

The official magazine of the MG Car Club of Queensland Inc. affiliated with the Confederation of Australian Motor Sport.

PUBLISHED 8 TIMES A YEAR

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The opinions of correspondents and advertisers expressed in 'The Octagon' are not necessarily those of the Management Committee nor the MG Car Club of Queensland Inc. and as such the Club accepts no responsibility.

All enquires to the Editors c/- GPO Box 1847, BRISBANE 4001.

MANAGEMENT COMMITTEE

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Peter Rayment	300 3148	838 8932
 <u>COMMITTEE</u>		
Steve Austin Linden Cooper	245 5265	
 <u>MEMBERSHIP SECRETARY</u>		
Phil Hutchison	277 4274	282 1377

POSTAL ADDRESS OF CLUB

GPO Box 1847 BRISBANE Q 4001
(The Committee meets every 2nd Monday at the Clubrooms - if you have any queries then contact a Committee member or write to above)

ADDRESS OF CLUBROOMS

18 Nash St Rosalie Q
(These are open most Friday nights for a natter)

REGALIA - Club T/Shirts (round or V neck) - 2 tone - \$8.
Cloth Dilly Bags with club emblem - \$4 (ideal for small places)

ON SALE AT THE CLUBROOMS....

ALSO POSTERS AND IN THE FUTURE MG CAR CLUB GRILL BADGES.....

MAGAZINE EDITORS - Peter & Delia Rayment Phone 3003148(A/H)

CONSTITUTION - A copy of the Club's constitution is available, for club members perusal at the Clubrooms. Copies are available from the Hon. Secretary for a nominal fee.

CALENDAR OF EVENTSMARCH

17th Fri *NIGHT RUN for MGCCQ leaves the Clubrooms at 8p.m. This is the second one for the year and will be set by the scheming duo of Phil Hutchison and Graham Harvey.....Bring your UBD/Refedix, torch, pen and navigator. Enter on the night. Don't forget your club membership card and CAMS licence too.

24th-27th EASTER MG NATIONAL MEETING SHEPPARTON

APRIL

8th Sat *WORKING BEE AT MT COTTON HILLCLIMB -- contact President Terry Corbett if wanting more details on 892 1151 AH.

9th Sun *PICNIC RUN MGCC of Q. to Sommerset Dam via Woodford. Meet at the K/Mart Chermside Cnr. Webster & Gympie Rds. 9.30a.m. Lunch will be at the lower side of the Sommerset Dam wall.

12th Wed MEETING FOR 1990 NATIONAL MEETING planning Clubrooms 7.30 All interested people welcome. Report on 1989 Meeting.

16th Sun *HILLCLIMB Mt Cotton Hillclimb Circuit by MGCC Q. For sup. regs. and full details contact the Competition Secretary Joan Appleby on 857 1561. Or sup. regs. can be picked up from the Club rooms. Entries usually close at least 4 days before the devent.

21st Fri NEXT MAGAZINE DUE OUT -- working bee at clubrooms 8p.m. to collate same. Light work, a chat and refreshments.

MAY

14th Sun *MOTHERS DAY MACLEANS BRIDGE SPORTS & CLASSIC CAR GATHERING

19th Fri *NIGHT RUN MGCCQ

21st Sun * Working Bee at Mt Cotton

27th Sat *MSCC SUPERSPRINT LIR MGCCQ invited.

28th Sun *Working Bee at Mt. Cotton

JUNE

4th Sun *QUEENSLAND HILLCLIMB CHAMPIONSHIPS AT MT.COTTON

16th Fri *MSCC NIGHT RUN MGCCQ invited --individual trophy

JULY

9th Sun *MGCCQ PICNIC RUN details to come

16th Sun *Working Bee at Mt. Cotton

21st Fri *NIGHT RUN MGCCQ

23rd Sun *HILLCLIMB MT COTTON MGCCQ

Cont'd.....

CALENDAR OF EVENTS CONT'D...

JULY CONT'D...

29th Sat *MSCC NIGHT RUN MGCCQ invited

AUGUST

13th Sun *MSCC ECONOMY & PICNIC RUN third party extension required on your insurance. MGCCQ invited.

