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ALL ENQUIRES TO THE EDITORS C/- Box 1847 GPO BRISBANE.



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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.



**THE M.G. CAR CLUB  
OF QUEENSLAND INCORPORATED  
1992 CLUB CALENDAR**



**MARCH**

- 13th Night Run
- 14th National Meeting Get Together at Rayments
- 15th Motorkhana - QMC1 GCTMC
- 19-22 Gold Coast Indy Cars
- 27th Magazine Night at Clubrooms

**APRIL**

- 3rd Technical Noggin & Natter Night at Clubrooms
- 4-5th Lakeside Race Meeting - QGRA
- 12th Motorkhana - QMC2 CCCC
- 17-20th MG Nationals Tasmania
- 26th Hillclimb - Mt Cotton

**MAY**

- 1st Magazine Night at Clubrooms
- 2-3 Lakeside - Touring Car Round
- 4th Motorkhana - QMC3 CACA
- 9th Night Run
- 10th Mothers Day at McLeans Bridge
- 17th Lakeside Supersprint - Marque
- 24th Inaugural Empire Sports Car Challenge - GCMGCC
- 30/31 Queensland Hillclimb Championships

**JUNE**

- 7th Grass Motorkhana - Contact Carl Stecher 399 5602 for details
- 8th Grafton Hillclimb
- 14th Motorkhana QMC3
- 19th Magazine Night at Clubrooms
- 20-21 Lakeside Historic Races
- 26th Night Run

 Denotes MGCCQ pointsoring event

PLEASE NOTE ALL DATES ARE SUBJECT TO CHANGE WHEN CALENDAR IS FINALISED

# THE M.G. CAR CLUB OF QUEENSLAND INCORPORATED



## 1992 CLUB CALENDAR

### JULY

- 4-5th Lakeside - Sports Sedan & Prod Car Champs
- 10-12th Australian Rally Championships - Qld Rnd
-  12th Motorkhana - QMC5
- 17th Night Touring Assembly - Marque
-  19th Hillclimb - Mt Cotton

### AUGUST

- 2nd Bitumen Motorkhana - Marque
-  14-16th Ironman Weekend
-  23rd Motorkhana - QMC6
- 28th Magazine Night at Clubrooms
- 29-30th Lakeside - Truck Races
- 30th All British Day

### SEPTEMBER

-  6th Motorkhana - QMC7 GCTMC
- 13th Australian Hillclimb Championship - Grafton
- 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
- 25th Lakeside Race Meeting - TBA

### 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

The MG Car Club of Queensland have Clubrooms located at 9 Nash St Rosalie ( the old CAMS Offices).

These are open EVERY Friday Night for the enjoyment of members & guests. Feel free to call in any time after 7.30pm for a natter.

For more details of coming events & activities in the clubrooms keep your eye on the calendar or contact David Robinson for more details.

PLEASE NOTE ALL DATES ARE SUBJECT TO CHANGE WHEN CALENDAR IS FINALISED

## ACCESSORIES

**KEY STARTING** was a new feature of the 1949 Chrysler range of autos. Although the Fiats of the 1930's & 40's ignition keys in the form of a plunger, pushed into the lock to give ignition, then rotated to give various combinations of lights.

**OIL PRESSURE LIGHTS** first appeared in 1926 on the 14-45hp Talbot. In 1921 the American Wills-Sainte Claire featured **REVERSING LIGHTS**. Morris & Alvis of the 1922 era were fitted with **HIGH & LOW BEAM HEADLAMPS**. A novel addition to the 1953 Fiat 1900 was an **AVERAGE SPEED CALCULATOR**.

**CAR RADIOS** began to appear as early as 1933 in Crossley while Hillman offered them in 1934. In 1956 Chrysler offered a **RECORD PLAYER** as an option on their range of vehicles while the first **CARPHONES** (radio-telephones as they were known then) were available in 1959 in Great Britain.

**HEATERS** area almost as old as the car its self, "motor hot-water bottles"? (upolstered to match the interior trim) were recognised as accessories in the early 1900's. The radiator type heater as we know it appeared in 1926 while foot warmers were available in 1897 Cannstatt Daimlers. **DEMISTERS** appeared in the 1930's.

