

P R O G R A M M EMARCH

- 4th Natter Night  
6th Hillclimb Mt. Cotton Closed  
11th Natter Night  
12th Wine & Cheese  
13th Sprint Lakeside Closed  
18th Night Run  
20th Open Motorkhana  
25th Film Night  
26th-27th Novice Rally Open

APRIL

- 1st Natter Night  
2nd-3rd Lakeside Races  
8-11th National Meeting Katoomba (Read Pages 12 & 13)  
15th Night Run  
17th Closed Race Meeting Lakeside  
22nd Table Top Rally  
24th Hillclimb Mt. Cotton Closed  
29th Natter Night  
30th-2nd MAY Camping Weekend (Think to Bunya Mts.)  
6th Natter Night  
7th-8th Open Rally A.R.C. Round  
8th C.S.C.C.A. Sport Car Meeting McLeans Bridge.  
13th  
14-15th Surfers Races  
20th Night Run  
21st Social Night  
22nd Sprints Lakeside

JUNE

- 4th-5th Q'ld Hillclimb Championships  
Mt. Cotton Open

FRONT COVER PHOTO; By Neil McNeil

Shows Peter McCabe in his M.G.B. crossing the finish line at Grafton Hillclimb on the 5th December, 1976.

WIRE WHEELSTHEIR CARE: MAINTENANCE & THOUGHTS ON CHROMING.

I have noticed one of my wire wheels is in very poor condition - what should I do?

Normal maintenance involves removing the wheel, clean the hub and coat the splines and taper with any General Purpose grease. Coat the outside taper of the wheel hub sparingly, otherwise excess grease will be flung onto your cleaned spokes and rims. It is important to place grease for longlively of the spline, but mainly for ease of removal. I was told of a Lamborghini with a wire wheel rusted onto the hub, through no grease being placed here. After they destroyed the wheel and spokes the hub shell was able to be pulled from the hub.

Every time the wheel is removed from the hub, the lubricant should be checked and at least once a year remove all wheels, regrease and check condition of spokes etc. Of course it goes without saying that during maintenance periods, knockons and hubs should be checked for ease of travel.

Spokes are best checked with a little metal rod or spanner, lightly drawn around the spokes, listening for the "ring". Broken or loose spokes emit a dull sound or thud. Loose spokes can also be detected by a slight rust mark where the nipple comes through the rim. If a couple of spokes are broken no great problem exists to make the wheel completely roadworthy. After removing the tyre from the rim take out the broken spokes and replace with new spokes. Before screwing the nipples onto the new spokes coat the threads with a propriety anti-seizing compound.

..Cont'd

(Wire Wheels Cont'd)

i.e. Loctite anti-freeze (available from most outlets). Spokes should be tightened up to "ring" true to a similar "pitch" of the surrounding spokes. Finally check for trueness of the wheel.

Note; It is important an anti-freeze substance be placed on threads or one may find "dog is NOT man's best friend" as the nipples will rust onto the spokes and will not be able to be turned.

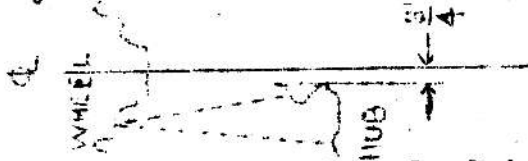
If a major rebuild is needed the spokes should be assembled in the correct operating manner, loosely. Spokes ( a pair of spokes) should be tightened then the diagonally opposite to the same tension followed by those 90 degrees to the first and thus move around the wheel (just as one bolts steel wheels to hubs).

It is important a nipple spanner of good quality is used (an old forged push bicycle spanner has been used on many occasion) but if a nipple was taken to a reputable tool supplier, one could purchase a good solid spanner remembering it must be an open ender. Once built, the rim should have either a cloth tape or rubber band (insulating tape if you are desperate) placed around the nipple ends inside the rim (remember the bike days) to stop fretting or punctures of the tube rubbing against the nipple ends.

Checking the wheel for trueness, place it on the front, jack up the car, with a piece of chalk touching against the rim, spin the wheel. (Engineering students can carry out this operation with a dial gauge). Correction of any errors is made by a slight increase in tension to appropriate spoke or set of spokes.

