

CALENDAR OF EVENTSJULY

16th Natter Night - Nash St., Rosalie
23rd M.G. Register Night - bring your MG out for an
airing - Nash St., Rosalie.

30th } NIGHT RUN
31st } IRON-MAN SPRINT & for full particulars
AUGUST WEEK-END MOTORKHANA turn to page 11
1st } HILLCLIMB

6th Natter Night - Nash St., Rosalie
13th Natter Night - Nash St., Rosalie
20th Night Run - leaves QMSC Clubrooms
21st & M.G. CAR CLUB'S RALLY - Round of Novice Clubman
22nd Series, Round of Southern Series. Benarkin way
6 km south of Blackbutt. If able to help please
contact Ann Thomson 378 1368 NOW.

27th M.G. Register night - bring your MG out for an
airing - Nash St., Rosalie.

SEPTEMBER

3rd Natter Night - Nash St., Rosalie
10th Natter Night - Nash St., Rosalie
12th C.S.C.C.A. MOTORKHANA - open to all marque sports
cars - for full particulars contact Peter Rayment
30 3148 (A/Hrs).
17th Night Run leaves M. G. Clubrooms.
19th HILLCLIMB - Mt. Cotton - for sup. regs. contact
Joan Appleby 57 1561. (A/Hrs).
24th M.G. Register night - bring your MG out for an
airing - Nash St., Rosalie.
26th M.G. Car Club Motorkhana

EDITORIAL

Dear Members,

And so a new financial year starts - but then perhaps one shouldn't mention it, after all this is meant to be a 'hobby' magazine isn't it?

We're a little late with bringing out this edition however better late than never. We've all been on holidays and doing lots of things like surfing, culturing(?) (went to see the new Art Gallery) spray painting etc. but soon it will be back to the same old grind.

Our next edition is scheduled for September, so all proof should be submitted to us by the end of August, thanks. Whilst on the topic of your Club's magazine does anyone have contacts in the 'printing world', as we wish to improve the production of our magazine by at least producing a decent cover, with adverts on same etc. Any information on this subject would be welcome now as we hope to have the covers ready for our next magazine, and as it is the beginning of a new 'year' (sorry I just had to mention it once more) we might be able to entice a few business houses to advertise on same for a full year.

Well for once we are stuck for words (mostly because it's printing time), so, until next issue happy motoring.

Peter & Delia Rayment.

.....

Take time to be friendly -

It's the road to happiness.

EL PRESIDENT'S PAGE

As I write this missive, Mothers Day has been and gone with its usual attendant publicity and of course the yearly gathering of sports and classic cars at MacLean's Bridge.

The day was perfect and the array of vehicles really a sight to behold with the M.G. contingent more than holding their own.

Had rather an embarrassing moment when Kath and I arrived, We were without the MG for the weekend and consequently arrived in the ute, whereupon the stewards tried to direct me to the (DEAD) car park and I had to introduce myself as "PRESIDENT WITHOUT CAR" before we could even get on site.

However, once there and firmly entrenched, out came the CHAMPERS, CHICKEN ETC (not forgetting the scotch for those who can't stand bubbles) and we settled down for a good day, nashing, grogging, and spying the machinery.

The intervening weeks to the Hillclimb Championships were fairly hectic with the gathering of sponsors, organising press releases, press day and all the usual mundane tasks that have to be done and it was with more than a little trepidation that yours truly and his faithful band of followers fronted for the press day on Wed. June 2nd.

However, the day went off very well with the drivers, press and TV entering into the spirit of things and giving us a good media coverage for the coming weekend.

The weather for the championships was just what the doctor ordered and the drivers soon got into the swing of things and set about lowering quite a few class records and also the outright record, as was in evidence at the Trophy presentation with the amount of champers that was distributed.

FOR SALE - MGA 1600 Mk 1 - for restoration but still in good condition. Colour White. The car comes complete with hood and side curtains. Work recently undertaken on the car includes (a) New clutch plate, pressure plate and throw out bearing (b) New bush and pin for clutch fork (c) new water pump (d) clutch and brake master cylinder overhauled (e) clutch slave cylinder overhauled. Before RWC could be obtained, the rear RH wheel brake sleeve cylinder requires overhaul and the Speedo requires repair. The car is presently registered till March 1983 \$3,600 Phone 391 4055 after 7 p.m. and ask for Stan.

.....

FOR SALE: MG Midget Mk 11 1275 Champion Red in Colour, reconditioned engine, 5 new Michelin radials, reconditioned Wire wheels, new brakes, new carpets, hood and tonneau as new, PB radio, RWC, Absol immaculate condition inside and out Private \$5,300 Phone 36 7269(H) 227 6609(W) T. Crawford.

.....

WANTED --- *MGB 1 $\frac{3}{4}$ SLI Manifold
 *5 wheels bolton 15" to suit MGA preferred or 14" to suit MGB.
 *'A' or 'B' oil cooler.
 Phone Grant Beaumont 391 - 8009 (H)

.....

Attention MG owners

H.C. Automotive Services, 3 Natan Road, Mugeeraba 4213 Phone 075 305 895 (Mel Mason) have in stock English cut pile carpets to suit MGB Mark 1 and Mark 11, all carpet can be purchased as a set or individually. Also they are stockists of door trims, door piping etc.

.....