27th Sun *MGCCQ L.I.R. RACE MATTING (OPEN)

SEPTEMBER

1,2, 3 *MGCCQ IRONMAN COMPETITION 4 events on the week-end. ..Night Run, Motorkhana, Sprint & Hill-climb.

17th Sun * MGCCQ CONCOURS in conjunction with MSCC

24th Sun * ALL BRITISH DAY gathering

OCTOBER

7 & 8 * ALL HISTORIC LAKESIDE RACE MEETING by MGCCQ and Historic Racing Register.

15th Sun *MSCC Early Morning Run MGCCQ invited

22nd Sun *MSCC Motorkhana Warrel View MGCCQ invited.

NOV.

26th Sun * HILLCLIMB AT MT COTTON by MGCCQ

DECEMBER

3rd Sun * MGCCQ L.I.R. RACE MEETING

10th Sun *MGCCQ XMAS PICNIC RUN

* Denotes MGCCQ point scoring events -- towards perpetual trophies.

MSCC - stands for the Marque Sports Car Club

DATES ARE SUBJECT TO CHANGE PLEASE CONSULT CURRENT MAGAZINE AS THE YEAR PROGRESSES - - -

As you can see the calendar is VERY full,if you feel however, that,you,as a members are not being catered for then ...let your voice be hearda written request will outshine any behind the hand complaints.

WE ARE ONLY HUMAN AND CAN ONLY DO SO MUCH. Remember this is a voluntary Club NOT A BUSINESS.

EDITORIAL

Dear Members,

SHEPPARTON - here we come - It's all systems go at our place at the moment - with preparations for the MG Car Clubs National Meeting this Easter at Shepparton.

The bed in the spare room looks like a bomb hit it - as things 'we'll need' get tossed onto it.

Our cars have both had to have new tyres - expensive - as it's a long way and our lives do depend on all these types of things operating at their fullest capacity - don't they!?

Our team (ambassadors) this year will sport special MG 1990 National Meeting bright yellow T/Shirts, provided by our Committee, as an advertising campaign. And once 1989 National Meeting is over - ---- we here in Queensland are on a COUNTDOWN for 1990.

There will be so many things - not just major things - but minor that have to be done towards this meeting, to make it a success. A lot more, I'm afraid, than most of the present committee realise.

Little things like directions signs - these mean so much to visitors that they can not be overlooked.

We have been lucky in receiving a bulk supply of signs from the Canberra MG Car Club thru Don & Margaret Brown - for which we are truly thankful. But, we still have a long way to go.

Had a most welcome letter from Swedish MG enthusiast - Anders Stomberg recently. Anders was out here in Australia a year ago and went on a day run with us to Wynnum. He also included a photocopy of his article on his OZ trip, the only problem is - it is in Swede.....HELP can anyone translate for us. In the article he's included several shots taken on the day run..so we are mentioned.

So if we can get it translated between now and next magazine we'll include it.

One thing Anders did say to us regarding translating of the article - 'just look for a tall, blue eyed, blonde with a backpack - it's bound to be a Swede.'

That sounded fair enough to me - I wonder how many times I can use this as an excuse for a conversation with a tall blue eyed.....

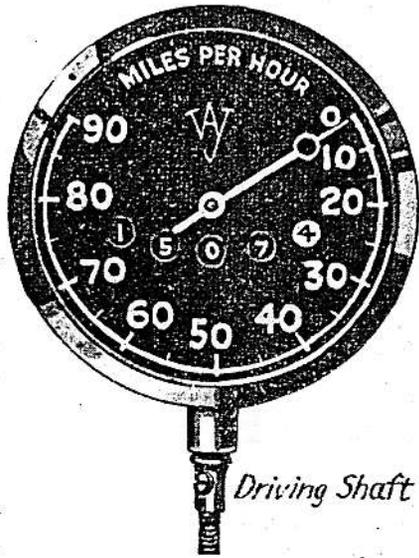
Enough of this - must be my heritage /genes over reacting.

In Peter's absence - have a good Easter.

