

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 middle of January. Members personal advertisements are free.

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

<u>PRESIDENT</u>	<u>MANAGEMENT COMMITTEE</u> <u>Phone HOME</u>	<u>WORK</u>
Terry Corbett	892 1151	229 3300
<u>VICE PRESIDENT</u>		
Reg Tomkinson	376 4304	279 1533
<u>SECRETARY</u>		
Vicky Moore	359 3460	
<u>EVENT SECRETARY</u>		
Joan Appleby	857 1561	
<u>TREASURER</u>		
Ann Thomson (CAMS Delegate)	378 1368	
<u>CLUB CAPTAIN</u>		
Peter Rayment	300 3148	838 8932
<u>COMMITTEE</u>		
Dave Robinson	848 0221	844 1037
Steve Austin	245 5265	
Linden Cooper		
<u>MEMBERSHIP SECRETARY</u>		
Phil Hutchison	277 4274	282 1377

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 St. 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.

CALANDAR OF EVENTS

JANUARY

20th Fri SPECIAL GENERAL MEETING. 8pm SHARP!! at the Clubrooms
 (if you can't make it send in a proxy vote) to be ..
 Followed by
 *MGCC of QLD NIGHT RUN -- you will need to have paid
 your membership and one crew member to have at least
 a Basic Licence.

FEBRUARY

10th - 18th MTAQ Motorshow - Theme for clubs "Motoring is fun"
 we need help to man the stand. If you can help ring.
 Terry Corbett.

17th ENTRIES CLOSE FOR NATIONAL MEETING

18th Sat PRESENTAION OF TROPHIES AND DINNER DANCE.- at the
 ASCOT ROOM EAGLE RARM RACECOURSE
 LANCASTER Rd. ASCOT.
 Starts 7pm. make up a group.

26th Sun *MGCC of QLD OPEN RACEMEETING AT LAKESIDE - This
 is the first race meeting for the year so it should
 be enteraining.

MARCH

12th Sun *HILLCLIMB AT MT COTTON - our first hillclimb of the
 year.

17th Fri *NIGHT RUN

24th-27th NATIONAL MEETING -- SHEPPARTION see details in magazine.

.....
 YOUR MEMBERSHIP RENEWAL IS NOW DUE

MEMBERSHIP FOR @@ 89 \$ 26
 BASIC LICENCE 10

As a courtesy to new members joining the club, for the
 first time, after the 1st October in any year, the committee
 allows their fee (plus CAMS Fees etc) to cover them for
 the following year. This ONE TIME COURTESY does not apply
 to renewals or past members rejoining the club.
 The club membership year is 1st January to 31st December.

TRADING POST ITEMS

FOR SALE

HARDTOP FOR MGB reasonable condition \$250 ono.
Ph. 3547904 KIM HOWDEN.

.....

FOR SALE

2x MGB Mk1 Front mudguards Average Cond. \$50 each.
1x MGB Woodrim Steering wheel. \$40.
2x MGB Mk1 Doors. Very Average Cond. \$30 each.
2x MGB Rear shock absorbers and link arms. Satis.Cond. \$50 each
1x Full length roofrack for Toyota FJ55 Landcruiser. \$125
PH. 3983723 PETER WHALLEY.

.....

WANTED

4 Only 5 1/2" or 6" Steel rims for Ford Cortina.
PH. 3983723 PETER WHALLEY.

.....

DEPARTMENT OF TRANSPORT
INFORMATION BULLETIN NEWS

We have some new bulletins:-

1. Convertibles Guide to Conversion 39/ENG/10.10.88 (sick of your normal sedan and you feel like some top down motoring read this note.
2. Replacement engines for Hi Lux 4x4
3. Amendments to the traffic regulations
 - Securing of containers on trucks
 - Sign on vehicles
 - First year motorcycle riders
 - Interstate learners' permits
 - Entering and leaving a road
 - Headlight flashing units
 - Stopping on freeways
 - Pedicabs.

these bulletins can be seen at the clubrooms.

SECRETARY'S REPORT

Well members, another year has passed and the Santa Suits come out for another season of best wishes and good health for the coming year.

Events in 1988 have not been as well attended as those in previous years. It is disappointing to organise and run events when the entry is not very large.

I am continually amazed at the number of M.G. Owners we have in our club and the few same old (as those we have seen before) faces appear again and again. Those that have cars, get them out, take the top off and come and enjoy the company of other M.G. owners.

Picnic runs are great fun. Can you remember when you went to the country for a picnic. Lets see you in the family car, for those of us who do not have an M.G. but are involved in some other facet of Motor Sport.

It was with regret that I had to resign mid-term as Secretary during 1988, but I am sure that Vicky Moore will continue to this important job with much enthusiasm.

MERRY XMAS TO ALL MEMBERS

BEST WISHES AND GOOD HEALTH FOR 1989.

David Robinson

ALL PURPOSE

POWDER COATING

LINDEN COOPER

SHOP 5
CNR BRISBANE & BABBIDGE STREETS
LABRADOR QLD 4215

(075) 37 6116

Quickpics

- ★ 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

SPRINGWOOD QUICKPICS

- ★ 1 HOUR Processing Service (if in 1 hour before closure)
- ★ 1 HOUR Reprints off existing negatives
- ★ 1 DAY Disc Film Processing
- ★ YOUR CHOICE — 2 Prints for the price of 1 or free replacement film



DISCOUNTS FOR CLUB MEMBERS

PRESENTATION



DINNER = 7 PM.