DISCOUNTS available to Clubmembers (on production of their card) at Auto Style, 4 Wharf St., Ipswich, can be obtained on Window Tinting, Preserv-a-shine, upholstery Guard 2, Vinyl roof and vinyl treatment, Pioneer Car Sound Equipment, Clarion and other brands stokes, stereo fitting, etc.

SPINNER THOMAS' DIARY

Surfers Paradise Raceway - Saturday 15th May, 1982

A rather off day, overnight we had $1\frac{3}{4}$ " of rain and clouds were still hanging around.

In the sports sedans practice at mid day it was fine and dry. My Torana was not handling the best as my tyres are getting a bit hard and it was skating all over the place, also the car is still having oil problems, pumping out a quart of oil, all over the front tyres, but I managed a 1.25.3 lap for 11th position on the grid.

A couple of others weren't so lucky, like Russell Worthington who blew his motor after only 3 laps, Ray Winter in a A9X only got one lap in, as too did Sydney's Andy Babs in a capri before having problems.

There was another practice later in the day but it rained just beforehand and I don't think anyone improved their times I didn't practice, as I was trying to solve my oil problems.

Sunday! Rain overnight made things wet and there were showers during the day as well. The first race for sports sedans was held in the dry, I made a good start down the inside, then just as I had committed myself to Dunlop corner Russell Worthington came up the inside, it was too late to change my line, so the hard-charging Mazda just had to wait. Russell had fitted a new motor overnight and had started from the rear of the grid, also some of the other cars from the back were coming through the pack as well.

Since moving up to Queensland I have sometimes complained about not enough competition, well this time it was here, I was dicing with Ray Winter and Peter Brierly in A9X Toranas and Neville Bridges XUI.

Cont'd...

Spinner Cont'd..

The A9X Toranas pssed me down the back straight but I managed to get under them in the esses then down the straight agin they passed me, the meanwhile Neville was at me trying everyway around but I had the grunt in straight lines and he couldn't find a way around my smoking sideways Torana, "I must get some new tyres". We went to the flag after swapping places a few times and I was just ahead of Neville in 9th place.

Event 9. Q'ld S/S Championship Round 2

IT rained while we were on the dummy grid waiting for the rescue crew to cut the driver of a F/Ford out of his car, which had crashed into the fence near the Ampol finish line of the drags. He was not seriously injured, but t ey had to be careful getting him out. Then they had to replace some of the armco fencing which in all took about an hour, and then restart the race.

Meanwhile it rained.

When we went out it had stopped raining but it was very wet around the back, some cars took the safe way out and didn't bother starting, 'Good thinking 99', but I didn't think of that until the second lap.

As the flag dropped we got away slipping around from left to right, this time I left Russell Worthington room to get through and to my^{*}surfprise I had made a good start. I was right up with the leaders, down the back for the first time, the Torana was skating around, so caution was the word! Around Goodyear but the rear end wanted to pass me and in my rear vision I could see the 05 Brock car, maybe I had started in the wrong race. Things were very blurred through the wind-screen, and as I hate the wet I slowed down almost to a crawl and slipped back through the field, the race was cut back to 5 laps instead of 8 luckily. There were a few others who

* it surely was wet

Cont'd.....

U-BUILD GARAGES' QUEENSLAND HILLOCLIMB C'SHIPS

As the camp fires were lit, to keep the winter cold away, the talk was of the 6 new class records broken, 2 new records established Kym Rohrlach's successful defence of his title, Ivan Tighe being second quickest, the special challenge match between Dick Johnson and Ron Wanless and what a fine day it was. After several weekends of inclement weather a beautiful fine day greeted the 64 competitors.

The Camera House Group A (Up to and incl. 1600cc) was won by Helen Hunt, who was so determined to be quicker than her husband. Helen won in a time of 49.19 (yes we can time to 1/100th of a second) in the Milus Ford ahead of Vince Milton (Lotus Mk 6) (and by reading my April 1st Autosport, by 1955 110 of this type had been built by Lotus Engineering) 49.48 seconds with Steve Austin, Farrell Clubman (50.5 secs.) and poor Graham Hunt (husband of the winner Helen) 52.2 secs.

Ernest Shankleton won the Brian Tebble Mazda for Marque Sports Cars in a time of 52.4 secs. After damaging his diff on Saturday's practice, a non slippery diff was fitted for Sunday which resulted in Ernest's times being .6 slower than his record, but quick enough to be ahead of Malcolm Spiden (MG Midget) 56.6 and Mike Ovens A/H Sprite 59.1secs.

It was appropriate that the John Fraser Advanced Driving Class be won by a Jaguar driver (John in previous years having owned 2 E type Jaguars). Mark Trenoweth thundered his way to a 47.06 time to capture the class and also the Glynn Scott perpetual trophy for fastest Sports Car. Second in the class was David Cross in the Nolan Clubman on 49.58.

Tony Jay had a glorious day by recording all his times under the Geoff Russell mini records set in 1975. Tony won the Australian Competition Clutch class with a blistering 48.15 seconds run (old record 49.3 secs.), but Roger Spencer caused quite a few headaches as he finished second on 48.21 (0.06 between them) with third Peter Mullin (48.6 secs.) David Wrightson (49.68secs.) Wally Muir (50.5secs. and no spins) and Keith Duce (51.1 secs.) - all in minis. The first 3

Cont'd....

