

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

PUBLISHED 8 TIMES PER YEAR

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Members personal advertisement are free.

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

All enquires to the Editors c/- GPO Box 1847, Brisbane. Q. 4001

MANAGEMENT COMMITTEE

<u>PRESIDENT</u>	<u>PHONE HOME</u>	<u>WORK</u>
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Linden Cooper	341 3942	(075) 37 6116
<u>SECRETARY</u>		
David Robinson	848 0221	844 1037
<u>TREASURER</u>		
Ann Thomson (CAMS DELEGATE)	378 1368	
<u>CLUB CAPTAIN</u>		
Peter Rayment (MARQUE REPRESENTATIVE)	300 3148	835 8932
<u>COMMITTEE</u>		
Joan Appleby	857 1561	
Terry Corbett	892 1151	229 3300
Dean Tighe		844 4283
Ian Costin	300 3622 ( T/Type Co-ordinator)	
Steve Austin	245 5265	
<u>MEMBERSHIP SECRETARY</u>		
Phil Hutchison	277 4274	282 1377
<u>POSTAL ADDRESS OF CLUB</u>		<u>ADDRESS OF CLUBROOMS</u>
GPO Box 1847 Brisbane 4001		18 Nash St. Rosalie Q
(The Committee meets every Monday fortnight at the Clubrooms - if you have any queries then contact a Committee member)		(These are open most Friday nights for a natter)

REGALIA - Club T/Shirts (round neck or v), Dilly Bags are on sale  
at the Clubrooms. \$4 for bags \$8 for T/Shirts.

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.

IF YOU HAVE A RED X ON YOUR MAGAZINE WRAPPER THEN YOUR MEMBERSHIP HAS NOT  
BEEN RECEIVED BY US, AND THIS WILL BE YOUR LAST MAGAZINE.

CALENDAR OF EVENTSMARCH

- 13th Sun \* MGCC MOTORKHANA - Flockton Street Village Shopping Centre Flockton Street, Everton Park. Starts 12 noon. Cars MUST be suitable muffled. Enter on the day, but you must have your club card and a CAMS basic licence (obtain beforehand) Even if you are entering, we could do with some timekeepers Plus also it is a good spectator sport, for a Sunday after-noon's entertainment. Last practice before the National Meeting. For further information ring Peter Rayment Director. 300 3148.(H) or 835 8932 (W).
- 18th Fri \* MGCC NIGHT RUN - leaves the Clubrooms 8 p.m. set by Phil Hutchison and Graham Harvey. Enter on the night, but must have current club card (memberships were due 1/1) and one member of the team must have a CAMS licence also. Bring your UBD torch, pen, paper, navigator and have fun. It's called how to get to know Brisbane better!! Other club members and their friends are invited to the clubrooms for a chat etc. whilst this event is being conducted. It's interesting to hear the comments when all the cars start to come back in.
- 20th Sun \* MGCC HILLCLIMB - at Mt. Cotton Hillelimb Circuit. For sup. regs call in at the Clubrooms most Friday nights or contact the Secretary. Entries usually close 10 days beforehand. And you'll need a current club card and CAMS licence, etc. Help needed on the actual day in the capacity of flaggies etc. Good spectator sport. Event Secretary Linden Cooper 341 3942 (H)
- 20th Sun Bayside Swap Meet, Ormiston State School.

APRIL

- 1 to 4th MGCC NATIONAL MEETING AT CANBERRA - EASTER - for details see further in magazine or ring Peter Rayment Co-Ordinator for our Club 300 3148.
- 10th Sun \* Working Bee Mt Cotton Hillelimb Circuit Ring Terry Corbett (892 1151)
- 16-17 \*MGCC OPEN RALLY QRC2. Ann Thomson our Rally Director is calling for help in the way of control officials etc. for this event. If you'd like to help and be entertained at the same time, as Rallies are good spectator sports also then contact Ann on 378 1368.

22nd Fri Working Bee at Clubrooms to collate next magazine. Help welcome. Light work, chat and coffee/tea available after.

- 24th Sun \*MGCC HILLCLIMB at Mt. Cotton details as above.

MAY

- 8th Sun \*MOTHERS DAY SPORTS CAR GATHERING AT MACLEANS BRIDGE  
Come help fly the flag. Bring your sports car, your chicken and champers, wife, Mum - for a lazy day of picnicing and chatting.
- 11th Wed Meeting Clubrooms 7.30 re 1990 MG NATIONAL MEETING
- 20th Fri \*MGCC NIGHT RUN leaves clubrooms at 8 p.m. etc.

JUNE

- 5th Sun QUEENSLAND HILLCLIMB CHAMPIONSHIPS at Mt. Cotton. To be organised by our Club if available contact a C'tee person to-day  
Cont'd....

CALENDAR OF EVENTS CONT'D....JUNE

- 11,12 & 13 The Antique Machinery Restoration Society of Q'ld's  
YESTERYEAR EXPO at Sunnybank Hills State School,  
Symons Road, Sunnybank Hills. Open each day from 10a.m.  
Displays from Vintage steam and oil engines to weaving.  
For more details contac Sharyn Cattell 200 6757.
- 26th Sun \* MGCC PICNIC DAY details to come

JULY

- 29,30 & 31 \* MGCC IRON MAN WEEKEND A full week-end of motorsport.  
Fri; NIGHT RUN, Sat; MOTORKHANA & SPRINT; Sun; HILLCLIMB  
May the best person win.
- 23-24 LIR RACE MEETING

AUGUST

- 7th Sun \*MGCC PICNIC RUN details to come
- 13th Sat RNA MISS SHOWGIRL PARADE - usually we require 6 MGs.  
If interested let Peter Rayment know 300 3148
- 21st Sun \*MGCC LAKESIDE RACE MEETING - details to come
- 28th Sun \*MGCC HILLCLIMB at Mt Cotton

