



THE OCTAGON

JANUARY 1995

OFFICIAL JOURNAL OF THE MG CAR CLUB OF QUEENSLAND INC.
AFFILIATED WITH CONFEDERATION OF AUSTRALIAN MOTOR SPORT

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MG CAR CLUB OF QUEENSLAND INC.

PROGRAMME OF EVENTS

##	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
	FEBRUARY 1995				
	24th	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
	MARCH 1995				
##	5th	Working Bee	Mt Cotton 8.00am	John Davies	341-6798
##	12th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
	24th	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
##	31st	Touring Assembly	Clubrooms 7.30pm	Phil Hutchison	355-2188
	APRIL 1995				
	14th-18th	National Meeting	Perth		
	28th	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
	MAY 1995				
##	7th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	26th	Touring Assembly	Clubrooms 7.30pm	Phil Hutchison	355-2188
	JUNE 1995				
	2nd - 4th	Aust Hillclimb Championships	Mt Cotton	Joan Appleby	857-1561
	23rd	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
	JULY 1995				
##	2nd	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	7th	Touring Assembly	Clubrooms 7.30pm	Phil Hutchison	355-2188
	28th	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
	AUGUST 1995				
##	18th	Ironman Touring Assembly	TBA	Phil Hutchison	355-2188
##	19th	Ironman Sprints	TBA	Joan Appleby	857-1561
##	19th	Ironman Motorkhana	TBA	Pauline Graham	200-8031
##	20th	Ironman Hillclimb	Mt Cotton	Joan Appleby	857-1561
	25th	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
	SEPTEMBER 1995				
	22nd	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
	OCTOBER 1995				
##	8th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	27th	Touring Assembly	Clubrooms 7.30	Phil Hutchison	355-2188
	NOVEMBER 1995				
	24th	Noggin & Natter	Clubrooms 7.30	Ray Edwards	341-7502
##	26th	MGCC Race Meeting	Lakeside	Joan Appleby	857-1561
	DECEMBER 1995				
##	3rd	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	8th	Touring Assembly	Clubrooms 7.30pm	Phil Hutchison	355-2188
	NOTES:				
	1/. CLUBROOMS ARE OPEN FOURTH FRIDAY OF EACH MONTH FROM APPROX 8.00PM.				
	2/. PLEASE NOTIFY PAUL STRANGE (3491400) OF ALL CHANGES, ADDITIONS & DELETIONS TO PROGRAMME.				
	3/. DATES ARE SUBJECT TO CHANGE. IT IS THE ENTRANTS RESPONSIBILITY TO CONFIRM EVENT DETAILS.				
	4/. PLEASE SEE ALTERNATIVE LIST FOR NON MGCCQ EVENTS. CLUB POINTS WILL				

PRESIDENT REPORT

A lot of things have happened since the last Octagon, and it is good to see that the Club is still being as active as ever.

A Touring Assembly which was run by Barry and Brad Smith in January saw the start of our competitive year. With a very full Clubrooms and plenty of competitors, Barry and Brad had a good run set and I didn't hear complaints when drivers and navigators came back. A good start to the Touring Assembly year. Thanks Barry and Brad.

Next on the Calendar was the Dinner and Presentation of Trophies. Once again Kerry Strange excelled herself in organising a brilliant function and our thanks go to her and Paul for the participation we had in an excellent meal and social contact with one another which we don't often get at our competitive levels. Congratulations to all those who won trophies. Next year why don't you have a try for at least one of them. You have to be in it to win it.

This year's Motor Show exhibit was organised by Greg Paget and the theme was our involvement in Motor Sport to promote our Race Meeting and our Hillclimb Championships. The display caused masses of interest and I think it helped that the 1921 Indy Pace Car was also on our display. Our thanks to Greg and all the members who worked to organise the exhibit and to man the Show for us.

The week of the Motor Show saw Brisbane get inches of rain and it looked very bleak for the Race Meeting. Sunday turned out fairly fine and all the competitors turned up rearing to go in their start to the Motor Racing season for 1995. We did have lots of rain during the afternoon which delayed things somewhat, but nobody's enthusiasm was dampened and the drivers all had their feature races. I wish to thank Steve Austin and Greg Evans for their ability to keep things under control and give the drivers the best racing they could for the day. Thanks also to the many people who ignored the rain and did their jobs to the best of their ability.