Queensland Hillclimb Championships Cont'd.

place getters were under the old record, who said the mini was dead, certainly one of the most fiercely fought classes.

Garry McFayden (Torana LJ) set a new record for a new class in a time of 47.2 ahead of Barry Wraith (Ford Anglia) 48.21secs. with Ken Thomas (Torana) 48.4 secs.

Ken lived up to his name, spinner, and even tried rally crossing in an attempt to capture the class but to no avail. Gerry Bezett was next with the Escort rotary on 50.4secs and Craig Kinmonth in the turbo Escort on 51.4 secs. and who had the misfortune to bend the car in the second loop, thus obviously having a terrible day.

Geoff Russell lowered his own record in the Chez Moteur class for the BIG sports sedans. Geoff lowered his record from 46.5 to 45.38 secs. to win the class from Barry Nixon-Smith (same car -ex HDT Torana) 46.61secs. (below the old record as well), then Allan Burrows (Torana) 49.9secs and Daryl Small (Torana) 50.2secs.

In the small class for Group C sponsored by Bayside Spare Parts, Ken Nelson just managed to lower the existing record by .1sec to capture it at 51.2secs. ahead of Thierry Reig, Subaru mounted this time, on 52.9secs.

Wally Scott followed the tradition of lowering records by leaving the 1601cc-3000cc record at 51.1secs (.8 quicker than the previous time) in his Celica. Second in the Forrer Pumps class was Beach Thomas in the Block BMW (is it mandatory that all BMWs that compete must be block) 53.1secs.

The Ivan Tighe Engineering class for large Group C cars went to Alan East (Torana) 49.6 secs with Graham Robinson (Torana) 50.2secs. and John Heffernan (Torana) 51.2 secs.

9 Geminis competed in the Bob Jane T Mart class, the record was 56.3secs. Geoff Noble left it at 54.3 secs. - yes that's right - all of his times were below the

Cont'd....

Q'ld Hillclimb C/Ships Cont'd.

old record and he was quickest in each of the 3 runs - well done. Second was Geoff Russell on 54.76 secs., then Wally Muir on 54.9, Kevin Smith 55.5, Jim Rose 56.2 (all quicker than the previous record) Wayne Clift and Kevin Heffernan equal on 57.1secs. Graeme Ward 57.5secs and Gary Homan 58.4secs. A class of very close times and exciting developments throughout the day.

The Alloy Fabrications Special Challenge saw Dick Johnson and Ron Wanless (in the Torana kindly lent by Barry Lawrence) punt the Torana around in exciting fashion. Ron lead Dick by .1sec after the first run, Dick won the second run and third in a time of 47.20secs. Unfortunately for Ron on his third run he tried exceptionally hard through the hairpin the secondtime finishing a 360 on the grass. His time of the first run was 47.68sec., this being the first time he has competed at Mt. Cotton.

A new class this year is the Formula Vee Association class, the class sponsored by Bryant Engineering. After completing last club hillclimb four Vees entered. Ian Simpson (Elfin Vee) won and established a new record of 52.3secs. with Scott Kachel (Manta Vee) 54.6secs and Trevor Petts (Elfin Vee) 55.6secs.

John Davies)Robb Kawasaki) won the Mirage Grand Prix class for Racing cars up to 1300ccs, with a time of 47.06secs. a second slower than the record with Nigel Johnston (J&W Special) 50.4secs. and Tony Cossor (Cossor Special) 58.9 seconds in third spot.

The P. & M. Body Works for Racing Cars 1301-2000ccs went to Ian Peters (Renmax) 45.48 (to date Ian's best) luckily Ian set a good run first as he was plagued by fuel pump troubles later in the day (as well as ill health). Peter Rayment was runner up with a 47.95secs and oil surge dramas in the hairpin (we did/need to be told about it, we could see it)

In the Kingston Clutch Services class Kym Rohrlach destroyed the outright record of 43.3 in his first run 42.61 and

IRON-MAN WEEKEND30th, 31st July & 1st August1st EventFriday Night - 30th July - NIGHT RUN -

- ;- will leave 466 Ann Street, Fortitude Valley 7.30p.m. Ample parking behind Ann Street in Perry Lane. Bring your own UBD or Gregories directories please. Cheese and bikkies provided. Enter on the night, so be early.

2nd EventSaturday - 31st July - SPRINT

- ;- will be conducted by QMSC at Lakeside International Raceway. For full particulars and sup. regs. contact Tony Thorne 277 5211 B/ hrs.

3rd EventSaturday - 31st July - MOTORKHANA

- ;- will be conducted by MGCC at Lakeside International Raceway, on the Hill. Enter on the day. Or for further particulars contact Mal Spiden 266 6350 (A/hrs) or 225 2933 (B/hrs)

4th EventSunday - 1st August - HILLCLIMB

- ;- will be conducted by MGCC at Mt. Cotton Circuit. For sup. regs. contact Bev. Cossor 209 8000 any time. Catering available. Trophy presentation for whole of weekend at end of Hillclimb. Entries close 28th July, 1982.

WANTED! HELP! Flag Marshalls for this Hillclimb - bring a mate to do some flagging!!!!

The following pages are information from our CAMS representative Ann Thomson, please read as it interests all competing members.

.....

ROAD REGISTERED CARS AND CLUB LEVEL RACING

There is a deal of confusion as to the terminology in use to describe road registered cars, street sedans, etc. The requirements vary from State to State, and the words do not have any common meaning.