SEPTEMBER

- 11th Sun \*MGCC CONCOURS details to come
- 16th Fri \*MGCC NIGHT RUN from Clubrooms
- 17-18th QRDA RACE MEETING

OCTOBER

- 8-9 \*MGCC LAKESIDE RACEMEETING (Historic)
- 16th Sun \*MGCC PICNIC RUN

NOVEMBER

- 18th Fri \*MGCC NIGHT RUN
- 20th Sun INTERCLUB MOTORKHANA would you like to be part of our team?
- 27th Sun \*MGCC HILLCLIMB mt. Cotton

DECEMBER

- 4th Sun \*MGCC LAKESIDE RACE MEETING
- 11th Sun \*MGCC PICNIC RUN

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

CHECK YOUR CALENDAR AND HIGHLIGHT EVENTS YOU ARE INTERESTED IN NOW

IF YOU HAVE THE DATE OF SOME INTERESTING EVENT WHICH YOU MAY FEEL OUR CLUBMEMBERS WOULD BE INTERESTED IN THEN DROP US A LINE AND WE'LL INCLUDE IT IN OUR CALENDAR. IF YOU HELP US WE'LL HELP YOU.

EDITORIAL

Dear Members,

1988. A year to reflect. Our Club roots don't go back to the beginnings of Australia, but we can boast a relatively long history as far as Car Clubs are concerned in Queensland.

This nostalgia was bought on by firstly all the goings on and happenings in relations to the Bicentenary and secondly by a recent encounter ( of the pleasant type ) with an 'old' club member at our recent picnic run we held for the Club to Wynnum.

We were all sitting around enjoying each others company, the scenery, and the day when this chap wandered over and wanted to know if there were any old members amongst the gathering. Yes - we have an old member present. 'Ged-dae' It turns out that Earl Proudly, was in the Club in the late 50's and he was quite thrilled to bits to be able to chat with another 'old' member. He went away, and then came back with 2 old Octagons dated- February, 1959 and April, 1959 respectively.

Interesting to note that in one issue the one dated April 1959 is the entry ;

The Centre wishes to welcome the following new members  
.....Vincent Appleby....

Vince is still a member to-day and can be seen with his good wife Joan at many of our Motoring events.

As we reflect on this encounter perhaps it is then time also to stop and take stock of just what life is all about. What direction we should be heading as we come to the end of this century.

If you as a member have very personal feelings on this matter and would like to put pen to paper, then your opinion, your view would be most welcome.

Some food for thought also -

- Are we just stumbling from event to event
- Is there some master plan behind all this
- Are we spreading too thinly, the few workers we do have in the Club
- Should we seek more advice from the actual clubmember
- If so, in what way can this be obtained

It's yours - this open invitation to become the Shelly or Byron of this century perhaps! No not really whatever your view it will be welcome.

Help - if anyone has any unused Photo Albums at home and would like to donate them, then we would welcome them with open arms. We have **heaps** of duplicate photos which our friend and club member in Bundaberg, Ian Connell printed for us, which we'd like to keep for the Club.

Well until next time happy motoring,

PETER & DELIA RAYMENT.



TO ALL CONCERNED MEMBERS

It has come to the attention of the Committee and myself that unwarranted rumours are being spread by persons unknown that, "Joan Appleby has refused to assist other Committee members or pass on information to new Committee members who are now organising the Race Meetings and Hillclimbs.

"It has also been said that Joan and Steve Austin are unhappy and cannot work with the present Committee".

I would appreciate it if all members would spread the word and let it be known to everyone concerned with Motor Sport, that prior to our first meeting of the year, I had to call on both Joan and Steve many times for information and advice, for which I thank them now, and would like everyone to know that the rumours are a "LOAD OF BULL".

Joan and Steve are still very active members of our Committee.

Linden Cooper  
EVENTS SECRETARY.

### SECRETARY'S JOTTINGS

Another month has gone with the same speed. I never find enough time for many things. The Annual Dinner Night was enjoyed by all so much so that many asked about a mid year get together. Let us know your thoughts on this idea. The Race Meeting got off to a slow but damaging start with several members doing considerable damage to their vehicles. Bent Race Cars are very sad objects. I hope all are well again soon. Keep an eye on the calendar as there should be an event - competitive or social to suit all our members.

Bye for now.

DAVID ROBINSON  
Hon. Secretary



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# WORKING BEE

Mt Cotton Hillclimb HILLCLIMB  
MT COTTON

FOR INFORMATION CONTACT

David Robinson  
Terry Corbett

B/H 844 1037

A/H 848 0221  
A/H 892 1151

SUNDAY APRIL 10th



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

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

INCORPORATING

*Alan McConnell Photography*

**SPRINGWOOD**

Arndale Shopping Centre  
Cinderella Drv.

**208 8131**

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- ★ 1 HOUR Reprints off existing negatives
- ★ 1 DAY Disc Film Processing
- ★ YOUR CHOICE — 2 Prints for the price of 1 or free replacement film



PICNIC RUN 21st FEB

What a day. After being on the Midnight to Dawn run and having 14 hours sleep we headed off to the Back Packers' Inn near the Story Bridge to pick up a visitor, Andrew Stomberg from Sweeden's MG Car Club.

Then off to Anzac Park, Toowong, to meet all the rest of the picnic trippers. Here the band gathered. 3 T Types, and 7 B's. Off we went heading down to Manly, along the water front ending up at the new sandy beach at Wynnum. Here we met up with a few more cars an A and a B.

It was good to see Barry & Cheryl and Michelle Smith turn up with the sill of his Magnette. Still a little way to go yet Barry before she's finished. Ed.

We had a swim ( we had made sure the tide would be in) which was very enjoyable as it was hot. After this plenty of food and chatting. So the day drew to a close and we headed off in our own ways, dark clouds looming overhead, not looking too good.

