

P R O G R A M M E

- 7th July NDSCC Rally QRC Round 2
- 14th July M.G. enthusiasts BBQ at Peter & Delia Rayment's
70 Bromwich St., The Gap 303148 BYO drinks, eats
and seat please start about 3 p.m.
- 25th July Entries close for the IRON MAN HILLCLIMB
- 27th July IRON MAN NIGHT RUN - ~~leaves M.G. CarClub~~ EAGERS
Rooms, 18 Nash Street, Rosalie 7 p.m. if
not booked in by 8 p.m. forget it. Finish
at Eagers Recreation Rooms, Evelyn St.,
Newstead.
- 28th July IRON MAN SPRINT & MOTORKHANA - Lakeside
International Raceway, sup. regs. obtainable
from M.G. Club Rooms on Friday nights, for
Sprints. Enter on the day for the Motorkhana.
- 29th July IRON MAN HILLCLIMB - MT. COTTON
Sup. regs. available from M.G. Car Club
Rooms each Friday night.
- 4th August M.G. Roadsters Show parade for the Show
Queen entrants required - contact Errol
Hoger (341 4252) if available please.
- 12th August IWMAC Open Motorkhana QMC Round 3
- 19th August C.S.C.C.A. (Combined Sports Car Clubs Assoc-
iation) CONCOURS full details not to hand
at the moment but watch the Club Room Walls
or ring Peter Rayment a little closer to
the date. Each club to judge their own make.
- 1st September M.G.C.C. RALLY - Grand Prix Croydon Rally
Open. Officials Wanted. If able to help then
contact Ann Thomson 378 1368 now.
- 16th September Closed HILLCLIMB MT.COTTON
- 6th/7th October All Historic Race Meeting at Lakeside
International Raceway for further details
ring Joan Appleby 57 1561 - help always
needed here.
- 25th November Closed HILLCLIMB MT.COTTON
- 2nd December Closed Race Meeting by M.G.C.C. at Lakeside
International Raceway, for further details
contact Joan Appleby 57 1561.

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SUPER SPECIALS SUPER SPECIALS - IDEAL FOR XMAS PRESENTS

Children size T/Shirts \$5 Adult size T/Shirts \$5.50

After September they'll all go up in price.
Buy NOW.

Club Logo on front
Safety fast on back

Editorial

Dear Club Members,

It's certainly good to be back into the swing of things once again. Life can deal out some odd things at times, but then I guess we're all in the same 'boat' there. A lot of water has flown under the bridge since I've had to type up an Octagon but the sun still comes up in the same quarter of the sky.

As a matter of interest (as we've had some for and some against) what is your opinion of the size of this magazine as it is at the present, or would you prefer the old style booklet -- some feed back please!

Anyone wishing to help with the publication etc. of this magazine would be most welcome, particularly on the business side of things ah la selling advertisements etc etc so that we can produce a more appealing cover at least - neither Peter nor I have the business contacts, but we are still willing to keep typing and collating!!

We are sorry to hear of Vince Appleby not being very well, likewise of Jim Peters, we wish them both speedy recoveries.

The calendar as usual is relatively full, but remember if you are not catered for in some, then contact a Committee member and let him/her know of your wishes.

Our next edition of this magazine will be due out at the end of August, so all print to us by the middle of August please, either pop it into the Club Rooms or post it to the G.P.O. thanks.

Until next issue all the best.

Peter & Delia Rayment.

DON'T FORGET THE IS AN KLN/WOMAN WEEKEND 27th/28th/29th JULY

Remember your advertisements are free plus any relevent information will be published free also.

Brian Aspin wishes to sell his MGB but I can't for the life of me remember how much he wants anyway ring Brian on 281 7218 if you are wanting a White MGB.

Don't forget the BBQ at the Rayment's on the 14th July, BYO.

STOP PRESS FOR ALL M.G. Enthusiasts there will be a picnic day at Anzac Park, Toowong, on Sunday the 5th August at 12 noon. SO BRING OUT YOUR M.G.s all you guys.

PRESIDENT'S REPORT

I would like to take this opportunity to thank all of the members who assisted the Committee in the running of the Queensland Hillclimb Championships on the 4th June, 1984.

The help from the members made the day not only a success but also very enjoyable for competitors and officials.

Congratulations to Ivan Tighe who is the first Queenslander to win the Queensland Hillclimb Chamiponships at Mt. Cotton. Rumor has it that Ivan now has a taste for more Hillclimbs, good luck Ivan.

M.G. owners, please take note of the events advertised in this magazine. They should prove to be very enjoyable for all.

The next major event on the Club calendar is the Iron Man Week-end on the 27th, 28th & 29th July. Which consists of a Night Run on the 27th, a Motorkhana and Sprint on the 28th at Lakeside and a Hillclimb on the 29th at Mt. Cotton. This is always a popular week-end so if you want fun and a challenge mark it on your calendar now, and pick up some supplementary regulations at the Clubrooms one Friday night.

Happy and safe motoring to you all.

Neil McNeil

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C.A.M.S.

It has come to the Committee's notice that some members may wish to seek either a change to some of the CAMS rules or clarification of certain rules!

It is possible to apply for a change to a rule, but you must put a submission in writing to the State Office of CAMS, who will then pass it on to the correct people.