It is quite clear that there is a need, more pronounced in some areas than others, to provide for a class of car which is road registered, and which will encourage people to use a road going car for a limited amount of competition. Similarly, there is a need in some areas for a class of car which could be used for club motor sport, which is not highly developed, and which may or may not be registered for road use.

In order to rationalise the present situation it is suggested the following two classes of car be developed, viz,

Road Registered Class

1. To be eligible for this class cars must comply with the provisions of Groups A,B,C,D, or E, and generally comply with the general requirements for cars used for racing, e.g. safety equipment
2. The car must be properly registered with a State or Territory Traffic Authority for use on public roads, and must be maintained in a registered condition, except for the exhaust system.
3. Wheel rim width must not exceed $8\frac{1}{2}$ ".
4. Tyres must be of a make and type which appears on the list acceptable for Group E (production Cars).

Cont'd.....

It should be noted that the foregoing regulations simply apply street requirements to general CAMS classifications - a road registered version of our conventional grouping.

Club Cars

In order to cater for vehicles of limited modification, aimed at general purpose club use, and perhaps retaining road registration (although this is not essential) a separate class may be established. These regulations describe a limited version of Sports Sedans, which is probably fairly close to the sort of car used by the average club member.

The following regulations are suggested -

- Comply with the provisions of Group B, except that;
- original coachwork externally, save that mudguard flaring or the fitting of mudguard extensions is permitted, increasing the maximum width by no more than cm;
- all of the major mechanical elements, i.e. engine, differential, and gearbox must be as supplied by the manufacturer save that the exhaust system is free but must remain roadworthy; the induction system is free to face of the cylinder head, but must be road registered;

there is total freedom to remove metal from the cylinder head;

all springs are free;

a maximum of .040"/1mm overbore is permitted;

pistons, connecting rods, camshaft, and all reciprocating and rotating parts are free;

the clutch is free;

the final drive ratio is free;

Cont'd...

- the electrical system is free;
- the front seats may be replaced;
- the carpet and underfelt may be added or deleted;
- instruments may be added to the dashboard and/or relocated;
- the steering wheel may be replaced by one which is CAMS approved;
- the brakes must be as supplied by the manufacturer save that brake lining material and surface area are free;
- the suspension must be of the configuration as supplied by the manufacturer, but is otherwise free. By configuration is meant the type of spring, the number and location of shock absorbers, the general design and layout of suspension. Anti-sway bars may be added.
- accessories, e.g. additional lamps, mirrors, wireless etc are free.

In general, this class is designed to cater for those who require a genuine club level car. It should satisfy those who want to run a car which looks outwardly standard, retains the major mechanical components supplied by the manufacturer, but allows for the normal club members disposition of tinkering and improvement.

.....

It is proposed that the road registered class should be permitted only at second and third level circuits, and at restricted meetings at other circuits; and that club cars should be permitted only at second or third level circuits, and at meetings other than National Championship or International meetings.

Comments on the foregoing are sought and should be addressed to CAMS, Box 441, P.O., Camberwell. 3124, quoting the reference "Club Cars", or contact Ann Thomson, 378 1368 your CAMS delegate, who will pass on your suggestions.

TOURING CARS

The Motor Racing Executive Committee has recommended that under the provisions of policy decision made some time ago which permit the use of alternatives and modifications designed to enhance durability, Mazda RX7 cars in competition may utilise a revised pinion bearing and differential carrier.

WEIGHT

The weights of Touring Cars continue to be reviewed, and it should be noted that from 26th March, weights will be amended or determined only by the Motor Racing Executive Committee. The review of weights of the VC Commodore, in both its SL and HDT forms, is awaiting input from the Marlboro Holden Dealer Team.

GT CARS

The Motor Racing Executive Committee rejected a submission that the De Tomaso Pantera should be included as a Group D/GT Car.

It has been determined that the base of the windscreen referred to at regulation 4.2(b) in Group D is the original windscreen base on the car. Any replacement windscreen must be of the same general shape as that which it replaces, and must be interchangeable with the original equipment item.

CARS - RIDE HEIGHT

Appendix C of the National Competition Rules contains the general requirements for Formula One and Formula Two cars - page 268 of the 1982 Manual.

Paragraph (2.1(b) contains the words -

"Under no circumstances can any part of the body-work or of the suspended part of the car be below a horizontal line passing 1 cm under the bottom of the driver's seat and at least 4 cm above the ground the car being in normal racing trim with the driver on board."

Cont'd..

Clearly the intention of the regulation is to require that cars maintain a reasonable ground clearance, and in general to prohibit parts of the car (other than the wheels) from touching the ground whilst the car is in motion.

It may be that some persons seek to circumvent the Rule by including in the car's equipment a facility for raising and lowering the height of the car at will.

With immediate effect, any device fitted or attached to a car, the effect of which is to at any time vary the ground clearance (particularly to reduce it below the minimum level specified) is not permitted.

Cars so equipped will be rejected by Scrutineers, or caused to be withdrawn from practice or racing, and the entrant of such cars charged with presentation of an ineligible vehicle.

SCRUTINEERING

Scrutineering at race meetings varies from circuit to circuit. Machine examiners are of course concerned with safety and with the integrity of the vehicle. It is fairly consistent throughout the whole of the sport.

