

NOTICE TO MEMBERS

Enclosed please find a nomination form to join the Committee and a proxy form in case you can not attend the Annual General Meeting on Friday the 30th November, 1984.

Please note that the nominations for the Committee should be in my hands by Friday, the 16th November, 1984.

The Annual General Meeting will be held on Friday, 30th November, 1984 at 8.00 p.m. at the Club Rooms, 18 Nash Street, Rosalie.

You may send your nominations and proxies addressed to "The Secretary", M.G. Car Club of Q'ld., G.P.O. Box 1847, BRISBANE.Q. 4001.

Hoping to see you at the Annual General Meeting.

Mrs. Joan Appleby,  
Hon. Secretary

P R O G R A M M E

Sunday  
11th November

30th YEAR ANNIVERSARY PICNIC DAY FOR ALL M.G. MEMBERS Anzac Park, Toowong ( opposite the Bus Depot ) 12 noon. B.Y.O. There are some B.B.Q.s there. For further information ring Peter 30 3148 or Errol 341 4252.

Sunday  
18th November

INTER CLUB MOTORKHANA organised by B.S.C.C. Scrutiny starts 8.00 a.m. At the Beenleigh Rum Distillery Complex, Pacific Highway, Beenleigh. If interested in being part of a team to represent M.G. then contact Peter Rayment 30 3148 now.

Friday  
16th November

EVIL LEN'S NIGHT RUN - Clubrooms 8 p.m. enter on the night - bring your pen, torch and 'referedex' and a navigator.

Saturday  
24th November

WORKING BEE at Mt. Cotton Hillclimb 12.30 for further information contact Bob Cossor 209 8000.

Friday  
30th November

Annual General Meeting - Clubrooms 8.00p.m. 18 Nash Street, Rosalie. Nominations and proxies to Joan Appleby by the 16th November. Video of Newcastle to follow meeting re Hillclimb and preview of National Meeting at Easter.

EDITORIAL

Dear Club Members,

Going by the calendar it's that time of year again. Meaning it's time we all sat down and had a good think about OUR Club. The A.G.M. (for the newcomers the Annual General Meeting) will be held on the 30th November (this month) and we'll be looking for Committee member nominations.

If you feel that next year you should have time spare, then how about trying for Committee - 'new blood' is always welcome. We believe that there will be a couple of retirements from the Committee this year and the positions have to be filled. A nomination form for Committee is in this magazine and we look forward to your nomination.

After the A.G.M. we shall be having a short video on Newcastle (including their Hillclimb) which the Newcastle Centre have so kindly sent up - as a preview to their National Meeting there in Easter next year. So come along meet old friends and make new ones.

As this is our 30th year (as we reminded you last Octagon) we felt that some form of celebration was needed and have set a date for a FAMILY PICNIC on this Sunday 11th NOVEMBER. PLEASE come - there will be a giant birthday cake etc - it's most disheartening for the organisers when no one shows. All you have to do is grab your lunch, picnic blanket, the kids, Mum and join us!!! There are some B.B.Q.s there so perhaps that would be a good idea.

As you will notice the Race Meeting set down for the 2nd December has been cancelled. It has been cancelled with C.A.M.S. permission owing to the fact the Q.M.R.O.A. could not guarantee us an adequate number of flagmarshals to safely hold the meeting. We are quite sure that the competitors would have given us their support, however after lengthy discussions with the Committee it was decided that we could not run this meeting without Q.M.R.O.A.

Looking at the calendar again this then only leaves 6 dates to remember until the end of the year for the Club.

At the Hillclimb on the 25th November we'd like to see a few more M.G.s, ~~\_\_\_\_\_~~

~~\_\_\_\_\_~~  
If you'd like a 30th YEAR M.G. Car Club T/Shirt then we'll have some on sale at the Hill that day - but you can always order one now to be assured of one as it will be a limited number run. OK.

May we take this opportunity of wishing each and everyone of you a very Merry Xmas and a Happy New Year - if we don't see you before then. But we hope to see you at the P., M., N.R., H/C & and the A.G.M. work that all out...