If you require any assistance in formulating an application for rule change or clarification of a rule then contact our CAMS delegate - Ann Thomson 378 1368 or contact a Committee member. (Don't just grumble about things -do something ED)

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	X XXX	X X	X XXX	
Ring Ann	X X	X X	X X	Ring Ann
378 1368	X X	X X	X X	378 1368
	XXX	X	X X	

3 Guesses as to what this what this was supposed to be

IT'S S. O. S. that's what

We want officials for our coming RALLY 1st September ring Ann

CLOSED CLUB HILLCRIMB REPORT

by Jim (MJS)

Sunday morning of 29th April was a normal Sunday morning. As with all last Sundays in April there was a Hillclimb. 56 competitors nominated for this bright sunny day, instead of lazing at home in bed or running downtown.

Michael McHugh won the formula Vee Class in his Marta Mk III at 56.4 seconds, whilst Barry Young (Porsche 911) won the Group A Marque 2000 + (57.2 secs.) and Malcolm Spiden (MGB) won the other on 59.9 secs.

In the Racing Car Classes, John Davies, after not following Bob Cossors line out of the first corner, won with a 47.6 sec. Meanwhile in the big class, record holder Ivan Tighe topped the class in 43.61 (Ivan's record is 43.00) ahead of Ian Peters (Renmax), this time without the coil trouble from the March meeting at 44.56 with Thierry Reig, who after a quick visit into the nuts was third (54.8secs.).

The Gemini class was a torrid battle with the lead changing from Terry Skene to Kevin Heffernan and finally to John Novak. John won the last run 56.4 ahead of Kevin 56.5 with Terry Skene and Gary Homan both 56.8 whil Clare Taylor was next on 60.4 seconds.

Three classes for the Historic sections and three records a perfect score. Group O was won by Robin Marshall in his Geneer Outlaw 63.9 seconds a new record. Group N saw the record 53.8 last one month before Glen Carpenter left it at 53.1 (Cooper'S') ahead of John Bloke 56.0 secs. Groups JKL saw Arnold Taylor (Holden Spec.) lower the record by .1 sec. to 54.7 with Noel Tuckey (Ford Special) 58.7 and Rob Jensen, Sunbeam Tiger, 60.6 seconds.

Sports Car Group A went to David Tait in the Centaur 52.8 ahead of the first Cossor (blue driving suit - so that's Wayne) in the red Honda 63.9 seconds. The larger Sports Car Class saw Brian Cossor (Honda Rotary) 48.6 secs. finish ahead of Bernie Thatcher (Thatcher Holden) 52.4, Bob Cossor 53.5 (Nota Clubman) Bev Cossor 56.3 same Nota and a welcome return to Bernie Rutherford in the Pancho Imp (Oh Oh Pancho) 61.2 seconds.

Group B Sports Sedans saw the return battle between the Cortina of Bruce Stephenson and the Renaults of Ben Jager and Joe Hodge. After a great tussel Bruce reversed the results from March with his best 59.1 sec(on his first run) ahead of Joe 59.3 secs (on this 3rd run) and Ben (64.8)...

Cont'd...

WANTED INFORMATION

as to the whereabouts of the Porsche powered sports car of Murray Bingham
by Darryl Small,
Palmers Island. N.S.W.

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HILLCLIMB REPORT CONT'D

However the class did not fall to Bruce as Pat Mewing scooped the win on 56.3 seconds (Cooper'S').

Gary Cossor won the 1301-2000cc class in his red Escort on 49.0 (slower than the record he set last meeting) next was Norm Singleton in the Corolla (less the mud and water from Esk) on 52.8 seconds ahead of Paul Jones (same Corolla) 53.1 tying with Rod Cossor (in the same red Escort - but different track suit and black jocks - how do we know - ha ve have vays). Barry Smith was next in the Anglia 53.8 (that's Barry's best to date) with Richard Davis 56.3 seconds and Meg Davis 58.6 seconds both in the white Lancer.

The 2001cc and over class went to Ray Winter (Torana A9X) on 50.9 seconds from Bryce Francis 52.2 seconds and Alex Milns in his Mazda R100 on 56.5 seconds.

Group C 0 - 2000ccs went to Allan McConnell in the faithful McConnell Q000-097 52.1 seconds (just outside his record) from Russell Waldron (Escort) 56.9 seconds, Ray Carmichael (Datsun 180B) 59.1 seconds, Ian Bosh (Renault 12) 62.3 secs. our usual scrutineer, Graham Campbell in the original style Datsun Bluebird on 63.3 seconds and the most improved driver of the day Craig Young (no not the St. George front rower but son of Barry mentioned earlier) in his Mazda R100 on 68.7secs.

John Heffernan won the 2001cc plus Group C class in his Torana 51.6 seconds from Al Masterson (56.4) Mazda, Don Merkley in the big Falcon which displaces a large quantity of nuts on 56.5 seconds. Barry Vanderbury in his almost new Pulsar Turbo recorded a 57.3 after an earlier excursion. The car went where the wheels were not pointing and it went where Barry did not point the wheels - what does it mean?? Next were Dale Jeffreys in the Mazda RX4 (59.2) and Ivan Tighe a guest driver in John's Torana.

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NEXT HILLCLIMB AT MT. COTTON - 29th JULY - part of the

IRON MAN WEEK END.

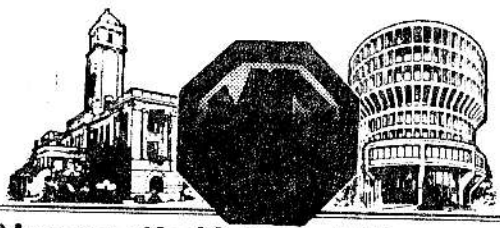
IRON MAN WEEK END IRON MAN WEEK END IRON MAN WEEK END IRON

FRIDAY 27th JULY - NIGHT NAVIGATION RUN
leaves M.G. Car Club Rooms, 18 Nash Street, Rosalie 7p.m. Finishes at Rogers Recreation Rooms, Evelyn Street Newstead. Please book in between 7 & 8.

