

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

PUBLISHED 8 TIMES A YEAR

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The opinions of correspondents and advertisers expressed in 'The Octagon' are not necessarily those of the Management Committee nor the MG Car Club of Queensland Inc. and as such the Club accepts no responsibility.

All enquires to the Editors c/- G.P.O. Box 1847, BRISBANE.Q. 4001

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POSTAL ADDRESS OF CLUB  
G.P.O. Box 1847, BRISBANE.Q. 4001  
(The Committee meets every 2nd Monday at the Clubrooms - if you have any query then contact a Committee member or write to above)

ADDRESS OF CLUBROOMS  
18 Nash Street, ROSALIE.Q.  
( These are open most Friday nights for a natter)

REGALIA - Club T/Shirts ( round or V neck) - 2 tone. \$8. Dilly Bags \$4 are on sale at the Clubrooms.

MAGAZINE EDITORS Peter and Delia Rayment Phone 300 3148 (H)

CONSTITUTION A copy of the Club's constitution is available, for club members perusal at the Clubrooms. Copies of this constitution are also available for a nominal fee from the Hon. Secretary.

CALENDAR OF EVENTSNOVEMBER

- 13th Sun \* Working Bee at Mt. Cotton Hillclimb Circuit for more details contact Terry Corbett 892 1151 (AH)
- 18th Fri \* MGCC of Q NIGHT RUN - leaves Clubrooms 7p.m. (NOTE CHANGE OF TIME) Set by Dean Tighe and David Robinson. It will be a short and easy run to end the year. SPECIAL CLASS FOR T/TYPES - longer time will be allowed for cars of this vintage. All bitumen roads. After the Night Run there will be a BBQ at the Robinson's - so BYO everything and join us afterwards for a little socialising. The address is 4 Scherger St., Moorooka.
- 25th Fri NOMINATIONS CLOSE WITH THE SECRETARY FOR MANAGEMENT COMMITTEE 1 FOR 1989 - ANNUAL GENERAL MEETING 9th December. Please give this matter some thought. Are you willing to help the Club this coming year.
- 27th Sun \* HILLCLIMB AT MT.C OTTON for full details and sup regs. contact the Events Secretary Joan Appleby 857 1561.

DECEMBER

- 4th Sun \* MGCC of Q RACE MEETING AT LAKESIDE - for details contact Events Secretary as above.  
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- 11th Sun \* MGCC of Q PICNIC RUN - all members welcome. Meet at IKEA Furniture shop Cnr. Rochedale Rd & Springwood Re., SPRINGWOOD. 9.30a.m. Going south via Jacobs Wells and Maudsland. Lunch (BYO) at Leonard Fox Park on the Broadwater at Southport (Map ref. UBD 3 G7) BRING YOUR TOGS, PICNIC AND 'WATERCRAFT' - the tide will be in. For further details contact Peter or Delia Rayment 300 3148 or Ian Costin 300 3622.  
+++++
- 9th Fri MGCC of Q ANNUAL GENERAL MEETING - 8p.m. Clubrooms Election of office bearers for 1989. Treasurers report/ Presidents report. etc. All members most welcome.
- 16th Fri. Working Bee at the Clubrooms to collate next magazine Light work and a chat. Help welcomed. Anyone with club activity photos they've taken over the year and they care to submit them for this end of year bumper magazine they'd be most welcome. Make sure they have written on them who or what they are of and whom they belong to so's we can return them if you want them returned. Delia 300 3148.
- February  
18th MG CC of Q PRESENTATION OF TROPHIES NIGHT  
- any suggestions - contact David Robinson if you've got an ideal spot. Phone 844 1037 (BH).  
1989

\* denotes MGCC point scoring events - toward perpetual trophies.

A LATE TRADING POST ADVERT.....but he gets in first!

WANTED MGB MK I or II depending on price and condition. Though prefer a good conditioned one. Contact Jeremy Cox on 369 8971(H) or 846 3455 Ext. 35 (BH) Must be a roadster.