Peter & Delia Rayment

IN THE PITS

by Richard Croston

CONGRATULATIONS TO JOAN APPLEBY, KARL STECHER AND ALL who helped them put on a super race Meeting on the 6th and 7th October at the ALL HISTORIC RACE MEETING, LAKESIDE - they did a terrific job.

Thanks also to all those Club Members who bought their cars along. It was good to see those old M.G.s - and others!!

For those motoring enthusiasts who were keen enough to attend both days and even stay over night they were well entertained especially by Arnold Taylor who put up a mammoth fight against adversity. Arnold broke a crank shaft on Saturday morning, he and his crew worked all day Saturday and all Sunday morning - almost up to the start of his first race, to replace the offending crank shaft.

Noel Tuckey had an eventful weekend when the float level pin in the carby came unstuck, flooding the engine and eventually setting the car on fire as he rounded the Carousel (I wonder what Romsey Quints would have to say about that?). Fortunately went out when he switched off and the fuel pump stopped working.

It is great to see a Centaur in Historic Racing. Especially as it was my old car. George Haseler was having a ball in it, running regularly.

The Appendix J cars put on their usual breathtaking performances slipping and sliding all out of shape and demonstrating how the 'family car' ? suspension has improved over the years thanks to racing. It makes one wonder, 'Where to from here?'. With turbo charges, ceramic engines and aerodynamics? Phill Irving (of Repco fame) believes turbo chargers are a passing fad. I wonder if we will see solar powered Formula I cars rushing silently through the streets of Monaco - which reminds me!

Those of you; who like me! are the great Australian Bathurst Watchers. Up at 8.00a.m.. Reason with your conscience as to why you are not going to church to-day. After all it is only one Sunday in the year and one wasn't all that bad last week - select comfortable chair - on with T.V. - after diplomatic reasoning with the rest of the household to provide quiet and food (including drinks) at the right times.

~~You would have seen the farmer expressing his displeasure of motor racing and motor cars in general - polluting the atmosphere. Can you imagine the Christmas shopping traffic, all being horses and cattle. Can you imagine the pong!?~~ Just think the Shell Oil Company would be the Shell Hay Company! and B.P. would be the Quiet Reliever! The Arabs would be stuffed, they would have to move to the South Pole and monopolise the ice to turn their desert into hay - roll on the motor car and the Scientists and Racers may they improve in safety and performance and may those who drive them improve their skills through organisations like the M.G. Car Club.

Cheers Richard.

CLUB POINTS SCORE AS AT 31st October, 1984by Malcolm Spiden  
Phone 266 6350NAVIGATION RUNSDRIVERS

Alan McConnell	40
Ann Thomson	34
Peter Rayment	27
Len Melrose	24
Gary Cossor	10
Errol Hoger	10
Pat Mewing	8
Alex Milns	8
John Jones	6
Paul Masterson	4
Barry Smith	4
Wayne Cossor	3
Theirry Reig	3
P. Rippelsmann	2

NAVIGATORS

Malcolm Spiden	40
Neil McNeil	28
Delia Rayment	24
Bev Cossor	17
Bruce Stephenson	10
Phil Hutchison	8
Alex Milns	8
Julie Findlater	6
Libby Jones	6
Rodney Cossor	4
D. McNeill	3
Ian Moir	3
Bob Cossor	2
Gary Goulding	2
Graham Campbell	1
Paul Jones	1

LADIES

Bev Cossor	68
Ann Thomson	34
Delia Rayment	24
Elaine Hamilton	20
Clare Taylor	12
Sue Young	8
Julie Findlater	6
Libby Jones	6

BEST M.G.