SATURDAY 28th JULY SPRINT & MOTORKHANA
Lakeside International Raceway
Sup. Regs. available from M.G. Club Rooms each Friday night.
Motorkhana enter on the day.

SUNDAY 29th JULY - HILLCLIMB AT MT. COTTON
Sup. Regs. available from M.G. Car Club Rooms each Friday night.

2 MAJOR AWARDS FOR THE... (same car) (about)



Newcastle National Meeting

1985

YOUR INVITATION

The MG Car Club (Newcastle Centre) is delighted with the prospect of hosting the 1985 National Meeting in our home city.

Newcastle is the second largest city in N.S.W.; the sixth city of Australia and the heart of the Hunter Region. Geographically Newcastle is the centre of many tourist attractions. An hour's drive to the north is Port Stephens, to the west the Hunter Valley vineyards, south and west the vast expanse of water called Lake Macquarie.

Very few major cities in the world are as fortunate as Newcastle which can boast a fine sandy beach at the end of its main street. The beaches of Newcastle are among the country's finest - they are wide, sandy and offer excellent conditions for surfing. It has restaurants galore, theatres, cinemas, a university, art galleries, sports facilities everywhere, clubs, two airports and a relaxed lifestyle.

The MG Car Club (Newcastle Centre) has been established for some 27 years, current membership is approximately 250, with MG's and non-marque cars combining together to form a strong sporting car club combination. Our club is financially stable and has owned its own motor sport complex at Nelson Plains since the mid 1960's.

The Organising Committee has met frequently this year and planning is almost finalised. Motel accommodation of various price levels has been arranged, however it should be noted that accommodation at caravan parks is very limited. An accommodation booking form will accompany Bulletin 2 and it is recommended that you book well in advance.

We look forward to your company in 1985.

Colin Bailey
NATIONAL MEETING CHAIRMAN

Margaret Bailey
SECRETARY/TREASURER

ORGANISING COMMITTEE: Ron Lutz
Gary Boote
Gary Wild

Ken Dodds
Rosemary Dodds

BULLETIN NO.1.

STOP PRESS.....Just when our planning was almost complete a last minute offer from RAAF Williamtown proved too tempting. The Airbase, situated about 20km north of Newcastle, has much to offer and will make the ideal venue for all competitive events. The hassle in getting from one venue to another will be eliminated making it much easier to keep events running smoothly.

RAAF Williamtown may even have a few treats for you too - but we'll elaborate on this exciting aspect at a later date. For visitors not wishing to watch competitive events all day it may be possible to arrange tours leaving from RAAF Williamtown to the nearby Port Stephens area.

Events for Easter 1985 will be held over a four day period as outlined below.

NATIONAL MEETING SCHEDULE

GOOD FRIDAY, 5th April, 1985

REGISTRATION

Visitors will enjoy the olde worlde charm of Newcastle City Conference Centre. Plenty of time to renew old acquaintances as you wander through the spacious reception rooms.

EASTER SATURDAY, 6th April, 1985

CONCOURS d'ELEGANCE

Grassed playing fields at RAAF Williamtown. Have a look at the MG's of course but don't miss viewing the Airforce Museum and static aircraft display close by.

MOTORKHANA

Bitumen car parks at RAAF Williamtown. What a shame you won't be allowed to weave around the Mirage fighter aircraft but you may catch a glimpse of them not too far away.

SOCIAL

Informality is the theme for a get-to-gether with music and dancing at the Newcastle City Conference Centre.

...Cont'd..

EASTER SUNDAY, 7th April, 1985

SPEED EVENT

No matter whether you own an 'M' Type or a 'V8' a sprint on Taxi-way Alpha at RAAF Williamtown should be to your liking.

OBSERVATION RUN

Alternatively motor at leisure through some of the prettiest scenery Newcastle & Lake Macquarie has to offer.

PRESENTATION DINNER

Newcastle Workers Club auditorium is very grand and should suit such an important occasion. But on the other hand Western Suburbs Leagues Club is due for completion late in September. I'm sure you will approve our final choice.

EASTER MONDAY, 8th April, 1985

FAREWELL BREAKFAST

The Band Rotunda area in King Edward Park is our choice for this occasion. This delightful part of the park overlooks the sunken gardens and the ocean.

DELEGATES MEETING

Delegates will meet in one of the smaller committee rooms in the Newcastle City Conference Centre.

HUNTER VINEYARDS TOUR

For those visitors wishing to extend their stay a conducted tour will be arranged to explore the great vineyards of the Hunter Valley.

-oOo-

For all M.G. enthusiasts wishing to join in the National Meeting activities for 1985 then contact our co-ordinator Peter Rayment 30 3148.
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Don't forget the M.G. BBQ at 70 Bromwich St., The Gap 14th July
BYO type situation.
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1984 National Meeting, Hobart

Continued from last Octagon

Peter Rayment

After Easter and the National Meeting, we headed to the north of the island from Hobart, travelling via the east coast road (very pretty).

The weather thankfully improved again for the week-end and with the Saturday came another gathering of MGs. The venue this time was Max Freeland's property at Exeter, just north of Launceston. Here in the green paddocks (a pleasant change from the brown ones down south) was where the motorkhana was to be held.

As with all events the workers were busy beforehand, in this instance it was busy loading a hind quarter of beef together with a pig onto spits for the night's feast. Also a huge marquee had been erected in case of inclement weather.