WANTED Midget or Sprite - fair condition. Contact Barry Smith 170 Blackwood Rd., Manly West 4179 or contact Peter Rayment 300 3148.

E D I T O R I A L

Dear Members,

GOODBYE EXPO -- what a wonderful 6 months. We salute Sir Leu and his team.

Brisbane is going to take some time to recover, in more than one way, from this tremendous event.

We still can't believe it's over.

We had bought season passes, early on and even though we used them about 15 - 20 times, feel, we should have used them more. They certainly were a wonderful idea.

This gives one ideas - how about season passes (1 year ones) for places like Dreamworld, Seaworld or the local Motor Racing Circuit? Do such creatures exist? If not why not? They'd make ideal Xmas presents wouldn't they?

As the season hots up - so does everything else at this time of the year - doesn't it - your magazine is a little late this time - what with END OF EXPO: WOGS: FINAL YEAR COLLEGE ASSIGNMENTS ETC ETC ----- we are but only human!

Had a LONG letter from a country member - Doug Wainwright, since last magazine. Part of his letter is included in this magazine. Doug's comments are noted and we shall endeavour to either answer his questions/and/or instigate suggestions made in future magazines. We appreciate the fact that with country members this magazine is one of the only real things they get for their money ( without them having to travel for hundreds of miles) - but this is why their membership is about 1/2 the cost of more local members.

Regarding publication of practical information. Unless it is something a fellow members or enthusiast has found out for himself -we do not publish excerpts of this nature. Most practical information on MGs is available at either a good library or from one of the major book stores like Drysdales or such.

We have this month given a very quick book preview on one book Peter came across recently at our local library.

If any member comes across books that they feel fellow members may find interesting, please send us the details i.e. Author, Title, Publisher, Place and date and what the book is basically about and we'll publish it herein for all members to benefit from.

Next magazine we shall endeavour to list books that we have, or have read and found interesting. And perhaps this list can be an on going thing in future magazines - any comments?

Well as the end of the year draws closer you will see we still have quite a few events to go to. The Night Run set for 18th Nov. sounds like a heap of fun, set by Dean and David. And for those of you unable to make the Night Run you can catch up with us at the Robinson's place from about 8 p.m. onwards for a byo BBQ. OK.

If we don't see you before then, see you there.

PETER & DELIA RAYMENT.

HISTORIC RACE MEETING LAKESIDE

The Historic held, 8th & 9th October, was once again a great week-end.

From all those competing, they had a great time and would like to thank all the officials for their efforts.

Speaking from the regularities, we had many new runners. Barbara in the TF, Co, Kon and Paul in their B's, Don in his D type Jaguar.

This year there were 2 K3's, 2 T6's, 1 TD, 1 TF, 1 TB, 1 MGA twin cam and 4 B's. MG took out the team prize this year.

Mark Waterford took the most trophies in his B. Coming in to the winners circle on nearly every run.

In the other races there was keen competition and good racing for the spectators.

Dont'd forget our Club's RACE MEETING ON DECEMBER THE 4th. If you want supplementary regulations then give a ring to Joan Appleby on 857 1561.

P.S. there will be regularities at this meeting too.

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BODS & BENDS

Looks like the Lakes have their work set out for them - believe they've bought themselves an A ----in bits....

.....

CONGRATULATIONS TO young ANDREW HOCKLEY on his recent wedding to Dianna (please excuse if spelt incorrectly haven't met the lady yet). May we wish you a long and happy life to-gether Andy.

.....

Condolences to Keith, Ailsa and Alan McConnell in the recent passing of Keith's Dad.

.....

COME TO THE LAST  
NIGHT RUN OF THE YEAR  
FRIDAY 18TH NOVEMBER

LEAVES THE CLUB ROOMS

AT 7pm



NOTE START TIME

IT IS A SHORT ONE & IS EASY.  
SPECIAL CLASS FOR "T" TYPES (LONGER TIMES)

---

NOW AFTER THE RUN

A BYO BBQ FOR ALL MEMBERS  
WEATHER ON THE RUN OR NOT AT.