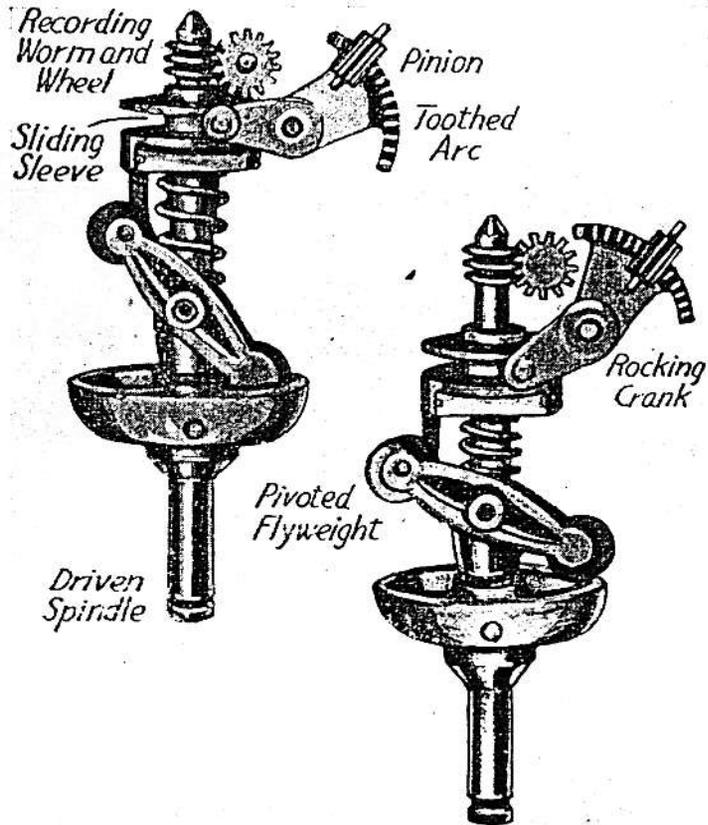
Delia Rayment

With all the electronic gauges try these

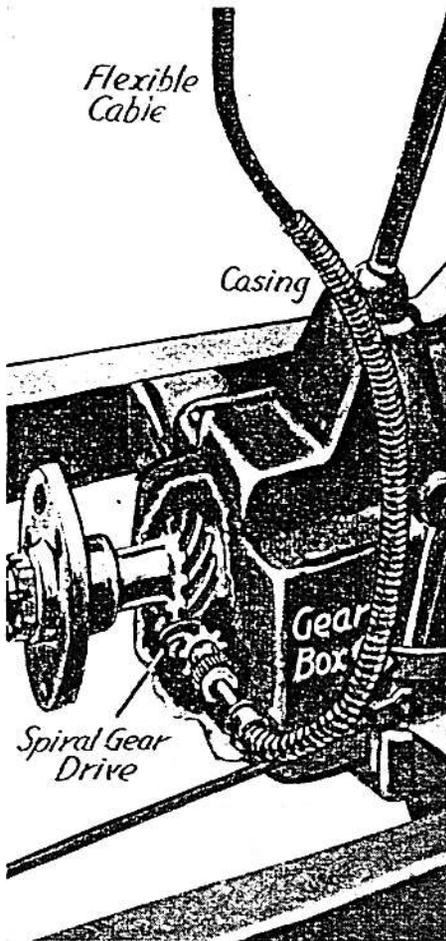
HOW A CENTRIFUGAL SPEEDOMETER WORKS



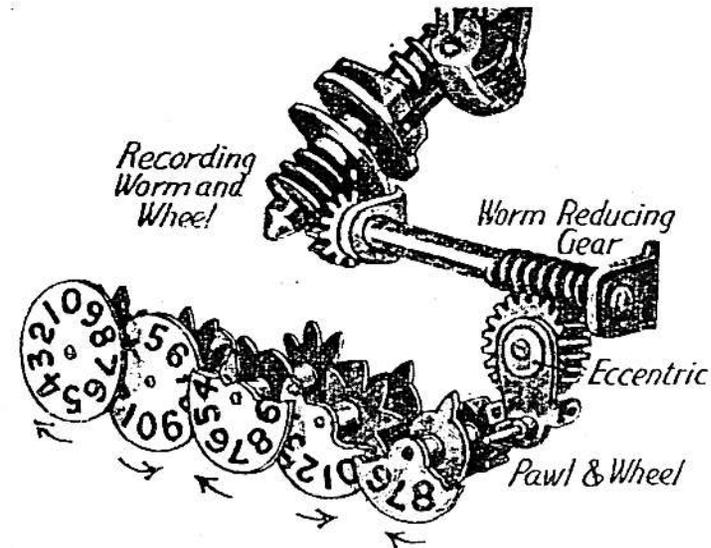
1. Here is a speedometer of the Centrifugal type registering speeds up to 90 miles an hour. It also records the distance run in miles and tenths of a mile. Usually a speedometer of this kind has a dome-shaped casing at the back, and the driving shaft enters obliquely.