We took Andrew back home with us and after more nattering and eating eventually returned him to his lodgings after 8 p.m. He was off to New Zealand in 2 days time after having spent 3 months in Australia. I hope he didn't get as sunburnt as I was and that he enjoyed our company as much as we enjoyed his.

All in all a very good day.

Question. Who finds pushing women in the water a pleasurable occupation?

Answer. Ian Costin - what a bully.

Question. Who went to the wrong Park?

Answer. Someone quite strange.

Question. Who forgot the teanneau?

Answer. The gentleman that's getting too tall for his hair.

Good to see new member Ann Minchinton taking the plunge and joining in.

Where were the Plunkette? Our old stallwarts.

CANBERRA OR BUST!OR HOW TO GET TO PERTH TO CANBERRA without flying!

We've just received a letter from W.A. friend Harry Pyle about his trip to Canberra from Perth. Harry together with son Philip will be taking his MGTC 1948 up north via Darwin, down through Brisbane and down the coast to Sydney and on to Canberra for Easter and the 1988 National Meeting. If time permits they may even side track down to Ayers Rock.

Harry's car won it's class at the Concours in Tasmania in 1984 - after coming across the Nullabor.

We wish Harry and Philip well on their trip and look forward to seeing them in Brisbane here about the 27th March - 3 days before we depart for the National Meeting ourselves. Seems like Deidre will go the quicker way - fly to Canberra. But I bet she wishes she could fit in the TC too.

MOTORSHOW '88

The following Club members can take a bow for providing their cars for the Club's Motorshow display this year in at the RNA grounds. It was a general opinion that it was definately a worthwhile project. Besides the following members we must thank the co-ordinator Terry Corbett who had to not only organise the cars but a roster system, involving over 30 club members for 'on duty' service at our display.

The Teddy Bear Raffle went over well. Though we could have sold 'Millions' of tickets more if it would have been for Rod's NE. Perhaps it is something the C'tte in their wisdom can organise for next year - an MG raffle.

Thanks to Car owners -

Rod Hiley; Graham Waters; Ian Costin; Peter Whalley;  
Joan Appleby; Rod Bailey; Alan McConnel & David Robinson.

Also thanks to the following people for their help;-

C.N.W. Lighting for the lighting; Blands Garden Centre for the pot plants; Club member Tony Jay for the hours put in assembling the Videø plus being there; Alan & Keith McConnell our club members who provided some of the photos; Bailey Manufacturing, Master Cabinet makers who made the fabulous information billboards - their phone number is 266 630 if you want a cabinet maker; club member Rob Clatworthy for photographs, and of course YOU the club member if you were on roster.  
ALSO TO THE MTAQ for the invitation to display -we'll be in it next year -if invited.

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HEART FOUNDATION OPEN CLUB DAY AT CHANDLER

5.30a.m. the alarm rings on Sun 28th Feb. and it's out of bed and off down to the Chandler Sporting Complex for a Club day organised by the Heart Foundation. 6 MGs comprised our display and we wish to thank the following members for their time and effort -

Julie Findlater -Magnette;  
Graham Waters - A  
Ian Costin - B GT  
Richard (Dick) Groves - TD  
Richard Coglán - B ( only joined the week before)  
Peter Rayment - TC

It was a fantastic opportunity for more PR work for the club but it was such a shame that the organisers did not get the number of people throught the gate that they had expected.

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IF YOU ARE INTERESTED IN GOING IN THIS TYPE OF EVENT LET US KNOW AS IT IS ALWAYS VERY DIFFICULT TO HAVE RELIABLE PEOPLE FOR THIS TYPE OF WORK.

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Dean Tighe & Friend...



Waiter? Terry Corbett



Ken & Noelene Peters

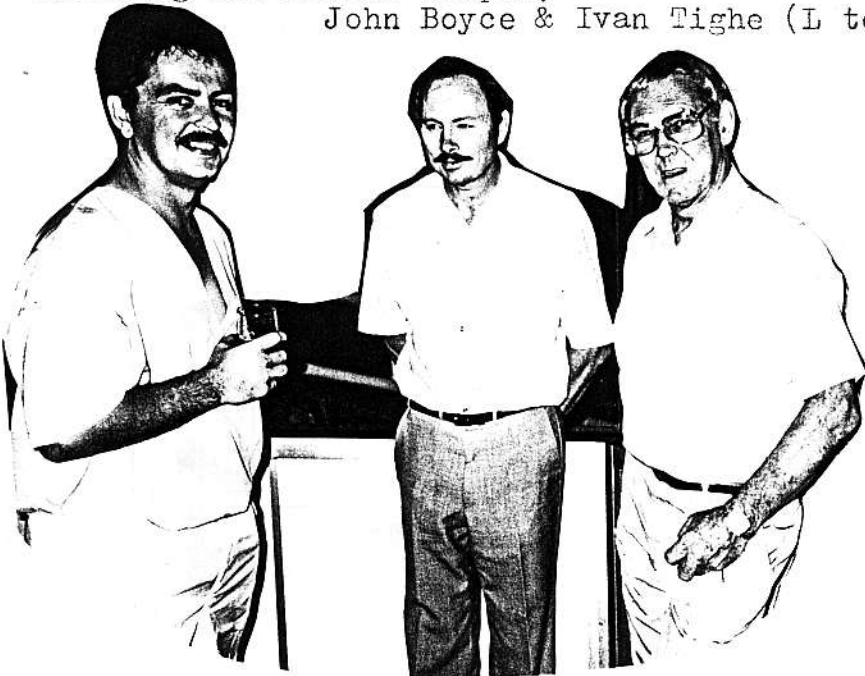
Happy Couple  
John & Pat Walker



Peter Rayment demonstrates to  
Paul & Kerri Strange



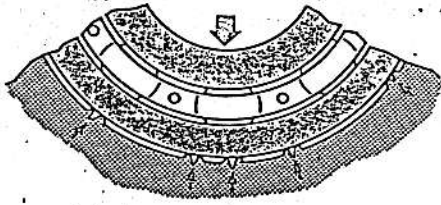
Chatting are Linden Cooper,  
John Boyce & Ivan Tighe (L toR)



Rod & Di Hiley  
check out the names on the  
trophies.....