SAT. 18th. FEB. '89

ASCOT ROOM - EAGLE
FARM RACECOURSE

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GET A TABLE TOGETHER AND
COME ALONG FOR A TOP NIGHT

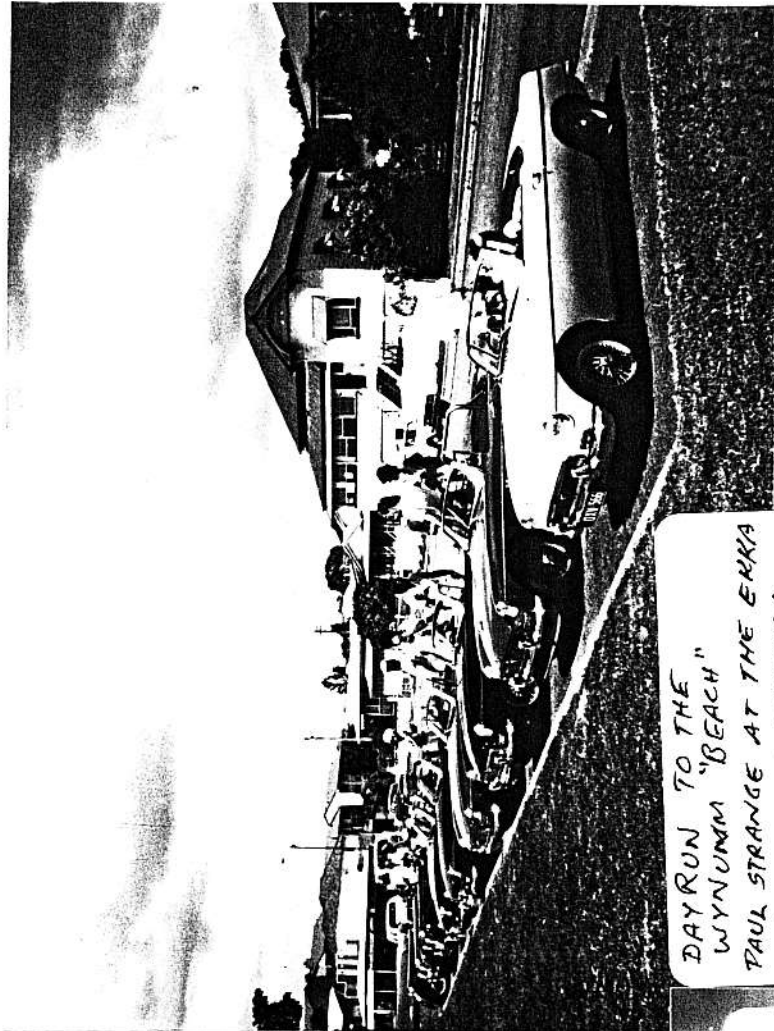
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Tickets available
from committee!

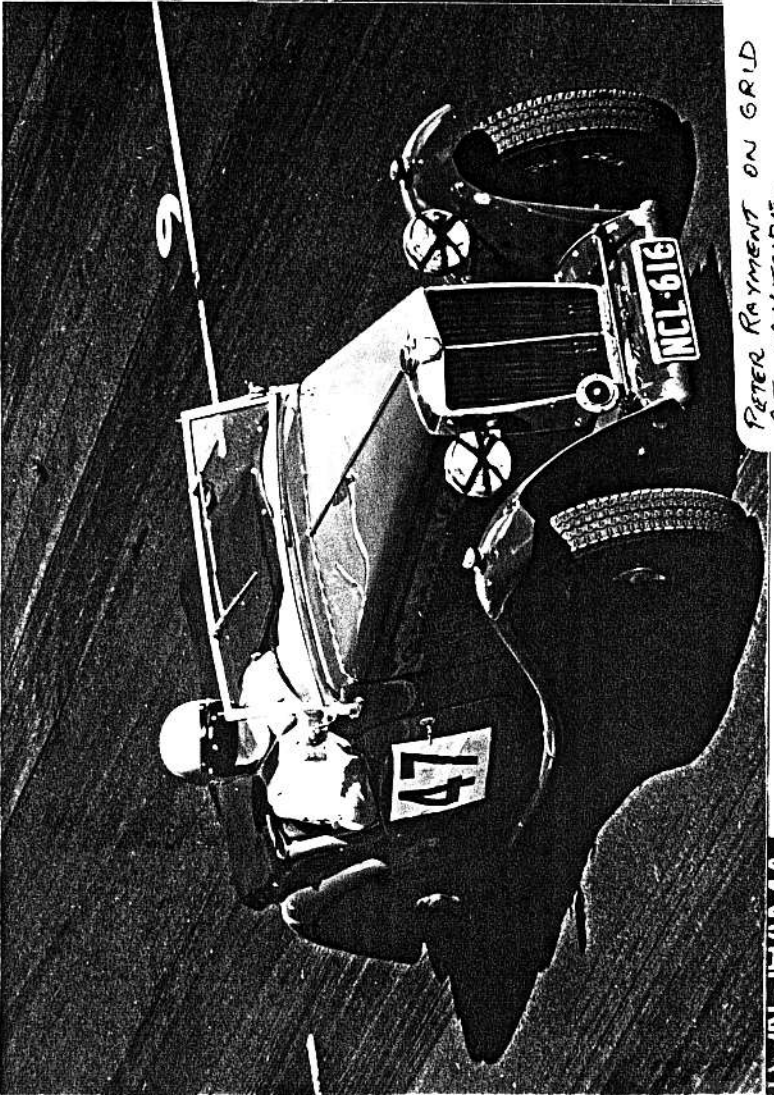
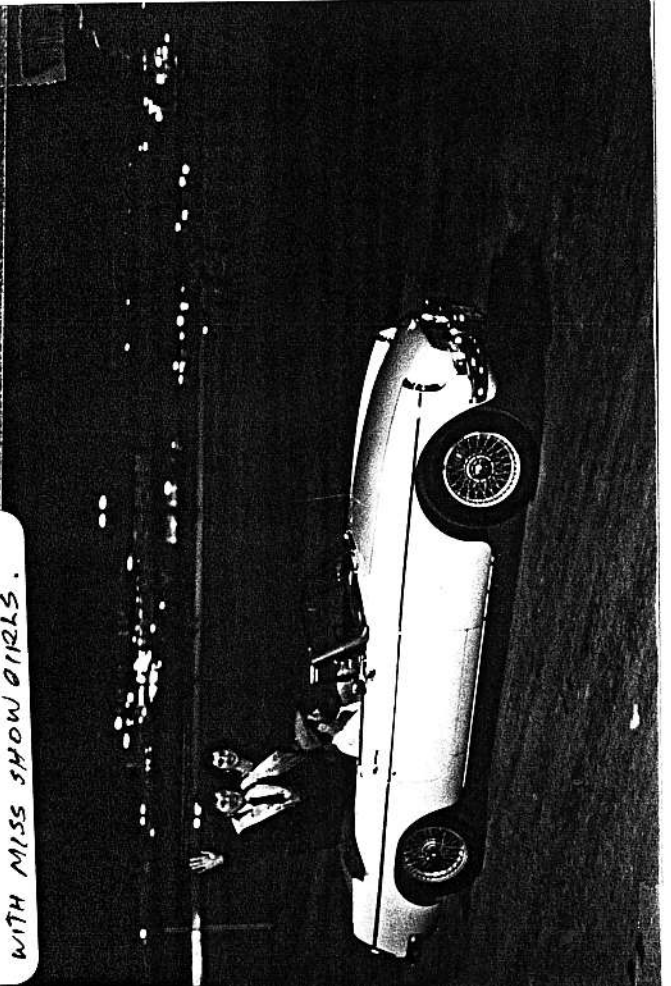