On the other hand, matters of eligibility are many and varied, and at each meeting it is simply not possible for Scrutineers to check every item which may render a car ineligible.

.....

GROUP D - GT CARS

Some clarification of the regulations for GT Cars has been sought, and the following should be noted by intending competitors, viz-

Regulation 3.3

Now reads -

"No modification may be made to the Series produced body shell unless specifically provided for in these regulations. Rocker panels may be altered for ducting purposes". Cont'd.

Regulation 3.9 (e)

Now reads -

"An inner panel is required, in order to prevent anything thrown up by the wheels entering the cockpit. This can be achieved by any means at all, so long as the habitacle is totally sealed from the wheel well area."

Regulation 3.10 (g)

This regulation permits certain components to be attached to bulkheads. Clearly, if there was to be a total prohibition on components in the cockpit, the words "except for components installed up against or through bulkheads" would not appear in the regulation.

Regulation 5.1 to 5.5

Mean -

"The chassis and suspension are free, save that the original wheel base must be retained, and the minimum of 175mm from the original door sill to the ground must be maintained."

For the greater part, the Group D regulations were taken directly from the old FIA Group 5, and from various IMSA requirements. Further clarifications or interpretations will be published as potential problem areas are drawn to our attention.

.....

HELP WANTED - at the Club's future Hillclimbs in the way of Flag Marshalls, if interested please contact a Committee member.

.....
John Campbell - I don't know how you used to bring out such huge Octagons years ago - I've just informed Peter that the house keeping has gone up - I'm sure you wouldn't be able to do it to-day and that it was before M,K & B.....

G.T. CARS - 1982

This list offers an example only. There may be other cars eligible, which are not listed.
Consultation should be made with the CAMS Offices.

.....

ALFA ROMEO

Alfetta	GTV 2.0
"	GTAM
"	GT 1.6
"	1.8
"	2.0
Giulietta	1.6
"	1.8
Alfasud	T.1
"	Sprint
Montreal	

ALPINE

A310 - V6

AMERICAN MOTORS

Gremlin
Spirit

ASTON MARTIN

DBS V8

AUDI

80, 805, 80GT, 50GLE
5E
5 + 5
100

BRITISH LEYLAND

Rover	3500
"	2600

BLW

316, 318, 320, 323, 520,
525, 528, 633CSI, 635CSI,
733

CHEVROLET

Camaro 70 -350
Vega
Nova 11
Vega Monza
Corvette Stingray 350

CITROEN

CX	2000
"	2200
"	2400

DAIMLER BENZ

Mercedes Benz - 280, 280E,
280CE, 280SE, 350SE, 350SLC,
380SEL
450SE, 450SLC

FIAT

131 Supermirafiori
Superbrava
132, 132S

Cont'd..

G.T. Cars Cont'd....BRITISH LEYLAND

Jaguar	XJS	
"	XJ6	
"	XJ12	
"	XJC	
MGB GT		
"	V8	
Triumph	TR7	
"	TR8	
"	Dolomite	
"	" "	Sprint

FORD

Escort	RS2000
"	RS1600
Capri	V6
Cortina	6

FORD AUSTRALIA

Falcon	XC, XD
--------	--------

GENERAL MOTORSHoldens - Isuzu

Commodore	
Gemini	
"	22

HONDA

Accord
Prelude

LANCIA

Beta	
"	Coupe
"	HPE
"	Monte Carlo
Stratos	

NISSAN

Stanza
Pulsar
Bluebird
Skyline
260C
280Z

PEUGEOT

504, 505, 604, 504 CoupeV6
104, 10425, 204, 304, 3045
304 Coupe.

PONTIAC

Firebird Trans/AM

PORSCHE

911, 924, 924 Carrera, 944,
928, 928S, 930 Turbo

RENAULT

RS Turbo, R12 Alpine,
R17 TS, R18, R18 Turbo
R20.

LOTUS

Esprit

MITSUBISHI

Colt/Mirage	
Sigma	2.0, 2.6 Turbo
"	Scorpion
Valiant	

Cont'd...

G.T. Cars Cont'd....SAAB

96 V4
99, 99 Turbo, 900, 900 Turbo

TALBOT

Avenger
Sunbeam, 1.3, 1.6, 1.8
Sunbeam Lotus

SUBARU

Leone

TOYOTA

Corolla
T18
Celica

TOYO KOGYO

Mazda 323
" 626
" RX7
" Cosmo

VAUXHALL

Chevette HS2300
HCl800
Firenza Magnum
Viva Magnum

VOLKSWAGEN

Passat
Golf
Scirocco

VOLVO

242, 242GT, 244, 264, 343

TVR

Tasmin

XXXXXXXXXXXXXXXXXXXX

Congratulations to John & Maise Campbell on the safe arrival of Andrew - brother for Fiona.
.....

WANTED - '68 Mk1 MGB - Drivers side door capping, Heater and control also. Peter Rayment 30 3148 (A/Hrs) or see him at the Clubrooms any Friday night.
.....

Found in one of our clean-ups at Hamilton (Mum's place)

CREED FOR M.G. OWNERS

The MG is my car, I shall not want another;
It maketh me to lie down in wet places;
It soileth my clothes,
It leadeth me into the paths of ridicule for
it's name sake.
Yea, though I accelerate down the hills,
I suffer intermittent miss up them,
It's oil pressure and axles discomfort me.
It anointeth my face with oil.
It's tank runneth over.
Surely it will not be with me all the days of
my life,
or I will go dwell in the house of the insane
forever.

