with the Rayments again on the coldest evening at Lake St Clair but enjoyed the biggest fireplace in Tasmania that night at the Dewent Bridge Hotel. We drove to the lookout over the old West Lyall Open Cut Mine & journeyed on the twistiest road to Straham. We experiented the luxury of Franklin Manor & flew over wilderness in a single engined sea plane landing on the Gordon River. We climbed The Nut at Stanley (Ray, Mt Fitness, doing it in 2 1/2 minutes) & toured the Northern Coastline on our last day from Boat Harbour to Devonport on such a beautiful, clear sunny morning that we just had to travel topless (the car that is).

Again a smooth crossing to Melbourne. Everybody agreed the hospitality & organization of the Tassie Club was as wonderful as Tasmania itself. What a great holiday. To all the contingent, what a great team we make, to Ray & Sue our happy hour cohorts, we'll do it again, to those of you who have never attended a National Meeting - why not try Adelaide next Easter?

PS Sue has a 15 hour video tape of everything. Book ahead & bring a cut lunch and dinner and.....

PSS John wasn't the only one to run foul of the law. John Crane recieved in the mail a bill for \$140 for having his photo taken near Melbourne Docks by one of those sneaky speed camera's. They got them in Adelaide too

MEETING BULLETIN

M.C. CAR CLUB OF SOUTH AUSTRALIA

NATIONAL MEETING 1993

BULLETIN NUMBER 1.

No 1

The MG Car Club of South Australia is pleased to invite you to the 1993 MG National Meeting to be held in Adelaide. Plans are well under way for the four day National Meeting to be held over the 1993 Easter weekend.

Plan now to join us for this weekend which commences on Good Friday, April 9th 1993. You can expect an exciting and fun-filled weekend with the opportunity to participate in a full weekend of social and sporting events. Additionally, we are expecting the participation of a group of overseas MG enthusiasts, who are keen to experience the friendship and hospitality of the Australian MG fraternity.

The 1993 MG National Meeting will be organised to the following programme:

- * Friday 9th April- Arrival and Registration (Noggin and Natter in the evening)
- * Saturday 10th April - Concours to be held at Glenelg (Social Event in the evening)
- * Sunday 11th April - Motorkhana to be held at a suburban shopping centre (Free evening)
- * Monday 12th April - Speed Event to be held at Mallala Motor Sport Park or Observation Run. (Presentation Dinner in the evening)
- * Tuesday 13th April - Farewell Breakfast Plus Delegates Meeting.

The Mastermind competition is planned to be run during the weekend.)

The National Meeting Committee have plans well at hand to provide an exciting and enjoyable meeting. We have chosen venues and events that we feel will appeal and cater for all participants. Whether you join us for the social or competition events we think this weekend will live-up to your expectations.

If you have time available for an extended holiday, you might like to join the organised tour that will take our overseas visitors through Central Australia and around the South-East coast of Australia. This tour commences on the Wednesday following the Natmeet. Or, you might like to visit the Barossa Vintage Festival and enjoy wining and dining in the famous Barossa Valley.

Advanced accommodation has been booked at Glenelg the popular beach suburb that will be the venue for the Concours and Farewell Breakfast. Details of booking this accommodation will follow in future National Meeting Bulletins.

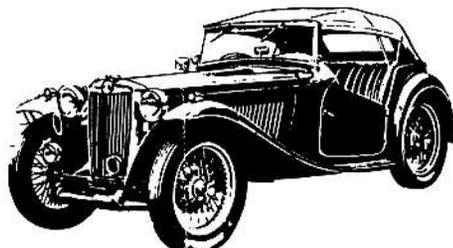
We're excited about the programme of events we have planned for you!

We'll be in Adelaide in 1993, will you?

MG NATMEET 93 COMMITTEE, 93 CHIEF STREET, BROMPTON, S.A.
5007



NATIONAL
MEETING
ADELAIDE
1993



The Natmeet Venues

MEETING BULLETIN

No 2



NATIONAL MEETING ADELAIDE 1993

The 1993 National Meeting has been planned over the four days of the Easter weekend. There will also be the traditional Farewell Breakfast on the Tuesday Morning, to be followed by the Delegates Meeting. The Program and venues for the weekend are as follows:

Friday 9th April - Registration Day

Registration and initial scrutineering of your MG will be held at the Football Park Conference Centre at West Lakes. This venue, a short drive from Glenelg, provides ample parking and room for trouble free registration. The conference room and bar will be used in the evening for Natter and Noggin, a chance to meet new friends and renew old acquaintances. The MG Mastermind preliminary round will be conducted this night.