" See You There "

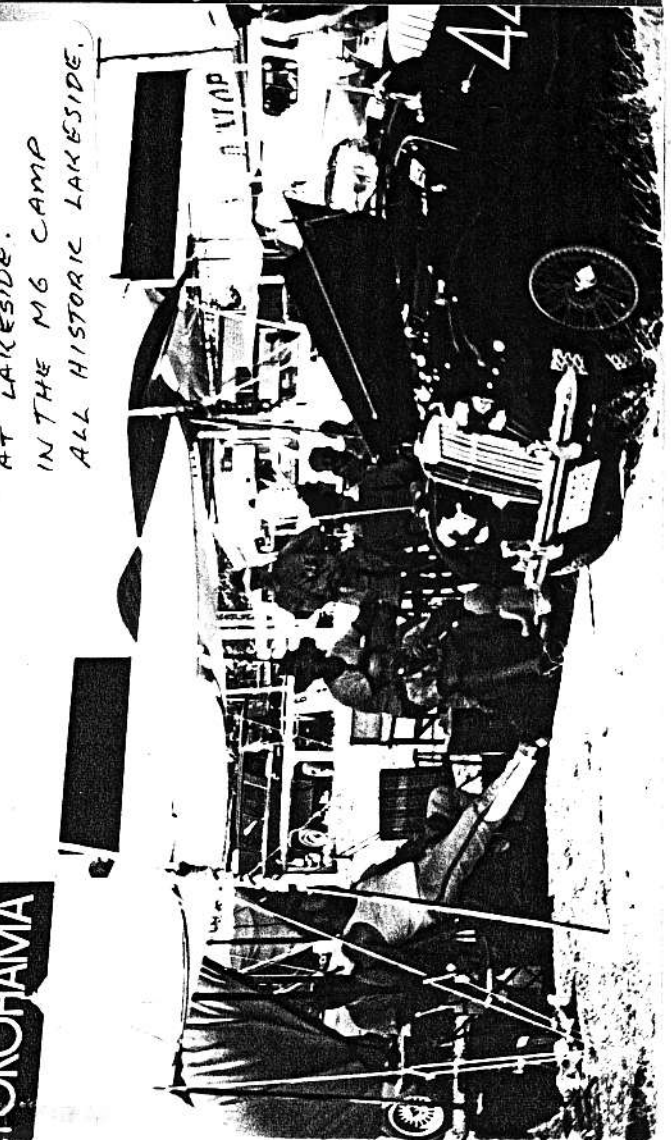




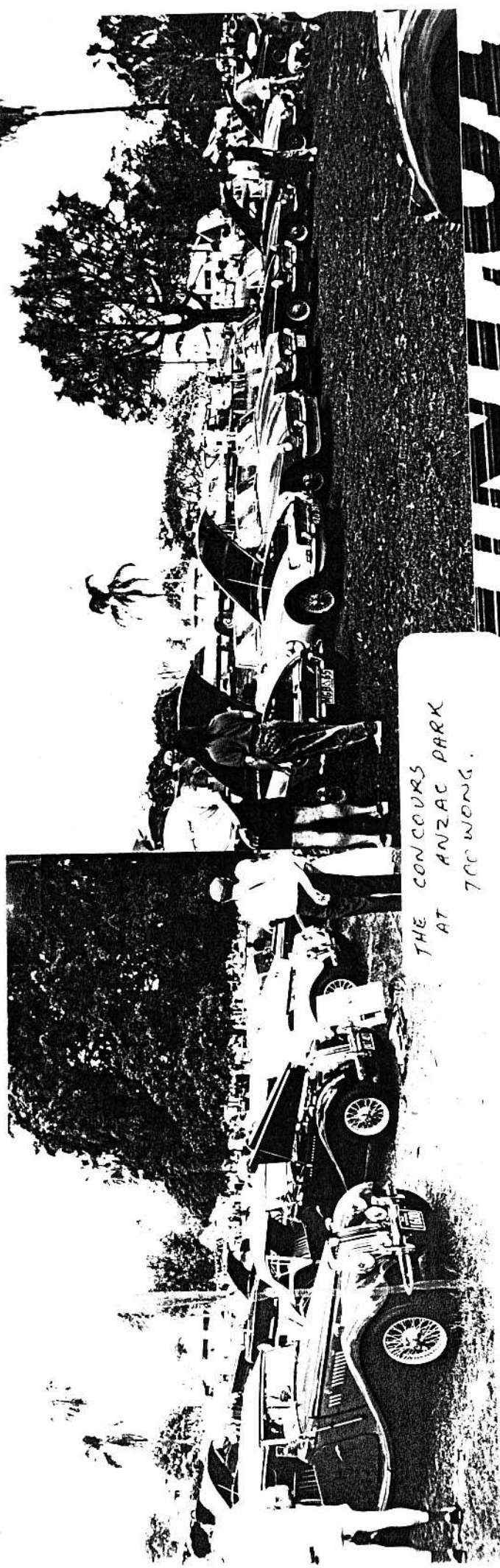
DAY RUN TO THE
WYNUMM "BEACH"
PAUL STRANGE AT THE EXKA
WITH MISS SHOW GIRLS.



PETER RAYMENT ON GRID
AT LAKE SIDE.
IN THE M6 CAMP
ALL HISTORIC LAKE SIDE.



YOKOHAMA



THE CONCOURS
AT ANZAC PARK
700 WONG.

LAKESIDE



DOWN
THE
BACK
STAIRS



MG'S AT
ALL HISTORIC
LAKESIDE
IN THE PITS

MG CAR CLUB OF VICTORIA
**1989 NATIONAL
 MEETING**
 SHEPPARTON · VICTORIA



BULLETIN No. 3

The resources and collective expertise of the MG Car Club of Victoria have been mobilised to produce what we believe will be a meeting dedicated to clubmanship and a common love of the Marque MG. There is a variety of events to offer competition flavour to suit every taste. There will be ample opportunity to renew, or create, interstate friendships.