Food for thought....

M.G. MUTTERINGS

Since last magazine the main things to report are MacLean's Bridge with over 300 sports cars of all makes. It certainly is a good day to have a picnic on Mother's Day. We had a good roll up of members.

Also, it is a good day to see members without the pressure of any event except eating etc.

We also had an Economy Run which ended up being a beaut drive to the coast. The cars had to zig zag up and down the ranges along the hinterland behing the Gold Coast. The weather was perfect and a BBQue on the banks of Currumbin creek finished the run.

A Lotus Europa won with 54 m.p.g., followed by a Spitfire on 51 m.p.g. ---how's that for economy!!

Mal in his Midget averaged about 45 m.p.g. so he lead the MGs in as far as economy goes.

As I said the day was terrific so economy tended to take second place.

The next sports car events for the C.S.C.C.A. Championship will be the Iron Man Week-end, with full particulars of same on page 11 of this magazine.

After this a break until 12th September, when there will be a Motorkhana at Koralbyn down near Beaudesert, where one will be able to swim in the pool etc. if you are running.

If you are interested in any of the C.S.C.C.A. activities please give me a ring on 30 3148 (A/Hrs) or 225 7168 (B/Hrs)

Peter Rayment.

.....

Warning!!! Continued from Page 29

I hope that some of these thoughts might help people who are having any work done on particularly anything, but particularly on a car, a job costing thousands may end up costing you a lot more in the long run if it has not been done properly.

If you don't know anything about anything see if you can do a class at a TAFE college or adult education class on various facets of any work that you may be going to get done be it at home, car or play. At leaset you will be able to see if you are being done or not.

And Good Luck.

.....

Attention Rally Enthusists

Ipswich West Moreton Auto Club have asked us for help to run their coming Rally -31st July. If interested contact R. Martin on 281 6857 after 5p.m. weekdays.

ALSO ALSO ALSO

Ann is wanting help to run the MG.C. CAR CLUB'S RALLY -----21/22 AUGUST -- so please support your Club ring Ann to-day and offer your services. Phone 378 1368 anytime.

WANTED - MGTf radiator shell. Glyn Philips Phone 396 739AH.

.....

FOR SALE - MGB '68 Model, white colour, newly sprayed, new tyres 1st class condition \$6,200. Brian Aspin Phone 281 7218 (A/Hrs) or 271 2911 (B/Hrs).

.....

WANTED - MGB '68 Mk.I. Hood and Bows or just the bows as Brian's son David had his stolen. Brian Aspin Phone 281 7218 (A/Hrs) or 271 2911 (B/Hrs).

.....

TO WHOM IT MAY CONCERN

Harry Hickling, MG Car Club NSW, 13 Bolingbroke Pde., Fairlight NSW 2094 wishes to know if you are the proud own of a MGA Twin Cam.

.....

Attention Sport Car Owners

If you are wanting prices of various T type, or MGA parts (i.e. mainly body panels etc.) then contact Peter Rayment (30 3148 A/Hrs) as he has a list recently received from a Company in Melbourne.

.....

BODS & BENDS

Congratulations go to proud Grand-Dad Bob Cossor on the safe arrival in Melbourne of twins Nicole & Belinda to Bob's daughter Marlene, who for the record had the 3rd set of test tube twins born in the world (normal birth). Hope all is still going well with them.

.....

left it at 42.48. It was a pleasure to hear the throaty roar of the supercharged VW accelerating up the hills and his runs looked so effortless, but they were quick. Ivan Tighe bought the Chevron F5000 down to enjoy himself, this year claiming second outright in a time of 43.75secs., which must be his quickest time ever at Mt. Cotton. A time which is indeed tremendous in a car belonging to the category of vehicles so often described as Formula Dinosaur. Third was Garry Cossor in the Sceptre V8 on 44.05. It was good to see Garry at the Championship meeting once again as Garry always gives the top runners a good challenge for the fastest time of day.

Michael Sullivan was next in the Bowen Hay P6 on 44.66secs. This car is the ex Barrie Garner machine which was badly damaged by fire at a New South Wales Hillclimb Round several years ago. The car is in the traditional Garner colours - black and chrome and is the usual ultra clean state in which Barrie always maintained his cars. Bruce LeGarde was next in the BSC in a time of 45.24 which made him the second fastest Queenslander behind Ivan and for the first time this year ahead of Ian Peters. We hope to see an interesting tussle between Bruce and Ian in the remainder hillclimbs this year.

Mel Mason (A=H Sprite) won the Sports Car Services class for Post Vintage & Historic Cars (Groups J,K, & L) in a time of 57.6 secs. Mel was quick all day but his victory was aided by the troubles that plagued Brian Spain MGA who had only one trouble free attempt. After chasing his misfire all day, Brian's last run was clean to record a 60.0 secs.

The Abingdon Spares class for Group M of the Post Vintage & Historic Cars was won by Ted Peel in the supercharged Renmax in a time of 58.0 secs.