THE ROBINSON'S  
4 SCHERGER ST  
MOOROOKA

NOTE BBQ FROM ABOUT  
8pm.

SEE YA THERE.



**TECH. TIPS**

A Technical Topic (7) with **BOB SCHAPEL**



BALANCING WIRE WHEELS

Wheels can be balanced statically, on the car or by computer. The computer balance method is probably the best, although some people with wire wheels are paying for the best but getting the worst!

Static and "on-car" balancing ensure that there is no heavy sector which would tend to cause a vertical bouncing effect as the wheel turns. Computer balancing does the same but also compensates for the type of imbalance shown in FIG 1. This figure shows a wheel which would show up as OK on a static or "on-car" test, but would tend to wobble the steering wheel unless computer balanced. In this process, weights would be added to points W to counteract the problem.

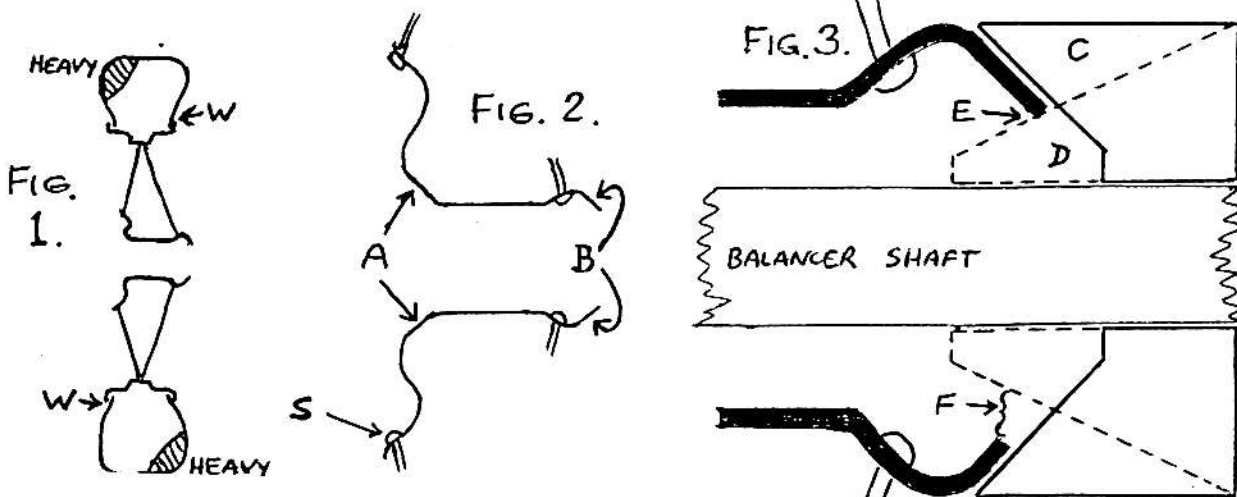
Computer balancing relies on the wheel being attached to the balancing machine in the same way that it is attached to the car, so it runs just as true OR JUST AS BUCKLED! Bolt on wheels sit against the same type of flat face on the balancer as they do on the car and so create no problem. A male cone is used to centralize the wheel.

Tyre & wheel balance "experts", however, tend to use the same male cones to locate wire wheels on their machines because they don't realise that the "surface" contacted by such a male cone can not be assumed to be "true".

The wheel centre (FIG 2) is only a pressed steel fitting. The only surfaces to be trusted are the conical surfaces A and B which locate the wheel on the car. Figure 3 shows how the wheel centre can be a bit longer at E than at F without affecting location in a female cone, C, but badly affecting location on a male cone, D.

A bit of Geometry shows that the hole EF need only be off centre by 20 thousandths of an inch, or have a 40 thou. "burr" to result in nearly 3/16" buckle at the tyre tread. This will falsely cause the effect described in figure 1 for which the "computer" will unknowingly compensate. When the wheel is re-fitted to the car, its original orientation is restored and it is back out of balance! The way to overcome the problem is to use a female cone at the outer end of the wheel centre (and preferably a correctly angled male cone at the inner end), when attaching the wheel to the balancer.