We are planning a meeting which will capitalise on the growing enthusiasm and dedication of MG owners. The need for planning has become only too obvious to those clubs who have recently undertaken, or are about to undertake a National Meeting. In order for us to properly run this meeting we cannot accept late registrations, so don't be disappointed, fill out your registration and post it early; if you have any queries you can contact:

Ian Marwson (03) 523 6052
 David Mottram (03) 534 1426 or
 Geoff Scott (03) 578 9318

NOTE THE CLOSE OF ENTRIES

17th FEBRUARY

THE EVENTS:

GOOD FRIDAY

REGISTRATION and initial scrutineering at the Shepparton Civic Centre 12 noon to 6p.m.
 NOGGIN ' NATTER at the Civic Centre from 7p.m. onwards.
 Drinks will be available and hot savouries and other delicacies will be served.

EASTER SATURDAY

CONCOURS 9.30a.m. until approximately 4p.m. The concours site is the Con Paling Reserve.
 Lunch will be available for purchase and entertainment provided during the day.
 Saturday Evening - Mastermind Quiz will be held at the Civic Centre, drinks are BYO but nibbles will be supplied.

EASTER SUNDAY

Either -
 (a) WINTON - The speed event at the Winton Motor Raceway commencing at 8a.m. (Lunch will be available for purchase at the circuit) or
 (b) ECONOMY RUN which will commence at 10a.m. at Shepparton. This will be a touring event with the result based on straight economy and will carry the same points as other competition events. Lunch will be available at the completion of the event which will finish at the Winton Raceway.

EASTER MONDAY

MOTORKHANA at the Driver Education Centre at Shepparton commencing at 8.30a.m. Lunch will also be available for purchase at the Motorkhana.
 PRESENTATION DINNER at the Civic Centre. This is the social highlight of the weekend and all centres are encouraged to put in a special effort to make this a memorable evening.

TUESDAY

FAREWELL BREAKFAST. This will be at the Concours site and the starting time will depend upon the success of the previous evening's entertainment. The breakfast will be followed by the Delegates Meeting, the time and venue will be announced during the course of the weekend.

ACCOMMODATION

The deadline for bookings is fast approaching. Anyone who is not now booked runs the risk of being disappointed. Enquiries should now be made to June Rushton (03) 439 2507.

REGISTRATION

The registration form is attached to this Bulletin and whilst we have made every effort to make the form intelligible to entrants as well as to the computer, there is always a risk that we have failed at both levels. If you have a problem, please contact one of the Executive Committee whose numbers appear above. The computer will no doubt advise us in its own devastating fashion.

PRELIMINARY SUPPLEMENTARY REGULATIONS

Authority

The competition events will be held under the International Sporting Code of the F.I.A., the National Competition Rules of C.A.M.S., and the Supplementary Regulations issued by the organisers

Organisers:

The events will be promoted and organised by The MG Car Club of Victoria.

Eligibility:

The National Meeting is open to members of the following MG Car Clubs:

MG Car Club of Queensland	MG Car Club, Geelong
Gold Coast MG Car Club	MG Car Club of Tasmania
MG Car Club, Hunter Region	MG Car Club of Western Australia
MG Car Club, Newcastle Centre	MG Restorers Association
MG Car Club, New South Wales	MG Car Club of South Australia
MG Car Club, Canberra	MG TC Owners Club
MG Car Club, Victoria	



Being holders of a current Motor Vehicle Driver's Licence (for the Economy Run only) and a CAMS Basic Licence (minimum standard).

To be eligible to compete at a National Meeting the vehicle must be of the MG Marque or fit within one of the "Specials" categories.

Entries

Entries open 4th November, 1988 and close on 17th February, 1989.

* NO LATE ENTRIES WILL BE ACCEPTED *

The competitive entry fee covers the three competition events being Concours, Motorkhana, Sprints or the Economy Run. This fee also includes entry to all the Social Events.

Competitive Entry Fee - \$105.00

*Includes personal accident insurance

Non-Competitive Entry Fee - \$85.00.

Social events for children under 12 \$45.00.

The organisers have the right to refuse any entry as provided for in the CAMS National Competition Rules.

Entries must be made out and completed on the official Competition and Registration forms and be accompanied by the Entry Fee.

Classes

The following classes will apply:

A	MG Rolling Chassis	M	MGB Roadster Mk. I
B	Pre War Saloon and Drophead Coupes	N	MGB Roadster Mk. II
C	Pre War Sports	O	MGB Roadster BL and Rubberrnose
D	Pre War Racing	P	MGB GT Mk. I - Mk. II
E	MG TC	Q	MGB GT BL and Rubberrnose
F	MG TD	R	MGB GT V8
G	MG TF	S	MGC and MGC GT
H	MG Y Sedan and MG Y Tourer	T	MG Midget
I	MG Magnette ZA - Mk IV	U	MG Front Wheel Drive
J	MGA Roadster 1500 1600	V	MG Specials pre MGA
K	MGA Coupe 1500 1600	W	MG Specials post MGTF, including Costello
L	MGA Twin Cams. Roadster/Coupe	X	MG Super Specials

Definition of Classes

MGB Mk. I - Narrow transmission tunnel.

MGB Mk. II - Wide transmission tunnel.

Definition of Production Vehicles

The original engine block and cylinder head, or one derived from, or of similar configuration with the same basic block silhouette, must be employed. For example, the following engine blocks are equivalent:

MGA = MGB

Wolsley 4/44 = MGTC - MGTF.

- * The vehicle class shall be defined by the body shape.
- * The original type of induction must be employed as specified by standard factory specification for that vehicle, i.e. cars whose standard factory specifications nominated carburettor(s) must run with carburettors. (Type or brand at the option of the competitor).
- * The original configuration of suspension shall be retained. Modifications to the method of axle location and control are permitted.
- * The original configuration of the body shall be retained.
- * The original configuration of braking system shall be retained. The handbrake shall operate equally on both rear wheels.
- * The use of any non-standard cylinder head castings (i.e. not produced by MG, BMC, Leyland, British Leyland) places the vehicle in "Specials" class.
- * The use of special competition tyres is not permitted.