In 1938 Nash offered **AIR-CONDITIONING** in their range of vehicles.

*So your now a little upset I dont blame you. Maybe next time someone says "I like your new CAR" you may like to show them this little piece. Maybe you wont just thought I'd let you know.*

## OF MEN AND CARS

An author known as Romsey Quints penned this article for SCW in December 1965.

**WATCHING** Denise McCluggage, pink polka-dot crash hat and all, fall out of an upside-down Mini the other day (it was a Ford film with a comprehensive selection of shots of Minis demolishing themselves) reminded me of how important birds are to motor racing. Mind you, I don't entirely agree with birds playing racing driver, although there are notable exceptions (Lorraine Hill for instance is so petite and charming you can hardly believe it when she goes out there slamming gates on all the hotshoe clubmen and frightening the flaggies into a state of the shivering quits).

No, I mean the birds that decorate the place in all their bright colors; flesh pink predominates in winter and nigger brown in summer and hoo boy some of the navels are fit for Omar Khayam and a loaf of bread and a jug of wine and shazam. Motor racing birds divide up into fairly strict types. There are the ones who sit on or around the Lotus Super Seven or the Sprite all day, holding spanners or Tarax cans or a crash helmet or the team timing board. They never seem to do anything or go anywhere, even to the toot. Occasionally Fred C. Fernderm comes along to feed them with a sandwich, but their sole job seems to be to sit and mind the store.

Then there are the ones with swing-axle rear suspension ("like two boys fighting under a blanket", says one particularly lecherous friend of mine) and two-way stretch slacks that were sprayed on only that morning. Their job seems simply to walk up and down the pit lanes all day. Just that. No more. In my darker moments I sometimes feel that Jane or Beechey or Manton imports them specially to be turned loose when the opposition's mechanics are trying to get the timing right or the carburetors set. Motor mechanics are an impressionable lot at the best of times.

Then there are the officials' wives, girlfriends, current runabouts, and what-have-you. You never see them. They're always stacked away in a cool

caravan or down by the lake because they've been there before and they know all the rules. The flaggies' birds, however, can be tracked down after careful stalking downwind — the long grass back of the flag point. They're always flaked out, sleeping in the sun. Part of the training of a flaggie's bird is to be able to sleep through a whole day of motor racing 20 ft from the edge of the track. They probably go home afterwards and spend the whole night staring wide-eyed at the ceiling because it's just too damn quiet to sleep.

There is a number of other species, like the Red-Nosed Sunburner, the Ignorant Twitterer (that's the one with a call that goes something like *thatdriverisbesthesgotsuchmiceeyes*), the Plumed Camp Follower, and the Spotted Esky-Toter. But they are quite familiar, in one form or another and we won't spend time identifying them.

You come across some shattering happenings while bird-watching, which I normally do while Formula Two or marque sports car races are on. Down inside the Esses at Warwick Farm not long ago I was using Ian Fraser's 2 ft long telescopes (it looks like a piece of downpipe and when you point it at a car the driver goes white around the gills) to check on the spectator numbers at Beer Can Bend, known otherwise as Creek Corner, Norm's Nook, or (by the constabulary) as Rorke's Drift. There is a rustle in the bushes by the creek which runs around the back of the circuit there and this peasant emerges trailed by his ever-loving and a brood of kids. They were carrying ice-boxes, blankets, enough food to support Napoleon's retreat from Moscow and an inflatable rubber raft, which Father proceeded to deflate. They had paddled across the creek after what must have been an epic forced march over the boondocks in back of the circuit. There are harder ways to get in free, but I haven't found them yet . . .

LAKESIDE SUNDAY 16th FEBRUARY

MG CAR CLUB OF QUEENSLAND opened the 1992 season with an excellent meeting. 23 events for all categories of cars were presented including the opening rounds of QUEENSLAND FORMULA VEE & SPORT SEDAN CHAMPIONSHIPS.

A large crowd, fine weather & some close racing combined to mark the THAI TASTY TAKEAWAY 1st round of the QLD VEE Championships. John Young in his Spectre took the honours in this event.