Next Indy is coming up. In conjunction with the Indy there will be a rally from Sydney to Surfers and surrounding areas prior to the Indy itself. We have been asked for the use of our Hillclimb on Wednesday 15th March between 10.30 a.m. and 3.00 p.m. We will need people to man points and to help with the timekeeping. **IF YOU CAN POSSIBLY HELP US IN THIS RESPECT PLEASE CONTACT ME ON TELEPHONE 857 1561 AS OUR USUAL HELPERS WILL BE DOWN WORKING AT INDY THAT DAY.**

As the Editor is looking over my shoulder and telling me to hurry, I had better finish up with hoping that we see lots of our members at the various events we have and that you all feel that you are going to work towards getting some of the silverware this year.



Garfield

Joan Appleby



INVITATIONAL EVENTS AND ITEMS OF INTEREST

VIDCAM
VIDEO PRODUCTION

TONY JAY

25 JOANNE CRESCENT
THORNLANDS 4164
PH. (07) 821 2277
FAX (07) 821 1155

NOTE CHANGE OF ADDRESS

VIDCAM
VIDEO PRODUCTIONS

##	DATE	EVENT	LOCATION	CONTACT	PHONE
Indicates Club Points will be awarded for this event.					
FEBRUARY 1995					
	25th	Midnight to Dawn	SE Queensland	Ralf Schenk	843-0763
	26th	ATCC	Symmons Plains		
MARCH 1995					
	3rd	Evening of Champions	TBA	CAMS	369-4566
	5th	Classic Rally	SE Queensland	BSCC	391-8881
	5th	2 Litre Championships	Phillip Island		
	11th	Show, Swap, Shine Spectacular	Carrara	Ed Ahern	075-737549
	12th	QMC 1	TBA	TBA	
	12th	ATCC	Bathurst		
	18th-19th	Indy Grand Prix	Surfers Paradise		
	19th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	19th	Bitumen Motorkhana	Marque Car Club	Carl Stecher	399 3638
APRIL 1995					
	1st	SPARC Sprint	Lakeside	Sean Conway	395-1554
	2nd	2 Litre Championship	Oran Park		
	2nd	Economy Run	Marque Car Club	David Verna	377 8646
	9th	ATCC	Phillip Island		
	16th	Classic Rally	SE Queensland	BSCC	391-8881
	23rd	ATCC	Lakeside		
	30th	Hillclimb	Grafton		
	25th-30th	Targa Tasmania			
MAY 1995					
##	1st	QMC 2	TBA	TBA	
	5th	Marque Car Club Night Run	SE Queensland	Alan Cunningham	
	7th	2 Litre Championships	Symmons Plains		
	13th	Supersprint	Marque Car Club	Robert Hawley	221 2250
	13th	2 Litre Championships	Calder Park		
##	14th	MacLeans Bridge Display	MacLeans Bridge	David Chambers	
	21st	ATCC	Winton		
	21st	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	28th	ATCC	Eastern Creek		
JUNE 1995					
	4th	2 Lite Championship	Mallalla		
	12th	SPARC Sprint	Lakeside	Sean Conway	395-1554
	18th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	18th ->	Round Australia Trial			
	23rd	Marque Car Club Night Run	SE Queensland	Phil Hart	812 3213
	26th	Classic Rally	SE Queensland	BSCC	391-8881
JULY 1995					
	2nd	QMC 3	TBA	TBA	
	8th&9th	Qld Historic Race Meeting	Lakeside	HRRC - Bruce Richards	
	9th	ATCC	Mallala		
	16th	ATCC	Wanneroo		
	16th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	23rd	2 Litre Championship	Lakeside		
	30th	Grass Motorkhana	Marque Car Club	Carl Stecher	399 3638
AUGUST 1995					
	6th	ATCC	Oran Park		
##	13th	QMC 4	TBA	TBA	
	13th	2 Litre Championship	Winton		
	18th ->	Australian Safari			
	20th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	26th	2 Litre Championship	Eastern Creek		
	27th	12 Hour Production Race			
SEPTEMBER 1995					
	3rd	Classic Rally		Tony Galletly	225 4383
	3rd	Sandown 500			
	4th	Classic Rally	SE Queensland	BSCC	391-8881
##	10th	QMC 5	TBA	TBA	
##	17th	Concours	TBA	Carl Stecher	399 3638
	20th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	24th	Poker Run	Marque Car Club	Carl Stecher	399 3638
OCTOBER 1995					
	1st	Tooheys 1000	Bathurst		
	15th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	21st	Team Sprint	Lakeside	Robert Hawley	221 2250
##	22nd	Interclub Motorkhana	TBA	TBA	
	29th	Classic Rally	SE Queensland	BSCC	391-8881
NOVEMBER 1995					
	10th	Marque Car Club Night Run	SE Queensland	Tim Walters	015 128267
	12th	Australian Grand Prix	Adelaide		
	19th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
DECEMBER 1995					
	17th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400