3. Here are shown the principal working parts of the speedometer at rest and in motion. The flexible cable drives the spindle, and on it is pivoted a double flyweight. Linked to this is a sliding sleeve. The weights fly outward when they turn and the sleeve is drawn down against the spring on the spindle. Thus the rocking crank is moved and the toothed arc at its other end turns a pinion on which the pointer is fixed.



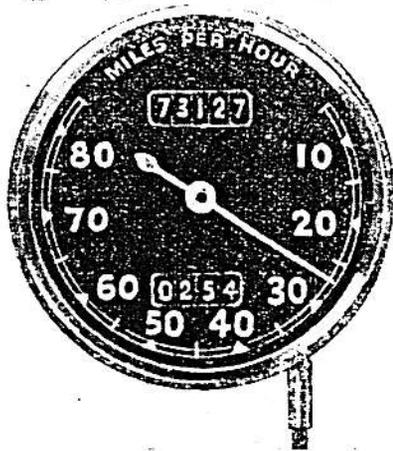
2. Every modern car has a speedometer drive in its gear-box, and this picture shows how it may be arranged. The shaft which passes the engine power to the back axle may have a little spirally-toothed gear-wheel, meshing with another. To this second gear a long flexible cable is attached, and this, in a metal casing, takes the drive up to the speedometer.



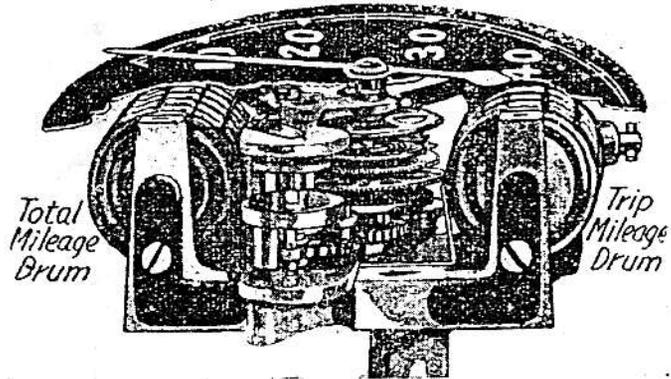
4. Here is the recording gear. A worm on the spindle turns a worm-reducing gear so that an eccentric makes one turn in a tenth of a mile. Each time the eccentric makes a downward push the pawl moves a ratchet wheel and brings the next figure up to the little window where tenths of a mile are shown. After nine figures have passed, the single-toothed wheel will next move on one tooth the ten-toothed wheel next to it, which indicates miles. When this second disc has made a complete revolution, after ten miles, it moves on the next by one tooth, and so on.

This type is fitted to the early T types. They are certainly not quiet.