And so as the sun sets slowly in the west

Club Point Score as at 23rd June, 1982Motorkhana

A. McConnell	22
G. Carpenter	20
Brian Cossor	16
John Frish	16
Wayne Cossor	12
Barry Smith	12

Speed

I. Peters	48
J. Davies	42
A. McConnell	42
K. Thomas	40
A. Jay	40
S. Austin	40
M. Spiden	40
J. Rose	36
B. LeGarde	32
Bob Cossor	32
B. Rutherford	28
B. Smith	24
P. Rayment	24
G. Noble	22
Bev Cossor	20
W. Muir	20
R. Scouller	20
C. McCuddenn	20
D. Merkley	20
N. Coleman	18
J. Frish	16
N. Johnston	16
J. Heffernan	16
D. Mewing	12
T. Corbett	12
Brad Aspin	12
G. Haseler	12
Kev Smith	12
G. Johnson	8
G Phillips	8
Brian Aspin	8
T. Reig	8

Racing

J. Campbell	5
J. Fraser	5
K. Horgan	5
A. Jay	5
A. Scott	5
I Tighe	5
W. Parr	5
K. Duce	4
D. Johnson	4
G. Noble	4
W. Muir	3
J. Rose	3
B. Lawrence	2
N. Coleman	1
J. Heffernan	1
W. Parr	1
T. Reig	1
K. Smith	1
E. Thomas	1

Cont'd overleaf.....

Club's Point Score Cont'd..

Night RunsDriver

P. Rayment	40
K. McConnell	28
A. McConnell	22
L. Melrose	13
P. Hutchison	7
B. Smith	6
D. Mewing	3
J. Frisch	2

Navigator

D. Rayment	40
M. Spiden	36
W. Cossor	6

.....

RALLY CHAMPIONSHIP 1981

This is a somewhat belated announcement, but people keep on asking and certainly the local press don't tell them anything. The 1981 Queensland Rally Championship was won by ;

MURRAY COOTE driving the Grand Prix Mazda entry and navigated by BRIAN MARSDEN.

Second were Peter Glennie and Brian Smith and Third were M. G. Car Club members Paul Jones and Dale Jeffreys.

.....

FOR SALE - 3 Main bearing MGB motor (complete) needs rings and bearings, \$230 ONO; MGB Towbar\$20; L.H. Door capping \$5; any enquires please ring 399 3736 and ask for Len.

.....

FOR SALE - Original MCGGT, 1969 Primrose, with black interior. Sunroof, wire wheels, elect. o'drive, radio.\$8,500 ONO Phone 350-2447 Dick & Annette Gurley.

President's Page Cont'd from Page 3.

Unfortunately the day was not without incident with Craig Kinmonth upending with the second loop followed by Ron Wanless trying to emulate our own Spinner Thomas who not to be outdone tried to do a "short take off and landing" after coming over the leap all out of shape (no doubt getting practice in, in case he gets called to the Falkland Islands). Fortunately, despite all the mishaps the only injuries were the drivers prides.

The after race barbeque and drinks kept quite a few of the competitors and friends back and by the looks of things plenty of the bubbly and 4X were consumed to dull the senses of quite a few people if the action of our favourite Anglia tank driver was anything to go by as he did the HAWAIIAN fire walking act (well done Barry).

By the way "If you know anyone who doesn't drink. Feel sorry for them because, when they waken up in the mornings they know that it is the best that they are going to feel all day.". Just thought I'd pop that in for all you imbibers of the amber fluid.

One person I think we were all pleased to see was our Keith McConnell, looking better than I expected after his recent surgery (take it nice and easy Keith),

For the second year Apex did the catering for us and made a terrific job of same keeping the not inconsiderable crowd fed and watered.

In closing I would like to take this opportunity to thank you all for the help you gave during this championship week end for 1982 whether it was monetary or purely physical it was really appreciated and I apologise to those I didn't thank personally.

Yours,
El Presidente
BRIAN

REMEMBER - If at first you do succeed. Think carefully about taking anymore chances.....

A WORD OF WARNING!!!

For people who are planning on having work done on their car, house etc. I might offer some advice.

In our free enterprise system, you the consumer are on the wrong end of the stick. The law at present it would seem would benefit the firm and you could be left with a hefty bill, shoddy work and a realization that you have been had!!

Unfortunately, you normally can't find out what a firms work is like until you have had it done, then you will find that everybody knows what they are like.

If you then find the work is shoddy and have been charged for work that has not been done you will find it very hard to find some person qualified to help you realize your claim against the firm doing the work.

So... if you are intending to get some work done;-

- 1/ try to find if anyone knows their work (for good or bad).
- 2/ try to get an estimation (in writing if possible) of what the work will cost (remember people can charge what they like).
- 3/ put an upper figure on the work, after which you have to be informed before they go further.
- 4/ if it is a big job - try to inspect the work as it is proceeding. If the work is no good then either make them fix it or cut your losses and take it some-where else.

Cont'd.
Page 23...

SPINNER THOMAS' DIARYLakeside - 19.6.82

Practice for the Sports Sedan Championship.

The Torana was having drive line problems amongst other problems. After about 6 laps I pulled in thinking I had broken an axle, after removing both axles and a diff and not finding anything wrong I was puzzled! So I moved up to the clutch. I backed it off just enough to get into gear.

In the 2nd session it was still losing drive out of hungry but not as bad as before. Rusty French frightened the heck out of me, passing me around the back under the bridge. It made me aware of the speed differential.

Overnight I had time to think about this drive problem, coming to the conclusion the front end was moving around and pushing the clutch in on left handers, not real good ha!