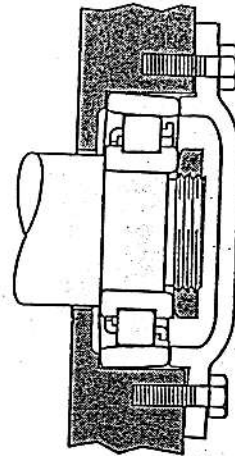
**1** *Is the housing or shaft worn or damaged?*



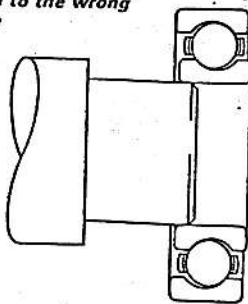
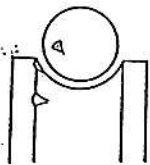
Bearings should not be fitted to worn or damaged seatings as this will cause damage or creep of the bearing rings. Never tighten the fit of a ring to its seating by deliberate damage. This gives only local and uneven support to the ring, causing initial distortion. During use the high spots will be flattened and the ring will creep. When seatings are not too badly worn, the rings may be retained with a locking adhesive, but when possible shafts and housings should be replaced.

**2** *Is the housing end cover distorting the outer ring?*

Inaccurately made clamping components, or entrapped dirt or swarf, cause distortion of bearing rings, resulting in local overload of the raceways and rolling elements. In this example, excessive spigot depth on the end cover is causing distortion of the outer ring when the clamping bolts are tightened.



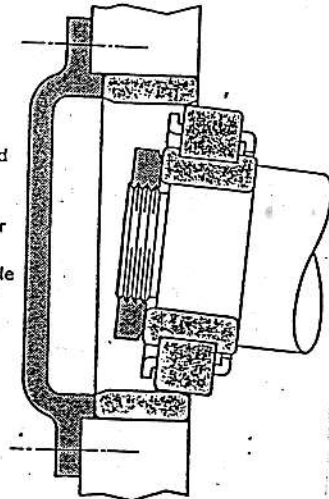
**3** *Has force been applied to the wrong ring during assembly?*



The rotating ring of a bearing, in this example the inner, is usually an interference fit and any force should be applied through this ring when fitting the bearing. Force applied through the outer ring will be transferred through the bearing, damaging the balls and the edges of the raceway. This will cause excessive noise and premature failure.

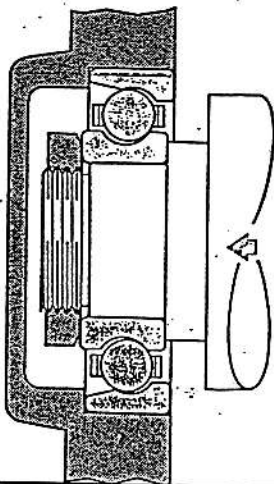
**4** *Has there been damage by misalignment during fitting?*

The inner ring, cage and roller assembly of a roller bearing should not be allowed to jam in the outer ring during fitting. This can cause damage to the rollers and the outer raceway. If jamming does take place, it should be freed with as little force as possible.



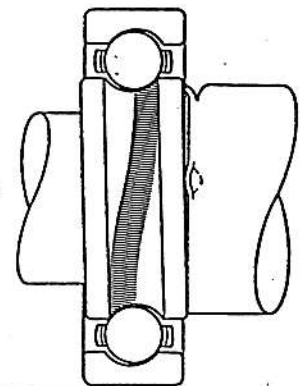
**5** *Was the bearing the wrong way round?*

Single row angular contact bearings are designed to carry axial load in one direction only. They should not be mounted in a way that causes load to be applied towards the open, or large bore side, of the outer ring. Load applied in this direction can force the bearing apart, damaging the balls and leading to early failure.



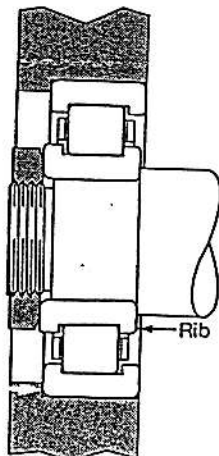
**6** *Was the bearing mounted out of square?*

The rings of a bearing must not be tilted or misaligned. Seating damage or foreign matter can prevent a ring from seating squarely. This will cause uneven loading of the raceways and rolling elements, reducing bearing life.



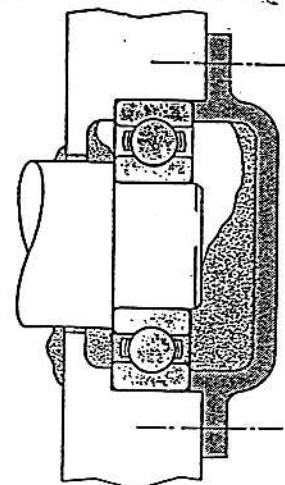
**7** *Has there been shock loading?*

The ribs of a roller bearing can be broken if the bearing is subjected to heavy axial shock loads. These can occur during fitting if force is transferred through the rollers from one rib to the other. In use, a heavy axial load may break the ribs if the abutments are not sufficiently deep to support them.



**8** *Too much lubrication?*

Too much grease can be as damaging as too little. The moving parts of the bearing should not have to churn large amounts of grease, or rapid overheating and loss of lubrication will take place. Ideally, the grease cavity should be no more than one third full.



THE OCTAGON



Reg Tomkinson(President)  
with David Robinson(R)  
winner Trials  
Navigator trophy.

