



THE OCTAGON

JULY 1994

OFFICIAL JOURNAL OF THE MG CAR CLUB OF QUEENSLAND INC.
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MG CAR CLUB OF QUEENSLAND INC.

PROGRAMME OF EVENTS

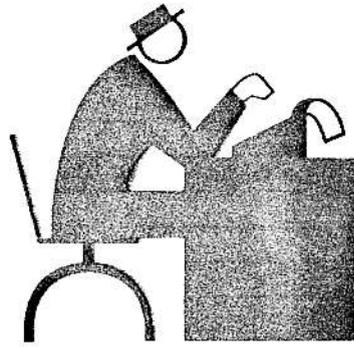
	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
JULY 1994					
	1st	New Members Night	Clubrooms	Delia Rayment	300-3148
	8th	Old Boys Night	Clubrooms	David Robinson	844-1037
	15th	Magazine Night	Clubrooms (check)	David Robinson	844-1037
##	17th	Working Bee	Mt Cotton	John Davies	341-6798
##	22nd	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
##	24th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	31st	Concours (Combined MG Club	Meadowlands	David Robinson	844-1037
AUGUST 1994					
##	14th	Day Run	Anzac Park - 8.30am	Helen & John Kingcott	351-6541
##	19th	Ironman - Night Run		David Robinson	844-1037
##	20th	Ironman - Sprint & Motorkhana		David Robinson	844-1037
##	21st	Ironman - Hillclimb		David Robinson	844-1037
	26th	New Members Night	Clubrooms	Delia Rayment	300-3148
SEPTEMBER 1994					
	23rd	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
OCTOBER 1994					
##	16th	Hillclimb	Mt Cotton	Joan Appleby	857-1516
##	28th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
NOVEMBER 1994					
	25th	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
##	27th	MG Race Meeting	Lakeside	Joan Appleby	857-1561
DECEMBER 1994					
##	4th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	9th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
APRIL 1995					
	14th-18th	National Meeting	Perth		
NOTES:					
	1/. CLUBROOMS ARE OPEN FOURTH FRIDAY OF EACH MONTH FROM APPROX 8PM.				
	2/. PLEASE NOTIFY PAUL STRANGE (3491400) OF ALL CHANGES, ADDITIONS AND DELETIONS TO PROGRAMME.				
	3/. DATES ARE SUBJECT TO CHANGE. IT IS THE ENTRANTS RESPONSIBILITY TO CONFIRM EVENT DETAILS.				
	4/. PLEASE SEE ALTERNATIVE LIST FOR NON MGCCQ EVENTS. CLUB POINTS WILL BE AWARDED FOR SELECTED INVITATIONAL EVENTS.				

FROM THE PRESIDENT/EDITORS DESK

It seems such a short time since the last magazine but here we are again.

I have been out of Brisbane for a couple of weeks and missed the New Members and Old Members Nights. Thanks to all those that helped make these nights a success. The next NEW MEMBERS NIGHT

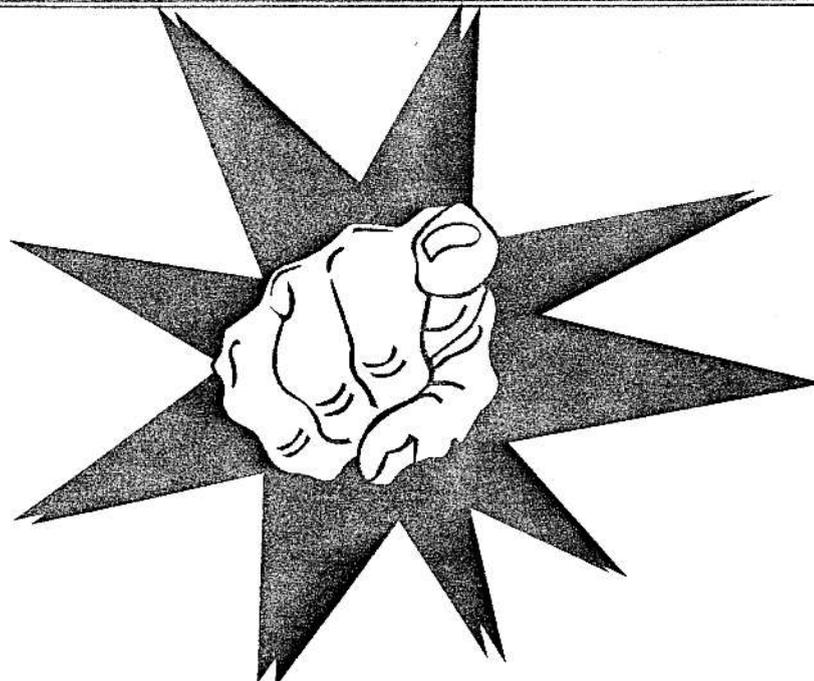
is scheduled for the 26th August when the theme is "How to improve your driving skills". The well known John Fraser and Vern Hamilton will be our guest speakers for the night. Both have been members of our Club for many many years. Even us older drivers can still benefit from these two skilled instructors. I look forward to seeing many of you at our Clubrooms.



The combined Concours is happening on the 31st July. A great day to bring out the kids and family and have a picnic at Meadowlands Park. (See the back page advertisement.)

Don't forget the Ironman Weekend which will hold the Sprints at the old Surfers Paradise International Raceway. We envisage using the back straights and the track around Repco Hill. Should be different and hopefully much quicker than the airport. Be there and enjoy the nostalgia.

Bye for now and don't forget to keep sending your magazine contributions.

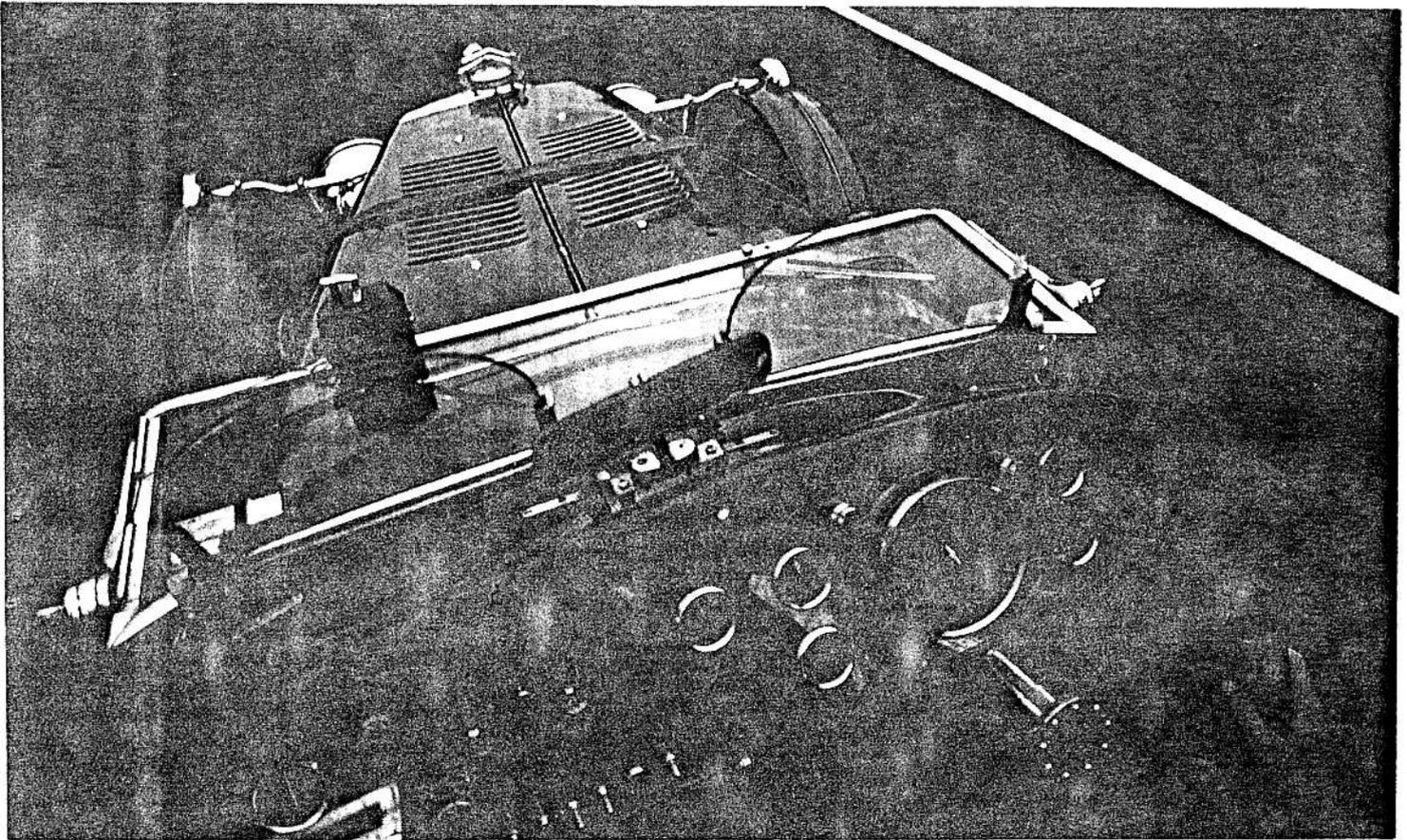


YOUR CLUB NEEDS YOU!!!!

**BE AT THE ANNUAL GENERAL MEETING
WEDNESDAY 28th SEPTEMBER AT 7.30PM
NOMINATIONS FOR POSITIONS CLOSE 14-9-1994**

INVITATIONAL EVENTS AND ITEMS OF INTEREST

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
	JULY 1994				
	3rd	ATCC	Wanneroo	na	na
	9th&10th	Historics	Lakeside	Lakeside	
	17th	Bitumen Motorkhana		Mike Ovens - Marque CC	221-4000
	17th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	17th	Race Meeting	Lakeside	Lakeside	
	17th-22nd	Classic Rally (6days)		BSCC	391-8881
	21st	BAC Sprints	Surfers Paradise Raceway	BAC - Bruce Geary	075-392774
	24th	ATCC	Oran Park	na	na
	24th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	AUGUST 1994				
##	7th	QMC 1	Caltex Coomera	Competitive Drivers-Eric Neal	075-963923
	21st	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	28th	All British Day	Woolshed- Ferny Grove		
	28th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	SEPTEMBER 1994				
	4th	Race Meeting	Lakeside	Lakeside	
	4th	Classic Driving Trials		BSCC	391-8881
##	11th	QMC 1	To be advised	Holden Sporting-Alan Sleaford	356-6249
##	18th	Concours		Carl Stecher - Marque CC	399-5602
	18th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	25th	Race Meeting	Lakeside		
	OCTOBER 1994				
	2nd	Tooheys 1000	Bathurst	na	na
	8th-9th	Qld Classic Car Touring Rally	Probably New Farm Park	John Thompson	832-0242
	9th	Aust Motorkhana Champ	Mangalore Airport		
	15-18th	Snowy Mountains Classic	Canberra	Rally Sport Aust	06-2588877
	16th	Aust Hillclimb Champ	Collingrove		
	16th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	16thor30th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	23rd	Race Meeting	Lakeside	Lakeside	
	29th	BP Range Rally Classic		BSCC	391-8881
	NOVEMBER 1994				
##	6th	QMC 6	To be advised	To be advised	
	6th	Interclub Motorkhana	To be advised	Paul Strange	349 1400
	13th	Aust Grand Prix	Adelaide	na	na
	20th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	27th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	DECEMBER 1994				
	18th	BSCC Motorkhana	Boondall carpark Q	Paul Strange	349-1400
	JANUARY 1995				
	FEBRUARY 1995				
	3rd	Evening of Champions	TBA	CAMS	369-4566
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OF GOGGLES, GRAPPA AND GARLANDS

John Larkin goes for a spin in Australia's entry for the world famous Mille Miglia road race . . .

REPRINTED FROM THE AUSTRALIAN WAY - APRIL 1994

It is a long way from Toorak to Assisi.

Both are well-known villages.

The one in Melbourne is synonymous with affluence, the other known for the saint who epitomises austerity. But the distance between them diminishes next month when an old MG from the Australian suburb arrives in Italy to compete in the world famous Mille Miglia road race. The historic 1000 mile sports car dream run, the stuff of legends of vehicles, drivers, and endurance, extends over two days, starting and finishing at Brescia in the north, and passing through such famous places as Verona, Ferrara, Spoleto, Rome, Siena, Florence, Bologna and Assisi.

Having a tryout run along Toorak Road required a certain adjustment of imagination in terms of locale, but there was no mistaking the very powerful presence of the car, with its young owner, Adam Berryman, at the wheel. He is going to Italy with another young man from Melbourne, another lover of great cars, his friend and co-driver Michael Valmorbida.

The event will be all the more historic because the car, an MG K3, was originally built specifically to compete in the Mille Maglia in 1933, when a British team brought over three such models to challenge the Italian dominance of the race,

in those days a much political event as testing men and machines. It was seen as a measure of a country's engineering skill, a reflection of its world standing.