(Wire Wheels Cont'd)

When replacing all spokes it is important to continually check the wheel for both lateral and up and down movement. To check the off set of the wheel more could be explained by the following diagram.



After the operation is completed, drive the car for approximately 50 miles and re-check.

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IS CHROMING THE SPOKES AND WHEELS WARRANTED?

Firstly the wheel must be pulled apart to achieve an acceptable job, but unfortunately the spokes, being made of high tensile material, reacts very unfavourably.

After discussions with a Technical Officer and an Engineer, their opinion is not to chrome spokes. In the days when Jaguars competed in the Sports Car Championships the factory would NOT sell chromed spokes, only painted ones for competition. One must accept broken spokes if one wishes to own chrome wheels.

It is understood a process to relieve the brittleness is known but "with the right treatment the hydrogen bubble in the metal can be extracted - we believe" and "the permissible delay between the cessation at electroplating and the treatment deminished as the quality of the metal increases".

MJS & PGR

See our next Octagon for "Crank and Nuts" - which first appeared in the April, 1973's edition of the Octagon. The article deals with problems encountered while dealing with electroplating.

ALL THE HONOURS TO US.

Four race series for different categories of cars run in Queensland in 1976. All of these series were won by M.G. Members.

In racing cars and sports cars we took first three places and first five places, respectively. Our congratulations to all of you, and particular to Dick, Vern, Barry and Col.

Here's how our members did:-

SIDCHROME QUEENSLAND SPORTS CAR SERIES.

|                         | <u>Points</u> |
|-------------------------|---------------|
| 1 1 Barry Singleton     | 44            |
| 2 John Fraser           | 38            |
| 3 Ken Peters            | 29            |
| 4 Kees Koppertol        | 22            |
| 5 Richard Warland       | 20            |
| 6 Kerry Horgan          | 18            |
| 9 Reg Tomkinson         | 13            |
| 10 John Campbell        | 11            |
| Peter McCabe(See Cover) | 11            |
| Gary Whittaker          | 11            |

KEN PETERS TAMRON ZOOM RACING CAR SERIES

|                 |    |
|-----------------|----|
| 1 Vern Hamilton | 35 |
| 2 Gary Scott    | 24 |
| 3 Peter Bull    | 20 |
| 5 Ivan Tighe    | 15 |
| 7 Ross Horton   | 14 |

METRO FORD QUEENSLAND TOURING CAR SERIES

|                |    |
|----------------|----|
| 1 Dick Johnson | 38 |
| 4 Leigh Craig  | 16 |
| 5 Mal Hopcraft | 14 |
| 6 Peter Nolan  | 11 |

...Cont'd

HILLCLIMB ENTHUSIASTS - TAKE NOTE

Our Supplementary Regulations for the Hillclimb have had some changes in the VEHICLES section and they are as follows:-

(d) Road registered cars and fifth category cars DO NOT require oil catch tanks, tail shaft straps, wired drain plugs, scatter shields or battery markers.

(k) Roll bars are NOT required, but it is most strongly recommended that they be used in open cars. If a roll bar is fitted it must be at least of C.A.M.S. 1973, standard.

SO.....if you are interested in Hillclimbing our next one is on the 6th March, and if you hurry you can still enter, entries close 2nd March (Wednesday). Contact a Committee Member or call at the Clubrooms for an entry form.

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WANTED URGENTLY BY OUR CLUB

One 7 H.P. Briggs & Stratton Engine - Horizontal output shaft, suitable for a Rover Rider Lawnmower. You might recall the article "Watch out for the Toads" in March's issue of the Octagon last year, wherein the Club's mowers last minutes on earth were described most memorably. Hence the demand.

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NAVIGATION SCHOOL

B.S.C.C. will be conducting the above at their Club Rooms on the nights of 7th, 14th, & 21st March. If interested contact Jeff Tremaine Phone 221 6899 (W).

MANY THANKS

It's

It's not our policy to thank members for their efforts on behalf of their own Club. However, we feel exceptions should be made when considerable financial assistance has been given.