Malcolm Spiden	76
Peter Rayment	63
Pat Mewing	44
Len Melrose	24
Errol Hoger	24
Rob Ritchie	21
Alan McConnell	10
Bruce William	1

GROUP A SPEED

Malcolm Spiden	76
J. Broadbent	40
Barry Young	40
Peter Rayment	36
Rob Ritchie	20
Errol Hoger	12

RACING DRIVERS

John Campbell	25	Barry Wraith	7
Craig Harris	18	Lee Nightingale	6
Kim Berger	13	John Novak	6
Greg Fahey	12	Richard Croston	5
Noel Orphan	12	Kevin Heffernan	5
Neil Pyke	11	Jim Poole	5
Winston Parr	10	Pat Mewing	5
Tan Peters	10	Peter Bull	4
Mick Shaw	10	Glen Carpenter	4
Mark Trenoweth	10	Ken Nelson	4
Dick Johnson	9	Ken Peters	3
Fred Sayers	9	Todd Wonlers	3
Roger Spencer	8	N. Nixon	2
Peter Delmodes	7	Ivan Tighe	2
Brett Peters	7	Keith Duce	1
T. Tritton	7	John Heffernan	1

CLUBS POINTS SCORE CONT'D

SPEED OVERALL

122 Glen Carpenter	40 Nigel Johnston
100 Joe Hodge	34 Bruce Horey
100 John Novak	32 John Blake
100 Norm Singleton	32 Vern Hamilton
98 <del>Alan</del> McConnell	30 Don Gibson
96 Brian Cossor	28 Ken Taylor
92 Russell Waldron	28 G. Zagami
92 Don Merkley	26 Craig Young
84 Wayne Cossor	24 Ben Jager
82 Ian Peters	24 Andrew Koschmann
80 Alex Milns	24 Rob Ritchie
80 Paul Jones	22 Brett Peters
80 Malcolm Spiden	22 Dale Jefferies
78 Gary Cossor	22 Ivan Tighe
76 Bob Cossor	22 Barry Wraith
76 Terry Corbett	20 Steve Austin
70 Bruce Stephenson	20 Bill Norris
68 Barry Young	20 George Haseler
64 Paul Masterson	20 David Tait
64 Ian Helsden	20 Peter Walton
64 Pat Mewing	20 Elaine Hamilton
64 Thierry Reig	18 Brian Aspin
62 John Davies	16 Richard Croston
60 Fred Axtell	16 Kev Heffernan
58 Rodney Cossor	16 Peter Bull
56 Bernie Thatcher	16 B. Kane
52 K. Urquhart	16 Andrew Hockley
52 Peter Rayment	16 Glyn Phillips
48 Bev Cossor	14 Errol Hoger
46 Ray Carmichael	12 Clare Taylor
44 Graham Campbell	8 Barry Vandenburg
42 Barry Smith	8 Sue Young
40 John Heffernan	6 Bernie Rutherford
40 John Broadbent	

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More Scores Overleaf..

WHAT HAS 'EVIL' LEN GOT COOKED UP

FOR US

AT THE NEXT CLUB NIGHT RUN-BE THERE

AND FIND OUT

16th NOVEMBER - FRIDAY - 8 p.m.

BRING BRISBANE MAP(U.B.D ETC.) TORCH,  
PEN & NAVIGATOR

POINTS SCORE CONT'DBEST OVERALL

138 Alan McConnell	26 Errol Hoger
122 Glen Carpenter	26 Craig Young
120 Malcolm Spiden	25 Rob Ritchie
101 John Novak	24 Len Melrose
101 Norm Singleton	24 Delia Rayment
100 Joe Hodge	24 Ben Jager
96 Alex Milns	24 Andrew Koschmann
93 Russell Waldron	23 Dale Jefferies
92 Don Merkley	23 Brett Peters
89 Wayne Cossor	22 Ivan Tighe
88 Gary Cossor	21 Bill Norris
84 Bruce Stephenson	20 Steve Austin
82 Ian Peters	20 David Tait
81 Paul Jones	20 Peter Walton
79 Peter Rayment	20 George Haseler
78 Bob Cossor	20 Elaine Hamilton
77 Terry Corbett	18 Brian Aspin
72 Pat Mewing	16 Kev Heffernan
68 Paul Masterson	16 B. Kane
68 Barry Young	16 Richard Croston
67 Thierry Reig	16 Peter Bull
68 Bev Cossor	16 Andrew Hockley
68 Ian Helsdon	14 John Jones
63 Rod Cossor	13 Phil Hutchison
62 John Davies	12 Clare Taylor
61 Fred Axtill	8 Barry Vandenburg
53 K. Urquhart	8 Glynn Phillips
47 Barry Smith	8 Sue Young
46 Ray Carmichael	6 Libby Jones
45 Graham Campbell	6 Bernie Rutherford
41 John Broadbent	6 Julie Findlater
40 John Heffernan	6 Darryl McNeill
40 Nigel Johnston	3 Ian Moir
34 Ann Thomson	2 P. Ripplesman
34 Bruce Horey	1 Neil Pyke
32 Vern Hamilton	1 Gary Goulding
32 John Blake	1 Greg Findlater
30 Don Gibson	1 Ken Peters
29 Glen Zagami	1 Bruce Williams
28 Neil McNeil	
28 Ken Taylor	