The Gemini's fronted a 23 car field of DUNLOP MONZA D8 shod vehicles. The first meeting for these cars on the above tyres proved they will be equally as spectacular. The 8 lap Feature sponsored by DUNLOP was an exciting affair with Rod Dawson winning from Terry Morris while Paul Lividitis scored thlrđ. All three finishing under the same blanket.

Clive Peasey scored a popular win in the GRAND PRIX CAR SALES of ASPLEY combined Formula Ford & Sports Car Feature 8 lapper. 2nd place was filled by John McLennan's Swift while Greg Fahey scampered home in 3rd place. First Sports Car was David Barrams 4th placed ASP. One driver who didn't have the best of days was Rex Keen who after problems in Saturdays private practice spent the race day running in a new motor. Rex will be competing in this years Formula Ford to Europe Series. Good luck pal.

The SPRINGWOOD QUICK PICS Appendix J/Marque Sports Car Feature was an 8 lap cake walk for the Harburg Porsche while the bellowing Chevy Nova of Don Thallon finished 2nd & Brian Brook assumed 3rd place in his Cooper S. Warren Lee's start to the season was marred when his immaculate EH blew its self to bit s in a spectacular manor in Sunday morning practice.

Craig Nelson showed a clean pair of heels to Peter Edwards XU1 & Joel O Farrells Alfa in the ROSWAL TRAILERS Street Sedan Feature.

24 HQ's fronted for the LEDA SUSPENSION 8 lap feature. The victor of this tussle was Kurt Krtzman while Michael Olsen & Tim Sipp took the minor placings.

HIRE CLASS FORMAL WEAR sponsored Rnd 1 of the Qld Sport Sedan Champs. 13 drivers entered for the round & the thunder of these cars always set the crowd alight. Brian Bolwell bought out his Sierra & after 10 laps took the flag from the venerable Commodore of John Heffernan. Stephen Voight's Commodore filled 3rd place. A blow up in his normally reliable Gemini robbed Eric Purtil of a good finish after finishing 2nd to Bolwell in an earlier scratch race.

The Regularity Boys where back, some 15 Marque Sports Cars contested two 4 lap events. The 1st sponsored by SHANNONS INSURANCE saw Don Biggars Immaculate 998cc Austin A35 take a win from the Smith Fellow (Barry, the Mt Cotton Gardener, Smith that is) in his red B finished 2nd while Nick Boots Sprite filled 3rd.

In the second event sponsored by SAFE TREAD INTERLOCKING FLOORING Smith, the Gardener got up to swindle the tinwear from Biggar & Strange Paul in his ever immaculate B.

So with the day over everyone enjoyed golden mangoes (XXXX etc) & burgers while the victors collected some very impressive trophies. Well done the organisers, helpers & CAMC officials on a top day.



*The members of MG Car Club of Queensland would like to welcome the following new members to our club:*

*Russell Penfold of Brookfield who drives a Porsche, David Hemsley of The Gap in an MG TD, Donald Battis of Browns Plains who drives a HK Holden, Peter Lancaster of Indooroopilly who drives an MG TC, Phillip O'Callaghan of Nerang who drives an Alfa GTV & Michael Wiltshire.*

*Hope we will see all of you at coming events like the Hillclimb at Mt Cotton on Sunday 8th March.*

Another month has speed past and the National Meeting looms ever so close. Most competitors seem to have their cars well under way. Unfortunately "mine" /"Joan's" has had a serious stomach complaint and now needs much more work done to it before trekking south. Oh well, back to the drawing board. I am looking forward to Tasmania both for the Event and a holiday. What's that you say David on holidays with the family. A shock but true. We have received a great deal of positive comment about the new format of the magazine. John and Helen have been working extremely hard. Keep up the good work. However the magazine needs a few more advertisers, let's here from you before the next mag is due out.

The Motor Show display was very good and I think this certainly helped with our Race Meeting. Terry Hook's Lola is certainly LARGE. Thanks to all that helped at both events.

The Breakfast run was well attended and I would say that all had a good morning including those still up from Marque's Midnight to Dawn Nightrun. A top night - but could have been better if the navigator (insert I here) could read. Much interest on the foreshore at Margate and some new members also.