Those who put their hands deep in their pockets include;-

|   |   |
|---|---|
| Barrie Garnier                                  | - Donated his winnings at the Q.H.C.C. to the Club. |
| John Fraser                                     | - Donations to Hillclimb throughout the year.       |
| John Wharton                                    | - As Above.   |
| Grand Prix Sales<br>(Joe Canillari & Ross Moir) | - Sponsored our Rally.                              |
| Shell Redcliffe Driveway                        | - Sponsorship for Encourage Awards.                 |
| Castrol Australia                               | - Ironman Trophy                                    |
| Centaur Development<br>(Tim Harlock)            | - Speed Trophy - Ironman Week-end.                  |
| G.P. Cars                                       | - Rally Award.                                      |
| Peak Performance                                | - As Above.   |
| Mal Hopcraft &<br>Dale Jeffries                 | - Some very excellent car models to win.            |

Apart from our usual officials and the service organisations we have to thank a number of members of other clubs who have done special jobs for us. We would particularly like to mention;-

|               |   |
|---------------|---|
| Bruce Nicol   |   |
| Bruce Nicol   | - Assts. C. of C. for our Rally         |
| Brian Gemmell | - Who checked it.                       |
| Joe McCoach   | - Who looked after the Toowoomba start. |
| Steve Jackson | - Who looked after the Brisbane start.  |
| Jeff Tremaine | - Car O                                 |
| Bruce Mallett | - " "                                   |

....Cont'd.

(Many Thanks Cont'd)

- Keith Mackay - Set Up  
 Gorden Certrell - " "  
 Hank Kabel - Who lent his car for sweep  
 Simon Kabel - Who drove it.  
 Col. Somers - Who was Assts. C. of C. or C. of C. and every Hillclimb.  
 Greg Fullerton - Who carted the rescue gear down and up and down and...  
 Jim Peters and Bob Wilkinson - Our Chief Time Keepers.  
 Rosie Statham - Who catered and kept us all well fed.  
 (Joan Appleby's Mum)  
 All the Q.M.S.C. people - Who co-operated with us in the running of the Ironman week-end.  
 Jeff Tremaine - Who checked our T/A for the above.  
 Laurie Garth - Assts. Director for the Para/Quad Run.  
 Midge Garth - Who helped him and us.  
 Ken Quinn - Who scored it.  
 Bruce Nicol - Who set it up.  
 Barrie Locke - Who help sweep it.  
 Renault Car Club - Who allowed us to share their Motorkhana Championship Date.  
 Coral Scott - Who lent us her house for a bar-b-que.  
 Robyn Rutyna - Who won Miss Motorsport for us.  
 (Joan & Vince's Daughter).  
 Alan Wheelie(?) - For drawing a new map of the hillclimb.

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The MIDNIGHT-DAWN RUN on the 12th March for the C.S.C.C.A. has been postponed, hopefully 'till a later date. More information as it comes to hand.

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(All the Honours to Us Cont'd)

EAGERS DIVISION 2 TOURING CAR SERIES-Group B & C

|   |               |    |
|---|---------------|----|
| 1 | Col Wanzel    | 30 |
| 4 | Leigh Craig   | 15 |
|   | Gerry Bezett  | 15 |
| 8 | Geoff Russell | 10 |
|   | John Wharton  | 10 |

Perhaps particular congratulations should go to Dick, who got double the points of the second placegetter.

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N O W H E A R T H I S ! ! ! ! .

Q.M.S.C. will conduct a closed race-meeting at Lakeside on 17th April (The week-end after Easter).

Log books & G.C. Licences will be required. Leave yourselves plenty of time to get these documents. Application forms from C.A.M.S. or the Clubrooms.

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Because of the LONDON - SYDNEY RALLY later in the year, it appears there'll be some major changes in the calendar.

The A.R.C. round scheduled for the 16th-18th Sept., will now probably be held on the 7th-8th May.

The Q.L.C.C. Novice Rally will be on the 16th-17th July.

The Open Rally which was to have been held in July will be on the 17th-18th September.