INSIDE THE CHRONOMETRIC SPEEDOMETER

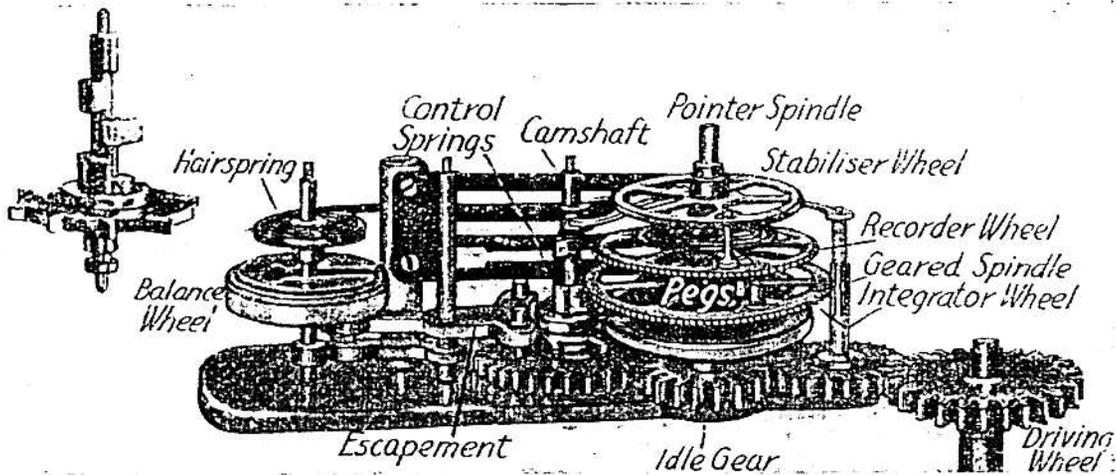


*Speed Recording Gear
between Mileage Drums*

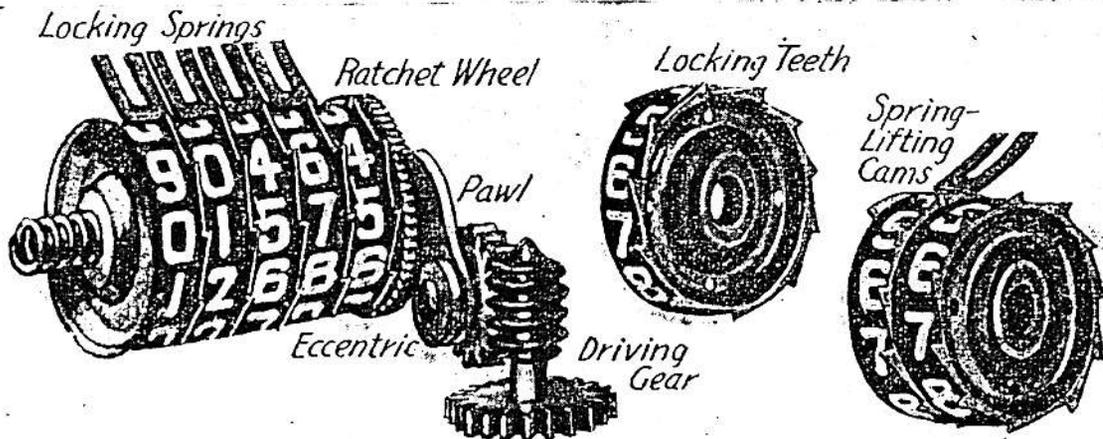


1. This speedometer is of a different type altogether, known as Chronometric. It is based on a clock movement, driven from the gear-box as before. The distance-recording gives us two sets of figures, one for the trip just made and one for the increasing total.

2. Here we see inside the casing of the chronometric speedometer with the dial face half broken away to show how the parts are arranged. On the right of the trip mileage drum, which also records tenths of a mile, can be seen the connection for setting the trip back to zero, which can be done without interfering with the total mileage. The speed-recording gear is the mechanism in between the two drums.



3. Here is an enlarged view of the speed-recording mechanism and, on the left, the camshaft is shown removed. Notice the train of four gear-wheels. That on the right is driven by the flexible shaft from the gear-box. Next is that which drives the geared spindle, and following this is an idle gear. This is not connected to the spindle running through the column of wheels above it. The gear on the left is the camshaft drive, but it is not fixed to the camshaft, driving it by way of a spring clutch. This camshaft is the master of the mechanism, operating the control springs; it can only make one revolution every three-quarters of a second. The balance-wheel and escapement ensure this, as described on page 64.



4. The working of the distance-recording gear is shown here, on the left being the complete assembly, the five drums, each similar to that shown in the centre, being squeezed together by a spring. The eccentric and pawl step the right-hand drum round one turn in ten miles. The locking-teeth on the right edge of the next drum are held by the locking springs until one complete turn has been made by the right-hand drum. Then the spring-lifting cam on the right-hand drum levers up the spring and allows one tooth of the next drum to the left to move up. The same thing happens when the second drum has made one complete turn, and so on until 99,999 is registered, when all go back to zero again.