TROPHY WINNERS 1994

MGCC SPEED TROPHY - JOHN WALKER

TOURING ASSEMBLY DRIVER - PHIL HUTCHISON

TOURING ASSEMBLY NAVIGATOR - CHRIS LAKE

CONCOURS TROPHY - AMANDA PENROSE

LADIES TROPHY - KERRY STRANGE

MG T-TYPE TROPHY - PETER RAYMENT

MOTORKHANA TROPHY - PETER RAYMENT

MOTORKHANA TROPHY FOR MG's - PETER RAYMENT

BEST ALL ROUND - PETER RAYMENT

BEST MG TROPHY - PETER RAYMENT

MARQUE SPEED TROPHY - JOHN WALKER

RACING DRIVERS TROPHY - SHANE EKLUND AND GUY BEDINGTON

MILES HUNTER TROPHY - THE RAYMENT FAMILY

**CONGRATULATIONS TO THE TROPHY WINNERS FOR 1994 AND MAY THE
COMPETITION BE FAST AND ENJOYABLE IN 1995.**

MG PRESENTATION DINNER

PETER RAYMENT

MULTIPLE WINNER



CONCOURS WINNER - AMANDA PENROSE



A WINNING LADY - KERRY STRANGE



MG PRESENTATION DINNER



FAMILY WINNERS - SAMANTHA, DELIA AND PETER RAYMENT



WINNERS ARE GRINNERS - JOHN WALKER



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Leather Seat Kit. Biscuit. TC 245-020	\$825
Vinyl Panel Kits. Black. Sprite/Midget 1275 & 1500 to suit Split Rear Bar & Rubber Bar models 645-700	\$336
Vinyl Panel Kits. Black. Sprite/Midget 1275. To suit models up to Split Rear Bars 645-660	\$537
Vinyl Panel Kits. Black. Sprite/Midget. Late 1098cc model and early Midget 645-570	\$525
Vinyl Panel Kits. Black. Sprite Mk2 and Midget Mk1 645-540	\$435

All prices are ex stock and include sales tax



MG Car Company of Australia

10 East St Granville NSW 2142

ACN 001 506 190

Phone : 02 682 6655 Fax : 02 682 5332

8.00am - 5.30pm Monday to Friday

8.00am - 12.00pm Saturday

READERS' TECH TIPS

Do you have any helpful hints then write to the Editor

Never use tap water in your battery - use distilled water or the cooled contents of a kettle.

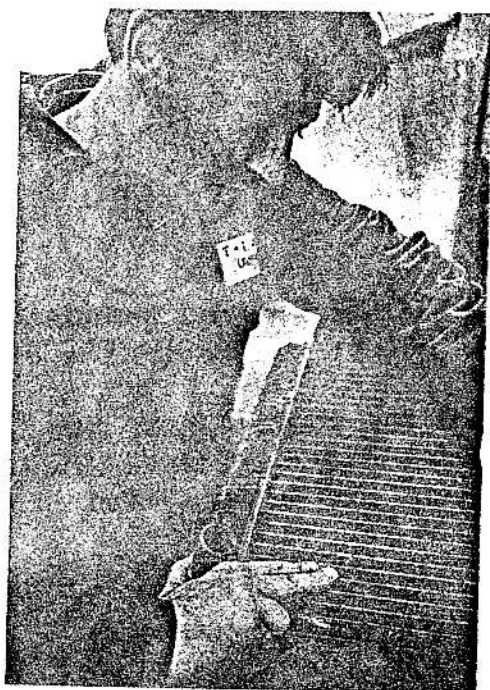
Check your tyres regularly: a tyre that's worn in the centre all the way round has been over-inflated. An underinflated tyre will be worn around the outer edges. Only check the pressures when the tyres are cold or you'll get a false reading.