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COME AND HELP US CELEBRATE OUR30th YEAR

12 NOON

AT THE FAMILY PICNIC

BYO

ANZAC PARK, TOOWONG (opposite the Bus Depot)

Have a slice of the giant Birthday Cake --surprises for kiddies.

APPENDIX A  
FORM OF NOMINATION FOR COMMITTEE

M.G. CAR CLUB OF QUEENSLAND

We, as financial members of the M.G. Car Club of Queensland hereby nominate

.....

for the position of .....

Proposed by ..... Club No. ....

Seconded by ..... Club No. ....

I hereby signify my willingness to act in the capacity as per above nomination.

Signed. .... Club No. ....

(This nomination must be lodged with the Hon. Secretary at least 14 fourteen days prior to the Annual General Meeting.)

APPENDIX C

FORM OF PROXY

M.G. CAR CLUB OF QUEENSLAND

I, .....of. ....

.....  
being a financial member of the M.G. Car Club of Queensland hereby appoint

.....of. ....

.....  
as my proxy, to vote for me and on my behalf at the .....  
Annual General Meeting of the Centre to be held on the. ....

day .....and at any adjournment thereof.

Signed this. ....day of. ....19

Signature. ....Membership No. ....

## BATHURST AND BUST

Alan and I were both enjoying two weeks holiday, so we decided to head south and visit Bathurst to view and photograph the great race, the James Hardie 1000.

We loaded our camping gear and what we thought would be adequate clothing, plus, of course, the all important Nikon camera gear, into Alan's Mazda and late Wednesday night (after the BSCC Nightrun), headed south. We had a cold but uneventful trip down the Newell Highway, the rotary zipping along beautifully, and we arrived at Bathurst early Thursday afternoon. Alan's photographers pass gained him entry to the circuit, while I paid the \$20.00 entry, plus \$6.00 for the paddock and we drove in and went looking for a camp site. We had been under the false impression that we could camp in the paddock area, but this was not to be, so we headed for the mountain top where the main body of campers gather. To say it was cold on top of Mt Panarama would be an understatement, especially for a Queenslander, and that night, as the wind whistled and light rain fell we thought about things like ski suits, gloves, long johns etc, all of which were safe at home in the cupboard, while we lay in our sleeping bags and shivered. What organization!

Friday was another cloudy and cold day, and we walked the track from the cutting to Forest elbow, checking out the sun (when it appeared) in relation to photography positions, and watching the drivers as they went about their practice and the fine tuning of their cars. There were two practice sessions on the Friday and the ten fastest runners were established to contest the Hardies Heroes, to be run the next morning.

Saturday dawned really cold, with a light fall of snow just for good measure. The cold track was not assisting the top ten, and several drivers were 2 seconds slower than their previous best times. The Nissan turbo, however, revelled in the cold air, for with the boost turned up, George Fury took pole position from Peter Brock (Commodore) and Dick Johnson (Falcon).

Sunday, race day, was a complete contrast, the sun was shining and it even became hot enough to cause mild sunburn. The crowd had built up, and Ford and HDT banners were every-where on the mountain. There were plenty of food and drink stalls, plus a wide variety of T-shirts, jackets and team badges for sale. There were quite a few characters in the crowd, like the "Arthur Dunger" look-a-like, Captain Marvel and various others. The trouble some supporters go to with their mobile "eskys" is incredible, most are faithfully painted to match their idol's car, with green or red and white being the most popular, like the motorised refrigerator with the HDT paint job (Heavy Drinking Team).