MG Specials

MG Specials must be built on an MG body or chassis and be powered by an MG or derived engine block having the same basic silhouette. These cars will compete as a special in one of the two (2) classes defined by their chassis/body type. In the event of any disagreement final classification will be the decision of the scrutineering team.

MG Super Specials

These vehicles must have sufficient MG components to be recognisable as retaining the spirit of the marque. The minimum requirements are either:

- (a) the vehicle is based on an MG chassis or body, or
- (b) the vehicle uses an MG engine, gear box and major mechanical components.

Note: Clearly this is a development class in which the Directors of the Meeting have an overall discretion on eligibility. Any potential "Super Specials" entrant must submit details of the vehicle to the organizers prior to entry.

Rolling Chassis

These cars are partially restored and must not be built beyond the following limits:

- * They will not have any moving body panels (e.g. doors, bonnet, boot).
- * They shall have minimal trim fitted
- * They can have motors and transmission fitted.
- * All cars will be able to roll on their fitted road wheels.

Any car exceeding these limits will be placed in the class it's body style dictates. The decision of the Event Director in this case will be final.

For the full entry form and any accomadation enquires contact
Delia or Peter RAYMENT Phone. 3003148

NOTES TO & FORMING PART OF THE ACCOUNTS
for the year ended 30th June 1988

	1988	1987
2. SEGMENT INFORMATION		
The business operates as a sporting car club in Australia.		
3. CASH		
Cash at bank	3,129	4,162
Cash on hand	120	120
	\$ 3,249	\$ 4,282
4. RECEIVABLES		
CURRENT		
Sundry debtors and prepayments	\$ 1,557	\$ 4,730
5. INVESTMENTS		
CURRENT		
National Australia Bank Solutions Investment Account	7,759	3,466
The B.A. Cash Management Trust	5,000	5,000
Macquarie Finance Limited	29,000	18,000
National Mutual Security Limited	17,500	17,500
	\$ 55,259	\$ 43,966
6. INVENTORIES		
CURRENT		
Stock on hand		
Badges	421	479
Canteen	602	411
Events	706	1,328
Motorhobans	40	40
Octagon	835	1,053
Printing & stationery	265	315
Trophies	-	180
	\$ 2,869	\$ 3,806

AUDITORS' REPORT

Hall Chadwick & Co

M.G. CAR CLUB OF QUEENSLAND INCORPORATED

The size of the M.G. Car Club of Queensland does not allow an adequate system of internal control and as such this Audit Report is limited to an opinion on the preparation of the Financial Statements from the books and records as presented to us.

Accordingly, we are of the opinion that the attached Financial Statements of the M.G. Car Club of Queensland fairly disclose the results for the year ended 30 June 1988.

Signed at BRISBANE, this

Seventh day of *December* 1988.

HALL CHADWICK & CO
Chartered Accountants

H. Halligan

N.G. HALLIGAN
Partner

NOTES TO & FORMING PART OF THE ACCOUNTS
for the year ended 30th June 1988

	1988	1987
7. PROPERTY, PLANT AND EQUIPMENT		
NON-CURRENT		
Building, at cost	4,777	4,777
Accumulated depreciation	(320)	(235)
	4,457	4,542
Equipment, at cost	1,149	1,149
Accumulated depreciation	(891)	(861)
	258	288
Furniture and fittings, at cost	333	333
Accumulated depreciation	(107)	(82)
	226	251
Timing gear, at cost	111	111
Accumulated depreciation	(104)	(103)
	7	8
Trophies, at valuation	3,809	3,809
Trophies, at cost	107	107
Land, Mt Cotton	13,500	13,500
	\$ 22,364	\$ 22,505
8. RECEIVABLES		
NON-CURRENT		
Loan Mt Cotton Hillclimb Limited	20,578	17,320
Less provision for diminution	(10,000)	(10,000)
	\$ 10,578	\$ 7,320
9. CREDITORS AND BORROWINGS		
CURRENT		
Sundry creditors	\$ 1,727	\$ 206

M.G. CAR CLUB
OF QUEENSLAND
INCORPORATED

NOTES TO & FORMING PART OF THE ACCOUNTS
for the year ended 30th June 1988

	1988	1987
10. PROVISIONS		
CURRENT		
Income tax	\$ 7,494	\$ 4,676
11. RESERVES		
Revaluation reserve	\$ 13,847	\$ 13,847
12. ACCUMULATED FUNDS		
Balance 1 October 1987	67,880	48,687
Surplus for year	4,928	19,193
	\$ 72,808	\$ 67,880
13. INCOME TAX EXPENSE		
Operating profit for the year	\$ 7,746	\$ 14,869
Prima facie income tax payable	3,796	7,286
Other permanent differences	1,561	5,451
Income tax attributable to operating profit	\$ 2,235	\$ 1,935

H.G. CAR CLUB
OF QUEENSLAND
INCORPORATED

BALANCE SHEET as at 30th June 1988

	Note	1988	1987
CURRENT ASSETS			
Cash	3	3,249	4,282
Receivables	4	1,557	4,730
Investments	5	55,259	43,966
Inventories	6	2,869	3,806
		62,934	56,784
NON-CURRENT ASSETS			
Property, plant and equipment	7	22,364	22,505
Receivables	8	10,578	7,320
		32,942	29,825
TOTAL ASSETS		95,876	86,609
CURRENT LIABILITIES			
Creditors and borrowings	9	1,727	206
Provisions	10	7,494	4,676
Total Current Liabilities		9,221	4,882
TOTAL LIABILITIES		9,221	4,882
NET ASSETS		\$ 86,655	\$ 81,727
ACCUMULATED FUNDS AND RESERVES			
Reserves	11	13,847	13,847
Accumulated funds	12	73,391	67,880
TOTAL FUNDS AND RESERVES		\$ 87,238	\$ 81,727