A BBQ lunch was most welcomed and the afternoon soon got under way. The motorkhana consisted of three events, with 2 runs at each event. It was a battle for traction, the grass being quite wet.

However, after the interstate rivalry over the National Meeting this was a much less desperate event and people just competed to enjoy themselves.

Winter must have been coming, as by about 4 pm the sun was losing its strength. After dark the fires near the hind quarter etc were certainly becoming a good place to be. And boy what a feast, all that was left was bare bones. Following the food one could dance in the marquee or chatter (which ever way you like to take this) around the fires into the wee hours.

With 60 odd MGs competing ^{ful} it was a wonderful sight in Freeland's paddocks and that night people stayed on in their tents - quite a little village. From what we could gather the Tasmanians had not expected this many to attend an AFTER National Meeting event. Still our congratulations goes to Tasmania for organising these AFTER Nat Meet events and a thank you for their hospitality whilst we were on their fair isle.

The next day the weather was still beautiful so we went in search of a Tasmanian Devil. We had to resort to going to a Zoo as we had thought we may have seen one in one of the National Parks we had stayed in on our tripping - but not so. Nice little blokes.

..Cont'd...

Nat.Meet Cont'd.

That afternoon saw us heading for Devonport and our departure from Tasmania, but this was not to be without its moments.

One of the TC's had broken his diff, in Launceston, was trailer-ed to Devonport, then someone said 'We've got a spare one.' 'We might as well change it.' Meanwhile passengers etc. are just starting to be loaded onto the Empress of Australia, for our Tasman crossing.

18 minutes later the diff was bolted up and the axles about to go in. 'They won't go!' The axles wouldn't feed in. 'Has anyone got a file to take off these sharp points?' So -35 minutes after deciding to change the diff the TC was on the road again. It certainly helps to have people around who know most of the bolts on these cars.

When we left Tassie we had a 'Streamer farwell' - with Ross and Fiona Story on the other ends of the streamers. A thank you to Ross and Fiona for their hospitality too.

The Streamer farwell made one think we were going on a 'boat' trip. So with the island sinking to the South, so did most people. They had all 'hadit'. We had a glorious sleep on our airbeds. We were supposed to be in the 'unsleepable on' lounge chairs. But chose the floor instead.

After stopping in Port Philip to watch some of the lifeboats being lowered into the water, we headed off into the fog at Melbourne. The dock loomed up suddenly out of the pea souper and we were once again on the Mainland.

It took 2 days to clean the car from top to bottom. This was not lost as McLeans Bridge Mothers Day meeting of sportscars was on shortly after our arrival home. A total of 600 odd cars attended this event this year.

Still that's another report altogether and thus ended our very enjoyable trip to Tasmania and the National Meeting. How about a few of you MG owners joining us next year at Easter time and going to Newcastle with us. You'd have a ball. If interested then ring us on 30 3148 H. OK.

MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG

FOR M.G. enthusiasts and their friends their will be a BBQ at Peter & Delia Rayments residence, 70 Bromwich Street, THE GAP 14th JULY starting about 3 p.m. Phone 30 3148 if interested.

MG MG MG MG MG MG MG MG MG MG

WANTED WANTED WANTED WANTED

The use of MG Roadsters and their drivers to escort lovely Show Queen entrants around the main Show Grounds arcana on the first Saturday of the R.N.A. in August - if available then contact either Errol Hoger (341 4252) or Phil Hutchison (48 5061 W).

It can be quite an interesting night!

.....MG MG MG MG MG.....

NIGHT NAVIGATION by MJS

Round 3 of the Night Navigation series was set by the Rayments, on their way to the local dump!

Ann Thomson & Neil McNeil lead from pole into The Gap area, past the Shell Service Station, past Kevin Proctor Quarries and the Triple X rated program at the local drive-in.

'Bee'ing their way into Lockinvar Road were an understeering, oversteering, Len Melrose and Damien Wilson. Now it's front wards into the hedge and called understeer; and backwards through the hedge and called oversteer....but what is it called when you go sideways through the shrubbery???

Further down the NOT BITUMEN road were the Cossor/Cossor team, leading the Cossor/Cossor team (no he's not repeating himself readers - it's just that we do have a few Cossors in the Club) prior to the long run down to Ironbark Gully. From here a visit to the local K Mart was in order, why not, they were shut so the ladies could not spend any money. However there were arrows on the tarmac, or if you are not British - bitumen, and following these arrows (not the Formula One car) was the Torana of Barry Smith & Bruce Stephenson. They found the Arana Hills Community Centre, but it was also shut. How unusual 2 centres - both shut.

Alan McConnell found an extra 3000 RPM's, going down Fergus - possibly at the same time as the suspension reached it's fullest extension - yes - he should have lifted his little right big toe.

Meanwhile past Mitchelton S.H.S. were Daryl McNeill and Greg Peters into Turnbull and Andover on their way past the slippery slide past the 2 keep left signs and around where Phil Hutchison lives.

From here was the run down the hill, up the main drag to seat No. 469 at Bus Stop 40 - found by Alex Milns and Debbie Hill in the other Mazda.

RESULTS

Ann Thomson	Neil McNeil	Commodore	0
Len Melrose	Damien Wilson	MGB	0
Alan McConnell	Malcolm Spiden	Mazda	0
Alex Milns	Debbie Hill	Mazda R100	12
Gary Cossor	Bev Cossor	Datsun	27
Wayne Cossor	Rod Cossor	Mazda	70
Barry Smith	Bruce Stephenson	Torana	140
Darryl McNeill	Greg Peters	Escort	197

NEXT NIGHT NAVIGATION RUN WILL BE 27th JULY-Part of the IRON MAN WEEKEND..