We have had several new members and I welcome them into the Club. The Club has also had several members become MG Owing Members. Lets hope we see them out in competition.

Affiliation with Home Centre has been sent off and we will advise further on this happening.

The Queensland Hillclimb Championships are now not that far away and is followed by a quiet weekend at Grafton for Rd. 6 of the N.S.W. Hillclimb Championships. If any one requires accomodation please talk to myself for a booking at the Crown Hotel. Go on make up your mind and come away for the week-end. Grafton dates 15th March, 10th May, 6/7 June, 9th August and the A.H.C. 11/12/13 September 1992.

Don't forget that the Qld. Motorkhana Rounds now score for the Club Motorkhana Trophy and Quick Pics have donated a Perpetual MG Motorkhana Trophy. Good Luck. The Club has now purchased a glass showcase to display all this "Fine auld Mugs" and shortly all Perpetuals shall be back in the Club Rooms for all to view and covet. Please return them if you are fortunate to have one or two.

Library and Historical Keeper (Gary Goulding) is now well into this. Spends all his time reading old stuff. Soon to be a "do you remember page" in the Octagon by Gary. Keep up the good work. Any old magazines not wanted and you would like to donate to the Club, please speak with Gary.

Hope to see more of our members at future events.

David Robinson.

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LAMINGTONS LAMINGTONS AND MORE LAMINGTONS

I would like to thank all members, sellers and buyers who supported our lamington drive.

Dominque Crane excelled herself and managed top order of 40 dozen, with Paul Van Wijk coming in a close second.

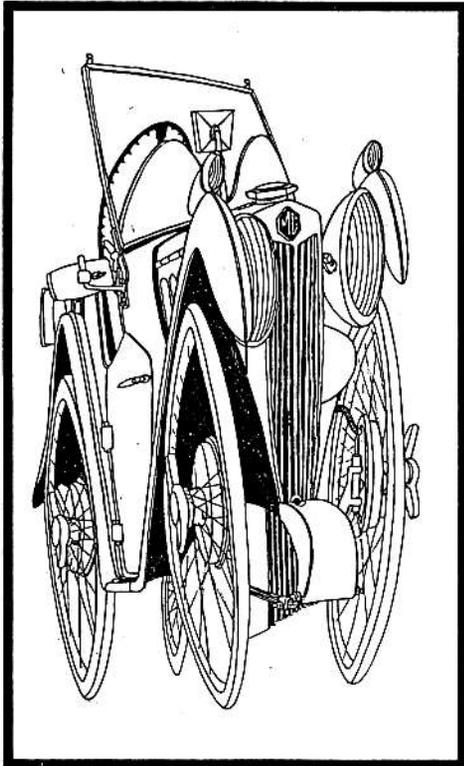
Unfortunately some members rang to say they didn't have enough notice as the Octagon was held up in the mail and they didn't receive their form until after the orders had closed. For those people who thought they were lucky and missed out we will hold another drive especially for you later in the year, with plenty of hotice.

The drive did really well and we cleared \$223.00 profit for the Canteen Building Fund.

Once again thanks for your support.

Jeanne Robinson

OK ALL YOU MG ENTHUSIAST'S THIS IS YOUR SPACE! EVERY MAGAZINE FROM NOW ON YOU CAN HAVE THIS PAGE SO COME ON DONT BE SILENT WRITE ME OR BETTER STILL PHOTOCOPY THE STUFF & GET IT TO ME.



MG FACT FILE:

1. The octagonal MG badge has not always been used on the cars, making its debut on the 1928 models of the 14/40hp car. Previous MG's used the round Morris badge with the Oxford ox and the words "MG Super Sports". The octagon was, however, in use as an advertising trademark as early as 1924 and some parts of MG cars in 1925.
- 2: Traditionally, MG chassis serial numbers for each new type used to start at 0251. It is the factory's telephone number.
- 3: The MG-B is not the first MG to bear this type number, which was originally assigned to the 18/100hp Mark III Tigress of 1933.
- 4: Central accelerator pedals were widely used by European makers until the early 1930's, but though these (like right-hand gear changes) were always considered "U", in Bullnose days Morris had central accelerators while their MG counterparts preferred a right hand location.