The accompanying notes form part of these accounts

H.G. CAR CLUB
OF QUEENSLAND
INCORPORATED

NOTES TO & FORMING PART OF THE ACCOUNTS
for the year ended 30th June 1988

	1988	1987
1. STATEMENT OF ACCOUNTING POLICIES		
Basis of Accounting -		
The accounts have been prepared under the historical cost convention and therefore do not take into account changing money values or, except where stated, the current value of non-monetary assets.		
The accounts have been made out in accordance with the requirements of the Companies (Queensland) Code which came into force on 30 September 1987.		
Depreciation of Fixed Assets -		
Depreciation is calculated so as to write off fixed assets at rates as set by the Australian Taxation Office using the diminishing value method and the prime cost method.		
Inventories -		
Inventories are valued at the lower of cost or net realisable value.		
Revaluation of Assets -		
Land - Mt Cotton The club's land at Mt Cotton was revalued by the committee on 26 September 1978 to Valuer General's Valuation of \$13,500.		
Trophies Club trophies have been independently valued at 21 January 1981 by Mr D.J. Miles of A. Miles & Co Pty Ltd with additions since that date being valued at cost.		
Provision for Diminution The provision for diminution in the value of the loan to Mt Cotton Hillclimb Ltd reflects the amount estimated to be unrecoverable.		
Audit Fees The auditors received no other benefits other than those disclosed in the accounts.		
Income Tax -		
Income tax expense has been calculated on the pre-tax accounting profit of non-member income.		

H.G. CAR CLUB
OF QUEENSLAND
INCORPORATED

REVENUE ACCOUNT
for the year ended 30th June 1988

	1988	1987
INCOME		
Profit (loss) from canteen trading	935	2,384
Profit (loss) from social events	1,194	1,160
Donations	4,035	5,458
Events	(2,725)	2,057
Subscriptions	3,804	4,103
Interest Received	4,561	4,161
Total Income	11,804	19,323
LESS EXPENSES		
Accountancy fees	(10)	-
Badges	47	(175)
Bank charges	113	209
Club room expenses	133	143
Depreciation	141	198
General expenses	480	642
Insurance	620	750
Octagon	215	(149)
Printing, stationery and telephone	923	914
Rent - clubroom	1,125	1,398
Repairs - equipment	-	281
Trophies	271	243
Total expenses	4,058	4,454
Operating profit (loss) before income tax	\$ 7,746	\$ 14,869

H.G. CAR CLUB
OF QUEENSLAND
INCORPORATED

PROFIT AND LOSS STATEMENT for the year ended 30th June 1988

	Note	1988	1987
OPERATING PROFIT (LOSS) BEFORE INCOME TAX		7,746	14,869
Income tax attributable to operating profit	13	2,235	1,835
OPERATING PROFIT (LOSS) AFTER INCOME TAX		5,511	13,034
Add Reduction in provision for diminution of loan		-	9,000
Less Provision for Taxation years ended 30 June 1984 to 30 June 1988		-	(2,841)
		5,511	19,193
Less Underprovision for income tax for the years 1984, 1985, 1986 and 1987		583	-
TOTAL AVAILABLE FOR TRANSFER		4,928	19,193
RETAINED PROFITS (ACCUMULATED LOSSES) AT 30 JUNE 1988 TRANSFERRED TO ACCUMULATED FUNDS		\$ 4,928	\$ 19,193

November, 1988

SPECIAL GENERAL MEETING

A Special General Meeting will be held on Friday 20th January 1989 at Nash St. Rosalie. The meeting will take place at 7.45 p.m. before the night run. The purpose of the meeting is to approve the following changes to the Constitution & Rules of the M.G. Car Club of Queensland Inc.:

20.

- (1) The Annual General Meeting shall be held on a day between the 15th November and the 15th December, at such time and place as the Management Committee shall determine. [THE REST OF THIS RULE IS UNCHANGED].

31. FINANCIAL YEAR

The financial year of the Club shall close on the 30th day of June in each year.

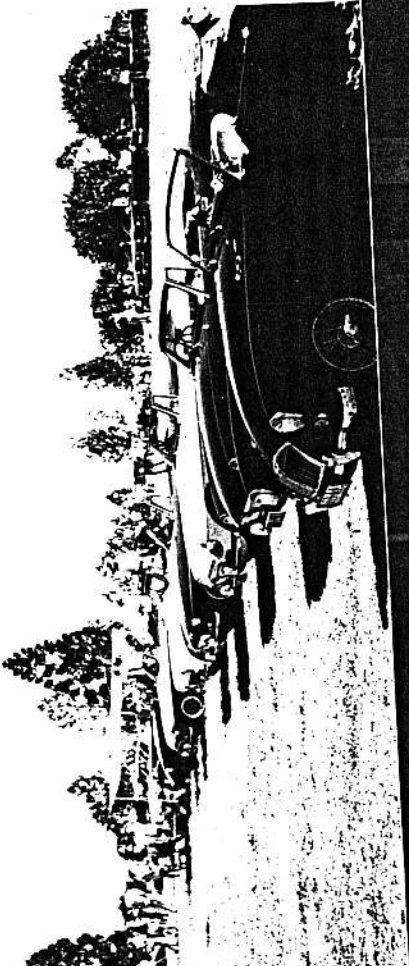
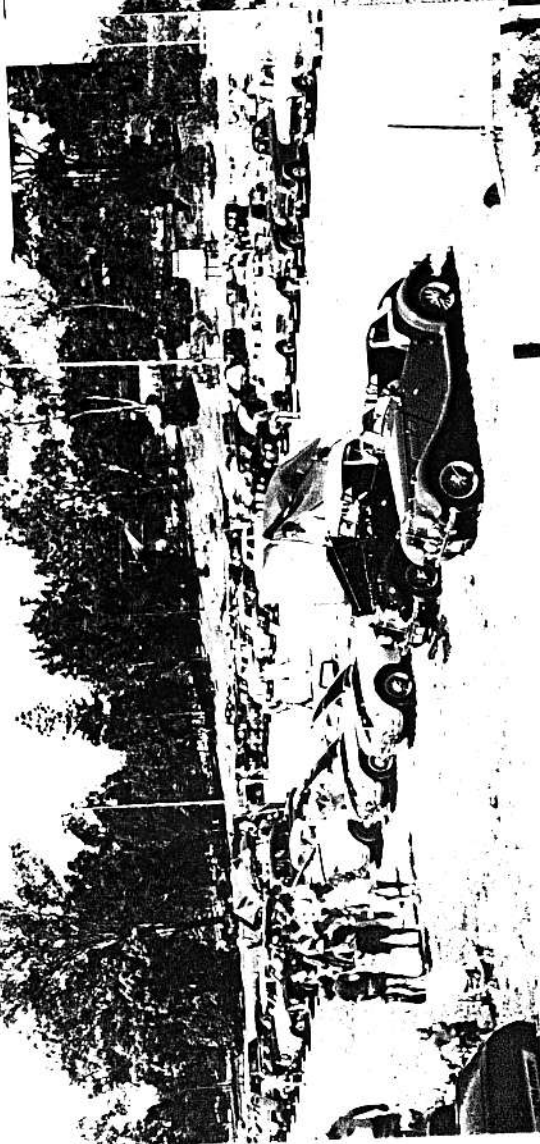
C.A.M.S. APPOINTMENTS 1989