MORE BODS & BENDS

Alan McConnell needs CONGRATULATIONS for his 1ST OUTRIGHT placing at the Queensland Motorkhana Championships Round in Rockhampton over Easter. In doing so he beat 5? Specials not bad for a road car!!

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Glen Carpenter now has his log book for his MG 1100. Should raise a few eyebrows. He would certainly have fun at Newcastle next year for the M.G. Car Clubs National Meeting at Easter.

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Sorry to hear of Vince Appleby's recent visit to hospital but believe he's now recovering at home steadily. Good luck Vince from all the club members.

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Our Chief Timekeeper Jim Peters hasn't been the best either and is still in Chermside from what we've heard, hope your well on to the road to recovery by now Jim.

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Many thanks comes from Ann Thomson to all who were present at her surprise 60th brithday party.

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Congratulations to Club member Dick Johnson who won the Touring Car Championships again this year - 3rd year-81,82 and 1984.

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Welcome to new club members IIan & David Whitehouse (father & son).

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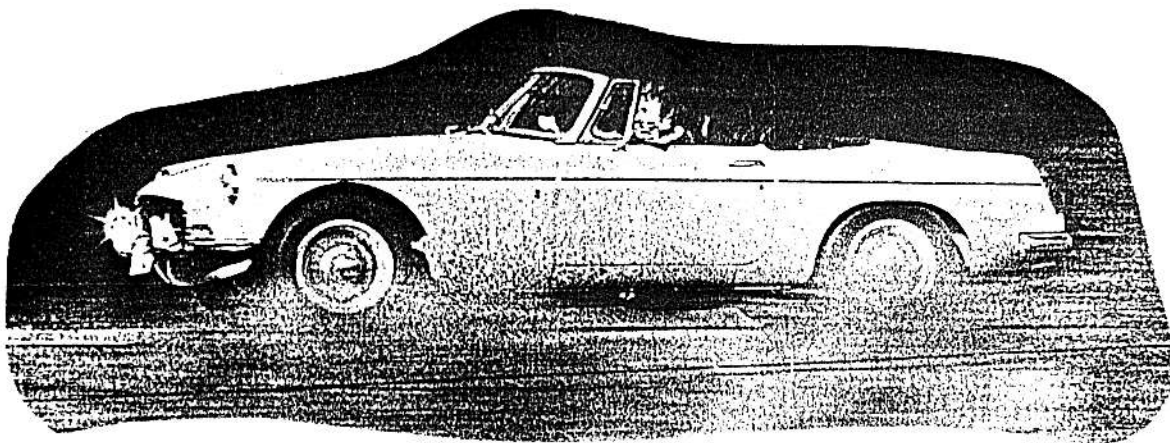
Will Phil (Hutchison) ever be organised again (he thinks) as he's in the throghs of shifting house after a life time of being in the one house.

MORE TRADING POST ITEMS

FOR SALE

CROSTON Mk I Sports Car. 1600cc Ford engine \$4,500. The Lot. Includes spares or will swap for M.G. or similar sports car. Phone Richard Croston on 205 3673. Also he has a large quantity of 15 ltr. packs of B.P. Corse 50c engine oil will sell for \$9 per pack. Phone 265 2265 or other above.

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BUYING A M.G.

What you must do is to decide on the model you want and how much you can afford to pay for it. Get those facts firmly in your mind and stick to them.

Paint which is obviously very new is worth a second thought in the form of a very careful examination behind the panels to seek rust and patching. And if you see blisters in old paint, you can be pretty certain that it isn't just the paint, but metal rusted right through from the other side.

The points to check are upper wings where wheels may have thrown water that has then lain trapped all along the lower edges, round the wiper bosses, the boot floor and under the interior mats.

Check the stability of the paint by comparing the exterior with what is visible at the door edges where the ultra-violet hasn't reached and don't be too easy-going about cutting back because it may have been done already, leaving very little thickness for a second attempt examine the top of the hump because cutters often tend to remove too much there and you can just see the primer shining through.

Sagging seats and damaged upholstery can be repaired, but not all that cheaply unless you're able to do most of it yourself. Holes in the dash where someone has fitted and then removed an instrument look awful but with ingenuity you can cover them up.

Start the engine for the first time yourself, for there may be some quaint trick of setting the choke and throttle pedal that takes six months to learn. Listen for clatter and don't be put off with "It's just the tappets" because if the man is selling the car and the valve gear needs adjusting, he'd have done it, surely. If not, it would suggest that he has been equally sloppy about the maintenance in other respects.

Get the bonnet up and if the engine looks recently cleaned, examine it even more carefully for oil-sodden wiring, perished engine-mounting rubbers, rusted exhaust (but here again, weigh up the cost of replacement against the price asked). Such things are all clues to the manner in which the car has (or hasn't) been serviced.

Wheel wobble may be more than just lack of balance, especially at speeds below 50mph, and it's a good idea to follow the vehicle in another car and look for out-of-true wheels and even crab-tracking.

Look at the exhaust, too. White smoke is steam and nothing to worry about unless it persists after the engine is hot, in which case there could be leaking gasket. Black smoke is from excess petrol in the mixture and is probably capable of being adjusted out but it might mean a carb in need of servicing.

Blue smoke is oil. On the over-run, it indicates worn valve guides while the car is being accelerated the bores are shot. Have a look at where the car is normally parked, too, to see if there is an oil pool of significant size.