DOING ANYTHING ON 14th MARCH BETTER STILL DOING ANYTHING OVER EASTER? WELL FEEL LIKE A NICE FREINDLY BBQ WITH SOME OF YOUR FELLOW MG LOVERS? OK HERE'S THE GUTS - IF YOU'RE GOING TO TASSY AT EASTER YOU'LL BE GOING TO THE RAYMENT HOUSE OF MG ON THE 14th FOR A PRE TRIP GET TOGETHER. I'M SURE IF YOU CONTACT PETER OR DELIA THEY WILL GIVE SUP REGS FOR THE EVENING SO GET ON THE BLOWER NOW. PHONE 300-3148.

WANTED MGB MK2 1968-72  
PRIVATE BUYER WITH CASH  
TELEPHONE 371-3207

WANTED: TAIL LENS RIM TO SUIT  
MG MAGNETTE. ALSO FOR SALE  
APPROX 2 LITRES OF GLASURIT  
THINNERS & 2.5 LITRES OF  
GLASURIT PRIMER FILLER  
(MAKE AN OFFER)  
PHONE: MICHAEL 368 3146



HANDY HINT FOR TASSY  
BOUND THOMAS DRIVERS

RACE CAR TRAILER - 4 WHEEL PLATFORM TYPE.  
I HAVE PURCHASED A CLOSED TRAILER FOR MY  
FORMULA FORD. MUST SELL. NEED THE SPACE.  
PLEASE PHONE REX KEEN 264 3120 A/H FOR DETAILS

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**"The others are only  
complaining because  
they didn't think of  
it first!"**

*- Anyone with a protest  
lodged against their car!*

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**"When you want to  
tune them you just hit  
them with a bigger  
hammer."**

*- Frank Gardner on stock  
block V8 engines*

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## CAMS REPORT

BULLETIN No 269 26th NOVEMBER 1991

### BASIC LICENCES

*The urge to introduce newcomers to motor racing in the most economical manner has led some clubs to abuse of the basic licence provisions.*

*The basic licence is issued to club members who wish to participate in practice or events of a restricted nature, NOT BEING RACING.*

*The Manual of Motor Sport is quite clear in the definition, issue and use of the BASIC LICENCES. Improper use may find the offenders not indemnified by the provisions of the insurance policies.*

### INTER OFFICE MEMORANDUM

*Subject: ROLL OVER PROTECTION*

*It seems that there is some confusion abroad regarding roll over protection in CAMS authorised motor sport. Our official position is as follows, viz:*

*From 1 January 1993 all new roll over protection will have to comply with FISA regulations. The FISA regulations recognise only ferrous materials.*

*Any car which is fitted with an alloy roll bar, and is subject to a CAMS log book issued before the date of introduction, will continue to be acceptable. It is anticipated that this acceptance will remain for the life of the vehicle, but whilst this cannot be guaranteed, there are no plans in place to cause existing roll bars to be replaced.*

*Any vehicle entered in an international event must comply with the international regulations for that event. For example vehicles participating in the Tooheys 1000, Rally Australia and the like must be fitted with roll bars which comply with FISA requirements.*

Hi there!

Back again no complaints you had your chance!

Well February 1992 has gone & as I write this I think March will be just as hectic.

Firstly the MOTOR SHOW. What can I say? To those who organised—thanks to those who spent 4 hours brooding over our display — thanks.

To Blands Nursery, Industrial Hydraulics, Brashes, Vidcam & the Clatworthy's a big thanks for your equipment. To Pauline Graham for the haybails & Tony Jewels for the Vector, Terry Hook for the magnificent Lola, Lyndal Parr, Tony Gould & Peter Kerr for the MG's thanks all of you. The idea of a race track scene obviously worked judging from the Lakeside crowd. The whole thing was a success.

By the time you read this we will have flogged the Mount again.

I'll ask you a question was your car noisy? If your answer is honest you will stop & think!! One day you will be hit with that dreaded problem — is my car louder than 95 dba?