As every one would know by now, the race was marred by a start line crash, but on the mountain, unless you are near a P.A. speaker you don't know what is happening most of the time. All we saw was a few cars come by, drivers arm up and the track marshalls had the black flags out. Gradually the news filtered through, and we waited for a re-start.

Peter Brock in the HDT Commodore took the early lead, which pleased the Holden supporters, and when Dick Johnson took over the lead later in the morning, the Ford fans had their turn to shout and wave their flags, while the Mazda supporters never did get a chance to cheer the lead car this year. Some fans are so loyal that when Dick Johnson's Ford went out with a broken axle, I saw one group pack their gear and leave the circuit.

Peter Brock was the eventual winner (again), which must be awfully dishartening to his rivals, but it does show how strong the HDT cars are and how well Brocky drives. Maybe next year someone else will be in the winners circle, but one thing is sure, who ever wins sure has to earn it. The top drivers drive really hard for the full 1000K, and you have to see the track to appreciate how narrow and steep some sections are and how daunting the blind corners over Skyline must be at racing speeds.

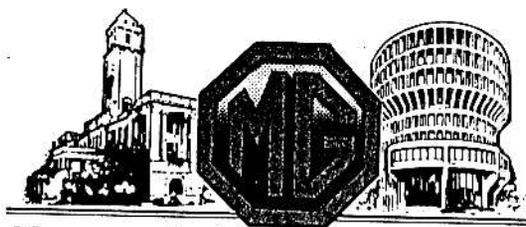
We left the track after the presentation and headed for Brisbane, but unfortunately did not get further than Dubbo in the Mazda for a Holden rocketed out of a side street and pretty well wrote the RX2 off. Alan, who was in the passenger seat having a quiet nap at the time, was taken off to hospital to have a head wound stitched, the drunken driver of the holden was taken to jail, and we were stranded 1000K from home with a broken car. The boot lid had opened as we did a 180° spin, and our luggage was strewn for 100 feet further down the road, but fortunately the all important camera gear was OK, though one alloy case received a dent. We consider ourselves very lucky to be still walking around, and feel that the roll cage, race seats and full harness seat belts fitted to Alan's Mazda paid for themselves several times over in that crash.

After Alan was released from hospital, we hired a car, loaded our gear, and resumed our journey home. The Mazda has since been brought home on a transporter, and looks very sad with the left rear smashed in, an expensive ending to our trip to Bathurst.

Keith McConnell

.s. Does anyone have a RX2 Mazda Coupe, good body, mechanicals not important, for sale ?????





## Newcastle National Meeting

1985

2nd October, 1984.

Mr. Peter Rayment,  
National Meeting Co-ordinator,  
MG Car Club Queensland,  
P.O. Box 1847W,  
BRISBANE 4001

### NEWSLETTER

Dear Peter,

Time is passing quickly with only six months left until NATMEET NEWCASTLE '85. Planning is well formulated and Newcastle Club members are looking forward to the company of members from other MG Car Clubs in what we hope will be an enjoyable and friendly Easter weekend.

Bookings have been coming in at a pleasing rate and already some of the chosen accommodation venues are completely booked out (viz. Sunset Motel, Hospitality Motel, City Motel and the Pacific Gardens-Motto Farm Caravan Park). However, there is still plenty of accommodation available at a number of suitable venues for those members who haven't as yet made up their minds.

It is appreciated that some people leave sending deposits until the last minute and it now seems the appropriate time to remind everyone that the accommodation deadline is 30th November, 1984.