Today it is as competitive, although classified as an re-enactment rather than a race. The Mille Maglia began in 1927 and ran 24 times until in 1957 two drivers and eleven spectators were killed, and the race as such was banned.

These days the drivers are given average speeds to maintain, but according to Adam Berryman and Michael Valmorbida, the race circuit, which uses urban and rural roadways and parts usually prohibited to traffic, is still most demanding.

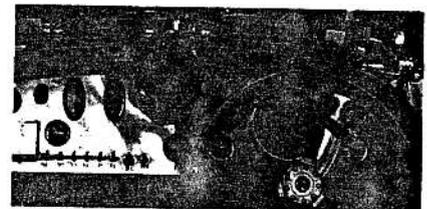
Michael has already been in the Mille Miglia twice, said: "It's not a race as such, but with the times they set, it's hard to take in the scenery." The last time he entered was in 1990, an American who passed his Bristol in an Oscar, was going too fast and hit a truck and was killed.

The race attracts tremendous excitement among the millions of spectators who crowd along the route, trying to get as close as possible to the speeding cars as possible. In fact, the positioning of the crowds helps guide the drivers into towns and cities, where they are formally given gifts which typically represents the region, such as a bottle of grappa, sweet bread and

strawberries, flowers, silver ensignias or flags, often presented by local girls, all very much part of the celebration.

The cars are among the best of there kind, beautifully preserved, and raced with great pride and flourish. They include some of the most famous Ferraris, Maseratis, BMW's, Mercedes, Jaguars Bugattis, Lancias, Lagondas, Bristols, Porsches, Alfa Romeos and MGs, to identify just some of them.

In a preface to a book dedicated to Ferrari at he event, Enzo Ferrari wrote: "The Mille Miglia and Ferrari, in the years after the war, walked together the path that brought both of them to international limelight. The Mille Miglia created our cars and modern automobilism. In the Ferrari models that were protagonist, victorious or otherwise, of the last eleven



**PHOTOGRAPHY BY
DOMINIC O'BRIEN**

Mille Miglia there is a transformation of a small artisan constructor into an industrial concern." He also once said that the race retrospective was the biggest travelling museum in the world.

The drivers are just as celebrated, including Phil Hill, Jackie Ickx, Karl-Friedrich Scheuße, Lord Howe, Price Michael of Kent, Oliver Gendebien, Erik Carlsson, Fangio, who in later life has been there to wave the chequered flag, and the great Stirling Moss who in 1955 took 10 hours and seven minutes at an amazing average speed of 157.5 km/h to win the race in his 500SLR Mercedes, with a record that has never been beaten.

During the race everybody gets into the act, including the police escorts, who are not averse themselves to putting the foot down. Michael remembers one old man jumping up off his chair as they went pass, and waving it in the air above his

Yet those who enter, the fortunate few hundred accepted from the thousand or so who nominations - it is only open to cars built between 1927 and 1957 - speak lyrically of the thrill of it all, of driving their classic steeds through the beautiful Italian landscape, of being part of a remarkable tradition of elegance, daring and competition.

The Melbourne car as part of a specific assault by the British on the Mille Miglia in 1933 was driven by Sir Henry (Tim) Birkin as a decoy, racing ahead like a hare, luring away the Maseratis which was a big danger.

It broke many records along the way before finally, gallantly breaking down from its great effort. Another K3 in the same team won the 1100cc class in 18 hours, one minute and 40 seconds, at an average of 91.57 kp/h, beating the old record by 34 minutes, and also came 21st in

long-nosed bonnet, which is bound down with the mandatory leather strap.

It has no speedometer, but is driven instead solely by using a gigantic tachometer, located on its polished aluminium dashboard, right in front of the driver's face, like a big clock, with its red line ruled off at 5500 rpm, but capable of going much further. The gears are pre-set along an extended rack down by the driver's legs, and changed by using the clutch.

Such cars have to be seen relative to today's models. For instance, a 1928 model doing 75 miles an hour is the equivalent in today's terms of 200 kp/h without the braking and road handling capacity.

The car, which feels very strong to travel in, has aerospace windscreens as well as the usual one. The dashboard which is dotted with an array of tiny lights, including one to read maps by, has many other instruments with essential information for road racing. Included are gauges for amperes, fuel and oil capacity, oil pressure, supercharge boost pressure, and super charge oil pressure. There is also a fuse box on the dash so repairs can be done while the car is travelling at 100 mph.

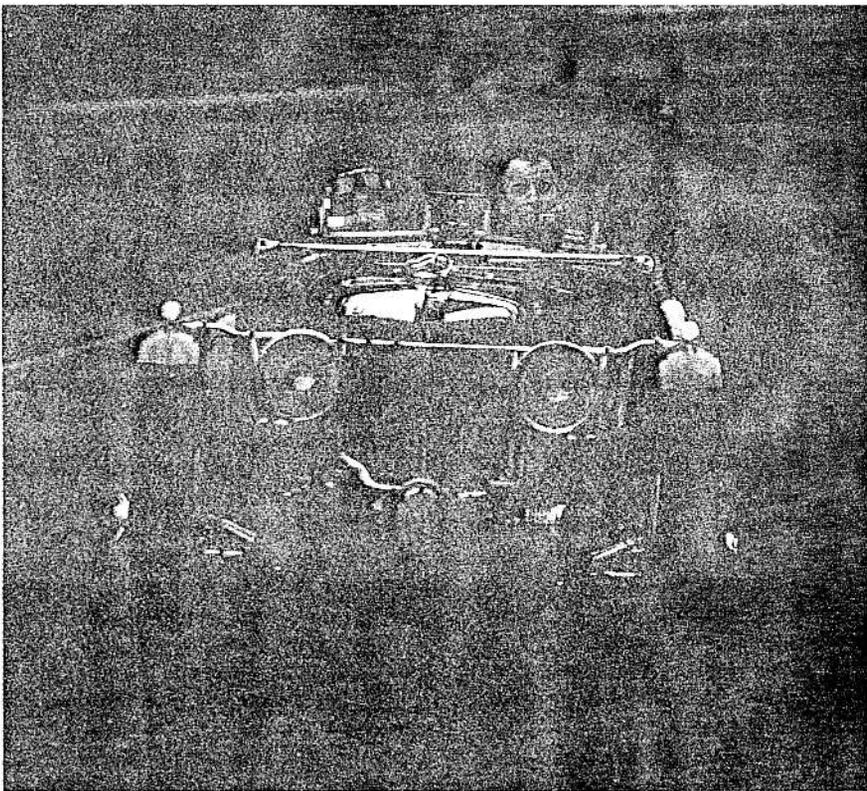
It has two petrol tanks, with a capacity of 26 gallons, at the rear, with electric pumps. The car will run on Avgas during the race. There are no seat belts and no roll bar in case the car rolls over, and the occupants can be thrown clear. It has no roof, and no doors, just cut away panels you climb over, to squeeze yourself into the seats. As a sign of its strength, the front part of the chassis is as thick as a railway line.

The huge Brooklyn exhaust system, which is bound with tape to avoid the passenger's left arm being burnt, finishes up in a fish-tail high at the off-side rear. Its roar, which can be bounced off buildings, make hedge shutter, children point open-mouthed, dogs bark, and lesser cars cringe is the cry of some mythological machine-age brute in ecstasy.

The steering wheel is almost vertical, with the bottom of it in your lap, so you drive with your arms almost at your sides. The nose at the end of the bonnet and the 19-inch wire wheels are about the same level as your eyes. Adam and Michael will wear goggles, and probably some sort of helmets.

They will not wear scarves: remembering how Isadora Duncan came to a bad end when hers caught in the wheels of her car.

Talking about the coming race simply, Adam and Michael consider themselves lucky to have been accepted for the event. They are like that: open, friendly, unselfconscious and happily-obsessed like all eccentrics. They show a pure kind of respect and affection for great old cars, for the design and working on the engine, as



Partners in pursuit: Adam Berryman, left, with co-driver Michael Valmorbida.

head shouting "Forza! Forza! (Go for it! Go for it)

When an English entry, which happened to be an Alfa Romeo, broke down needing urgent mechanical repairs, the crowd parted magically amid much animation, a local village garage was revealed, and somebody raced off on their bicycle to find the mechanic, who come only to willingly.

The event is very taxing, physically and mentally, despite the prestigious reputations, romance and hospitality, which includes fine food and drink at stop-off points.

the overall ranking. The British won the team prize, for the first time in the history of the race. It was also the first time that the Italians were beaten.

The Melbourne entry will be accompanied by another K3, a 1934 model from Adelaide, with Philip Bradey and Neville Howell, and the aim is to take out the team prize.

It is a beautiful beast, a super-charged six cylinder British Racing Green 120 mph machine of immense power. It is very basic, with the driver and co-driver squeezed into the tiny cockpit, but at least with legroom underneath the

well as the pleasure of driving. They talk of the car as if it is alive.

Adam said: "The catchery with this car was that it was built upright to last. It's very long and heavy - 1800 cwt - but the power of the engine compensates."

Michael said: "It's typically British, solid and robust, rather than having the finesse, say, of the Italian cars." Adam added: "It's the sort of car that is being heard, not just seen."

They decided to enter the Mille Miglia a year ago when they were working on it one day and Michael said they had to take it back to Italy. They have spent a great deal of time on the K3, and Adam knows every part inside out. It has been in his family since 1980. One of the fastest race cars in Australia, which has been in competition all its life - it came second in the 1934 Australian Grand Prix at Phillip Island - It has an extraordinary history before passing to the Berryman's. Some of the entries in the Mille Miglia are worth \$5 million - may be even more. When asked, Adam says his is not for sale at any price. (Ten years ago he was offered \$300,000.)

Both from Melbourne, Adam, 25, and Michael, 32, grew up with cars, and went to road races with their fathers, who were friends themselves.

Michael's Italian-born father, Terry (Tarciso), who has a stable of over 30 prize vehicles, drove an Austin Healy 100 S against Moss at Albert Park in Melbourne in 1956. In Adam's garage, there are old and restored MGs, as well as a beautiful 1925 Bugatti, blue and bullet-shaped at each end, which goes like the clapper. He also has a Cooper Climax Formula One racing car.

Adam, who has just finished an economics degree at university, works in the claims division of an insurance company, while Michael, who has two degrees, owns a company that supplies natural spring water to leading Australian hotels and restaurants.

They have a great deal of confidence in each other to enter the race, for the co-driver needs to be as skilful as the driver, with all the alertness and concentration. The excitement overcomes any physical discomfort, which in the Mille Miglia can be considerable, with rain and

hail, cold wind, long hours at a stretch, noise, fumes and fatigue.

Before heading up Toorak Road, Adam first took the car for a spin around the boulevard by the Yarra River. As we handled the bends, with the wind in our face and the deafing roar of the exhaust, you can feel the combination of the car's road-holding capacity and its thrust.

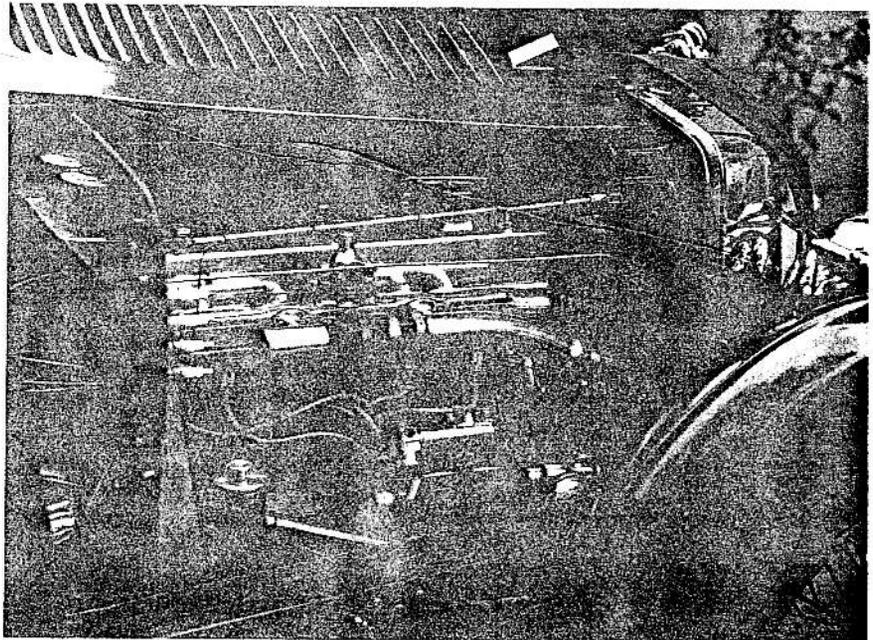
I used to have a Morgan, have driven in stock-car races, with some success, and have around Bathurst circuit with Stirling Moss when he was making his comeback in the mid-70s. But none of it was like the naked experience of this. The noise alone was enough to rouse the ghosts of long-gone drivers. It certainly stirred Toorak Village, and had heads turning, which takes a bit of doing around there. As part of having nothing superfluous, the car has no turning signals. Adam indicated his going left by looking over his shoulder and

co-driver has to hang on with the right hand behind the driver, clasping the side of the vehicle. The left hand, while used for making signals to the driver, also hangs on to the body.