If you have enjoyed the sound of Pete Geoghegan's Mustang storming around Catalina Park in NSW or waited eyes & ears straining to see Frank Matich blasting down Hume Straight at Warwick Farm in his McLaren M10B F5000, what about the thunder of Dick Johnson's XE Falcon as it blasted under the bridge at Surfers you will say those were the days & I can tell you I agree with you 100%.

But what do Catalina Park, Warwick Farm & Surfers Paradise have in common now? YES they no longer support MOTOR SPORT. Why?

NOISE! YES each one is now dead because of the dreaded DECIBEL.

Who is responsible for this? Not CAMS. At the moment only places like Lakeside & the Rally Set are covered under the present CAMS noise rules. I believe it really is not up to CAMS to enforce these rules.

We only blame CAMS when its convenient but really its our sport & our responsibility to overcome the problem.

Eventually we will have a state authority to govern & enforce the noise debate. I can tell you that the rumblings are already being heard. So spare a thought, dont wait for the government to inforce its authority. Lets self regulate & do something NOW. Besides if you are contemplating a trip to Grafton this year you will have to comply with 95 DBA rule. They already have what we dont want.

OK thats not only a beef but a plea to give our sport a future.

Enough of that I read an article in AUSTRALIAN STREET MACHINE magazine about a government move to ban cars older than 4 years.

The major manufacturers support this plan also & are probaly the ones who brought the subject up in the first place. Now that may be OK for the current quality of shoeboxes BUT think of what life would be like without our much loved MG's!

I have copied the article & pinned it to the clubroom notice board please read it & if you feel moved write to the author:

CHICK HENRY

PO BOX 456

DICKENSON ACT 2602.

Im glad all thats off my chest because we still have our sport & our cars and we still have our champions. Talking of champions congratulations to Ivan Tighe on his win in the first round of the NSW Hillclimb Championships at Bathurst. John Boyce made it a Queensland double by pulling off 2nd.

Rex Keens fortunes weren't so good though with the 1st round of the Driver to Europe at Amaroo last Sunday. After bureaucratic bungling he managed 27th grid spot after only 2 qualifying laps. He shot thru the field in pouring rain only to spin and loose half a lap restarting to finally finish 20th. Wait till Winton Rex then get right up them.

Gary Goulding has come up with a Technical Noggin & Natter Night to be held on April 3rd should be well worth the visit. It will be at the clubrooms & light refreshments will be also available. See you there!

OK thats my opinion on the sport this month catch you next month!

# TECNICAL NIGHT. friday.april.3rd. 7.30pm

A SOCIAL EVENING FOR ALL CLUB MEMBERS AT THE  
NEW CLUB ROOMS. (OPPOSITE OLD ROOMS)

THIS WILL BE A VERY INTERESTING EVENING WITH INFORMATION  
AND PRACTICAL DISPLAYS ON CLASSIC CAR INSURANCES, PRO-MA OIL  
ADDITIVES AND THE DILLON MK IV OXY-ACETYLENE WELDING AND  
CUTTING TORCH.

## FIRST MAJOR BREAKTHROUGH IN OXY-ACETYLENE WELDING IN 85 YEARS!

THE DILLON MK IV WILL:

WELD ALUMINUM *easily, even dirty alumi-  
num, with little or no preparation, using stan-  
dard aluminum filler rod.*

WELD CAST IRON *without costly and time  
consuming preheating, utilizing cast iron rod,  
stainless steel rod, copper wire, or even a  
piston ring.*

CUT UP TO ONE-INCH MILD STEEL, *with clean, slag-free, square-shouldered cuts, requiring little or  
no finish work, thus SAVING TIME and MONEY...*

WELD STAINLESS STEEL *quickly and simply,  
without flux or specialty rods.*

ALSO EASILY WELD *mild steel, and broad  
variety of other metals such as brass, copper,  
and alloys not considered weldable with the  
traditional oxy-acetylene torch.*



*Keeping vehicles  
on Australian roads.*

EVERYBODY INVITED.