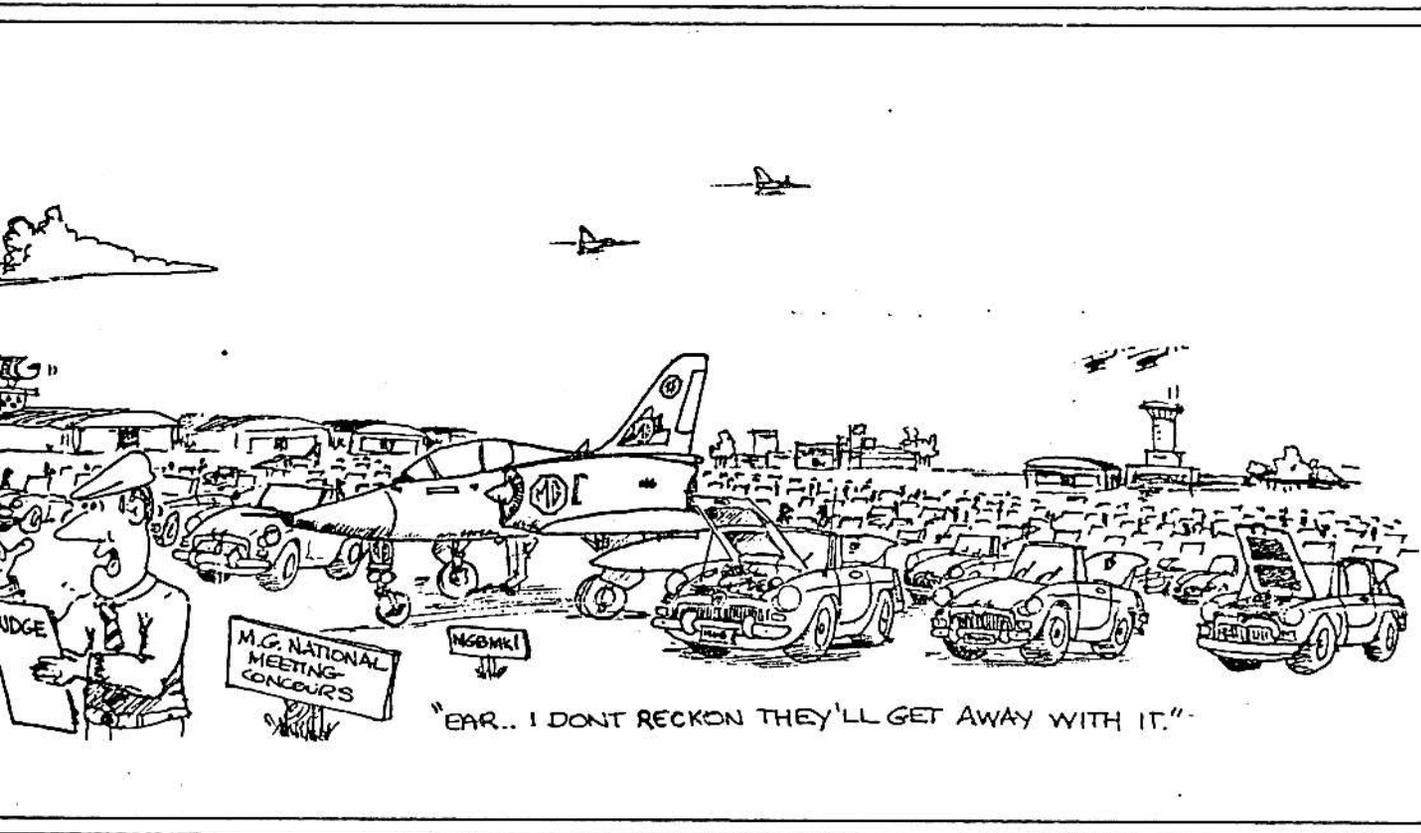
As all bookings, deposits etc. must be finalised by that date, I would ask that as Co-ordinator for your Club, you could remind your members in order to keep things moving.

Enquiries should be directed to Ken Dodds who is handling all accommodation bookings for the 1985 NEWCASTLE NATMEET. Ken may be contacted on phone (049) 572619 or to the Club postal address outlined below.

Additionally I have enclosed a short documentary video on Newcastle for you to show to your fellow Club members. I'm sure it will make enjoyable viewing. This video is just another indication of our Committee's enthusiasm and forward planning. Professionally filmed by a local television cinecameraman it is by way of an advertisement for a full length video of the entire 1985 Easter activities which we will offer for sale. More detailed information on how to purchase this video will be outlined in a further bulletin.

/2.

Now for some up to date news on the NEWCASTLE NATMEET. Information just to hand from RAAF Williamtown indicates there will be a display of aircraft during the Concours d'Elegance. Most probably a Mirage, a Macchi and a Winjeel. How about a piston engined Winjeel amongst the Pre-War or T-Types - that should provide quite a field day for the shutter bugs!