Driving at motorway speeds with your window down can increase fuel consumption by as much as 20 per cent.

Never touch a halogen headlamp bulb's glass with your fingers - the natural oil on your skin can overheat when the bulb lights and break the filament.

You can often free a jammed starter motor by rocking the car in fourth or top gear - with the ignition turned. Hitting the motor casing with a hammer handle usually works too, but can cause damage to the internals: it's really a last resort.

A quick and inexpensive method of clearing spilt oil from your driveway is to scatter cat litter granules on the mess. Leave it for a few minutes and sweep up the impregnated grit.



Some basic maintenance and knowledge of your cooling system can save expensive damage to your radiator and engine

radiator or a blown head gasket. If it reads cold, suspect a thermostat that has stuck open. Otherwise, suspect the gauge or its sender in the cylinder head.

- Lack of hot air from the heater could be caused by blockages in the heater pipes, or air in the system. To bleed out the air, loosen off the hose clamps in and out of the heater and top up the coolant via the radiator or expansion tank.
- Too much antifreeze in the water might make the engine overheat; too little and the engine could freeze and crack its block. Rusting and sludging may also occur, which in time will block water channels, causing overheating.
- Renew your coolant pipes if they have any splits or bulges

Get-you-home cures

- If the thermostat has stuck shut, you can remove it completely once the engine has cooled down. You need to fit a new one as soon as you can because with no thermostat the engine runs cold and economy suffers.
- A sludged up radiator (usually caused by not using anti-freeze) can often be cured by removing the rad, turning it upside down and pouring water from a hosepipe into the bottom of the radiator. If you're lucky, the sludge will come out of the radiator cap end. Using a radiator flushing liquid beforehand helps loosen the sludge.
- Small holes can be bunged up with Radweld, egg white or even instant mash powder. But this restricts the flow and the radiator should be flushed out and repaired as soon as possible.
- Turning on the heater with the windows wound down will draw hot air from the engine and keep an overheating engine's temperature down slightly.
- In the event of a blown head gasket (lack of power and heavy white smoke coming from the exhaust) you can stop the engine from blowing out its water by twisting the radiator cap so it is loose, then driving on slowly.
- If the electric fan fails to come on before the temperature gauge goes into the red, it's usually a switch problem. Disconnect the fan's wiring from the radiator switch and bridge the two wires in the socket with a paper clip so the fan runs continuously. It'll get you home, but remember to disconnect your bridge when you stop.

"IT'S HOT, DAMNED HOT..."

...said Robin Williams in the film *Good Morning Vietnam*. He could just as easily have been talking about the state of many cars this summer. Huge numbers of classics are running around with cooling systems on their last legs. The engine suffers as a result and it only takes one small split, hole or defect to cause an expensive blow-up.

Many pre-war cars have no water pump and instead rely on the thermosyphon effect to circulate their water. Hot water is lighter than cold water and therefore rises to the top of the engine and out to the radiator. As it travels through the radiator it cools and is ready to begin its journey again from the bottom of the engine.

Later cars have pumps to help water flow, usually driven by a belt from the engine pulley and incorporating a fan to drag air through the radiator and speed cooling.

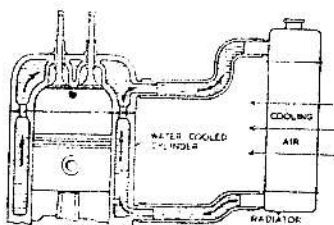
Most cooling systems since the '40s have been pressurized with a pressure cap on the radiator, to raise the boiling temperature of the coolant. The only trouble is, this pressurisation quickly finds leaks and weak spots, such as perished hoses and blown gaskets.

You need to do more than check the radiator level once in a blue moon and throw a cursory glance at the temperature gauge (where fitted) - then you

can spot the signs to stop disasters before they happen, saving lots of money and heartache.