National Councillor	David Tait
Alternate Delegate	Bruce Nicol
State Council Chairman	Bruce Nicol
Deputy Chairman	Gordon Little

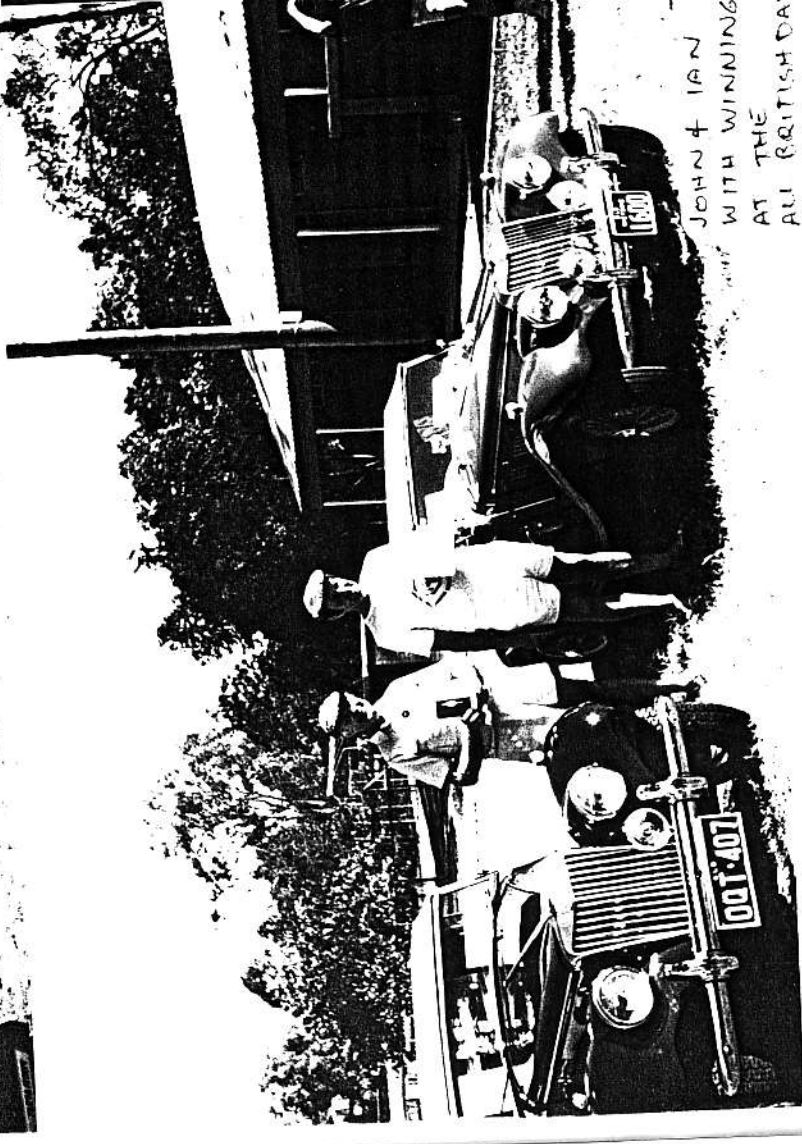
1988 RALLY - ROUND 4 QRC

As director of this event I would like to thank all those club members who helped make it a success. They were Joan Appleby, Steve Austin, Vic Cameron, Lindon Cooper, Graham Harvey, Phil Hutchison, David Robinson, Mal Spiden, Dean Tighe and Peter Whalley. If I've missed anyone out I'm very sorry. They're the same people that nearly always turn out to help the club. This time they had to travel further, stay up most of the night and get their cars full of dust. Peter came in to Rally H.Q. during the night to announce "I'm Stuffed". As he'd been doing two people's work all day it wasn't surprising but I never thought I'd hear him admit it! That intrepid scrub turkey hunter Steve found himself in charge of a section and no radio contact - common sense will always get you through. David & Dean swept most of the route. I think they were having a little private rally of their own. Lindon and Graham and Mal and Phil fetched and carried, set up sections and did controls. Joan ran the Start Control as well as doing her usual thing with licences and log books. Bruce scored and answered awkward questions. I hope he's a tidier dentist than he's an electrician! Vic Cameron did three controls - must be a record. Peter had done most of the survey work with me, and Phil had done 50 pages of "tulips" - 12 to a page. Sorry this is a bit abrupt but Pete and Delia won't give me any more space - the brutes.