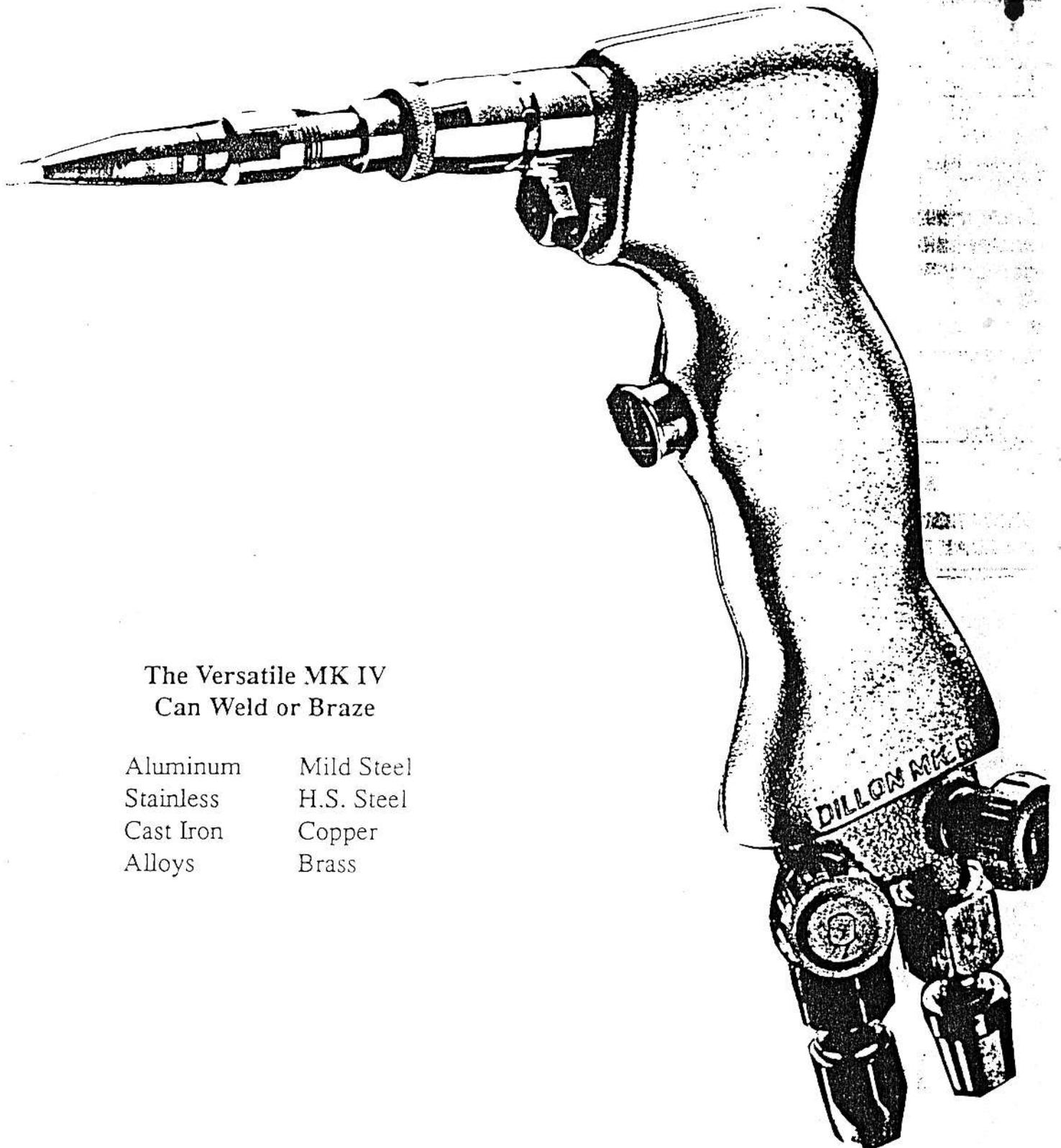
BRING A FRIEND, BUY A DRINK,

HAVE A CHAT, SEE YOU THERE.



# DILLON MK IV

*The Versatile, Portable, Oxygen-Acetylene Welding & Cutting Tool.*



The Versatile MK IV  
Can Weld or Braze

Aluminum	Mild Steel
Stainless	H.S. Steel
Cast Iron	Copper
Alloys	Brass

## MG's maniacs dare to brunch in Her Majesty's Park

The changing of the clocks was enough to throw some members out of their beds and into their cars for an English gentry breakfast. Lies, lies all lies. A group of maniacs in full opposite lock sped around New Farm park in the wee hours of Sunday morning. Some, not mentioning any names (John Walker, John Kingcott, Peter and Rick) had trouble distinguishing which way the 'one way' arrow pointed.