Discussion re Lakeside as venue. Proposed bitumen area of 50x70 metres. General feeling was that Darlington Park should be operational by 1990. Concensus was that the Sprint and Motorkhana should be run over 2 days.

Concours: Possibility of running a school for concours judges. Was discussion re catering for this event - Should the club do its own catering or call for outside caterers. Suggestion that we use CCA Concours for practice for our own National concours. To run event properly, the club needs lots of helpers to place cars etc.

Saturday Night: To be held at Dreamworld.

Bushrangers Dinner	\$28.50	Aussie B-B-Q	28.50
Entertainment	13.25		
Entertainment (less Kenny and Belinda)	\$11.25		

Approximate total = \$40.00 per head.

We could have half the group into River Cruise and half the group into theatre. Prices on buses varied from \$150-300. Approximately \$6.00 per head.

Mastermind Quiz: Decided that we should not hold this event in 1990.

Kookaburra Queen: Perhaps a bit small for group. Maximum suggested 320 persons on either Queen 1 or 11. \$49.00 for a sit down 3 course meal. Fork dinner for 500 persons would be about \$30.00 but would probably be too crowded.

Farewell Breakfast from 8.00 to 9.45 am. would be about \$13.00. Peter Whalley said that the Kookaburra Queen could leave from anywhere to help with our parking problem.

<u>Cost:</u> Rough Approximation:-	Friday Night	\$20.00	
	Presentation Dinner	50.00	
	Dreamworld	50.00	
	Farewell Breakfast	15.00	
	Sprint/Motorkhana	10.00	Total \$150.00

As yet The cost for Shepparton has not been advised. Canberra Registration was \$90.00.

Was some discussion re closing date for registration.

Suggestion of placing advertisement in 1989 Programme. Chase up Tourist Bureau for info for Bulletin. Need something for Easter 1989 - March 26th.

Navigation Run - Observation Run should be approximately 50-60 kms. Usually finish at some venue either Sprint or Motorkhana.(alternative - Speed Event).

Art Union: Car possibly an MGB at about \$12,000. Would need to sell about 4000 tickets. Ann Thomson to check on cost of a professional Promoter.

Hillclimb: One planed for Saturday following Easter.

Dash Plaque: Cost approximately \$4.00 each from A.J. Parkes Pty. Ltd.

Sponsorship: Need photos to do a portfolio.

T-Shirts: Do free one for Members going to Shepparton (approximately 10).

Next National Meeting 25th January. (Later changed to 16th February 1989).

Meeting closed at 10.00pm.

Present were Peter and Delia Rayment, Ann Thomson, Joan Appleby, Peter Whalley, Paul and Kerry Strange, Terry Corbett, Barry Smith, John Walker, Linden Cooper, David Robinson.

Apologies were received from Steve Austin, John and Dominique Crane, Reg Tomkinson.

Lakeside Raceway - Booking should be confirmed after the Committee meeting on 20th February.

Concours - Re judges school for those wanting to be judges. It is very hard to learn as person has to have extremely good knowledge of originality of particular model. Nationals is not time for beginners to judge. We need a listing of people for car placing.

Dreamworld - the bus should be made optional on programme.

Kookaburra Queen - no reply from K. Winter re costs.

Costing - The costing of \$150 was only a rough estimate. Discussion re trying for a cheap week-end versus value for money. General feeling was that bit dearer but make it worthwhile.

Advertising for Shepparton Bulletin - to be sent by next Friday.

Closing date for Registration - Leave till after Shepparton. No contact made with Qld. Tourist Bureau for leaflets.

Art Union - If this is to be held then something has to be well under way by June 1988 to start selling tickets by October and close at Easter 1990. David Robinson to find out costs of advertising in Unique Cars, Wheels and Penthouse. Bankcard facility to be checked out by Ann Thomson. Peter Whalley suggested that somebody that was not working or a member's wife be employed to look after ticket sales and mailing.

School holidays - Someone to check on 1990 School Holidays in NSW and Victoria and Queensland.

Dash Plaque - From A.J. Parkes at \$4.00 each. Design has to be finalized.