There is a simple way to test the clutch for incipient slip. Drive up

a medium gradient hill in top gear at about 40mph and, still accelerating, dab the clutch pedal in and out as quickly as y u can. If it goes back home with a thud all is well but if the clutch is near the slipping stage, it will slip and continue to do so until you ease off on the throttle.

MGA/MGB: Generally very reliable in engine and gearbox, though syncro can be bad if the previous owner has belted the car. In both models Check front ends for serious biffs, check door sills for rust. As it's expensive to cut out. Don't worry about running on - it's a family failing but harmless. If the oil pressure is down, say below 45psi when driving normally, don't touch the car.

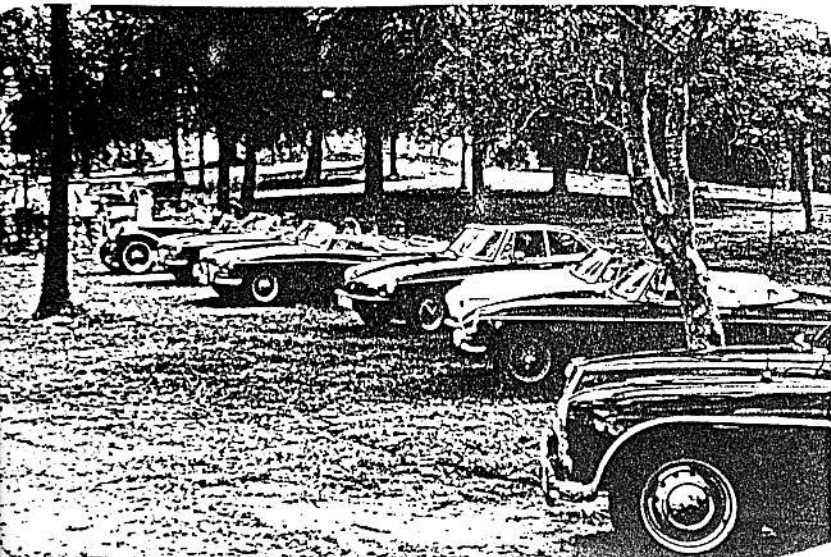
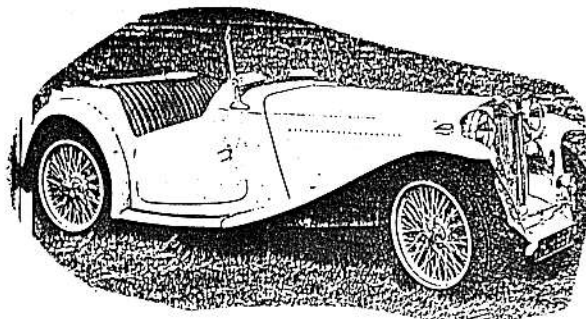
If there's a loud back-end clunk when taking up the drive, or when backing off the throttle it could be a faulty crown wheel and pinion, a costly repair job. Check both models for steering rack play and for sloppiness in the king pins and links. Fixing these is expensive.

And if the car you buy has poor shockers (which aren't terribly expensive to replace) get them fixed immediately. If not, they'll soon cause king pin and link wear. On later model Bs look out for faulty overdrive units. They cost a packet to fix. Check wheel spokes for slack, but don't worry too much if they're loose. Respoking is very resonable at most wheel works.

SPRITES/MIDGETS: Pay close attention to the gearbox. If it's very noisy it's going to need overhauling before long. Check under floor mats for rust, and inspect the master cylinders for leaks. Shockers may be down too. Generally, the engine is very reliable. Exhaust pipe flanges are a problem - if the car has a leaky one you're better off throwing the standard manifold away and fitting a troulbe-free extractor.

Remember, take your time, put the car up on a hoist and don't buy it without a compression test which is a vital clue to the engine's condition.

ERROL.



DON'T FORGET TO CHECK THE
MAGAZINE FOR THE FOURTH-COMING M.G.
CAR CLUB PICNIC.

TRADING POSTFOR SALE

1964 red MGB with black soft top, a black tonneau cover hardly used, chromed spoked wheels, duel throat side draft Weber carburettor, good mechanically, body needs minor paint work, 4 good tyres, 6 months reg. \$4,500 ONO Phone Bethelle Heuer (075) 329633 (W) or (075) 395747 (H).

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FOR SALE

MGC GT 1968. 6 cylinder, excellent condition both body and mechanics. 66,500 miles on clock believed to be genuine. 3 owners from new. \$8,500 Phone Hugh McNena 273 1063 (H).

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FOR SALE

RACE TYRE SELL OUT - 10" & 13" Diameter.
Variety of used slick/intermediate Bridgestone & Dunlop tyres to suit 10" Diameter rims from 4½" wide to 8" wide. Also Dunlop/Bridgestone 13" diameter slicks to suit rims from 7" - 9" wide. Prices start from \$10. Phone Tony Jay on 207 2558.

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WANTED

URGENTLY - 1 set of Headrest for M.G. Midget '71 model any clues then ring Michael Parry on (07) 369 8342.

.....

FOR SALE

MG TC 1948. Engine rebuilt not many miles ago (crank shaft regrind, new bearings, rings etc.), New body timber, No rust, New hood and tonneau, new BRG Duco, and 16" wheels silver enamel, new brake hydraulics, registered until March, 1985, new steering box conversion, new walnut veneer to dashboard, new Brooklands steering wheel, new battery, remaining work is primarily cockpit retrimming. Asking \$13,000 negotiable will consider MGA and cash Phone Ian MaLean 8181818 (std 02)

.....