Saturday 10th April - Concours

The concours will be held on the beach front lawns of the Glenelg foreshore. This has proved a popular venue on previous occasions, being walking distance from the motels many visitors will be staying in.

In the evening there's a fun filled night running to the theme of a MASH party. Team up with friends for the wheelchair races, and join the frivolity in the mess hall. A good chance to meet and mix with interstate and overseas participants.

Sunday 11th April - Speed Event

The sprint will be held at the Mallala circuit, some 70km north of Adelaide. This track, used for a round of the Australian Touring Car Championship, is very exciting, but also very safe.

Observation Run/Economy Run - As an alternative to the speed event, you may like to participate in either the observation run and/or economy run. This run will take you through some of South Australia's picturesque countryside, finishing at Mallala so that you can watch those competing on the track.

A free evening is planned for those who may like to dine out or visit the Adelaide Casino.

Monday 12th April - Motorkhana

The motorkhana is planned to be run at the Tea Tree Plaza suburban shopping centre, north east of Adelaide. An exciting event for participants and spectators alike.

The evening is taken up with the formality of the Presentation Dinner. This will be held at the Donato Reception Centre at Kilkenny. Here we get the chance to applaud those participants who have excelled in competition or social events during the Natmeet.

Tuesday 13th April - Farewell Breakfast

A chance to say farewell to interstate and overseas visitors before they head home. The breakfast will be held at the Ramada Grand Hotel at Glenelg and should prove a fitting wind-up to another great MG National Meeting.

Delegates Meeting - This will be held in a conference room at Glenelg.



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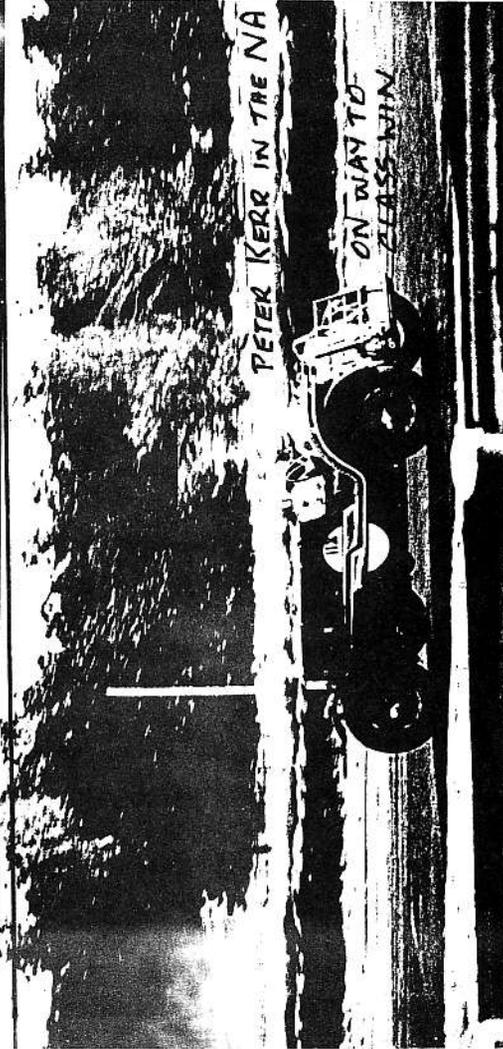