Sponsorship - Ann Thomson still asking members for photos of crowds at previous National Meetings so that a portfolio can be arranged. Peter Rayment mentioned that he had a video promotional tape done for Adelaide.

T-Shirt - discussion re design to promote 1990 at 1989 Shepparton event. Design ideas to be given to Peter at dinner or Committee meeting 20-2-1989.

Bulletin 1 - Needed soon for Shepparton.

Poster - Ring Ron Monnier for Monday Night. Poster to be sold at MTAQ in 1990. Photo from John Clatworthy shown as possible base for Logo/design.

Concours park - Meadowland suggested as venue. Peter suggested that he and some other interested persons check out this and other venues.

General - Peter Kleinberg suggested as contact to arrange some motel/hotel accomodation as he is now a Motel Consultant.

Check on Carindale Extension.

Motorkhana grounds at Lakeside may be a problem in 1990 as construction has not started.

Write to Driving Training Centre Mt. Cotton re use of their facility again and see if any changes.

Townsville has a M.G. Club. Suggested that we send them the necessary Bulletins.

Parking at Carindale - feeling was that it was still to early to check on use of car parks as major construction is currently happening at Carindale.

NEXT MEETING ON 12TH APRIL.

Meeting closed at 9.40 pm.

YOU CAN BE A RACING DRIVER!

Fancy yourself as a racing driver? Here's your chance. Toyota and Modern MOTOR magazine are combining to enter a Celica in the Winton 300 Touring Car Race in December. We need a co-driver to share the task with editor Barry Lake - someone new, someone who hasn't raced a car before but who has the desire and the potential to become a racing driver. Over the next six months selected entrants will be sent off to a racing driver training school and prepared for the event - all expenses paid. The best driver of the group will go on to pilot the Celica in the race.

Sound like you? All you have to do is fill in the coupon in the latest issue of Modern MOTOR, out now, and send it in. Give it a go.

.....
ORMEAU DISTRICT COUNTRY FAIR Have a SHOW AND SHINE on the April 30th - Sunday and the Old Ormeau Town oval, Pacific Highway Ormeau. For full particulars see notice on Clubrooms walls, or phone Cliff Barron on 075 466 290. The Show and Shine will be run by the Australian Street Machine Federation Inc. and both Show and Street machines are catered for.

BODS & BENDS

Young Len Melrose has been very quiet lately (quieter than usual) - also he's pull out of going to Shepparton -----reason - a bird ----- silly boy ----- what love will do????

HOW TO ARRIVE IN STYLE ----- ask Joan & Vince Appleby which took them the quicker - going to the Annual Presentation Dinner in 'the' Rolls or going home with Ann T.....

THANK YOU THANK YOU THANK YOU to the following re the Motorshow

Alan McConnell, Rod Hiley, Peter Cahalane, John Walker and Dean Tighe for the kind use of their cars.....and to

Greens Mitre 10 Hardware, Merivale St. Sth Brisbane, -paint etc
John Clatworthy - photos; Don Bland - pot plants, and to clubmember Paul Strange for the bolsters.

CLUB MEMBERSHIP CLUB MEMBERSHIP for 1989

If you have not paid by the time the next magazine is due out - then this will be your last OctagonOKNO MORE FREEBEEES

LETTERS LETTERS LETTERS

We have to hand a letter from John Fuller, member of MG Car Club of NSW advising our members that he deals in anti-sway bars available for the front suspension of MG cars. i.e. MGTD, MGTF, MGYA, MGYT, MGA Also he has new Aero screens. He can becontacted at 1 William Street, Bowraville NSW 2449 (065) 647 351.

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COASTAL

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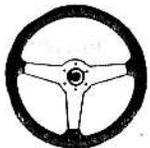
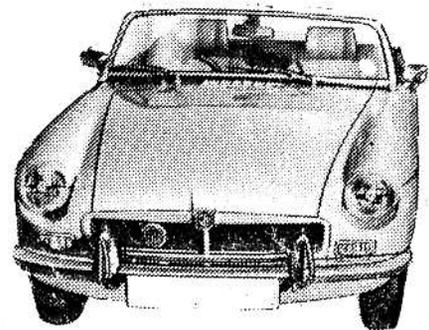
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