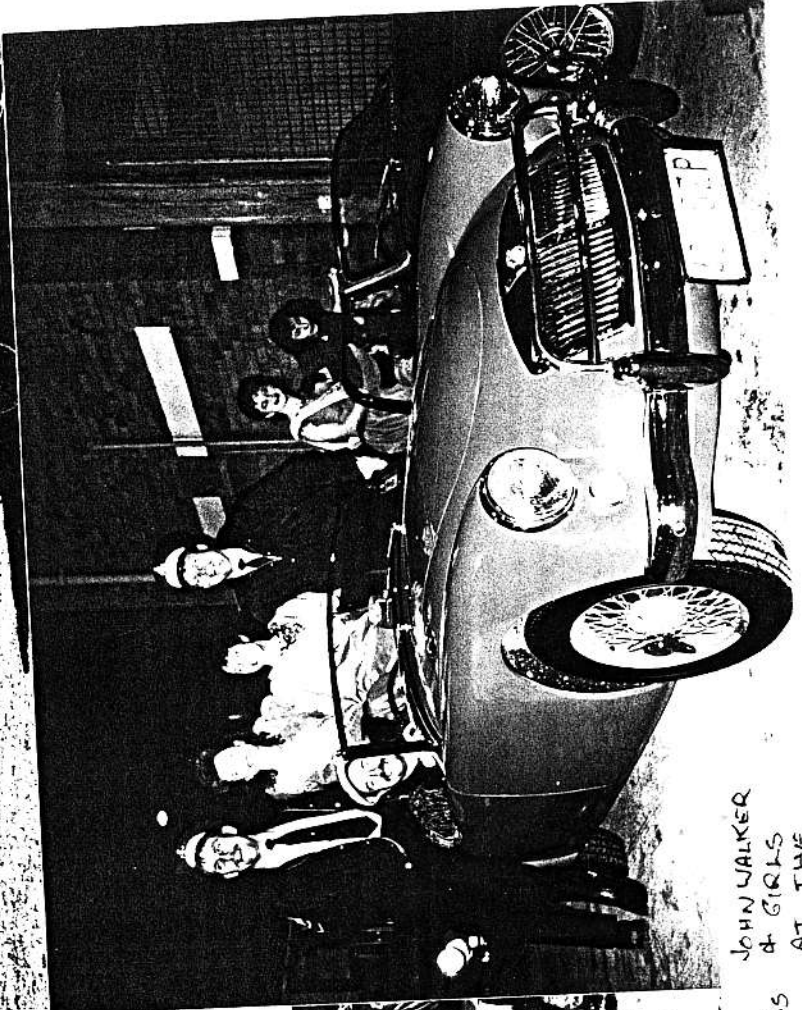
MCLEAN BRIDGE
MOTHER'S DAY
GATHERINGS.



JOHN WALKER
& GIRLS
AT THE
EKKA.



JOHN & IAN
WITH WINNINGS
AT THE
ALL BRITISH DAY
EKKA.



TECH. TIPS



GENERATOR MODIFICATION FOR TACHO DRIVE (TYPES C-39, C-40 AND C45 TO 6-39PV, C-40PV AND C-45PV RESP.)

Generators which have an end plate suitable for running a tachometer are not too common. However, it is possible to convert generators in the series C-39, C-40 and C-45 by modifying the end plate to work your tacho.

The following information and drawing has been extracted from the excellent MG "T"-Type owners of Holland magazine "SQUARE FRONT".

Dismantle the generator by removing the two long bolts from the driving end bracket. This will enable to be parted in three main sections, namely the driving end bracket, the housing and the commutator bracket. The pulley can be removed from the commutator end of the generator and the end cover also removed.

The rev counter connection will have to be machined for the end of the armature shaft.

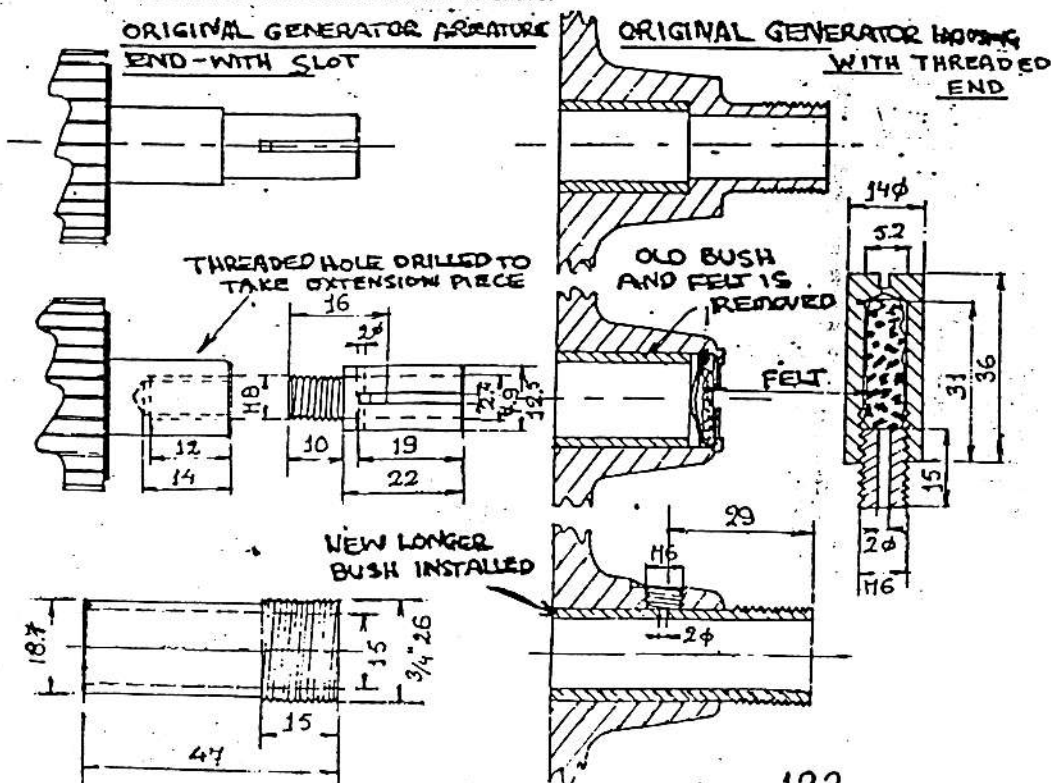
Firstly, the armature shaft will require an internal thread machined into it - as shown in the drawing. The work should be done using a lathe for accuracy. The extension shaft also shown in the drawing can be machined up with 12.5mm O.D. and 7.9mm I.D. The stud can be made from a 8mm bolt cut off at 16mm long. The stud is then inserted inside the extension shaft, leaving 10mm of thread exposed. The key way in the extension shaft can then be cut using a hacksaw blade.

This extension shaft can then be screwed into the modified armature shaft. It will not loosen off during use owing to the direction of rotation of the shaft.

The driving end bracket can be modified by removing the existing bush and oil seal. The bush is then replaced with an extra long bush made up with an external thread 3/4" Dia. x 26 T.P.I. machined into it - as shown in the drawing.
(THIS IS A 3/2" BRASS THREAD.)

To provide lubrication for the armature shaft, it is necessary to tap the driving end bracket to take the lubricator shown in the drawing. The extra long driving end bush can then be pressed into the housing using LOCTITE or similar. A 2mm hole should be drilled through the bush where the lubricator will be located.

The lubricator should be made as per the drawing, with the short stud being fastened at the hole so that when the screw is tightened it will compress the felt and release oil on the shaft.



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