When I left them, as part of their attention to detail, Adam and Michael were discussing whether the car originally had handles for the co-driver to hang on to, and whether to restore them for the race. They agreed the handles were probably leather ones.

The co-driver is not allowed to have a calculator, only a stopwatch. To give an idea of how serious the Mille Miglia is taken, the times for starting and finishing are down to 100th of a second.

Some of the parts of the journey are quite long: for instance, the unbroken run to Rome, after the first night, is 500 miles. The rigours can take many forms, even during a short spin around Toorak.



Shining heart: the MG K3's mighty engine was built to last.

then pointing, with his hand above his head so the other cars behind could see what he was doing.

The co-driver sits diagonally, half turned towards the driver, to allow him to handle the wheel without interference. The

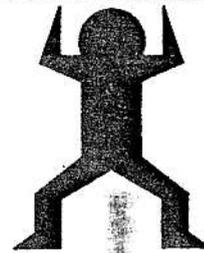
When we pulled up after the run, and parked, Adam suddenly started coughing. Concerned about his health for the coming race, I asked: Did he have a cold? Surely it was not the flu coming on? "No," he said. "I swallowed a bug."

1994 IRONMAN WEEKEND 19th-21st August

NIGHT RUN - 19th August
Starting in the Beenleigh Area
at approximately 6.30pm.
Start location to be advised in
Supplementary Regulations.
3rd Party Extension required.



SPRINTS -20TH AUGUST
AT OLD SURFERS PARADISE
INTERNATIONAL RACEWAY
Track will be sited to ensure
all competitors several runs.



MOTORKHANA 20th August
at SPIR MAIN STRAIGHT



HILLCLIMB -21st AUGUST
MT COTTON HILLCLIMB



CONTACT JOAN APPLEBY 857 1561 FOR SUPPLEMENTARY REGULATIONS

VW, FAST FOURS AND ROTORARIES JAMBOREE, WILLOWBANK

BY JOHN DAVIES

An invitation was extended to Club members as the Queensland Hillelimb Championship, to attend the VW, Fast Fours and Rotoraries Jamboree at the Willowbank Drag Strip near Ipswich, to be held on Saturday 18th June.

Ray Block, one of the organizers from the VW Car Club had the idea to "Match Race" myself in the DBF against Ivan Tighe in the Kaditcha over the quarter mile. Not having run at a Drag Strip previously, I sought information from some Drag-bike racing persons. "The car will bog down or break axles" and "The start is so sticky, you can't lift your feet" was some of the advice given, so I drastically lowered the gearing on the car to compensate.

Eight Club members with attendant friends, partners and six cars fronted up for practice at about 3.00 p.m. on a lovely sunny day. So did about 250 other cars just for the drags, not counting the show and shine or other events.

After watching a few cars to try to get the hang of the lights on this "Christmas Tree", I fronted up for the first practice run. A big 'burnout' on water on this track and then up to the start. Previous advice had been to drop the clutch on the last yellow, which I did, and immediately got massive amounts of wheelspin!! Where was all the traction? Break an axle? The start was slipperier than Mt. Cotton or Grafton! On the first to second gear changes the back of the car broke loose, again due to wheelspin.

A result slip is available at the tower on your return from each run and lists elapsed time (ET), Reaction Time, Barometric pressures, air and track temperatures, as well as terminal speed in Kph and good old Mph.

An ET of 11.4 seconds at 114 mph with a reaction time of 0.6 seconds was a satisfactory first practice run. Danny Mischok was less fortunate in the Escort after breaking an axle. Lyndal Tighe in the Pulsar didn't wait for the green light to come on, nor even for the yellow warning lights, but took off on the white staging lights! NOBODY was going to get the jump on Lyndal.

Ivan's Kaditcha had petrol pump problems in practice but still recorded a 12.4 seconds at 78mph. The first part of the run must have been quick.

After practice, each driver had to nominate a time (Dial in) which must not be exceeded during the evening's competition or the driver would "break out" and be disqualified. Leaving before the green light also brought disqualification (Red Lighting).

Ken Graham (Datsun) Dean Tighe (Pulsar), Per Hansen (Hawk) Ivan and myself all qualified for the under 12.99 bracket. Pauline Graham (Datsun) and Lyndal Tighe (Pulsar) ran in the over 13 seconds bracket and also in the "Powder Puff" Bracket.

Ken Graham beat Dean Tighe and everybody else in his class before being eliminated in the semi finals. Earlier Dean had beaten Jeff Unwin's very fast green VW Beetle. Pauline Graham had a perfect reaction time of .401 seconds as the green light comes on exactly .4 seconds after the last yellow. Even the professional drag racers are not as good as Pauline.

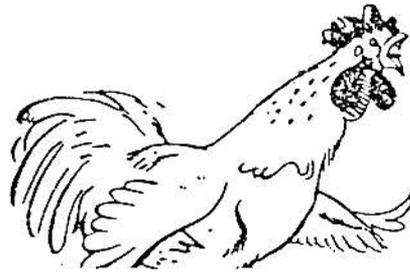
Ivan's woes continued with a loose flywheel preventing any competitive runs. Motorcycle engine cars, which don't have flywheels, were successful. Per Hansen moved through to the semi finals with a best of 11.99 secs, and I took out fastest ET in the Racing class, until being eliminated by "Red Lighting".

Unfortunately almost everybody had left before the Presentation of Trophies and I am not sure who else got a trophy. Thanks to Per and Elaine for collecting mine.

Most of our Club competitors had a minimum of 4 runs which meant a total competitive distance of 1 mile! Drag racing was something new to do and accelerating into the darkness is different and I am sure all Club members attending enjoyed the Day/Night. However not one MG of any description was in attendance, and this at a "Fast Fours" event! Maybe next year will be different?

LETTERS

GOT SOMETHING
TO CROW ABOUT



WHERE ARE ALL YOUR LETTERS. THE EDITOR IS WAITING. SURELY YOU HAVE SOMETHING TO CROW/COMPLAIN/INFORM ABOUT. LETS HAVE YOUR VIEWS. *THANKS TO THOSE WHO HAVE WRITTEN THIS MONTH. EDITOR*

A FEW COMMENTS FROM THE TYPIST

There was an adage in my grandmother's day which said "Ask a busy person if you want anything done". This apparently applies as much today as it did then.

From people who are not all that busy, you always have the excuses - "Oh, I am so occupied that I can't possibly help the Club do that", or "I am working so hard that I am too tired to help you tonight".

These comments are O.K., if you have no enthusiasm to help the organisations you belong to. I am getting a bit fed up with these excuses, when it really is the only way out. I suppose, I am as busy as anyone else in the M.G. Car Club. I am Secretary to three organisations as well as working and running a house. Yet when someone comes to me and asks for a job to be done, I try with all my ability to fit it in. I think it is even taken a little for granted that as I am a middle-aged housewife, I have nothing else to do but wait for work from the members of the Club.

So people, do a little rethinking on your ability to put yourself out for someone else. I feel all of us these days are too occupied with ourselves instead of others and I don't know what to do to try to change you. Perhaps a bomb in the right place would do it, but what a disaster it would cause.

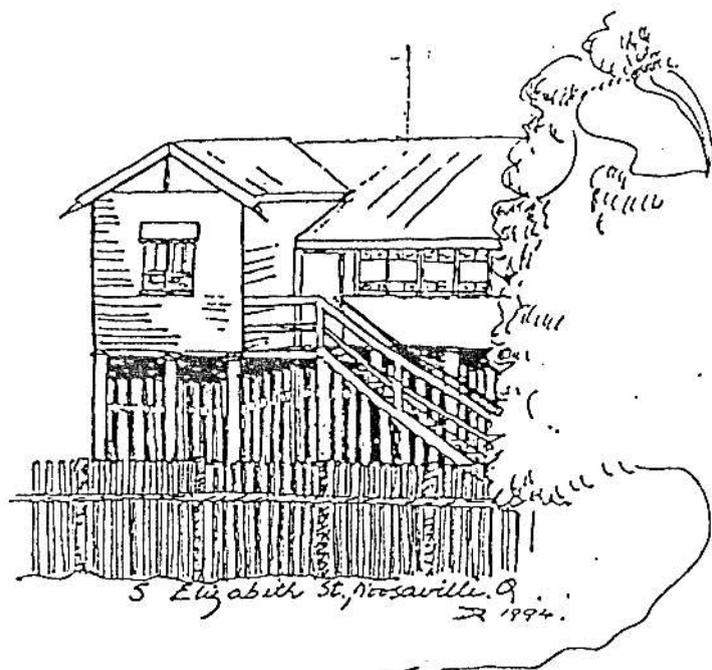
Wake up and live, enjoy your work for the Club and help it to progress like a FEW of us would like it to. In fact do your share - you will find you can make the time if you want to.

(Signed) *Joan Appleby*

This article was written by me in September 1974. As I read it in an old Octagon, it struck me that over the many years that I have been in the Club, nothing has changed. Apparently in all generations we have the few who work for the Clubs or Organisations they are interested in, whilst the many join an organisation just to say they belong (Maybe Prestige). I hope that I never lose the enthusiasm that I have enjoyed over the years in any Organisation I have belonged to, and fortunately, what my grandparents and parents have passed on to me, I have been able to pass on to my children and grandchildren. May the faithful few always remain faithful.

JA

Thinking holidays?
Wanting a break?
Then read on...

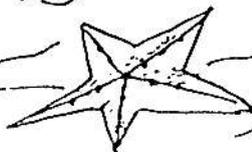


Remember those family holidays when the old
Queenslander would burst with fun & laughter??
The kids would hit 'sixes' in the back yard?
Dad would get the boat out, while Mum
prepared the picnic lunch and off you'd all
go exploring the nearby river or beach?
You were to-gether and yet everyone found
something of interest to do separately!
These days can be yours again when you
take a family holiday at Noosaville.
Rayment Cottage (5 Elizabeth St.) is only
a stones throw from the Neosa River and
is waiting for people like yourselves to bring
the to-getherness back into your lives.
Contact our agent, Eric Marsh of Marsh & Kane
235 Gympie Trc, Noosaville on (074) 497233,
and book your holiday now. The rates are reasonable.

220 P.H. (Off Season) (subject to
\$320 P.H. (Peak) (change without
notice)

Peter & Delia Rayment

P.S. We choose to have Eric as our agent as he is on the spot.
He knows the area like the back of his hand, having been there
for about 30 years & he'll help you with all your holiday
queries, as they arise.



WHAT MG IS THAT?

IN PETER KERRS
OWN WRITE

IN PETER KERRS
OWN WRITE

In my article last month a picture of a six cylinder MG was published. The MG was NA 0297 and is owned by John Hunting in Western Australia. I wanted it published to show members the unique MGs in the west, but the copy which went with it was omitted due to publication space limits. Several members recognised it was not my NA 0550 and were interested to know more about this MG. John built this car as a copy of NA 520 (which is also in WA). I know all the pre-war MGs in Australia, and I offer the following article so you are not confused any longer!

The N type Magnette MG was built after the K Magnette from 1934 to 1936. Almost 700 were built in various forms and the rarest was the NE racing model. These MGs came about after considerable racing success. By 1934 MG was one of the dominant marques in the world of small displacement racing cars. Their success had been achieved with such models as the four cylinder C Type Montlhery and J4 Midgets and the six cylinder K3 Magnette - all powered by supercharged overhead camshaft engines.

The Italians had their premier road race in the Mille Miglia, and the French had Le Mans. The English equivalent was the Tourist Trophy held at that time on the Ards circuit - a thirteen mile course on public roads northeast of Belfast, Ireland. When the organisers of the T.T. announced in the Spring of 1934 that superchargers would be banned for that event, MG was caught without a suitable model - which, of course, is precisely what had been the intent of the ban!

Not to be denied entry in "their own" major race, the competition department at MG set out to build a suitable race car. The K3 was deemed too heavy to be competitive without its supercharger, so they turned to the newly introduced N type Magnette. The usual improvement methods at MG were applied - higher compression, larger carburetors, more valve overlap, multiple springs to control the valves at high rpm - to name but a few. I should add one further item found when the cam was sent out for polishing last year - the grinder was quite surprised to find the profile was not symmetrical. One of Honda's latest speed secrets is unsymmetrical cam profiles! - and MG was doing it 60 years ago!

Seven chassis - numbers NA 0516 to NA 0522 - were pulled from the production line to be modified and prepared by the competition department. Much fuss occurred in selecting pilots. Nuvolari was invited because of course he had won the event in 1933 in a K3. He accepted and chassis number NA 0518 was painted red at his request. He was keen to win this year in a car with his own national racing colour (the 1933 MG was BRG). Castrol sponsored MG, and Standard oil had the contract with Nuvolari. Neither sponsor would budge so sadly the red MG was re-allocated to the reserve driver Bill Everitt. The rest, they say, is history. If you want the story in full, read John Thornley's account in Chapter 7, "Reversions to the Unblown" in *Maintaining the Breed*. Charlie Dodson did win in NA 0522, A. P. Hamilton finished 14th in NA 0517, and the other 4 MGs retired with various mechanical difficulties.