I would be interested to know if there are any computer balancers who have correctly designed adaptors (especially the outer, female cone) for our wire wheels. Perhaps we could publish their names in a future technical topic, or manufacture our own adaptor cones.



THIS ARTICLE WAS FROM THE SA; CENTRE'S MAG, MG MOTORING. Certainly I have come accross this problem. Point S on Fig.2 can also give problems (either the spoke ends or the hub pressing).

If you have any answers or hub adaptors could you let us know.  
The editors.

In response to Bruce Corr's letter re the MG National Meetings - printed in our last magazine, we print the following from Club member Peter Rayment.

After having attended 16 out of the 19 national meetings held, I feel that I can reply to some of Bruce's comments and questions.

Over the 19 years of National Meetings, they have not had to change much. Maybe it has been because of the idea that they were based on meetings similar to meetings that had been taking place between Melbourne and Adelaide centres for some years prior to our present ones.

To answer specific questions, I'll comment as follows.

The Wratten Trophy - This interclub competition trophy has certainly caused some soul searching over the years, when the decision has been very close ( look at Bathurst, America's Cup etc. )

Mostly this has been caused by incorrect scoring or unannounced changes in scoring.

In '84 there was a discussion at the Delegates Conference, as to whether the Wratten Trophy should be maintained. It was decided that in '84 there were no problems, and it has stayed that way since.

To quote from Bruce's letter -

"Is it really necessary to persevere with inter-club competition? Why not individual competition regardless of club membership? Why not revert to a people meeting instead of club meeting. "

These questions are a little ambiguous so I'll answer them a couple of ways.

Firstly if clubs are out, if you didn't have to be a member of a Club - then who would run the meetings?

These events are not just a spur of the moment happening. There is a lot of organizing that goes into a meeting.

Also people are proud of their clubs and are happy to say to which club they belong.

Secondly alternatively does Bruce mean - delete the Wratten trophy? The Wratten trophy is only 1 of the 250 odd sought after for the whole meeting. If we belong to a small Club - and have not <sup>much</sup> hope of ever building up enough score points to take out the Wratten - then this is just a fact of life. But by the same token shouldn't the winning Club be rewarded for it's effort in getting so many winners to attend a National Meeting?

A further quote - "Each centre was isolated in their individual motels," How and where centres accommodate themselves at National Meetings are intirely up to them really. We normally stay in accommodation where there are members of several other centres staying. It takes hours to go for a 5 minute walk - some times - due to overuse of the jaw and tongue.

What this boils down to is "Talk to people from other centres at National Meetings - you can talk to your local members at home."

A further quote - " One of the major concerns of this Club is that the National MG Rally is becoming an impersonal and over competitive affair."

Cont'd.....

Bruce Corr's Letter response Cont'd..

In reply to this comment -

If Canberra appeared big I make note that the competitive members numbers were up slightly, on previous years. Non competitors numbers were up and the Canberra Centre tried to cater for these numbers. With 200 (inconsiderate) extra people wanting to be part of the weekend - who turned up on Good Friday. BUT they were all MG enthusiasts.

Another comment - "..and if they weren't queueing for food".....  
What an ideal time to chat to someone you haven't met before!!!!!!

And yet another quote " Is it to prove to ourselves or others that we are the best MG drivers, MG club ...."

We go to these meetings firstly to get together with people who have a common bond. Secondly the competitions are taken seriously by the people who enter them, whether they be concours, moto**k**hana, or the speed event. Remember it is a gathering of MG owners from across Australia- therefore for an individual to win his class - of course it will be satisfying for him.

All in all what we need to look at - because the meetings are becoming bigger ( particularly in the southern states) - is ways to improve the Meetings. Ways to avoid the pitfalls of previous meetings.