FOR SALE

MGB and Spare Parts. 1965 Paint & Upholstery in good condition. Mechanical good. Registration September. \$5,200 Spare Parts - Shock Absorbers, Distributor, starter motor, speedo, tacho, complete rear end, two gear boxes, two cylinder heads, various other spares. All parts 'as is' condition. Prices Negotiable. Contact Eric Druery 284 4913.

.....

DON'T FORGET THE FAMILY M.G. CAR CLUB'S PICNIC DAY 5th AUGUST
ANZAC PARK, TOOWONG -- 12 NOON

.....

HILLCLIMBING FOR MINIS

(or "how to spend all your time and money") by Patrick Mewing

Well what can I say. It was once said, "To finish first, you must finish."

Well I've got another one, " To finish first, first you must START." and believe me, when you are trying to do it (hillclimbing) in a mini, starting is not easy.

After spending 18months getting my Cooper S streetworthy, and raceworthy, I was anxious to get racing.

I had a nice, newish motor and gearbox but decided to have the head opened out a little and some nice valve springs put in. Glen (Carpenter) was doing the porting, but unfortunately he was busy trying to get his Appendix J race car (unfortunately for him, also a mini) ready for the same event. So the head was finally bolted down on the Saturday before race day. Once around the block to get it warm, and then out to Glen's to torque it down.

I take it for a spin (read drive) and I have to admit it was running beautifully. Up until now I had been very impressed by the fact that ~~the motor had no~~ oil leaks. The first thing I notice on returning is a H U G E puddle of oil where my car had been, with a trail of drops leading off into the distance where I had driven. I hadn't put the tappet cover gasket on properly, hadn't I??

Thoroughly disgusted with our own cars Glen and I swap - he does my oil leak and I do his harmonic balancer, along with Alex (Milns) who has become more or less a complete pit crew. Glen's mini has this habit of rejecting harmonic balancers - you see...

(If this is tedious to read it was worse to live through)

Anyway, we didn't finish until 11.30 that night and were bleary eyed and ready to go on Sunday morning. Incidentally, Alex's (Mazda R100) race preparation consists of sandblasting his spark plugs - he may have something there.

On my first run up the hill, I realize two things -

1. The car doesn't handle very well.
2. The car doesn't handle AT ALL.

Glen's first run was worse - split webbers only work if you screw the jets in properly. He eventually got down to 53.1 seconds to take the record.

The best I could manage was 56.3 and a BIG scare. Alex was his usual consistent self with 56.5.

CLUBS POINTS SCORE

(if any problems see Malcolm Spiden)
(225 2930 B=Hrs.)

Glen Carpenter	42	George Haseler	20
Gary Cossor	42	John Heffernan	20
Alan McConnell	42	Pat Mewing	20
Brian Cossor	40	Malcolm Spiden	20
John Davies	40	David Tait	20
Alex Milns	40	Rod Cossor	18
John Novak	40	Fred Axtell	16
Barry Young	40	Terry Corbett	16
Ian Peters	38	Bev Cossor	16
John Blake	32	Kevin Heffernan	16
Wayne Cossor	32	Andrew Koschmann	16
Joe Hodge	32	Peter Rayment	16
Paul Masterton	32	Barry Smith	14
Don Merkle	32	Brian Aspin	12
Bruce Stephenson	32	Paul Jones	12
Russell Waldron	32	Kim Taylor	12
Norm Singleton	28	Clare Taylor	12
Bob Cossor	24	Graham Campbell	8
Thierry Reig	24	Ben Jager	8
Ivan Tighe	22	Barry Vandenburg	8
Steve Austin	20	Bruce Horey	6
Ray Carmichael	20	Dale Jeffreys	6
		Bernie Rutherford	6
		Craig Young	6

NIGHT NAVIGATION

DRIVER

A. McConnell	20
P. Rayment	14
L. Melrose	14
A. Thomson	14
E. Hoger	10
G. Cossor	5
A. Milns	4
B. Smith	3
P. Dippelsmann	2
W. Cossor	1
T. Reig	1

NAVIGATOR

M. Spiden	20
D. Rayment	1
P. Hutchison	8
N. McNeil	8
Bev Cossor	8
B. Stephenson	7
J. Findlater	6
I. Moir	3
D. McNeill	3
Bob Cossor	2

Points Scores Cont'd..

CLUB'S POINT SCOREBEST M.G.

M. Spiden	20
L. Melrose	14
P. Rayment	14
E. Hoger	11

LADIES

Bev Cossor	23
Ann Thomson	14
Clare Taylor	12
Delia Rayment	10
Julie Findlater	6

GROUP A MARQUE

B. Young	40
M. Spiden	20

BEST OVERALL

A. McConnell	62	S. Austin	20
G. Cossor	47	R. Carmichael	20
A. Milns	44	G. Haseler	20
G. Carpenter	42	J. Heffernan	20
Brian Cossor	40	P. Mewing	20
J. Davies	40	D. Tait	20
J. Novak	40	R. Cossor	18
M. Spiden	40	B. Smith	18
B. Young	40	F. Axtell	16
B. Stephenson	39	T. Corbett	16
I. Peters	38	K. Heffernan	16
W. Cossor	34	A. Koschmann	16
J. Blake	32	L. Melrose	14
J. Hodge	32	A. Thomson	14
P. Masterton	32	B. Aspin	12
D. Merkley	32	P. Jones	12
B. Thatcher	32	C. Taylor	12
R. Waldron	32	K. Taylor	12
P. Rayment	30	E. Hoger	11
M. Singleton	28	D. Rayment	10
Bob Cossor	26	G. Campbell	8
T. Reig	25	P. Hutchison	8
Bev Cossor	24	B. Jager	8
I. Tighe	22	N. McNeil	8
		B. Vandenburg	8
		B. Horey	6
		C. Young	6
		J. Findlater	6
		B. Rutherford	6
		D. McNeill	3
		I. Moir	3
		P. Dippelsmann	2

.....