PIC of 1934 TT. Caption: Four of the 6 Magnettes in the 1934 Tourist Trophy race in Ireland. No. 25 is NA 0520, 27 is NA 0522, 26 is NA 0521, and 28 on the outside is Norman Black in NA 0519.

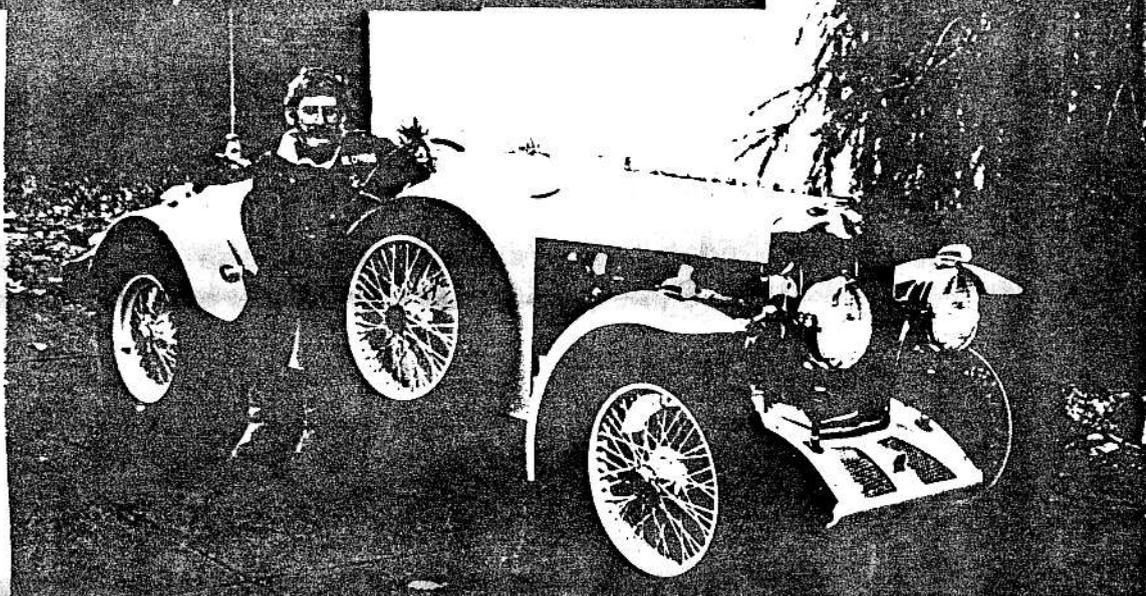
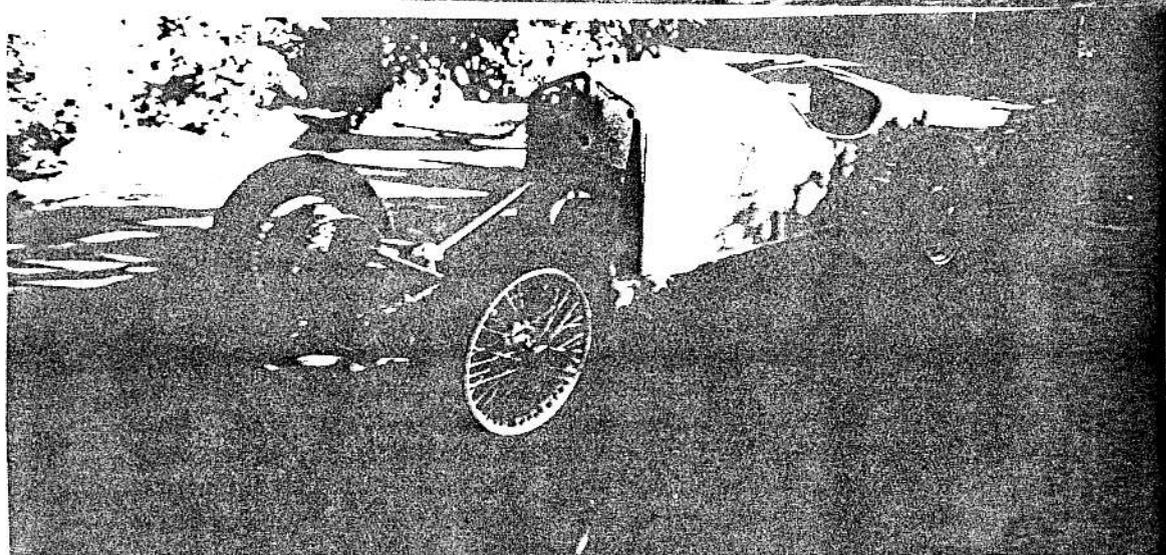
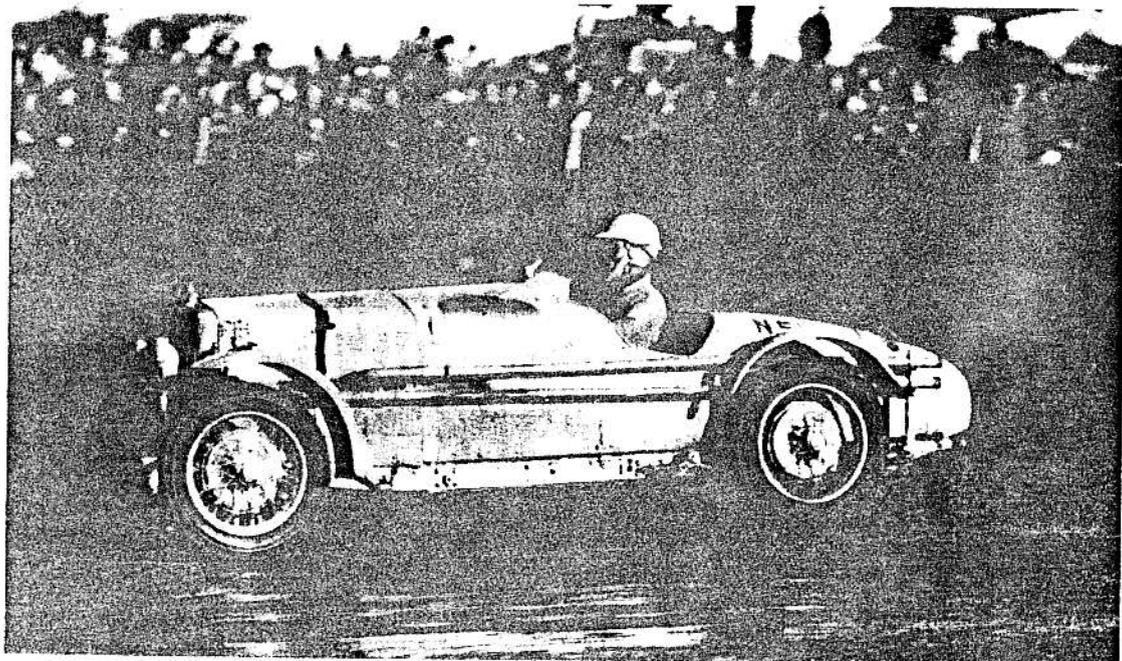


John Sherwood bought 2 of these Magnettes to Australia and sold NA 0520 to John Barraclough. They lined up at Bathurst side by side and raced successfully pre-war including speedway. Sherwood later sold NA 0516 to Barraclough and J.A.B. ran it supercharged till about 1948. He advertised it for sale in May 1948 for 805 pounds complete with full spares listing and two mechanics (one married). This interests me as Derry George arranged with his dad, who was Principal of Swinburne Technical College, to have the students prepare the MG for each race. J.A.B. was able to drive the race car (which he described at the time as the most successful racing car of that time) and have full mechanical support from the college. An apprentice who was at Swinburne at that time, and worked on the Magnette, was Ivan Tighe. Ivan still stops off to check my Magnette at events and I noticed on Sunday he checked the mixture while I waited to be scrutineered at Mt. Cotton. He didn't have to say a word - it was set up rich as the new supercharger had only been bolted on the day before and I was determined not to be running lean. I certainly appreciate that interest from Ivan who was at Swinburne those years earlier with an MG to learn on. I actually taught there in later years and still have my staff parking pass - they were like gold around the college in later years.

Rod Hiley owned NA 0516 and eventually disposed of it at an auction in London for something under \$400 000 to apply to other projects. NA 0520 is owned by Peter Briggs in Western Australia and is currently being restored by John Hunting. My association is marginal in that I worked with NA 0520 when the Holden engine and TC box was being removed by Lance Dixon. I still have that box with its mixture controls atop the extension. Lance was true to his word and gave me first option when he sold the Magnette. Bill Lockington restored NA 0516 and bought my Magnette to put the ENV gearbox into NA 0516. We had to get another ENV box in 1966 to restore NA 0550 as a result. The original gearbox is now in Germany in NA 0516.

PICS:

Caption: John Barraclough in NA 0520 at Penrith Speedway in 1938. (top). The same Magnette in 1994 being restored in Western Australia by John Hunting for owner Peter Briggs (middle). John made a copy of the body for his Magnette NA 0297 (lower). This Magnette is supercharged.



Spark Plugs Under The Microscope

How it works

A high voltage surge of current transmitted from the coil via the distributor travels down the central spark plug electrode. As the current crosses the gap to the side electrode, the ignition spark is created.

(Fig.1) Spark plug terminology. Firing Voltages

The spark plug must concentrate the conversion of electrical energy to thermal energy inside the combustion chamber where it will ignite enough of the air/fuel mixture (charge) so that combustion of the of the remaining charge will proceed quickly and evenly across the entire combustion chamber area.

The spark plug gap is the "Voltage Regulator" that controls the amount of voltage required from the coil to create a spark. It is located in the combustion chamber, so its gap senses compression pressure and charge air/fuel mixture. (High pressure/engine load and lean mixture = high required voltage) (Low pressure/engine load and rich mixture = low required voltage)

The voltage required by the spark plug is also sensitive to the gap spacing between the spark plug electrodes. A small gap reduces the opportunity for a combustible mixture to "get into" the electrode area.

Small gaps also reduce the igniting range of the air/fuel mixture.

A large spark plug gap is required for idle speeds,

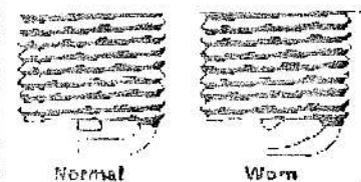
because this is when the least amount of turbulence exists in the combustion chamber.

At idle speeds, the charge turbulence is low and therefore the chance of having the correct mixture move into the spark plug electrode gap is low. The minimum spark plug gap that will produce a satisfactory engine idle is 0.025in (0.625mm).

As engine speed increases, combustion chamber turbulence will also increase, and this reduces the gap requirement. In engines operating above half-load, a gap as small as 0.005in (0.127mm) would actually provide satisfactory operation.

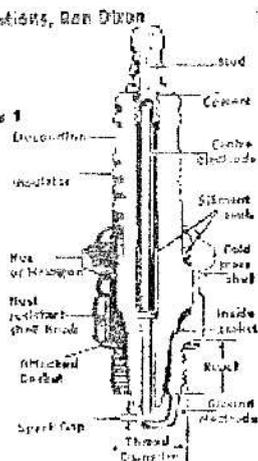
tension circuit resistance increases the voltage requirement. Wide rotor gap to cap electrodes will increase resistance and voltage requirement. Damaged high tension leads will increase resistance. Corroded high tension lead terminals will increase resistance. The difference between the voltage available from the ignition coil and the required voltage is called the ignition reserve.

Figure 2



Illustrations, Ben Dixon

Figure 1



The shape of spark plug electrodes (Fig 2) also affects the required voltage. New spark plug electrodes demand the lowest voltage from the ignition coil. Over a period of time however, the original sharp edges of the electrode will begin to round off. This erosion increases the voltage requirement. (Fig 2)

Any increase in the high

Misfiring when no ignition reserve remains

The wear, corrosion and erosion of the spark plug electrodes during use is called "gap growth". The spark plug gap will increase (or grow) approximately 0.5mm every 10,000kms (0.006in every 6,000mils).

Resistor type spark plugs

Some spark plug types (fig 3) have a resistor installed between the two sections of the centre electrode. Its 10,000ohm resistance changes the ignition secondary oscillating frequency the instant an arc is established across the electrode.

This change in frequency moves the electrical radiation out of the television and radio frequencies to suppress interference. The resistor also

provides longer spark plug electrode life by cutting down peak current that flows in the arc across the electrode gap.