PRESENTATION DINNER

THE WINNERS



Alan McConnell  
Best All Rounder

MARCH, 1988



Ex-President Steve Austin(L)  
with Dean Tighe  
winner Trials Driver trophy



Brett Peters  
Racing Car Drivers trophy  
winner



Marilyn Campbell  
Ladies trophy winner



Peter Cahalane  
Concours overall winner



Tony Jay Speed Trophy



John Broadbent  
Marque Sports Car  
Trophy winner



Peter Rayment  
T/Type, MG & Motorkhana

Photos per courtesy of Alan McConnell. Thanks again Alan for your support



IN 1990 THE M.G. NATIONAL MEETING OF MG CAR CLUBS  
 WILL BE HOSTED IN QUEENSLAND BY OUR CLUB.

# WE WANT YOUR

# IDEAS



DESIGNS, SUGGESTIONS  
 for our



↓ 1990 M.G. NATIONAL MEETING EMBLEM ↓

which, if chosen, will appear on the following

- ∴ - T/SHIRTS
- ∴ - POSTERS
- ∴ - TROPHIES
- ∴ - STATIONERY & THE LIKE.

if interested in submitting a design & you want more details, or a look at previous National Meeting designs then contact Helia Rayment 300 3148 (H).

Next Meeting, for interested persons, is on Wed. 11th May  
 7.30 Clubroom.



TRADING POSTMUST SELL - GARAGE SALE - ALL MUST GO - BEST OFFERS

1 X 12a PP motor; 1 X Corolla Holinger gearbox; 1 X 12a/Hewland adaptor plate; 1 Group A Sports Car Chassis (uncomplete; 1 F.R.E. Mk I Sports car body plus moulds; 1 Farrell Clubman chassis plus bits (uncomplete); 1 VW swing arm gearbox; plus oil tanks, guages, wheels, tyres and other bits and pieces. 1 bent asp. Clubman and associated bits; 2 ford Hewland adaptor plates. PLUS.....

(1) Bowin P67 - Formula Ford just spent \$4000 on rebuild fresh motor \$7,500 Spares. Negotiable, all assistance given. Would like to see this car stay in Queensland.

(2) Group 'A' Sports car - in middle of rebuild - all bits here - just not together, yet. Phone Greg Fahey 071 435288 BH or 071 433332 AH

HIRE DRIVE AVAILABLE -- FORMULA FORD FOR APRIL 10th LAKESIDE MEETING  
RING GREG.

FOR SALE MGTC Vehicle available for inspection 9a.m. to 4.30p.m.  
Saturday 12th and Sunday 13th March. Realistic offers considered  
68 Glenn Street, Kelvin Grove.

FOR SALE OR SWAP

1 X 71 Midget Grill - would like a 2A Sprite grill. Contact Robert Pout, 176 Priors Pocket Rd., Moggill 4070 Phone 2026400.

NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS

We would like to welcome the following new members this year and wish them a long and happy association with our club ;-

Rodney Fletcher MGB; Wayne Gilbert MCB; John Hall O; Richard Lacey MGB; Ricky Lien O; Harold Lowe MGTD; Anne Minchinton MGB; Lisa Savimaki MGB; Arthur Smith O; Barbara White MGA;

WELCOME ANDREW!!!!!!!!!!!!!!

We believe young Andrew Lake was a little put out when he joined and we omitted to mention his name. This was a sad error on our part Andrew and we apologise. For those of you who do not know Andrew, his Mum and Dad ( Pauline & Chris Lake). Andrew has been envolved with our Club for some time - like ever since he was born. His Mum used to bring him down to Mt. Cotton in his bassinette and now here he is a full blown member.

Believe also that Dad, Chris is now collecting pieces to make another open-wheeler to use at Mt. Cotton, Motorkhanas the like, as it is now some years since he used/sold 'Le Escargot'.

WANTED

Midget Grill Mk I vertical slats. Aluminium trim around cockpit and horn button for Mk I also. Contact Peter Rayment 300 3148 or 835 8932(W).

NOTICE BOARDDEPARTMENT OF TRANSPORTINFORMATION BULLETINS

To hand and on display at the Clubrooms are the following information bulletins, if you are wanting full particulars see them in the Clubrooms or obtain your own copy by phoning the Department of Transport on (07) 253 4851.

Quote Sheet No.33/ENG 18.1.88 Vehicle Accessories regulations incl. info on Fishing rod holders, driving lights/brackets and accessories, Bicycle carriers, Roof racks and ski bars, & Specially constructed vehicle bodies.

Quote Sheet No.26A/ENG/4.2.88 Replacement Engines regulations info on Toyota Landcruiser 1974 onwards

Quote Sheet No.26B/ENG/4.2.88 Replacement Engine regulations info on Datsun/Nissan Patrol 4X4 1974 onwards

Quote Sheet No.26c/ENG/4.2.88 Replacement Engine regulations info on LJ50/80 Suzuki 4X4 1974 onwards

Plus replacement engine info on 4 cylinder Holden Commodore; LH-LX Holden Torana/Sunbird; UC Holden Sunbird/Torana; 48-53 Holden to EK Holden 61-62; Jaguar/Daimler X j6/12 models; Range Rover 4X4 1974 onwards; All the above have separate sheets and are available.

Q.R.D.A. INC.

c/- 9 Hudson Road, Albion. 4010

The Social Secretary,

The Thundersport versus Super Sedan Race Meeting will be held on

9th and 10th April 1988  
Lakeside International Raceway  
Petrie

Members of your Social Club are offered the opportunity to purchase family weekend passes which includes entry to the pit area, at the reduced price of \$8.00 each if purchased prior to 31st March, and subject to a minimum of 5 passes. (Adult single day passes are \$5.00 each)

The 35 lap final which includes a compulsory pit stop will be packed with excitement. A full race programme will provide plenty of action from 10 a.m. on Saturday and Sunday.