Sunday - 20.6.82

I tried tightening the front end up. First round I started 16th or last on the grid. Thanks to some real sticky tyres I made a great start, no wheel spin at all and jumped 4 or 5 places. After 3 or 4 laps I was overtaken by Allan Jones and then Colin Bond, wow they were that fast I didn't even see them go past. I was having a great dice with Fred Sayers in a mini and Malcolm Rea in the Capri V8. Every 2nd lap Fred would out brake me into Karousel and next time down the straight I would pass him, this went on for 13 laps when Malcolm Rea's Capri passed us both down the straight, as I said no substitute for horse power, but he could not stop and went straight off the end.

Steve Land was also lapping us at the time and I think Malcolm was watching him as well. I finished the race in 11th place or 2nd last.

Cont'd....

Spinners Diary Cont'd...

But I had a ball.

Allan Jones and Colin Bond lapped everybody, me twice.

During the break I checked the oil as I'm still having oil surge.

Round 2.

Two warm up laps - cabin fills with oil smoke. Oh-No! I forgot to put the breather back in the dipstick hole. I made a great start again but after $\frac{1}{2}$ a lap it was all over - too much oil was pouring out, I pulled into the pits and watched the race from the pits - that's motor racing.

Ken (Spinner) Thomas

XXXXXXXXXXXXXXXXXXXXX

Hillclimbing.....

After trying rally cross at Mount Cotton which is no fun at all, this year I did it in full view of the crowd and not a photographer in sight, at the C'ship Meeting on the 6th June.

Next year I will try and stay on the track for a change.

After some work by Barry Wraith I made the trip to Grafton Hillclimb, which was run the week after our Championship meeting.

I ran second to Garry McPayden who did a 30.3, with my time at 31.3, I think.

Up until the last run I was in 4th place with a holden powered Escort and a V8 Torana in front. I was lucky enough to stay on the track all day.

Spinner

GRANT'S GARAGE SALE!!!!

Xflow alloy head suit 1500 'B' series, repaired, needs finish machining. Offer around \$150.

2 off 9X13, 2 off 10X13 new Mawer rims 4½" PCD \$240

4 off 8X13 steel rims 4½" PCD \$40

4 MGB wire wheels VGC \$360

2 MGB wire wheels need repair \$40 each

MGA/B weber manifold no linkages \$20

MGA 1600 left and right tail light plinths Offer

MGA 1500 front park light Offer

MGA flared front fibreglass guards perfect cond. \$100 each

VH 44 power booster \$2

Sprite non xflow radiator Offer

1761cc Ford xflow engine wet sump 3 hours use., comp. clutch light f/wheel 85mm Mahle pistons Hart caps line bored stainless O/S exh and inlet valves in modified head shot peened rods 121X Tighe cam and distributor to suit. Inlet manifold and linkages suit 45 mm webbers sell below cast at \$1,200.

MGA standard speedo/tacho/fuel guage Offer

XB Falcon station wagon very good condition, tow bar, bucket seats, carpet 250 T bar Auto, radio, new ball joints and muffler 10 months rego. excellent tow car -\$2,900 ONO

Grant Beaumont Phone 391 8009 A/Hrs.

'Application for Membership Form'

THE SECRETARY,
M.G. CAR CLUB OF QUEENSLAND,
G.P.O. BOX 1847, BRISBANE.Q. 4001

NAME, in full.....
ADDRESS.....
OCCUPATION.....PHONE/S.....

PARTICULAR OF VEHICLES

MAKE.....MODEL.....YEAR.....REG. NO.....
ENGINE NO.....CUBIC CAPACITY.....CCS.

I, the undersigned, hereby apply for membership in the M.G. Car Club of Queensland. This application is subject to the acceptance by the Executive Committee and extended on condition that I will agree to abide by the Rules of the Club and Centre.

Dated.....Signed.....

Attached please find cheque/cash for £22 being Annual Membership Subs.
\$3 Joining Fee

Proposed byNo. Q. Seconded by.....No. Q.
If you are a M.G. owner you do not have to pay the \$3 Joining Fee.

The Official Magazine of the M.G. Car Club of Queensland,
Affiliated with C.A.M.S. and with the M. G. Car Club
(Home Centre).

C O M M I T T E E

<u>PRESIDENT</u>	<u>Phone Home</u>	<u>Work</u>
Brian Aspin	281 7218	271 2911
 <u>SECRETARY</u>		
Joan Appleby	57 1561	
 <u>TREASURER</u>		
Ann Thomson	378 1368	
 <u>CLUB CAPTAIN</u>		
Malcolm Spiden	266 6350	225 2933
 <u>COMMITTEE</u>		
Bob Cossor	209 8000	
Greg Johnson	341 1672	
John Heffernan	343 5772	341 2985
Phil Hutchison	355 1085	48 5061

POSTAL ADDRESS
G.P.O. Box 1847,
BRISBANE.Q. 4001

ADDRESS OF CLUBROOMS
18 Nash Street,
ROSALIE.Q.

xxxxxxx

C.A.M.S. Delagete - Ann Thomson - Phone 378 1368

xxxxxxx

The Committee meets regularly each fortnight at the Club-
rooms, if you have any queries, suggestions or whatever
concerning the Club then contact a Committee member to-day.

xxxxxxxxx

Next issue of the club magazine due out at the end of
August so drop your proof to the clubrooms by the 15th
August---please.