Spark plug heat dissipation

Figure 3
Resistor type
spark plug

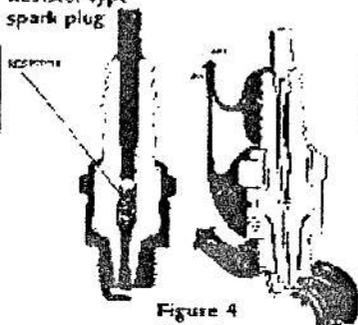


Figure 4
Heat flow
through a spark plug

(Fig. 4) gives an indication as to how the heat from combustion is transferred to, then dissipated from, a spark plug.

Sparkplugs must operate within a specified temperature range

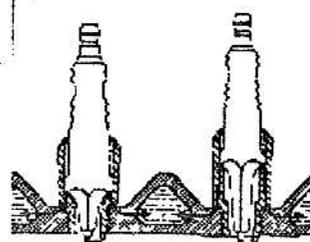
If a spark plug operates too cold it will foul with deposits and leak off coil electrical energy, so the spark plug will not fire (this is known as tracking). If the spark plug operates too hot, it will erode rapidly and cause pre-ignition that often leads to physical engine damage. 343°C is the minimum temperature at which a spark plug can operate efficiently without fouling. 816°C is the maximum operating temperature. Above this heat pre-ignition will occur.

By CLIVE BROADBENT
From AUSTRALIAN CLASSIC CAR

Controlling the heat range

The length of the lower insulator determines the heat of a spark plug. A cold spark plug will transfer heat from the spark plug nose, through the shell faster than a hot spark plug. (Fig 5) When selecting replacement spark plugs, be sure to match the heat range recommended by the engine manufacturer.

Figure 5



The spark plug's cooling path controls its heat range

CONTACT THE PROFESSIONALS AT:

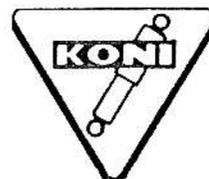
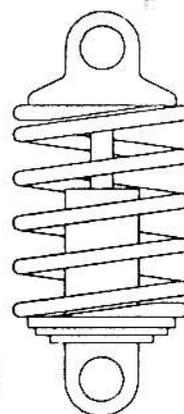
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ABINGDON MOTOR MUSEUM

An appeal fund to save the last historic building of the MG Car Company and to create a permanent Abingdon MG Museum.

The Appeal Fund

The Abingdon Motor Museum Trust aims to create a permanent MG museum on the site of the MG Car Company at Abingdon.

The museum will offer visitors to Abingdon a new tourist attraction depicting the history of the world's most famous sports cars. Special displays and facilities will be of service and interest to MG owners and enthusiasts.

The preferred location for the museum is the original administration offices of the factory (currently named Larkhill House), the last remaining MG building of historic interest. The Appeal Fund seeks donations from worldwide MG owners and enthusiasts – minimum donation £10 (\$20 or equivalent overseas).

Background to the Appeal

The MG marque brought worldwide fame to Abingdon and for some 50 years MG was the major industry within the town. Many of the former workforce and their

families still live locally and regularly attend MG works functions, car club meetings and reunions. There remains

great pride and strong MG memories within the town.

A significant number of visitors, many from overseas, come to Abingdon and are disappointed that there are today no tangible MG connections other than the MG Car Club offices.

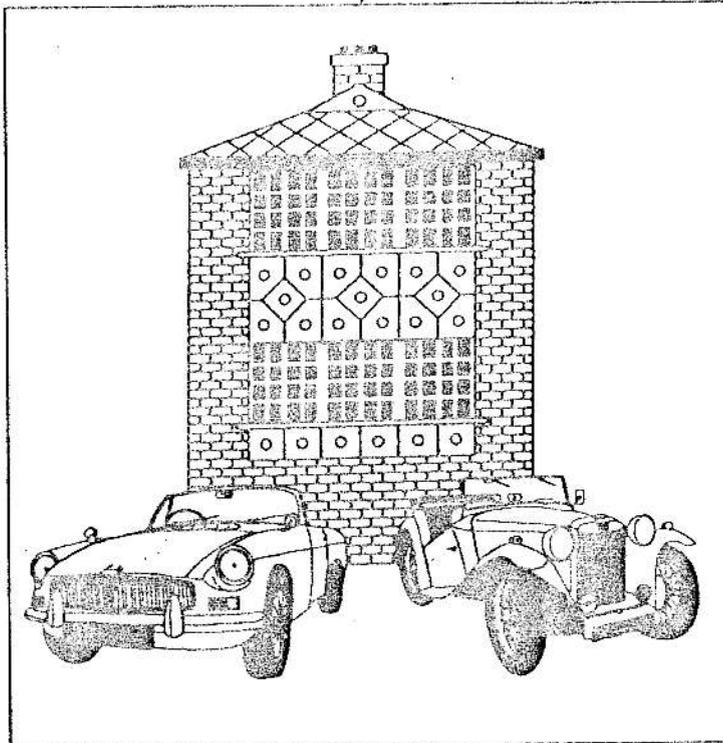
Other motor museums feature MG displays but none have devoted

space exclusively to the marque which has such a unique heritage and such significant links with the local community.

The Abingdon Motor Museum will depict the traditional way in which MGs were built through half a century, gather in one place MG memorabilia and record for all time the unique experiences of the former workforce.

Larkhill House

The original MG administration building contained Cecil Kimber's office later



occupied by John Thornley, provided accommodation for the senior MG staff, it was the location of the famous MG boardroom and also the original offices of the MG Car Club.

The building has recently been purchased by Inghams PLC as part of their re-development of the whole MG factory site as a base for Moss Europe's worldwide MG and British sports car parts distribution operation. Inghams have pledged their full support for the Abingdon Motor Museum project.

Behind The Appeal

There has been interest amongst local MG people to save Larkhill House for some time. However, it was in early 1993 that local MG enthusiasts David Scothorn and John Sheppard formulated the present concept of creating a MG Museum through a Charitable Trust.

Patrons of the Appeal Fund include MG Car Club President John Thornley, Vice President and Cecil Kimber's daughter Jean Cook, Paddy Hopkirk who regularly drove for the MG post-war works racing team and America's first World Champion in 1961, Phil Hill who started his motor sport career driving MGs and drove the fastest-ever MG record breaker.

Donations

Donations should be addressed as below. Please include your name and

address with your donation to receive your limited issue commemorative certificate.

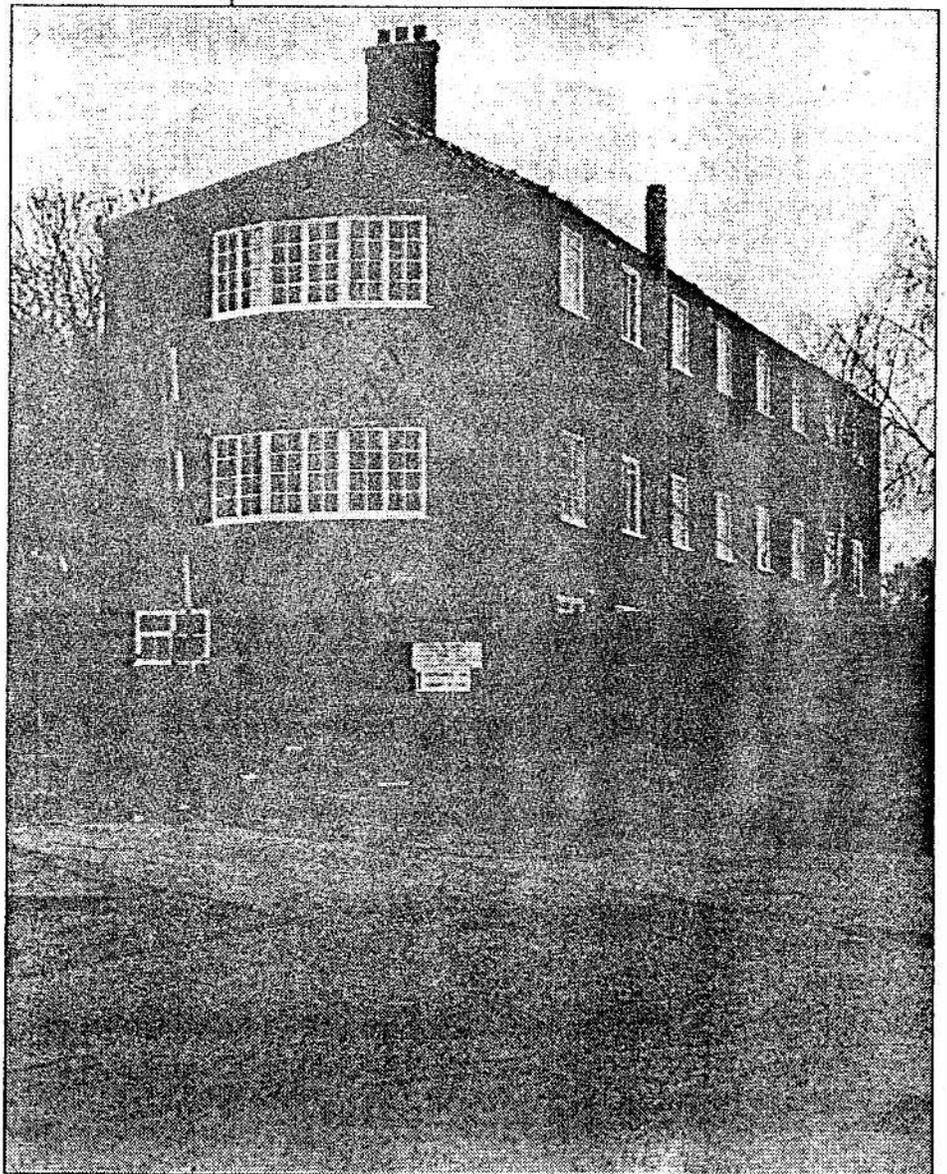
Call 0235 555251 to discuss any aspect of the Appeal – sponsorships, corporate promotions, gifts or loans of archive material, MG memorabilia etc.)

Your support NOW will help perpetuate the Abingdon MG legend.

Please send Donations to:

Abingdon Motor Museum Trust

**PO Box 21, Abingdon on Thames, Oxon
OX14 1UY, England. ☎**



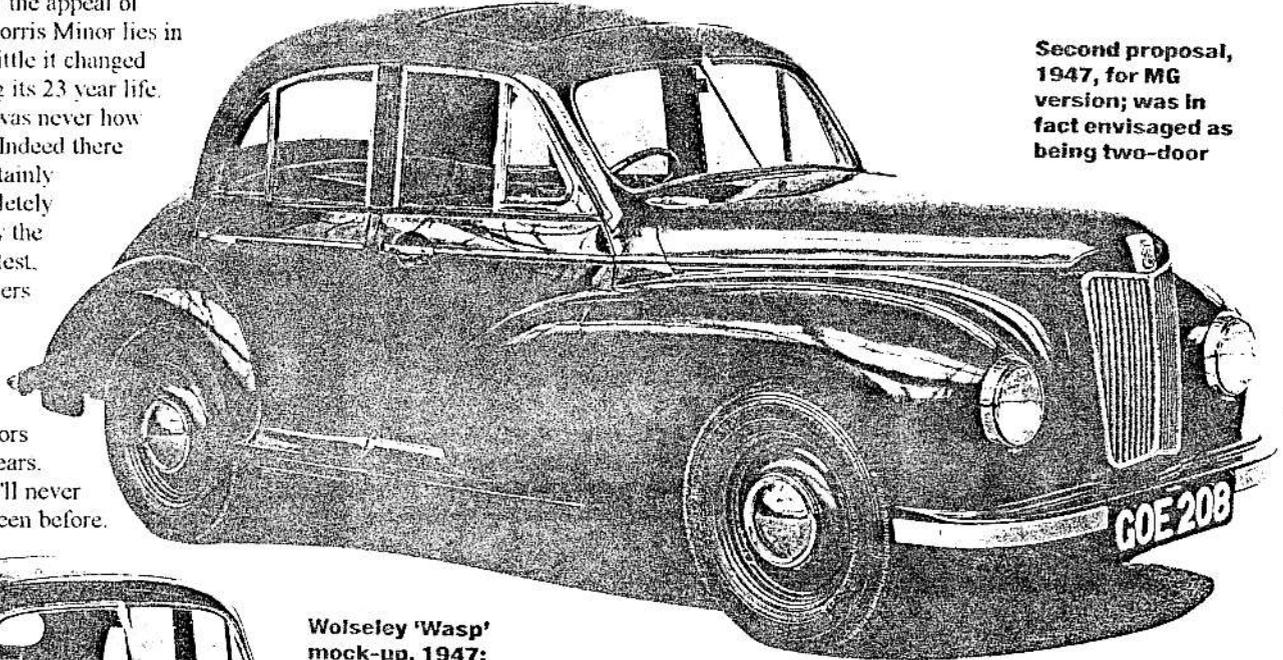
The Minors that might have been

Nuffield and BMC came up with all sorts of proposals to modify or replace the Minor.

Jon Pressnell spills the beans on the 'Poached Eggs' you never knew.