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TESTS ON PRESSURE PLATES

When replacing the pressure plate (especially the diaphragm type), it is advisable to take your clutch plate to a Brake & Clutch specialist, asking them to please test said parts to ensure they are operating properly.

The common fault is "cocking or warping" when trying to engage a gear, thus ending a loud grating noise. Two clubmembers have already been "caught" and had the arduous task of pulling the engine and gearbox out again to solve the problem.

So a quick trip to a firm such as Asutralian Brake Supplies at Crosby Road, Albion (now there is a free plug) can save you an appreciable amount of time. The several pressure plates I have had tested have cost the great sum of nil. Even walking in at "knock off" time, the lads were willing to spend an extra 5 to 10 minutes at work to perform this service for me.

MJS.

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We refer to "Helpful Hints" published in last month's Octagon.....please inform Peter Rayment of any faults with your cars, thanks, so's we can pass on all useful information per this media.

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TROPHY HUNTERS TAKE NOTE!!!!!!!!!!!!!!!!!!!!!!

We are happy to inform ybu that this year trophies will be presented for the Rally & Racing Sections of our Club. As yet, a point system has not been constructed, so we ask you to read your next Octagon for full details. Because the awards have only just been introduced, results from last race meeting at Surfers will not be counted, sorry. Regarding details of total trophies presented by our Club annually and also the results of last years efforts..read next Octagon, also.

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SURFERS SUCCESSES - 13/2/77

If we've left you out, we apologise - letus know!

|              | <u>Outright</u>  | <u>Class</u> |
|--------------|------------------|--------------|
| C. Wenzel    | 2 X 3rd          | 2 X 2nd      |
| I. Murray    |                  | 1 X 3rd      |
| G. Scott     | 2 X 1st          | 2 X 1st      |
| V. Hamilton  | 1 X 2nd          |              |
| B. Singleton | 1 X 1st; 1 X 2nd | 1 X 1st      |
| K. Koppornol | 1 X 2nd          | 1 X 2nd      |
| V. Peters    |                  | 1 X 2nd      |
| R. Warland   |                  | 1 X 2nd      |
| M. Hopcraft  |                  | 2 X 2nd      |
| B. Badger    |                  | 1 X 2nd      |
| A. Telfer    |                  | 1 X 3rd      |
| K. Kilbindo  |                  | 1 X 2nd      |

We have quality but not quantity here. Come out of the wood-work the rest of you.

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MEMBERS- we apologise for the presentation of your Octagon of late - but this is due to the lack of an Editor. The job of keeping our members informed we felt, was of more importance.

SO ----- if we have any budding Editors running free- now's their chance to show us some of their talents...

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INFORMATION FOR THE NEW MEMBER!

Classified advertisements in your Octagon, cost you nothing. Please feel free to utulise this service and contact a Committee Member with your advertisement.

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NATIONAL MEETING NEWS

Easter is only 6 weeks away!!!!!!!  
The New South Wales Committee have been having an uphill battle with a little thing called "The N.S.W. Speedway Act" (hopefully we will never have one in Q'ld. Ed.), and even approaching members of parliament has not alleviated the problem. That problem is one of circuit licencing on a circuit which has not been used continually. This is the problem that has arisen with Catalina Park.

I could bore you with all the fine detail of what and why .. but it all boils down to the same thing.. we cannot use Catalina Park for the speed event of the weekend. The circuit licence has expired and the Department of Sport and Recreation are not willing to issue a new licence until the local police authorities have agreed that the circuit is useable for speed events, this the police won't do until a vast amount of money is spent on the circuit, mainly in the areas of public safety. The use of the circuit for the motorkhana and concourse is not in dispute and these events will take place there.

However, that left us with the problem of where to hold a speed event, and the only avenue vaguely available was Oran Park, which is some 45 miles from Katoomba, obviously time would not permit us to use this circuit, and in fact Oran Park are likely to use the circuit for their own purposes on that day.

Those who follow motor sport will know that Silverdale is one of the best hillclimb circuits available in Australia (Mt. Cotton is better. Ed.). The hill is a course of approximately 1 km. and makes very interesting driving.

...Cont'd.