Organise a Social Club picnic, get there early, have an economical day out and join in the barbecue with the drivers in the pit area after the racing on Saturday and Sunday.

Jeff Chapman  
Race Organiser

Phone 262 8088

POINTS SCORERACING DRIVERS' TROPHY

Brett Peters	15	Ron Pommerel	3
Jim Rowston	11	Royce Gregson	3
Tony Scott	11	John Novak	2
Vern Hamilton	10	Thierry Reig	2
Mark Trenoweth	10	Andrew Chapman	2
Keven Johnston	8	Rod Bailey	2
Kevin Heffernan	8	Winston Parr	2
Ian Peters	7	Andrew Mladonvic	2
Noel Orphan	7	Richard Barker	1
Gary Scott	6	Brad Stratton	1
Bob Cossor	6	Rob Switzer	1
Greg Fahey	6	Kim Berger	1
Tony Gliddon	5	Col Ruffell	1
Ian Thomas	5	Tony Jay	1
Bob Mander	5	Lawrie Howlett	1
Ian Palmer	4	Jim Berry	1
Simon Young	4	Ken Nelson	1
David Robinson	4	Terry Kraatzmann	1
Dean Tighe	4		
Tony Sigley	4		

oOo

SPEED MARQUE TROPHY

John Broadbent	63
Malcolm Spiden	44
Peter Rayment	29
Denis Andrado	28
John Crane	9

BEST T TYPE TROPHY

Peter Rayment	24
Ian Costin	16
John Jamieson	16
Peter Cahalane	14
Rod Hiley	12
Denis Land	12
Alwyn White	12
Richard Groves	10

LADIES TROPHY

Marilyn Campbell	37
Colleen Tallar	25
Those not eligible	(did not compete in 1 of each event)
Delia Rayment	60
Julie Findlater	4
Joan Appleby	4
Ann Thomson	10
Leonie Ivaniors	1

BEST MG TROPHY

Peter Rayment	108	Rob Ritchie	34
Malcolm Spiden	62	Paul Strange	8
John Crane	30	Col West	6
Steve Austin	2	Peter Whalley	6
Joan Appleby	4	John Walker	10
Alan Budsworth	10	Graham Waters	10
Robert Brunner	3	Alwyn White	12
Ian Connell	5		
Peter Cahalane	14		
Ian Costin	15		
Ian Colbert	8		
John Crane	30		
Richard Groves	10		
Rod Hiley	12		
Alan Hughes	14		
Wayne Henman	3		
Errol Hoger	4		
John Jamieson	16		
Julie Findlater	4		
Greg Findlater	2		
Denis Land	12		
Alan McConnell	20		
Dwayne Mayer	2		
Len Melrose	21		
Les Plunkett	10		
Dave Phillis	12		
Brian Parker	2		
Scott Ramsey	2		
Delia Rayment	60		

SPEED TROPHY

(for one at a time Speed Events)

Tony Jay	72
John Broadbent	63
Steve Austin	42
Andy Anderson	23
Fred Axtell	56
John Broadbent	63
John Boyce	14
Terry Corbett	22
Bob Cossor	32
Linden Cooper	12
John Crane	9
John Davies	34
Vern Hamilton	14
Doug John	8
Peter Rayment	29
David Robinson	12
John Stratton	59
Barry Smith	16
Reg Tomkinson	9

The undermentioned have points but are not eligible as no working bees were attended

Nev Bertwistle	8
Jim Andrews	21
Dennis Andrade	28
Jim Berry	12
Peter Bull	15
Jim Brooker	8
Ray Carmichael	52
Marilyn Campbell	16
Greg Cox	35
Gary Cossor	3
Andrew Chapman	17
Richard Croston	10
Giles Cooper	10
Rob Engwirda	3
Brian Ferrabee	31
Greg Fahey	10
Royce Gregson	8
Ken Graham	31
Gary Goulding	2
John Heffernan	23
George Haseler	9
Joe Hodge	35
Bruce Horey	23
Arthur Holloway	3
Elaine Hamilton	4
Paul Jones	38
Greg Johnson	48
Tim Jordan	18
Bob Kane	18
Alan Moore	31
Bob Manders	10
Alan McConnell	57
Andrew Mladonivic	4
Bill Norris	1
John Novak	48
Bill Norton	8
Ken Norton	6
Kevin Parker	18
Steven Pocock	19

BEST ALL ROUND TROPHY

Alan McConnell	121
Peter Rayment	114
Malcolm Spiden	104
John Broadbent	107
Marilyn Campbell	37
Brian Ferrabee	48
Ken Graham	39
John Novak	59
Robert Paul	51
Thierry Reig	24
David Robinson	78
Mal Ryan	26
John Stratton	53
Brad Stratton	62
Dean Tighe	85
Colleen Tallar	25
Paul Van Wyjk	20

The rest of the competitors were not eligible for the Best All Round Trophy

Graham Porter	6
Glyn Phillips	22
Ian Peters	33
Robert Paul	48
Steve Price	16
Jim Rowston	20
Peter Robertson	8
Thierry Reig	34
Mal Ryan	8
Newton Short	24
Mal Spiden	44
Brad Stratton	66
Norm Singleton	13
Dean Tighe	40
Ivan Tighe	26
Colleen Tallar	18
Kim Taylor	18
Paul Tilley	4
Peter Tighe	8
Paul Van Wijk	10
Simon Young	11
Gary Walsh	6





I think that I will never see  
 Anything more lovely than an M.G.  
 At once so desirable and inspiring  
 Upon its sparkling chrome wheel wiring  
 Serving motorkhana, rally and daily commuter  
 Much more fun than a motor scooter  
 A joy to behold, you will agree  
 That gentle giant, the beloved M.G.