The group of ten cars headed off through the twisting lanes and streets of Teneriffe to Kingsford Smith drive. Turning left, divers reminisced as each exhaust reverberated up through left and right hair pin bends, past Eagle Farm and Doomben onto Deagon racecourse. The run could have been aptly disguised as a 'punter's run'.

Across the Hornibrook Highway onto the last leg when our sedate driving manner became a gear crunching, brake pumping touring assembly. State Emergency officers, for a triathlon, detoured the group through the most consecutive number of straightline roundabouts ever made. A night-runner's hell. It was a cunning plan by the Redcliffe City Council in attempt to deter the group from it's desintation. In mass confussion Thomas, Paul and Kerry Strange proceeded to circumnavigate one of these bizzar phenomena - a roundabout. A need to gain full sensory experience.

On arrival to Her Majesty's Park we were welcomed by the aroma of sauages and bacon. Some members had driven through the night to attend this daring occasion. There were some casualties however. Members and onlookers agreed that the sound emitting from the red Mquette was far from the true performance sound of an MG.

We all brunched in Her Majesty's Park, enjoying the food and company. Thanks to all who attended and hope to see you at the Scavenger Hunt and Bestbrook weekend later in the year.

Fotheringham-Symthe is the sort of bloke we all meet at some stage in our motoring life. He is the type who roars up in a gleaming snorting K3, slaps you on the back and exclaims: "Found it in a barn old son, entirely original and racing history as long as yer arm. Only paid fifty pounds, put in some petrol and away she went, goes like a bomb!" And away he roars, spinning dirt into the open door of your down at heel 'used daily'. But don't be dishearted, you too can churn up the dirt, or at least appear to!

First the engine, the power and size are unimportant, it is the noise that counts, so away with the quietly purring exhaust and seek the noise with the built-in crackle. Perfectly simple to obtain, just pick up a few odd pipes and experiment. Having achieved the correct burble, turn your attention to the general appearance of the car, is it truly sporty? If not, remove the wings, running boards, screen, hood etc: cycle type wings are essential. Not too much coverage, you want to see the tyre treads from the rear.

Bright red paint is the most spectacular, with large matt black circles on the doors being a must. To complete the transformation, an external hand brake lever is a most impressive accessory. It is essential for it to have a large, loud, ratchet for full effect.

Now for a trial run, equipped with helmet, goggles and of course, a flying jacket. Find yourself a set of traffic lights and position yourself about two hundred and fifty yards back along the road to wait for a modern sports job!

When he arrives at the lights, which are on red, follow as noisily as possible and pull alongside, in the outside lane naturally. You apply the outside brake with an accomplished heave and watch for the change to green. Allow yourself a look at the car alongside, but only for a brief superior moment.

At the green you release the hand brake and roar away, the sports job on your left will not dare shoot ahead for fear of a collision, and in any case he is a bit overawed by your noise and appearance. The big secret is to change up into second with no visible body movement, and no interruption in your audible crescendo. Your adversary will then think you are in first gear! If he is still with you at the limit of the false first, you had better come clean and make the next change obvious, with a few blips on the throttle thrown in.

After that he should slow down and let you get away: but if he does not a novel propaganda accessory must now be introduced; this is an ex-berge, bilge pump, which need not be connected to anything, so long as the brass handle is visible. You reach forward now and pump vigorously at this, while, simultaneously (somehow) doing a final, secret, yet audible change into top. Supercharged!

The staggering psychological effect of this upon the driver of the sports job, should put you way out in front. If he is strong will, he may persist, in order to save face, and preserve the good name of the marque, you must now arrange for a convenient right hand turning to appear (a long gravel drive, leading to a large house is very effective) and with a wave of your hand (individual preference of gesture, permissible) slow down and turn off with a great flourish of exhaust. Reprinted from 1972 'Octagon' magazine