(National Meeting News Cont'd)

Silverdale is situated approximately 45 minutes drive from Katoomba and very close to the Warragamba Lion Park. It is anticipated that a surprise road event will be run from Katoomba to Silverdale to get everyone into the spirit.

The New South Wales Committee are very well aware that this National Meeting has been promoted as one where participants would not have to drive vast distances to events. We have, in our wisdom(!) decided that this course of action is a better one than hanging off to see what could be done about Catalina and then finding we have wasted much time and achieved no results. We do apologise, but felt that this was the only thing we could do.

The Hill is definitely fast enough for those who have planned to bring racing specials and because the owners of the circuit do the starting, timing, etc. there will be adequate officials to make sure the event runs smoothly. It is anticipated that, dependant upon starters, 3 or 4 runs per entrant will be achieved.

WEEKEND COSTS:

|               |        |                           |
|---------------|--------|---------------------------|
| REGISTRATION: | \$5.00 | per entrant               |
| MOTORKHANA:   | \$2.50 | per entrant               |
| HILL CLIMB;   | \$6.50 | per entrant               |
| PRESENTATION  | \$7.00 | Non HYDRO MAJESTIC GUESTS |
| DINNER:       | \$2.00 | HYDRO GUESTS              |
| FARWELL       | \$4.00 | Non Hydro Majestic Guests |
| BREAKFAST:    | \$1.50 | HYDRO GUESTS.             |

A programme of events, their times and venues will be given to each person on registering, registration time will be 10am - 10pm on Friday 8th at the Hydro Majestic Hotel.

Further details as they come to hand.

CAROL MAHONEY

Hon. Secretary, N.S.W. CENTRE.

THE OCTAGON

FEBRUARY, 1977

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

|                                 | <u>Phone Home</u> | <u>Business</u> |
|---------------------------------|-------------------|-----------------|
| <u>President</u> Neil McNeil    | 266 2800          | 526415          |
| <u>Vice Pres.</u> Peter Rayment |                   | 362980          |
| <u>Secretary</u> Joan Appleby   | 57. 1561          |                 |
| <u>Asst. Sect.</u> Mike Keown   |                   |                 |
| <u>Treasurer</u> Ann Thomson    | 378 1368          |                 |
| <u>Club Captain</u> Mal Spiden  | 57 7704           | 335011          |
| <u>Committee</u> Dale Johnstone | 2612030           | 3583062         |
| Chris Burke                     |                   |                 |
| Grant Beaumont                  | 3912631           |                 |
| Ross Moir                       |                   |                 |

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Postal Address;-  
Box 1847 G.P.O.  
BRISBANE.Q. 4001

Address of Clubrooms;-  
620 Wickham St.,  
THE VALLEY.Q. 4006

CLASSIFIED ADVERTISEMENTS:+

FOR SALE : M.G. Magnette ZA 1956. Light Green. Registered 'till March, '77. Bad rust in some body panels. In running condition although engine requires immediate overhaul. Any reasonable off considered.'Phone 268 2776  
Ken WILSON.

WANTED: M.G.A. please contact Paul Dingle at 263 1813.

COMING EVENT; John Fraser is conducting another one of his ADVANCED DRIVERS SCHOOLS at Lakeside 19th March. For full particulars contact John on 355 9806 (evenings only)

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There is \$20 ENCOURAGE AWARD for the best performance by an M.G. Member for either driving or navigating in the coming Novice Rally 26th-27th March.

MEMBER INFORMATION

Your C.A.M.S. Delegate is Ann Thomson, should you have any problems with C.A.M.S. contact her on 378 1368.

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B.S.C.C. CLOSED AUTOCROSS AT BEENLEIGH ON FEBRUARY 27th.

The course is about 500 metres long and it is eminently suitable for cars without sumpguards (such vehicles have performed very well in the earlier autocross's organised by Glen Carpenter), To reach the course take the Beau-desert Rd out of Beenleigh and EITHER 11kms OR 11 miles out of Beenleigh (taking the distance from Beenleigh centre) turn LEFT on SAW-POCKET ROAD and the course lies about 600 metres further on. The event starts at 10.00 am when competitors cars will receive a safety check.

If you want to run ring Neil McNeil for further details.

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