BODS & BENDS

THE TIME & DATE

8p.m. - Friday 15th June

THE SCENE

Ann (Thomson) opening her front door to Joan (Appleby) on this cold winter night.

THE MOODS

Ann - not very happy as she peers over her spectacles at Joan's laden arms (this always means Car Club work). And she tells Joan that 'the boys' (her sons) won't be very impressed, for they were just having dinner.

Joan - ever jovial pushes her way in - together with 1,2,3,4,5,6,7,8,9,10,11 cops I've lost count....

SURPRISE SURPRISE SURPRISE HAPPY BIRTHDAY

And so more of us push our way into the rooms to wish Ann a Happy 60th Birthday. Poor Ann she didn't know whether she was Arthur or Martha..all these people.

And for once in her life Thomson (as she called herself) was lost for words, when it came to that time of the night.

Well we all hope she had a good birthday and wish her many many more.

.....

Gordon & Charmaine McPhie turned up at McLeans Bridge in his recently rebuilt MGTC. Gordon drove it there but Charmaine drove it home. Certainly good to see.

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Len Melrose took his 'E' type to Mc Leans this year. He had taken his 'B' last year and thought he needed a change. Maybe another change next year in his other 'B' eh if it's finished!

.....

Hopefully the Hogers won't have to squeeze into the one 'B' also next year if Errol keeps up the good work on the other 'B' they've got.

.....

IN THE PITS

by Richard Croston

Our illustrious Editor was on the phone the other night.

'Where's your article for the Octagon?'

'What article?'

'The one about Lakeside?'

'Lakeside?!' Leave out the side part and think of a good old English bog, and that's about it. The funny part about it was, all these blokes had racing cars instead of boats.

On Saturday as I toured my fellow racers checking out who was wearing slicks or who was on wets, there were lots of enthusiastic replies as to how good slicks were and one only needed wet tyres when the track was almost under water. Sunday proved how wrong that line of thinking was. In the racing car race three of the competitors had 'good' wet tyres and they simply disappeared from the rest of the field.

Ivan Tighe ran his Kaditcha on Sunday, only. He did two laps and couldn't see. So he removed his glasses and could see even less. So he put it away for the week-end. Noel Orphan and Peter Smith didn't run their cars on Sunday either.

John Campbell has been busy playing with the rear aerodynamics of the Clubman. It will be interesting to see how his idea develops.

Kees Koppenol had his first race in Formula Vee, an exercise he enjoyed immensely and showed a few of the Vee drivers just how fast they can get off the line.

Gary Scott was seen working in the pits on Sunday morning with a suitcase - full of turbos!!!

As you all know by now the boy from Daisy Hill has won his third A.T.C. Title 'Good on yer Dick.'! The falcon certainly looked good in the handling department. Especially against the B.M.W. Which is suffering with all that engine hanging out over the front wheels.

Just to end the week on a happy note?! I received the following information from C.A.M.S. so it looks like some of us will be busy as the end of next year re building our rockets!

" On the bottom of any car, rearward of the vertical plane tangent to the rear of the complete front wheels, and forward of the vertical plane tangent to the fore of the complete rear wheels, a solid, flat, hard, rigid and continuous surface must be provided in which a rectangle of 100cm (measured along the transverse axis of the car) and 80cm (measured along the longitudinal axis of the car) can be inscribed. The entire surface of this plate, which must be an integral part of the chassis-body unit, must not have any degree of freedom nor any provision for adjustment in relation to this unit. "

Cheers Richard.

.....

The Official Magazine of the M. G. Car Club of Queensland
affiliated with C.A.M.S. and with the M.G. Car Club Home Centre.

COMMITTEE

	<u>Phone Home</u>	<u>Work</u>
<u>PRESIDENT</u> Neil McNeil	355 1813	
<u>TREASURER</u> Ann Thomson	378 1368	
<u>EVENTS SECRETARY</u> Joan Appleby	571561	
<u>MEMBERSHIP SECRETARY</u> Phil Hutchison		48 5061
<u>COMMITTEE</u> Bob Cossor (VICE PRESIDENT)	209 8000	
John Heffernan	343 5772	341 2985
Errol Hoger	341 4252	
Richard Croston	205 3673	
Steve Austin	245 5265	

<u>Postal Address</u> G.P.O. Box 1847, BRISBANE.Q.	<u>Address of Clubrooms</u> 18 Nash St., ROSALIE.Q. 4064
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Editors Peter & Delia Rayment 30 3148

APPLICATION FOR MEMBERSHIP FORM

The Secretary,
M.G. CAR CLUB OF QUEENSLAND,
G.P.O. Box 1847,
BRISBANE.Q. 4001

Name in Full.

Address. Post Code.

Occupation. Phone/s.

PARTICULARS OF VEHICLES

Make. Model. year. Reg.No.

Engine No. Cubic Capacity.....ccs

I, the undersigned, hereby apply for membership in the M.G. Car Club of Queensland. This application is subject to the acceptance by the Executive Committee and extended on condition that I will agree to abide by the Rules of the Club and Centre.

Dated. Signed.

Attached please find cheque/cash for \$18 being annual membership

\$ 6 C.A.M.S. Basic Licence

\$ 4 Joining Fee

(Prices subject to change
please confirm)

\$10 Country membership (out-
side 100km radius of Brisbane)

Proposed by. No.Q.

Seconded by. No.Q.