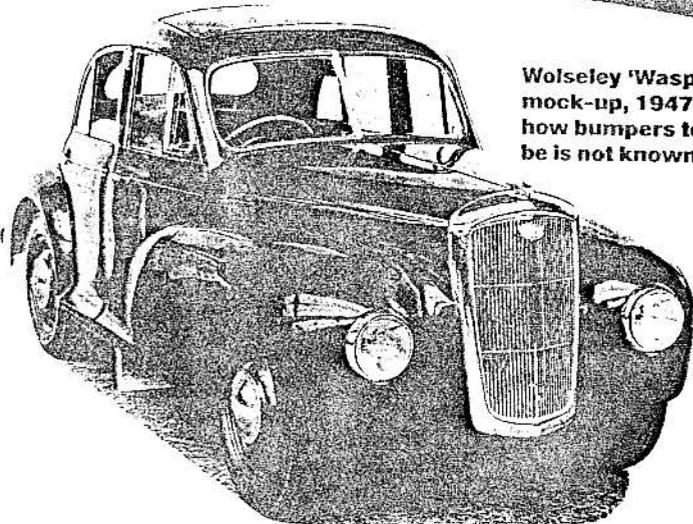
Much of the appeal of the Morris Minor lies in how little it changed during its 23 year life.

That was never how it was intended. Indeed there would almost certainly have been a completely rebodied Minor by the mid 50's at the latest, had Morris designers had their way. Just as fascinating are the various experimental Minors created over the years. Some of these you'll never have heard of or seen before.

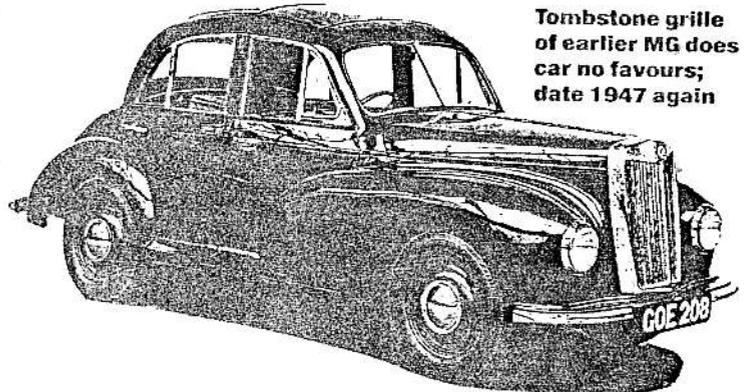


Second proposal, 1947, for MG version; was in fact envisaged as being two-door

Wolseley 'Wasp' mock-up, 1947; how bumpers to be is not known



Tombstone grille of earlier MG does car no favours; date 1947 again



HOW THE MORRIS MINOR WAS NEARLY TURNED INTO AN MG

Before tooling delays put back the programme, the Minor was originally to have been launched in January 1947, with a flat-four sidevalve engine. A Wolseley version was to follow, powered by an in-line 1100cc overhead-cam unit: this was part of a family of engines being developed, and would have been a smaller sister to the 1476 cc Wolseley 4/50 unit and the 2215 cc 'six' of the 6/80 and Morris Six.

Nuffield Organisation management at this time was clearly in a state of confusion, not helped by the eccentric interventions of Lord Nuffield, who saw no need to replace the well-selling Eight. Under pressure from his lordship, it was decided in 1946 to keep the Morris Eight Series E in production, postpone the Minor for a few months, and at first launch the new car solely as a Wolseley.

This 'Wolseley first' plan was then briefly reversed, before management adopted another scheme in spring 1947. With costing for the Issigonis design looking worryingly high, and Lord Nuffield still negative about the car, the new Big Idea was to ditch both Morris and Wolseley versions, and launch the model only as an upmarket MG, in two-door form and powered by the overhead-cam engine. The 'MG Minor' would be built at Cowley, but driven to Abingdon for final checking, to bolster the fiction that it was an MG.

By autumn 1947 sanity had prevailed. Talk of warming over the Series E with a facelift and independent front suspension had been abandoned. Instead the Morris Minor proper would be introduced at the 1948 Motor Show, and the proposed MG and Wolseley versions put back on the shelf. Some months earlier the flat-four had been canned, and the only remaining

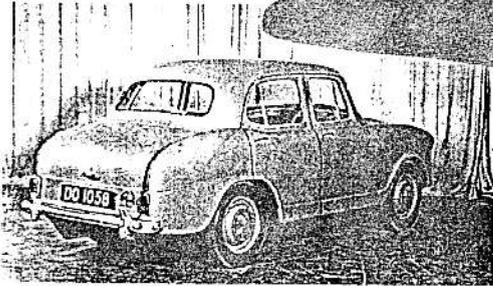
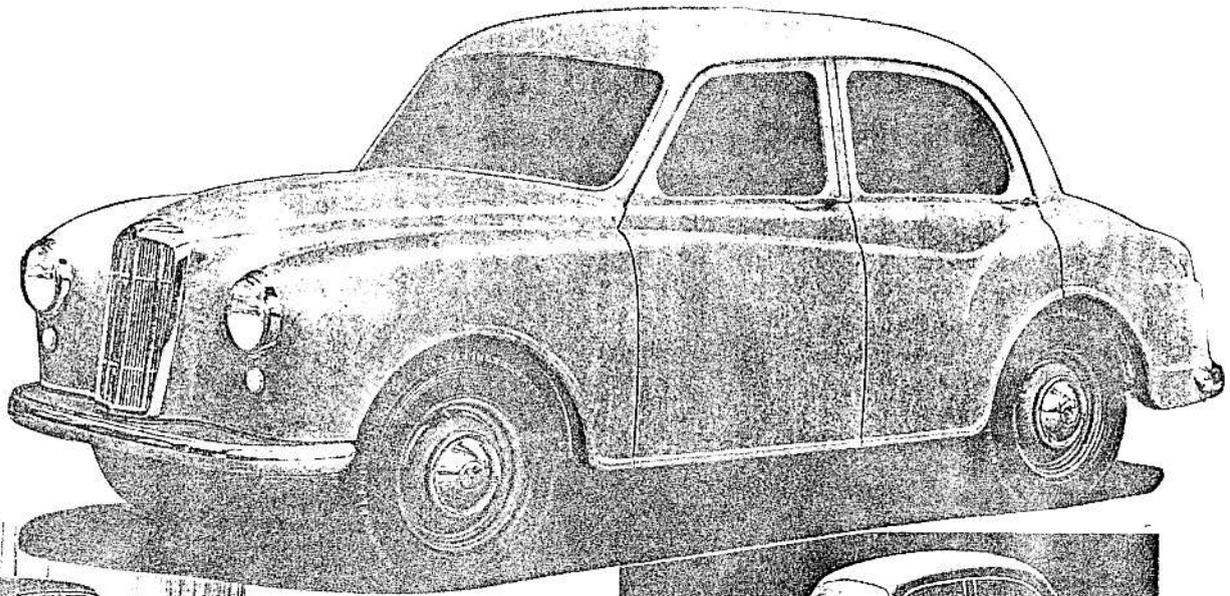
wists to the story concern the car's power unit, having briefly considered a sidevalve version of the Wolseley OHC engine, thoughts turned to a 980 cc version of the Eight's unit. Logic dictated, however, that using the 918 cc sidevalve unchanged was the best solution.

All this managerial mayhem never filtered down to the engineers themselves, it appears, and the behind-boardroom-doors discussions only came to light in the '80s when Minor historian Paul Skilleter was shown newly-discovered paperwork from the desk of former Nuffield vice-chairman Sir Miles Thomas.

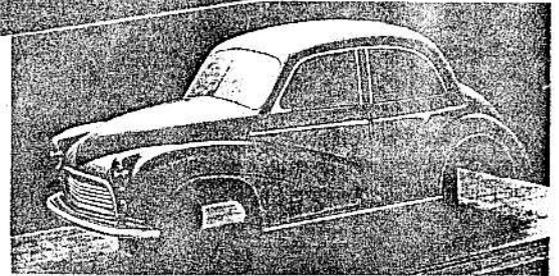
FROM THE 'LADY'S MINOR' TO THE 'NEW MINOR'

This is one that's never been revealed before: back in 1951/52 the Nuffield experimental department created what it called the 'Lady's Minor'. A two door 'low-light' with polychromatic green

Right: 1953, and attempt to give car more form is seeing it move away from plain proposals laid down in 1951. Grille would have won approval of Lord Nuffield



Left: going off the rails – 1954 Palmer 'New Minor' is ungainly and a little contrived in some details



Above: dated '53, this photo from Longbridge archives shows facelift proposal with revised grille, styling lines on front and rear wings, reprofiled front wings, and chrome strips at waist and on sills

paintwork. It had two-tone fabric upholstery and a central speedometer - this last pre-dating the later Series II arrangement by some years. A detail was that the seatbacks had a chrome rail to they could be folded without marking the upholstery.

More fundamentally different were the Minors fitted in 1951/52 with the overhead-valve 918 cc Wolseley Eight engine - simply a pushrod derivative of the Series E unit. The Minor almost reached production in this form.

"It was superb - it was a beautiful engine, which really made the Minor" recalls Issigoni's right-hand man, Jack Daniels. "We got to the stage where tooling had been ordered from America to increase production capacity for the engine - and I believe the tools were actually on the ships and coming over when the BMC merger happened and the plan was abandoned. We got that near to it".

More tantalising, though, it seems that Morris had developed a second generation of overhead-cam engines, and by 1954 the Minor - or its replacement - would have received the smallest of these new power units. Can anyone reveal more about these engines, characterised by their sloping alloy cam covers?

It is probably from this period that Jack Daniels recalls a strut front suspension being tried. The experiment was quickly abandoned, as the roll-free handling made the car dangerous in his opinion. "People weren't conscious of the speed at which

they were taking corners, and they just lost control".

Other experimental Minors of this pre-BMC period included one fitted with Moulton rubber springing.

"We ran it on the pave at MIRA for 1000 miles, and it gave no trouble. It was significant in that it confirmed that rubber was a serious medium for car springing" says Alex Moulton.

Daniels was less impressed: his main aim had been to see if the suspension would reduce road noise - which it didn't. Noise reduction was also behind another experimental Minor, which had doors, bonnet and boot lid in glass fibre. Again, results were disappointing.

Perhaps the most famous one-off of the period was the transverse-engined front-wheel drive Minor, the gearbox was end-on, and the engine a standard 918 cc sidevalve. A cross between a conventional Hooke joint and a sliding Carden joint resulted in a bulky hub assembly which was less than ideal, but the car is still fondly remembered. In particular, it had superb roadholding in treacherous weather - "you really could dice with it on ice" says former BMC director of engineering Charles Griffin, then a Morris experimental engineer.

"It was absolutely fantastic" confirms former Nuffield engineer Jim Lambert. "The steering was awful, with it tugging away like a TRACTION Citroen's, but its actual steerability was terrific, and in bad conditions its roadholding was fantastic. I

reckon it was the best Minor ever".

Meanwhile, though, thoughts on a rebodied Minor weren't long in coming. The earliest proposals seem to have been presented in 1951. Stark, glassy and slab-sided, they have much of the Series II Oxford about them. By 1953 a full-scale mock-up in four-door form was in the picture, and looked not unpleasing. By this stage, however, Issigoni had left to work at Alvis, and his characteristically austere proposals began to be given more form, under the direction of Gerald Palmer - the man responsible for the Magnette ZA and Wolseley 4/44 and the bigger Pathfinder and 6/90 duo. Alas, some of the Palmer suggestions were pretty odd to say the least. A rethink thus took place, and Palmer was elbowed aside in favour of long-time Austin stylist Dick Burzi.

HOW MINOR BECAME MAJOR

Burzi came up with a conservative if slightly fussy proposal for the 'New Minor', now to be powered by the 1200cc version of the BMC B-Series engine. But by this time - around the end of 1955 - work was well in hand on the 948 cc A series power unit. Additionally, Issigoni was back in the BMC fold and would inevitably be turning his thoughts to a new Minor of his own - front wheel drive in all likelihood. Retooling for a new

conventionally-engineered Minor thus began to look questionable; with some styling retouches and the much improved bigger engine, the original Minor could happily continue until Issigonis came up with an all new replacement. This is what happened, and sales of the 1956 introduced Minor 1000 proved the wisdom of this decision.

As for Burzi's 'New Minor', this was moved upmarket, and launched in April 1957 as the Wolseley 1500, followed in November by the Riley One-point-five. It was close-run thing; right into 1957 the original Morris version was a production possibility in both two door and four door format, with the designation Morris 1200. There were also three different estate car mock-ups. That wasn't the end of the story, however.

The original Morris version wasn't put away, but instead was sent to Australia, where it surfaced in 1958 as the 1489cc Morris Major and Austin Lancer. In 1959 the Major/Lancer was given a 6in extension of its wheelbase and restyled with an American-looking finned read, to become the 'Series II'. From these antipodean oddities sprung the most bizarre, stillborn members of the Minor family, since had stylists and - one presumes- product planners not reined themselves in, the revamping would have continued to include not only a more outlandish frontal treatment but also a four door estate.