What to look out for

- Damage to cooling fins - creates less surface area for air to cool the radiator tubes or passageways. Leaves and muck also cut down the radiator's effective surface area.
- Signs of a blown head gasket include: overheating, loss of power, white smoke from the exhaust and an erratic temperature gauge - along with a cooling system that demands frequent top-ups.
- If the thermostat sticks closed it blocks the radiator out of the cooling system, and you'll soon boil over. The easy way to spot this is if the radiator feels cold at the bottom but hot at the top.
- If steam or water escapes from the cap, check to see if the cap's spring is weak or broken. The cap's securing lip on the top of the rad may be bent so the cap is not fully home. You can often straighten this with some thin-nosed pliers.
- If the temperature gauge reads permanently hot, suspect a blocked



Engine heat circulates water

Sue Sommers has just finished a course in Business Management at Kangaroo Point Tech College. Congratulations Sue on being awarded Top Achiever of the Course.

What little furry person really enjoyed the Motor Racing at Lakeside on Sunday. Did the right thing and slept through all the noise.

A guessing competition - What Club members have got all enthusiastic about racing their (hidden away) cars again this year. May be we'll see them very shortly at the Hillclimb.

What Club member was seen quietly taking booklets from the CAMS stand at the Motor Show. Funny that there were more being handed out from the MG Stand than from the CAMS Stand.

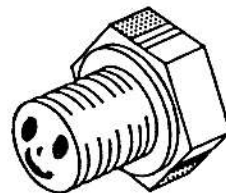
Sorry Tony that your TV Set was damaged at the Motor Show. No one is claiming responsibility but we are really indebted to Tony for the use of his machines and for the hard work he has done on the Videos.

Did any one see the white Commodore on Coronation Drive with the flat tyre. Seems there was a story behind this one.

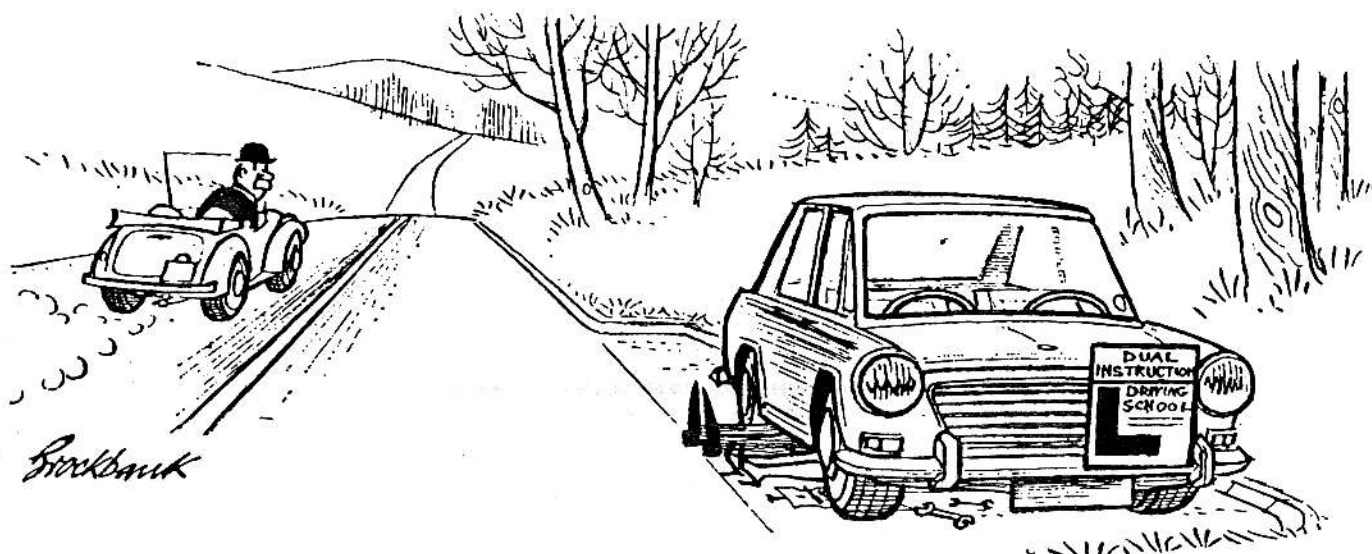
Now have you tried to contact Peter Tighe lately. Once upon a time, Peter was always available and most times found in the shed making things. Seems he is never there now and has no time to work in the shed. What can he be doing?????

Tony Jewels took home the 2nd Place Sports car Trophy from LIR recently. Could hardly get the helmet off as the sawdust had swollen. Was that the rainy weather???????

THE LOW DOWN ON DIRTY OIL & GOSSIP



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MGB as under
1. Oil Cooler with 2 pipes
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881 3530 or 018 151213

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