For instance Bruce's comment about accommodation is one which we've taken into consideration with our planning for the 1990 National Meeting which we are hosting here in Brisbane.

We have booked 1 Big motel complex, which we are hoping will take the main slub of people - but of course we realise not everyone can afford Motel accommodation so we have had to book alternative type accommodation too. But the idea is to try and have as many people as possible stay at that one place - so that people - by sheer fact that they are seeing these same faces over the x numbers of days will get to know each other. PRIORITY NUMBER ONE.

The other priority is to try and have everyone at the 1 event or renew at the 1 time. ----- No splitting of class etc.

We realise friends want the opportunity of being able to see their friends ( who' could be in another class) run or be able to chat to them whilst waiting etc at least.

These are only my personal opinions if any other club member has others views he/she is most welcome to add to these per this media.

Peter Rayment.

LONG LIVE THE NATIONAL MEETINGS!

1989 NATIONAL MEETING      1989 NATIONAL MEETING

Bulletin No. 2 is at hand if we missed you in our mail out, and you want a copy then give us a ring. It virtually covered the format for the week-end +++++ an Accommodation booking form - this is the most important part of the Bulletin as accommodations bookings through the Victoria Centre close 20th December. If interested contact us - Peter Rayment 300 3148 your club co-ordinator for the 1989 National Meeting, Shepparton. Easter.

BE THERE    BE AT THE MG NATIONAL MEETING 1989 SHEPPARTON    1989 SHEPPERTON.



TRADING POST ITEMS

FOR SALE

MG SA 1937 Sedan in mint condition. 2.3 litre, 6 cylinder engine. hydr. brakes. Full rego. Classic car in excellent condition \$45,000. Submit any offers, such as swap with TD or TF and cash. Submit to any inspection. Contact Gerald Seymore 368 2054 A/H or Bill Stewart 300 5050 A/H.

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FOR SALE

MG B GT 1970 Red. Fully restored - reconditioned motor, professional re-paint., new tyres, trims etc. \$12,200 - negotiable. Contact Julie Forbes A/H 349 3318.

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FOR SALE

MG TC Steering wheel - \$200 Phone 391 7316.

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FOR SALE

REGO NO. "MGA -57" ; Rear Shockies and linings; Rear brakes complete; Full Chassis; F/Glass original style door/boot/bonnet skins. Contact Mark on 379 4249 A/H.

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FOR SALE

MG TF PARTS LH & RH DOORS - \$170 each; LH running board \$80; Windscreen \$200; Grill surround (slightly damaged) \$90; Grill surround (damaged) \$40; Gearbox cowling \$20. Phone Bob Cranstoun (07) 262 4746

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FOR SALE

MGB 1966 Mk I Lioness yellow, very good condition throughout. Complete with soft top, tonneau cover, boot rack, cassette player and new and used spares. Registered till June '89. \$11,000 O.N.O. Must sell. Contact Mitch Phone (07) 266 9625.

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WANTED

MG B BRG 69-72 Contact John Wimberley c/- ANZ Bank P.O. Box 303 North Quay 4002. Phone 228 3738 (W).

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FOR SALE

MGA 1958 1500 Rebuilt 12 months rego. White Soft Top, tonneau. \$11,700 264 1344 Perry Bobbin.

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LETTERS LETTERS LETTERS LETTERS LETTERS LETTERS LETTERS LETTERS LETTERS

Dough Wainwright,  
2 Sauer St.,  
BUNDABERG. 4670

Dear Sir,

I have been a member of your club for only a short time, I have received only three copies of The Octagon but after reading these I feel there is room for improvement in this magazine.

After reading the editorial in the September issue I felt that I should let you know what I think. Being a country member I can't attend any of your night runs, club days, motorkhanas ect. and if you remove the calendar or events and the report back from these there isn't a great deal left to interest me in the magazine.