Travel near or journey far  
 Throw your Esky in the car  
 And wife and kids, and dog and cat  
 It'll get you there, and back  
 Far better than a train or tram  
 This doyen of the M.G. clan  
 With its familiar colour scheme  
 Of Buttercup, or B.R. Green

Lo, these proud and timeless crafts  
 Regaled by Melbourne's bitter draughts  
 While down behind the soft top sits  
 Fold it back, or pull it to bits  
 Or up above a sun-roof lies  
 A window upon the endless skies

And as you're driving, you'll encounter  
 Other M.G.'s they're all around you  
 Salute with a finger, to display your accords  
 Raise two fingers to the Holdens and Fords  
 But on the roads the cops are there  
 Lurking, waiting for you if you dare  
 To motor home to your family bower  
 At eighty or a hundred miles an hour

It never ceases, this fascination  
 At the well planned instrumentation  
 See the needles rise and swagger  
 They come alive, those Smiths and Jaeger  
 And marvel at the rack and pinion  
 It really is my opinion  
 That to drive a whale, that double-ender  
 Or gaze along the shining fender  
 Of a Y-Type, or TA, is what they mean  
 When they say, get away in your escape machine

They have their faults, you will agree  
 As you sit in your bucket seat you will see  
 Elbow dents on the bonnet from garage employees  
 And dimples in doors from careless knees  
 And if you're at the drive-in and happen to score  
 Your foot might get caught in the glove-box door  
 But just grin and bear it, it's a challenge you see  
 In a B-Type, or A-Type, TF or TC

I cannot understand the fuss  
 About the double-decker bus  
 Which, both coming and departing  
 Fills the air with diesel farting  
 Nor should steams malodorous engines  
 Provoke such sentiment, and legends  
 Keep your toffy Rolls Silver Clouds  
 I'm happier to avoid the crowds  
 Who twice daily fight to cram  
 Themselves upon a Melbourne tram

So let's Salute the Abingdon ploy  
 The car which is the transport of joy  
 Be it Morris Garages, or Nuffield, or BLMC  
 The name M.G. is the name for me  
 And those of you who have an M.G. no more  
 Are up shit creek, without an oar

W. Robinson

Wally is a member of the MGCC Victoria.  
 He has recited this poem at several National Meetings  
 since 1985.

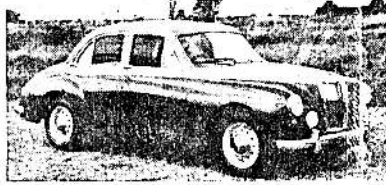


# M.G.s THROUGH THE AGES...

## M.G. production models

### 'ZA'/'ZB' Magneette

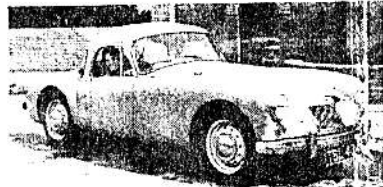
Production period:  
1953-8



Chassis-less saloon design, based on Wolseley 4/44, with independent front suspension, rack-and-pinion steering and BMC 'B'-series engine; 1489-c.c., 4-cylinder, o.h.v. (60 b.h.p. at 4,600 r.p.m.) twin S.U. carburettors; 'ZB' (1956 on) had increased power (68.4 b.h.p. at 5,250 r.p.m.); 'Varitone' version had larger rear window. Approx. 36,600 built. *Shown: 'ZB' Varitone.*

### M.G. Series 'MGA'

Production period:  
1955-62



Aerodynamic sports 2-seater, with 2-carburetter, 'B'-series engine, independent front suspension and rack-and-pinion steering. Up to May 1959: 1489-c.c., 4-cylinder, o.h.v. engine, 68 b.h.p. (later 72 b.h.p.) at 5,500 r.p.m. 'MGA' 1600, May 1959-April 1961: 1588-c.c. and Lockheed disc front brakes. 80 b.h.p. at 5,600 r.p.m. 'MGA' 1600 Mark II, April 1961-June 1962: 1622-c.c., 93 b.h.p. at 5,500 r.p.m. Bolt-on disc or centre-lock wire wheels; open roadster or fixed-head coupé bodies. Approx. 101,000 built. *Shown: 1600 Coupé.*

### 'MGA' Twin Cam

Production period:  
1958-60



As 'MGA', but with 1588-c.c., double o.h.c. engine (108 b.h.p. at 6,700 r.p.m.), Dunlop disc brakes all round, and centre-lock disc wheels. Open roadster and coupé bodies. Some later chassis fitted with 1622-c.c. push-rod engine, known as 'MGA' 1600 Mk. II. De-luxe. Approx. 2,000 built. *Shown: roadster.*

### Mark III/IV Magneette

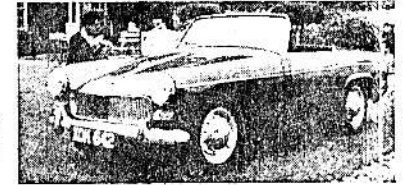
Production period:  
1959 to date



Unit-construction saloon, with 2-carburetter, 1489-c.c., 4-cylinder, o.h.v. engine (66.5 b.h.p. at 5,200 r.p.m.), 4-speed gearbox, independent front suspension, cam-and-lever steering, and drum brakes (Mark III). Mark IV introduced, October 1961, with 1622-c.c., engine (68 b.h.p. at 5,000 r.p.m.), wider track, longer wheelbase, and anti-roll bars front and rear.

### Midget Mark I

Production period:  
1961-4



Unit-construction sports 2-seater, developed from Austin-Healey Sprite. 948-c.c., twin-carburetter, 4-cylinder, o.h.v. engine (46.4 b.h.p. at 5,500 r.p.m.), 4-speed gearbox, rack-and-pinion steering, independent front suspension, drum brakes, quarter-elliptic rear springs, bolt-on disc wheels, detachable sliding side-screens. In October 1962, engine enlarged to 1098-c.c. (55 b.h.p. at 5,500 r.p.m.) also baulk-ring synchromesh, disc front brakes, improved trim; later (optionally) centre-lock wire wheels. Hard top available. Approx. 26,000 built.