For those members wishing to experience the real thing, it is planned to conduct scenic joyflights during both days of competitive events at Williamtown. For approximately \$15-\$20 you will be able to enjoy a 20 minute flight in a light twin engine aircraft over some of the most scenic areas Newcastle, Port Stephens and the Hunter Valley has to offer.

If possible please include this newsletter in your next Club magazine.

Regards.

*Col. Bailey*  
(Colin Bailey)  
NATMEET CHAIRMAN

TRADING POSTFOR SALE

CROSTON GROUP A SPORTS CAR This car is for sale for \$4500 including trailer. It is ready to race. The car was built in 1981 using a space frame chassis (designed by Kees Koppenol and constructed by Noel Tuckey). It has never been bent. Engine is 1600cc Ford with dry sump lubrication. V.W. gear box with 1 to 1 top gear. 4 wheel disc brakes, fully adjustable suspension including gas spax shock absorbers. Body is super light fibre glass and alloy using ground effect under pan. The price is negotiable and will sell the car as a rolling chassis only for \$2800. Phone Richard 07 205 3673.

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FOR SALE

FULLY ENCLOSED SINGLE AXLE TRAILER Interior dimensions 3.9 mtrs X 1.8 mtrs X 1.4 mtrs high. Override hydraulic brake. Radial tyres on 14" Holden rims. Made to suit Welsor Racing Car. \$1100 for further particulars contact Grant Beaumont or Lisa Beaumont on 391 8009.

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LEFT HAND WHEEL NUTS

By Bob Schapel  
M.G. Car Club of S.A.

Many people assume that tight wheel nuts will always stay that way. It may be the case with the tapered type (as on most cars) or on right hand wheels, but left hand wheels are different. The situation is particularly dangerous with parallel shank type nuts (as used on MGB V8s).

The slight clearance necessarily present between the sides of the wheel nut and the wheel holes can allow a small amount of movement which will tend to loosen the nuts if they are right hand thread on a left hand wheel. It is a type of 'orbital action' (for want of a better term) which causes the problem.

It is to overcome this problem that trucks usually have left hand threads on their left hand wheel nuts. It is also to overcome this problem that the knock offs on our MG wheels have different threads on left and right hand sides. You will notice that knock offs have opposite threads to a truck's wheel nuts (i.e. LH thread on the RH side and vice versa). This is because the 'orbited action' works the other way round. The knock off nut bears on the outside of the wheel portion with which it is in contact, while wheel nuts bear on the inside of the wheel section with which they are in contact, thus having opposite tendencies of rotation.

The problem is rarely noticed with tapered nuts, although it was a left hand wheel which fell off a trailer I once borrowed. It is a significant problem with parallel shanked nuts. At least two of our MGB V8 owners have had problems 'losing' left hand wheels. That is a fair percentage!

I would be interested in hearing from people who have suffered lost or loose wheels due to nuts working loose. I would like to tabulate the information.

c/- M.G. Car Club of S.A. Inc., 93 Chief St., BROMPTON.S.A. 5007

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

PRESIDENT Neil McNeil Phone Home 355 1813 Work

VICE PRESIDENT Bob Cossor 209 8000

EVENTS SECRETARY Joan Appleby 57 1561

MEMBERSHIP SECRETARY Phil Hutchison 277 0968 48 5061

TREASURER Ann Thomson (CAMS Delegate) 378 1368

COMMITTEE  
John Heffernan 343 5772 341 2985  
Errol Hoger 341 4252  
Richard Croston 205 3673  
Steve Austin 245 5265

Postal Address G.P.O. Box 1847, BRISBANE.Q. 4001  
Address of Clubrooms 18 Nash Street, ROSALIE.Q. 4064

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 FOR VEHICLE

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

Prices subject to change \$4 Joining Fee  
Please confirm before posting \$10 Country Membership (out-  
side 160kms radius of Brisbane)

Proposed by. . . . . No. Q. . . . .

Seconded by. . . . . No.Q. . . . .