The article on ignition timing I found very interesting and there should be more of this type of article. I think there should be an advice or question and answer section where a member who has a problem with his car could seek advice, if one of the committee or local members couldn't come up with an answer one of the hundreds of club members may have experienced the same problem and could give his or her advice.

An article on the car of the month would also be interesting. This need not be a concourse winner, it may be someones daily transport. The article could tell where and when the car was obtained, what condition it was in, any work done and its present condition, why he bought the car and his plans for it.

As it is very easy to sit back and criticise I thought I had better include a short story about my car which you can either include in the magazine or in next weeks garbage.

\*

I would like to read articles in your magazine on some of the problems encountered and the methods used by other members to restore their MGs.

\*

Would you be able to give me the name and addresses of any members in the Bundaberg district so I can contact them.

Are any MG car club metal badges or stickers available also any back copies of The Octagon would be much appreciated. I would gladly pay postage for any.

Yours sincerely,  
Doug Wainwright.

\* Doug included his article and included a list of questions which he sought answers to as well. Owing to pressure of work and college, no can do this time - we shall answer same and print them next time OK. Thanks anyway Doug, for the article etc. Editors....Peter & Delia

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It seems an appropriate time to re-print the following -

It is said the membership of any organisation is made up of four bones

There are the WISHBONES, who spend all their time wishing someone else would do all the work.

Then there are the JAWBONES who do all the talking and very little else.

Third are the KNUCKLEBONES who knock everything that anybody tries to do.

And finally there are the BACKBONES who get under the load and do the work.

WHICH ONE ARE YOU?



- ★ ALBUMS
- ★ B & W PRINTING
- ★ PASSPORT PHOTOGRAPHS
- ★ FILM

- ★ FRAMES
- ★ ENLARGEMENTS
- ★ MOTOR RACING PHOTOGRAPHS
- ★ POSTERS

INCORPORATING

*Alan McConnell Photography*

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DISCOUNTS FOR CLUB MEMBERS

BOOK REVIEW

= Robson, Graham. The Mighty MGs. London; David & Charles, 1982

This is a book about the MGA Twin Cam , MGC , and MGB GT V8. With a line up like this you can see where the title comes from.

It covers the genesis of each of the models, then it moves into a technical analysis of each of these models. Production and their sporting use is then covered.

The book is good reading and well worthwhile to have on the shelf.

There is good reference material concerning what to look for in each model -- to be able to tell them from the more ordinary A's and B's.

With the photographs (of which there are copious amounts) you can see why it is so difficult to get a twin cam engine out of an A.

The factory did it the easy way -- they fitted the engine to the chassis before the body was installed.

With Christmas coming up, it would certainly be a tremendous present for any MG enthusiast.

Failing this you can always try your local library for a preview -- as this is where we were introduced to the one we've reviewed.

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MORE TRADING POST ITEMS

FOR SALE

\*HATMA T4-KAWASAKI hillclimb car. 1988 aluminium monocoque chassis, 750 c.c. DOHC Kawasaki engine with 5-speed gearbox running through a Morris 1100 diff. Tyres Avon Formula Ford. Wheels; front 13x5.5 Cheviot alloy. rear 13x7 Rebel alloy. Price \$4950.

\*MAG WHEELS. 2x 13 x 6.5 Performance 100 mm PCD, \$60 ea.  
2x 13 x 5.5 Delta 4.5in. PCD \$50 ea.  
2x 13 x 5.5 Cheviot 100m PCD \$50 ea.

All the above sheels are 4-stud.

\*SUBARU ENGINE/GEARBOX DRIVESHAFTS. Complete 1600 engine /transmission unit including disc brakes. \$700

\*RACK & PINION STEERING : Commodore \$50  
Gemini \$50

\*GEMINI front suspension posts complete \$40 ea.

\*SPAX SHOCK ABSORBERS.

Brand new, never used type PAS 164 -- 392, fully adjustable with steel spherical ball joints each end. 4 available. Ideal for open-wheelers. \$200 ea.

Phone Gold Coast (075) 391 285 after 7 pm - Arthur Holloway.

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