PETER TIGHE AND AUSTRALIA'S FASTEST
MAGNETTE AT SYMON'S
PLAINS



PETER KERR IN THE NA

ON WAY TO
CLASS WIN

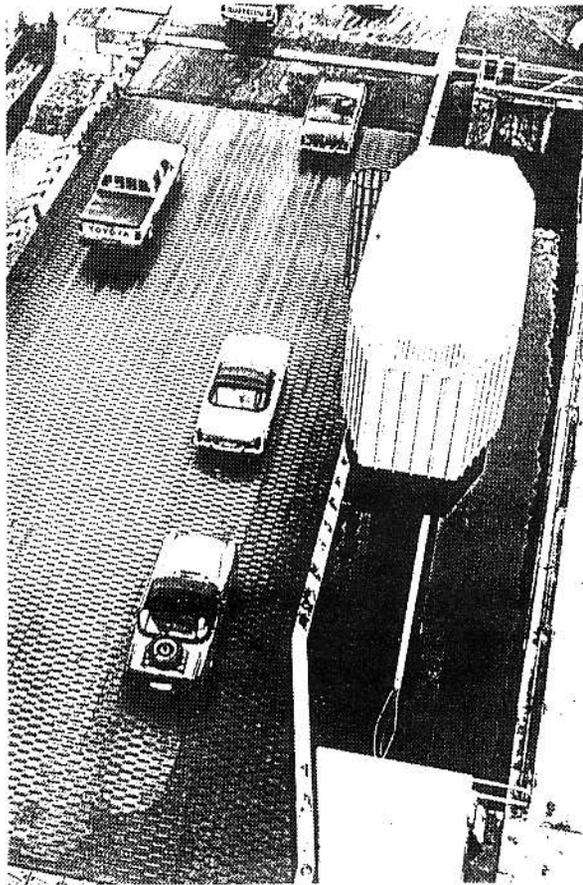


M/G NATIONAL MEETING
EASTER 1992
LAUNCESTON.

PART OF THE CONGRESS
LINE UP EASTER
LAUNCESTON.

MARGARET THACHER, THE IRON LADY, HAVING
LAST MINUTE TEAK BEFORE LEAVING AUSTRALIA
FOR TASMANIA





Some editors like to have the first word in their magazines I thought be different & have the last! I would like to apologise about the lateness of this edition but unfortunately my trusty old computer let me down at the wrong time. I'd also like to thank Joan Appleby, Peter & Delia, & Pat & John Walker for their contributions this month. I dont know if you have noticed but I am prone to making gramatical & spelling errors in my typing I want say sorry but just think if thats all thats wrong well I glad. Heck we only do these things for the pleasure they provide like all the other little jobs we do for the Club. DONT WE!

OK off with that & on with this. JUNE! What a month. First the QHC. Media challenges are spectacular aren't they? Ian Skippen thinks so when he launched Kev Jonstons Leda into and out of the nuts. He must have been trying to out do Garry Wilkinson's effort in my Escort at the Media Day.

Off to Grafton! Ivan beat John Davies by a mere 0.01 of second to win the thing. Watch out Old Fella I think he going to be a big threat come the Australian in September. Pailine Graham did her bit for womens lib with a fine win over husband Ken in their class. A good result all round for our guys with eleven class wins & eleven class records & an outright one to boot.

Came back from there & went to Lakeside for the Historics. 50 Regularity cars only lined up MG being well represented & John Boyce posting a fine win in one of Sundays runs. Ray Edwards & Paul Strange also gained some 2nd & 3rd places. The tent proved great with about 12 MG's keeping it full. Dave Robinson is thinking about one for Grafton. Good idea David.

The Appendix J took some beating with Garry Brown although unable to match with the V8's he gave the record a nudge down to 63.8. Brad Stratton has cured the oil ills in his "S" & followed Garry home in most events.

19th July see another Hillclimb at Mt Cotton this time its a closed club affair but still should be close I hear Davies has been making more horsepower for his DBF should be a good battle.

While on the subject of the hill we are looking for some people to train as officials from Clerk of the Course down if you are intereseted contact Steve Austin so he can in turn organise some training nights.

Iron Man is looming close have a look at the proposed sprint track at the Old Airport on page 2 should be an interesting event. If anyone can lend a hand or can provide us with some old plastic advertising signs & witches hats we would be most pleased. Give David or I a ring & we'll pick them up.

Talking about David Robinson he is organising a BBQ Run on 25th July From Anzac Park in Toowong & finishing at Mt Glorious for the BBQ. 12.30 start see you there!

Did you hear about Rex Keens trip to Mallalla for the Formula Ford series. Well seems the accelerator sunk a little to far open & launched the blue & pink Van Diemen in to a concrete wall at about 80MPH. Ouch! Car looked like a tripod when he got back with the front left wheel keeping the steering wheel company. Well it nearly all better now & Rex has invited me to act as Team Manager for the future.

On Friday 31st July we will be hold a Historic Noggin & Natter Night at The Clubrooms. The idea is to bring along any items of interest - books, videos etc. We will be conducting a photo naming programme to try and put some names to the old faces that have appeared in the Clubs archives so come along & enjoy a night of memories.

Well thats nearly my lot just thought I'd leave you with John Davies Quote for the month.

"He figures anyone who likes ANGLIA's could be genetically inferior"

You a brave lad Davies I reckon Gary Goulding & Linden Cooper would probably disagree.

Anyway see ya!