KEEPING THE MINOR ALIVE

By this time - 1957 - the Minor was clearly going to be around for a few years yet. To keep it up-to-date, revised rear suspension was felt vital. Softer springs were one option, discussed by Issigonis in a memo which also suggested an improved dash and duo tone colours.

Thoughts soon moved on to an independent rear, using trailing arms and coil springs. "We discussed with the Chairman ... the possibility of extending the life of the Morris Minor by the introduction of independent rear springing", technical director SV Smith memo'd Charles Griffin. "When this modification is brought through - which must be given priority - you will introduce at the same time, the new fascia... and also a modification to the grille. This grille, I suggest, should take the form of the existing surround, and in place of the bars I think we could use the ...Isis mesh".

The IRS was built into a Minor, but how long it retained coil springing is another matter, as the only extant photograph shows a set-up intended for a transverse leaf spring. It was in this form - with Moulton rubber UJs - that Jim Lambert tested the independent rear Minor: "It was all over the place - the car handled like a pig. You didn't know whether it was going to understeer or oversteer. The handling wasn't improved, and the ride was no better".

Would IRS have ended up on the Minor, anyway? Initially that was the intention, but Charles Griffin recalls it instead being offered to BMC Australia for the Series II Major/Lancer - only to be vetoed on grounds of its extra cost.

Still on suspension, in a rather different league was the Minor used as a development car in 1956/57, at the time when Issigonis was working with Alex Moulton on rubber-and-fluid suspension systems. This 'mule' not only had subframes front and rear, but used an embryonic form of Hydrolastic. "It was deliciously quiet", recalls Charles Griffin.

Meanwhile, in 1956 two proposals were presented for an all-steel four-door Minor estate - one with a curved back and the other with squarer lines and revised door framing.

By the end of the '50s, however, work was steaming ahead on what ultimately became the 1100, and the Minor was looking very much like yesterday's technology. Before the Suez crisis sidelined the 1100 in favour of the Mini, the likelihood was that the Minor would be replaced by 1960 - or not much later. So finally the friendly little 'Poached Egg' carried on unchanged.

REPRODUCED FROM
CLASSIC & SPORTS CAR, APRIL 1994

STOP PRESS LATE NEWS FROM U.K.

JOHN THORNLEY O.B.E., President of MGCC Home centre, founding secretary of MGCC and ex Managing Director of MG Car Company has been ill. He has recently returned home from hospital and celebrated his 85th birthday on 11/6/94.



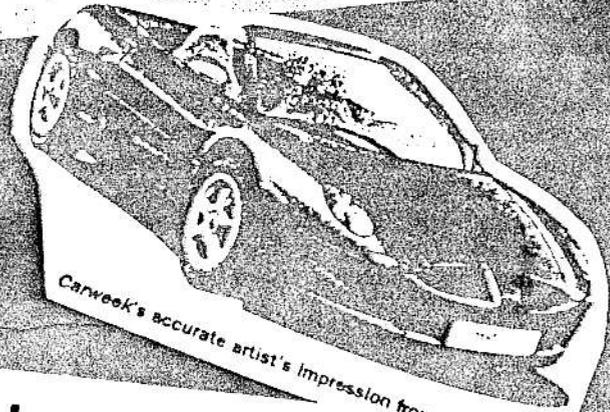
DENNIS COOK died on 2/6/94. Dennis was the husband of Cecil Kimbers' daughter Jean. Some of us had the pleasure of meeting Den and Jean in Canberra at the National Meeting in 1988.

MG sports return

BRITAIN'S world famous 'affordable' MG sports car, killed off in 1980, is to be resurrected by Rover next year, at the request of BMW.

The German company, now taking over Rover, has tried the prototype MG and declared: 'It's a winner. We are going to launch in a big way.' A request has been made for the new sports car to be unveiled at next year's Geneva Motor Show to give it a world launch. Annual output is expected to be 30,000.

BMW has written to Roche Bentley, secretary of the MG Owners Club, saying that the MG, in two versions set to cost about £15,000 and £18,000, is to be reincarnated, and it will remain British.



Dear Mr Bentley,
Thank you very much for your letter dated February 2, 1994 expressing your worry that the MG (PR3) project may now be scrapped by BMW

In the meantime I have seen the new model and know how far development of this car has progressed. Therefore, I may reassure you that we do not plan to modify the project in the process. Moreover we do not intend to shift the production of this car to any other location.

In principle, we attach great importance to the very traditional trademark of MG and its revival in the future. In the long term, we will of course make an effort to optimize the sports car activities of Rover and BMW under corporate aspects.

Yours sincerely
Dr W Reitzle

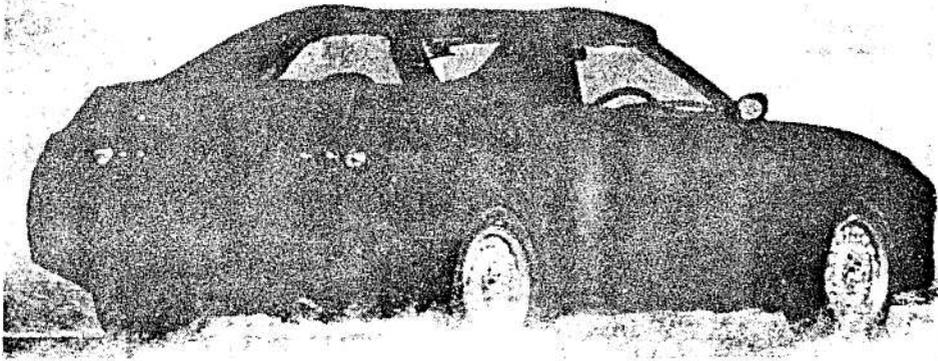
How BMW chief confirmed PR3

THE first official confirmation of the MG PR3 project came from BMW two weeks ago in this letter from R&D Chief Wolfgang Reitzle to the MG Owners Club. Until then, Rover bosses had refused to comment on the car.

Club secretary Roche Bentley had asked Reitzle about the future of the still secret MG and this candid reply confirms our pictures. Bentley is happy that the club's 50,000 members will have a new car to buy next year.

'The champagne will flow now we know the car will be made,' he told Carweek.

Rover has agreed to let the MG owners' club hold a competition to name the new PR3 roadster.



Development car's rear tail lights feature distinctive three-lens cluster which Rover insiders say will appear on full production models

THESE ARE the first pictures of Rover's new - MG PR3 sports car mid-engined, rear-wheel driven and cheaper than its rivals. The PR3 - here disguised by a dummy shell - will be launched at next year's Geneva Show in March 1995) and go on sale in UK the following June, in a year that will see more sports cars on sale in Britain than at any time since the 1970s. At around 14,000 pounds for the base model, the new MG will give rivals such as Mazda's MX-5 stiff competition - even if, as expected, Mazda slashes the price of its car this year. A soft-top

roadster version of the MG will come first, followed by a targa-roofed car later in the year. It will be powered by two new K-series 1.8-litre engines. The entry-level model will have modest trim levels to keep costs down, and use a basic 1.8 producing around 140bhp.

"New MG will give rivals such as Mazda MX5 stiff competition"

But the hotter 1.8 - a new, high-tech unit with variable valve tuning expected to deliver 170bhp - will set pulses racing. This should

MG's Sporting Sensation

- ◎ \$28,000 budget sports due next year.
- ◎ Mid-engined car promises 140 MPH
- ◎ Full backing of BMW

give the small MG a sub-7.0sec 0-60mph time and top speed near 140mph. The car's shape is described by Rover insiders as 'simply fabulous'. From the short, MG badged nose to high mid-engine bay the MG breaks little new ground but is well proportioned and detailed. Luggage space is available in the front 'boot'

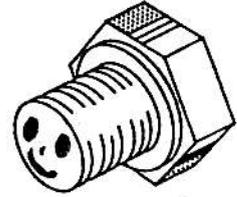
" Top speed near 140 MPH"

and in a small rear compartment. Lights and bumpers are reminiscent of old MGs, but front air scoops feeding the front-mounted

radiator and deep rear scoops keeping the engine supplied with cold air, give the car a modern, purposeful stance. Thick windscreen pillars act as a roll-over bar, and fixings for the optional targa top - a removable hard top and rear section - are likely to be similar to those of Suzuki's baby Cappuccino. Next year BMW, Fiat, Alfa Romeo and possibly Lotus will all launch budget sports cars in Europe. The trend follows a need for car makers to get away from design conformity, and lower production costs are making short production runs economically viable.

REPRINTED FROM "OPPOSITE LOCK"

THE LOW DOWN ON DIRTY OIL & GOSSIP



With SUMP PLUG

Pat Walker reckons she's cheap and husband John's reply was that she'd have to be to be married to him. (ED. Sorry Pat, but I couldn't let that one escape)

Joan Appleby to Phil Hutchison. When are we going to see that baby of yours at the Hillclimb. Probably be grown up before we see her.

John Davies concerned about the wire netting in the loops at the Hillclimb rusting. Wants to oil the wire??? with a roller. Steve Austin remarked that if he did he'd never squeak again. Bit deep for 'ol Sump Plug.

Good to see all those young folk at the Old Members Night.

John Kingcott is selling the old faithful Fairlane. Almost like losing one of the family. John's still limping about on his crook knee. What was it that we heard about falling in a hole!

Tony Jewels racer, from the last Historic Meeting, seems he likes racing against Porsches. Ho! Ho!

Bad luck for Vern Hamilton. Seems he likes Porsches too and took his clubman home with two bent front wishbones and a nose needing a bandaid. Micheal Vink couldn't even get to race, a Porsche got him on the warmup lap. Score; Porsche 3 - Clubman Nil.

Bit short on the gossip this month. Come on, just post your nasties in animously in the mail and ol' sump plug will find them.

TECHNICAL TERMS!



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FOR SALE

MGB 1964 Roadster very good condition throughout, reconditioned engine, receipts for over \$8000 spent Sell for \$9200 o.n.o. Title guaranteed. Max Barnard Phone 066 723662

FOR SALE

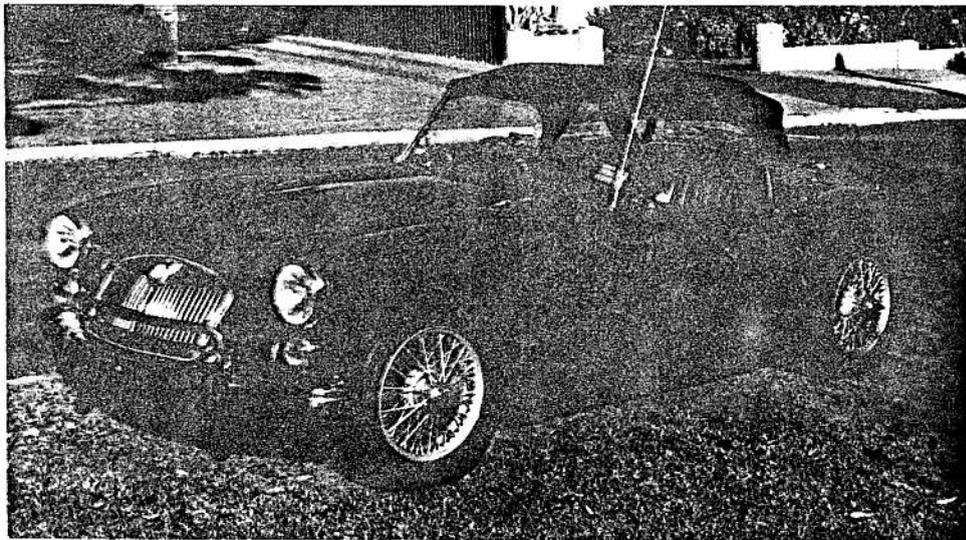
Magnette ZA Mustard in colour. Fair condition, was registered. Worth a look. Some spare parts included and much information. Phone Peter Tighe 391 2093

FOR SALE

Complete collection of Wheels and Motor magazines from April 1978 to December 1993. All are yours for \$180 o.n.o. John Rutter Phone 808 1861

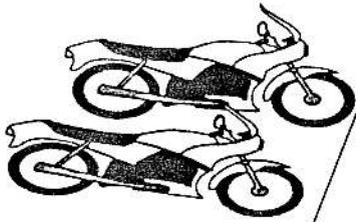
FOR SALE

MG Magnette 1953 ZA Body restored and painted. Good tyres and many spares. \$2000 (negotiable) Ph. Henry (079) 541115

FOR SALE**FOR SALE****FOR SALE****PRIVATE SALE.**

MGA 1600 Mk-I, 1960. This car had a full body-off restoration, complete with all new upholstery, roof and interior. It has red paintwork with black trim, wire wheels with good radial tyres, and is as clean as a whistle in, out and under. The engine was completely rebuilt with no expense spared, and more recently the gearbox was professionally rebuilt. The whole car is in excellent condition, and fared well in a concourse at Toowong. It is presently unregistered but roadworthy and ready to go! All receipts are on file (since 1980) with photos of the main restoration and a workshop manual. Price, \$19,900. Phone Russell Gay on (076) 36 1777 (Toowoomba).