### M.G. 1100

Production period:  
1962 to date



Unit-construction saloon, with transverse-mounted, twin-carburetter, 1098-c.c., 4-cylinder, o.h.v. engine (as on later Midgets), 55 b.h.p. at 5,500 r.p.m. Engine in unit with 4-speed gearbox and final drive to front wheels. Disc front brakes, all-independent suspension with Hydrolastic springing. Four-door, 4-seater body, with 2-door version for certain export markets. *Shown: 4-door.*

### M.G. Series 'MGB'

Production period:  
1962 to date



Unit-construction sports 2-seater, with 1798-c.c., twin-carburetter, 4-cylinder, o.h.v. engine (98 b.h.p. at 5,400 r.p.m.). Four-speed gearbox (overdrive available), rack-and-pinion steering, independent front suspension, disc front brakes, bolt-on disc or centre-lock wire wheels. Wind-up glass side windows (hard top available). G.T. closed coupé version introduced October 1965.

### Midget Mark II/III

Production period:  
1964 to date



Development of Mark I Midget, to incorporate bigger windscreen, swivelling quarter-lights, wind-up glass side windows (hard top available), outside locking door handles, new dash layout, more power (59 b.h.p. at 5,750 r.p.m.) and half-elliptic rear springs. Bolt-on disc or centre-lock wire wheels. Mark III introduced October 1966 with 1275-c.c. engine (65 b.h.p. at 6,000 r.p.m.) and folding hood.



RESTORATION HINTS

- on saving your back
- on cleaning old parts

If you are about to restore a car here are a few tips which may help.

If you have a chassis which needs maintenance it pays to mount this about 1 metre up from the floor. This eases the strain on your back.

An intricate body like an MGB likewise can be mounted at about the same height.

The stand may be simple or one could mount the body onto the bumper brackets and organise it so that it would pivot, so that the body may be rolled over. It is also worth while having the stand on a set of wheels so you can shift it round. (I used small steel wheels. these could be dragged sideways across the concrete).

Now the body is set up, it's what to do with all of the little bits i.e. covers, wishbones, brackets etc.

Providing they are not non ferric, the old caustic soda bath is useful for removing the old paint. A 60 litre oil container is pretty good and most pieces can be done in a container this size. It may take time depending on the temperature and strength of the solution (WARNING - as with all acids use caution. Use a face mask so you don't get any of the solution in your eyes - if you do irrigate with water immediately) The end of a 44 gallon drum will hold a wire wheel. After the paint is off, you usually find rust under the paint.

Depending on how badly rusted the wheel is, it may need to be submerged in another container with a molasses/water solution. Use cattle/horse/crude molasses. It stinks as it ferments but it does get rid of the rust. When the rust is gone, maybe a week time, clean the piece and et en treat immediately with Dioxidine and paint immediately otherwise rust will start to reform again immediately.

Most small brackets in MGs were normally semi-gloss black.

When dry wrap carefully and put away till needed.

Hope these tips may be of some help.

If you have any handy hints you'd like to share with Club members then put pen to paper and drop us a line.

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WANTED WANTED WANTED

Jeff Paroz, 6 Eulolo St., Toowoomba Phone 076 347761 is after the MG badge for the middle of the boot in his MG 1100 he is presently restoring. He would appreciate any leads to obtaining one.

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MORE TRADING POST ITEMS

FOR SALE

1983 Gemini Sports Sedan 1360cc- webers-close ration 5 speed Holinger gearbox-LSD-quick ratio steering rack-ventilated discs-Group A integ-rated roll cage - 9 X 13 wheels - Koni shocks - rose jointed suspension MSD ignition - Lakeside 60 sec. lap times - super quick and bullet proof complete with spares and tandem tilt trailer \$10,400 neg. Phone Russell on A/H 209 9468 or 266 9311.

MEMBERS PLEASE NOTE

You need to attend one of the following lectures if you are wishing to obtain you General Competition Licence for Racing, at CAMS.

28th March; 6th June; 8th August; & 28th November.

STEWARDS      POTENTIAL STEWARDS      STEWARDS TO BE

Anyone interested in stewarding club events or if you wish to be elevated from your present position, then see a Committee person.

MORE

NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS

We would like to welcome the following new members, and hope their association with us is a long and happy one;-  
Carl Stecher(renewed) Midget; Henry Rhytyna (Joan's son in law from Mackay Magnette; Graham Ward O; Roland Warner O; Terry Willis O; Gino Mollo O; Michael Weston O; Alf Grant O; Christain Smith ; Don Biggar O; Ian Braithwaite O; James Brooker O; Paul Buda O; Robert Chatworthy O; Peter Edwards

MORE TRADING POST

FOR SALE Super charger Rootes type suitable for 2-4 litre. Excellent condition \$500 contact Max Williams on the Gold Coast (075) 32 4918.

BODS & BENDS

WELCOME BACK TO QUEENSLAND AND THE SUNSHINE NIGEL....Nigel Johnston is arriving back from the Antarticia Expedition this week and is looking forward to driving at Mt. Cotton again.

Good luck to Coral & Ian Costin in their new business venture.

GOODBYE AND GOOD LUCK to club members Bev & Rob Ritchie and family. May you find peace and happiness in Sydney.

GOODBYE AND GOOD LUCK TO CAP. David Phillis and Jenny and the girls on his promotion, and their shift to Townsville. Perhaps David can be our correspondent in the North north.

Sorry to hear Ian Connell can't make it to the National Meeting this year. He'll just have to get going for WINTON '89, to be organised by the Melbourne centre(whoops Victoria Club).