FOR SALE ADVERTISEMENTS ARE INSERTED AT NO CHARGE.
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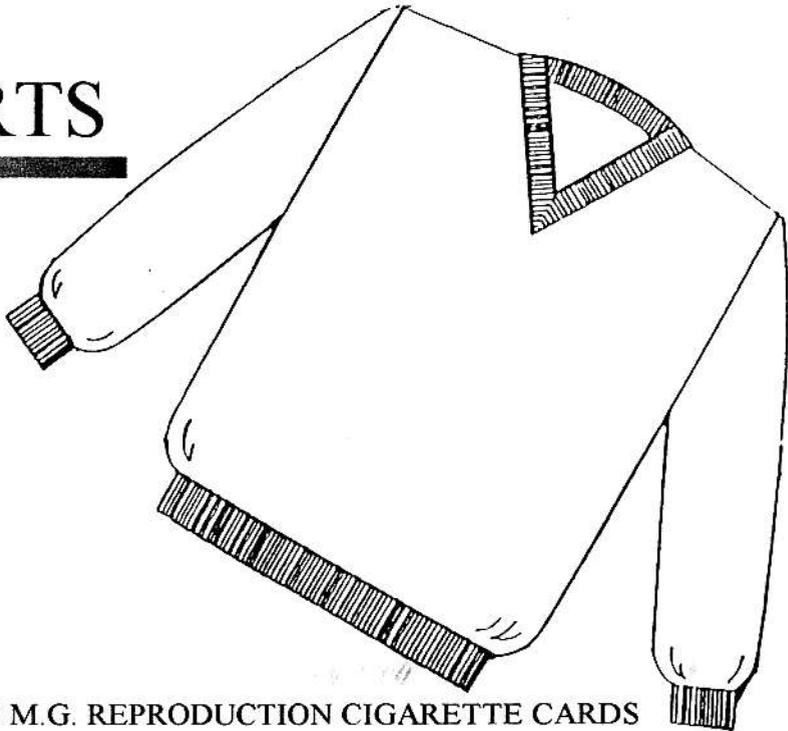
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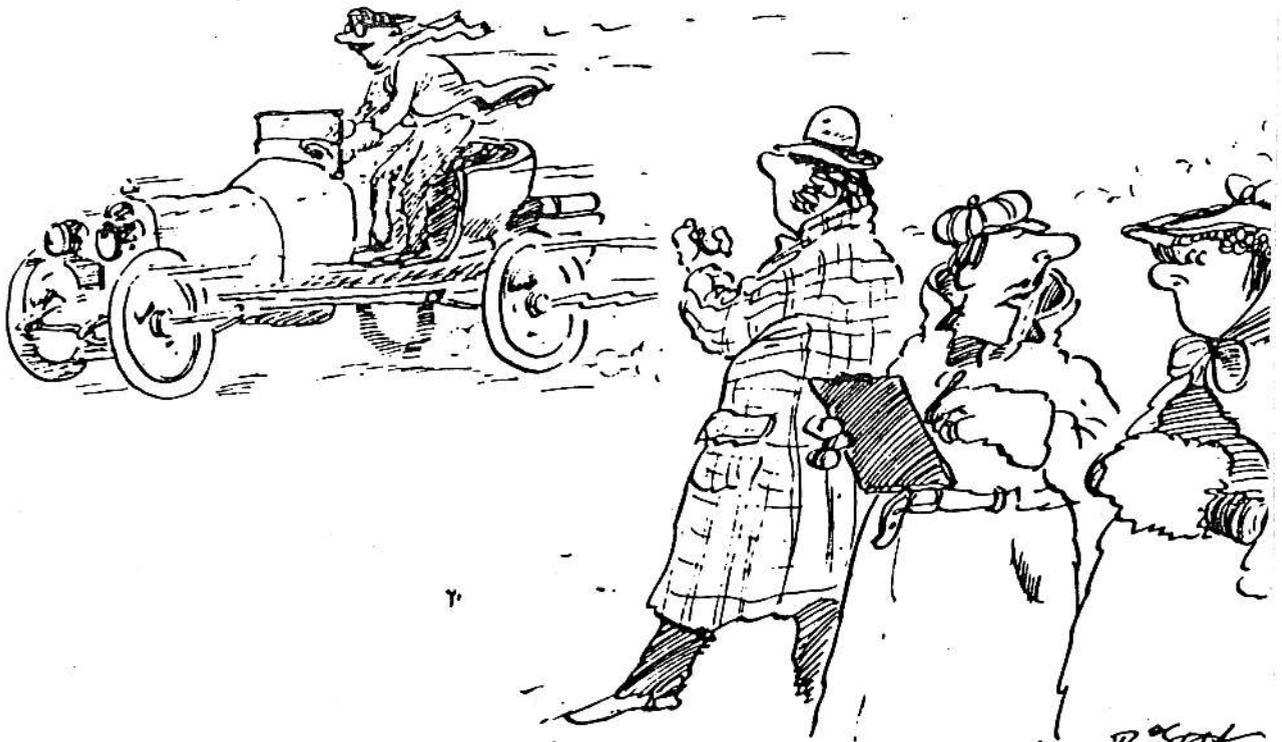
SUPER 7 REPLICA

ROD BAILY

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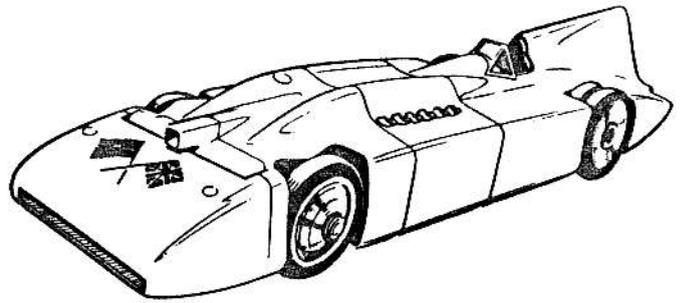
DAVID IVERS & KERRY FINN (Sorry about the spelling last edition. Editor.)
We would like to welcome these new members to our Club and hope they enjoy the



"I know he hasn't got anything to sit on... this is the standing quarter mile, my dear!"

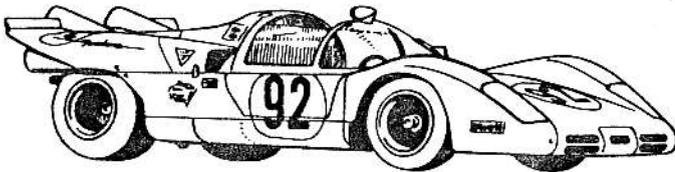
Bruce Scott

NOSTALGIA



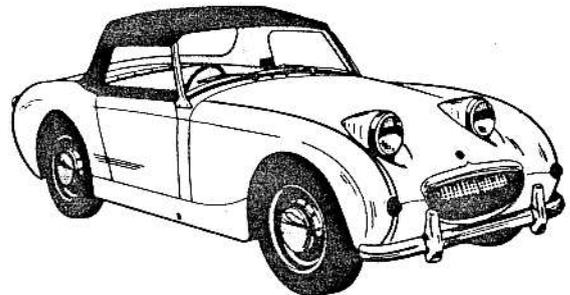
BLUEBIRD RECORD RACER One of the greatest milestones in man's attempt to achieve constantly increasing speed was the late Sir Malcolm Campbell's beautiful Bluebird record breaker. Campbell supervised the design and construction, which was accomplished by Sunbeam, Rolls-Royce, and Thompson and Taylor in England. The 2,500-hp. Rolls-Royce V-12 engine powered Bluebird to a record-breaking speed of 276.816 mph. on the sands of Daytona Beach in 1935. So great was the speed that the tires required replacement after each run. In August, 1935, Sir Malcolm Campbell broke his own record with 301.13 mph. at the Utah Salt Flats. Although this record was exceeded later, the Bluebird will always be remembered as the first land vehicle to exceed 300 mph. The car was 30 feet long and weighed five tons. The car can be seen at the Museum of Speed, Daytona Beach, Florida.

RECORD BREAKERS

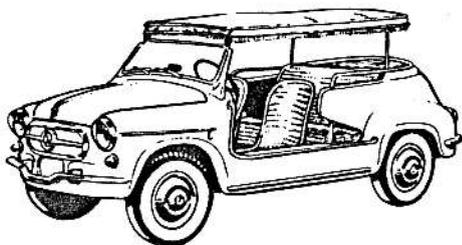


FERRARI 512S RACER The Ferrari 512S Group 5 endurance racer was completed despite a metalworkers' strike in Italy. It placed third in the 1970 Daytona 500 despite the fact that its chassis broke twice. With Mario Andretti at the wheel, the design won the Sebring Race. Fourth place at the Le Mans Race also went to the 512S. Power was a twelve-cylinder, 60° vee-type, rear-mounted, 4,994-cc-displacement engine with four overhead camshafts operating 48 valves, producing 560 hp. at 8,500 rpm. The chassis was steel tubing that was stiffened with sheet aluminum plates.

1950-1959



AUSTIN-HEALEY SPRITE MK. I British automotive designer Donald Healey developed this small sports car for Austin in 1957. In 1958 the Austin-Healey Sprite Mk. I made its appearance. The arrangement of recessed headlights and oval grille gave the car the name "Bug-eye Sprite." The type finished in first, second, and third places in the 1959 Sebring 24-Hour Race and in 1960 Sterling Moss drove the Sprite to second place in that race. During the sixties "Bug-eyes" broke fifteen speed records in their class on the Utah Salt Flats with speeds of around 150 mph. The car still dominates present-day Sports Car Club of America Class H Races! The Sprite Mk. I weighed about 1,500 pounds on an 80-inch wheelbase. Power was a four-cylinder, inline, water-cooled, 58-cubic-inch-engine of 43 hp. The car was exceptionally well balanced and cornered beautifully. The styling was changed in 1962 and evolved into the present-day M.G. Midget sports cars. The Sprite Mk. I is still in demand today among sports car enthusiasts.



FIAT "JOLLY" BEACH CAR This five-seat, fringed-top, open, short-distance auto was built in 1959, and was called the Fiat "Jolly" Beach Car. The seats were wicker to endure wet bathing suits. The car was intended for those who could afford an extra car for going to the beach or to picnics over very short distances. Power was a four-cylinder, overhead-valve, inline, transverse, mounted-in-rear engine of 633-cc displacement that developed about 20 hp. at 4,600 rpm. A four-speed gearbox was fitted. Speed was about 50 mph. This vehicle was strictly for pleasure.

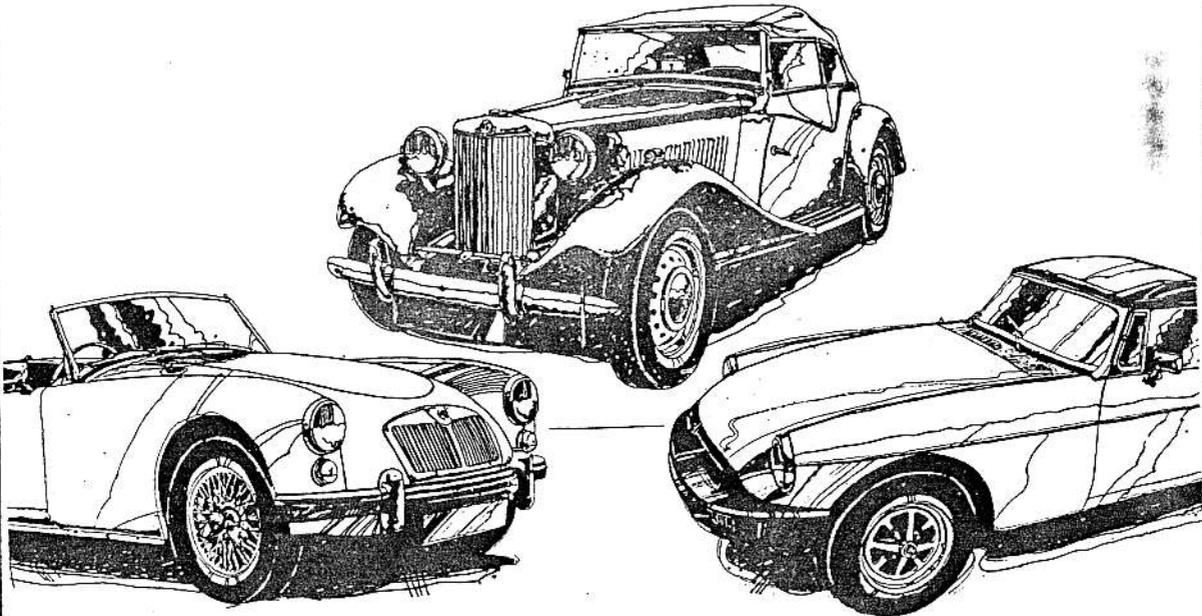
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