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

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Proof to us by MID October please

All advertisements by members - on personal issues - ******* ARE FREE******

ALL ENQUIRES TO THE EDITOR C/-

G.P.O. BOX 1847,

BRISBANE.Q. 4001

The opinion of correspondents and advertisers expressed in 'The Octagon' are not necessarily those of the Committee nor the M.G. Car Club of Queensland and as such the Club accepts no responsibility.

P R O G R A M M E

AUGUST

28th & 29th — DISPLAY AT THE HYPERMARKET OF RALLY CARS - people needed to man this display, ring Ann Thomson 378 1368.

31st & 1st SEPTEMBER — QUEESLAND RALLY CHAMPIONSHIP RD.4 - GRAND PRIX MAZDA RALLY - Cibie GPCARS Series Rd.3 Starts 1.30p.m. from northern car park at Pick'N Pay Hypermarket, Aspley. Officials Needed. Ring Ann Thomsonon 378 1368.

1st Sunday — ALL BRITISH CAR CLUBS DAY - Taringa Soccer Club, Stanford Rd., INDOOROOPILLY. 10a.m. - 3p.m. - come and keep the M.G. flag flying.

6thFriday — ENTRIES CLOSE FOR THE HISTORIC RACE MEETING

8th Sunday — WORKING BEE AT MT. COTTON Contact Steve Austin(245 5265) or Bob Cossor for more details etc.

8th Sunday — EARLY MORNING SPORTS CAR RUN and BBQ to Jollys Lookout 6 a.m. sunrise, on the way to Mt. Nebo.

15th Sunday — HILLCLIMB AT MT. COTTON - for sup. regs. or information ring Events Secretary Joan Appleby 57 1561.

20th Friday — NIGHT RUN - leaves Clubrooms 8p.m. Organised by Evil Len (Melrose) Bring, torch,UBD navigator and a sense of humor.

28th & 29th — HISTORIC RACE MEETING - LAKESIDE - M.G. helping to organise it. This weekend is a fantastic weekend for the Historic buff - help always wanted - Contact Joan Appleby or a Committee member.

OCTOBER

13th Sunday — SPRINT RALLY details to come.

20th Sunday — M.G. DAY RUN - to Bribie Island via Mt. Mee. Meet 9.30 at K. Mart Chermside, Crn Webster & Gympie Rds. Lunch at Bribie Island and a swim for the atheletic type. All bitumen route. Bring your M.G. out for a run. All members welcome. Ring Peter Rayment 300 3148 for more parti c ulars or a rain check, before 8.30a.m.

20th Sunday — Kooralbyn OFF Road, Championship Round 4

27th Sunday — Surfers Paradise Endurance Championship Round MAN Champ.5

More dates next magazine

HILLCLIMB FANS NOTE;-

At MT. COTTON THE CATERING TEAM WILL ONLY SERVE HOT FOODS between the hours of 11-2, in future.(That should make life easier. Ed.) And of course they are always looking for help on the day also.

GRAFTON HILLCLIMBS - Our Clubmembers are invited to the following Grafton Hillclimbs;- 22nd September, 27th Oct., & 8th December. Ring Bill Norton (66) 42 5133.

NIGHT RUN FANS NOTE:-Our clubmembers are invited to the following Night Runs in conjunction with BSCC Cnr.Reid & Hawthorne St., East Brisbane.Q. Wed. 28th August and Wed. 27th November. 8p.m.(?).

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EDITORIAL

Dear Members,

The Club is organising some different events to what we have been mainly running over the last few years. With the recent Concours as a starter - this event, we feel was quite successful for the people who turned up - spectator and participant wise. It would be good to see all the Club members out at the Historic Race Meeting at Lakeside on the 28th & 29th September (29th particularly) even if not competiting - the line up of M.G.s or any vintage car or bike would help enhance the day.

Another new event on the calendar is the M.G. Day Run to Bribie Island on the 20th October, it is a day for relaxing and meeting other members. There will be no pressure of competition - just good clubmanship. We hope to see a lot of starters as a lot of people at the Concours indicated they wanted it.

For any other comments (feedback) drop us a line, c/- the Club's G.P.O. Box number, as we feel that any communication (favourable or unfavourable) we receive can only help us organise the events that you as a club member want.

You'll notice some photographs with the magazine - 'At the Ekka' where some of our M.G. members were involved again (we do this each year) in escorting the Queensland Country Life Miss Show-Girl entrants around the ring on the first Saturday night of the R.N.A. Show.

A similar type event is being organised for the Queensland Australian Football League Grandfinal on Sunday 15th September at Windsor Park, and if anyone is interested than contact us, as we'll need 5 cars and drivers. This event will be good publicity for the Club, also, as it will be televised live from the grounds.

A drop of Nostalgia -
Whilst at the concours a gentleman ,named Robin Flower, came up and was talking to me about how he used to have a TC in the early fifties. He went straight home a bought back a photo of 13 TCs at Boonah that had gone up there on a run.(they wouldn't let TDs come) He then sent us a letter, the next day - such was his enthusiasm on seeing the cars, with his flying ¼ mile time. Which was 11.4 seconds. This was at Leyburn on 3rd June, 1951. We certainly had a good chin wag for wquite a while.

Well until next magazine,

Safe driving,

Peter & Delia Rayment.

CONTINUING ARTICLE

On the following pages is the continuing article by Clubmember Greg. Findlater on 'CYLINDER HEAD IMPROVEMENTS - for 4 stroke OHV engines'. Which Greg wrote whilst studying for his Engineering Degree at the Q.I.T.

CONCOURS '85

August 4th -- and the Sunday after the IRONMAN Weekend - saw the spit and polish brigade out.

For people who had been running/helping at the Iron Man they certainly had some cleaning up to do. Especially after that motorkhana, where one needed goggles to participate as the dust was rather free.

However, the weather was perfect (atypical Queensland winters day), and a field of 28 cars were entered, with quite a few others there just for a look.

The late model 'B' class was the most numerous class and the variety of entries received were Pre-War,TC,TD,TF,MGA,BMkI, BGT,Magnette,1100, and Midget so there was quite a spread.

As it was our first concours for some time, I felt the event was very informative for the members and enthusiasts who attended. Certainly some enthusiasm for some - was the result of just seeing the cars.

Good to see Paul Young and family, up from Sydney Centre mingling with the M.Gs. Hope we'll see more of him around.

Grant Beaumont came out of the woodwork (or should that be bookwork) for the day to do some jud ing on the As - which reminds us Grant when is that A of yours going to see the light of day.

On the Club side of things, as non-members attended the concours also, the Outright winner for the Club on the day was -----

SCOTT RAMSEY M.G.A

This award was not announced on the day - as Scott will collect his trophy at the Presentation of Trophy night later in the year.

We thank all who attended and remind you all to start organising your car for next year NOW.

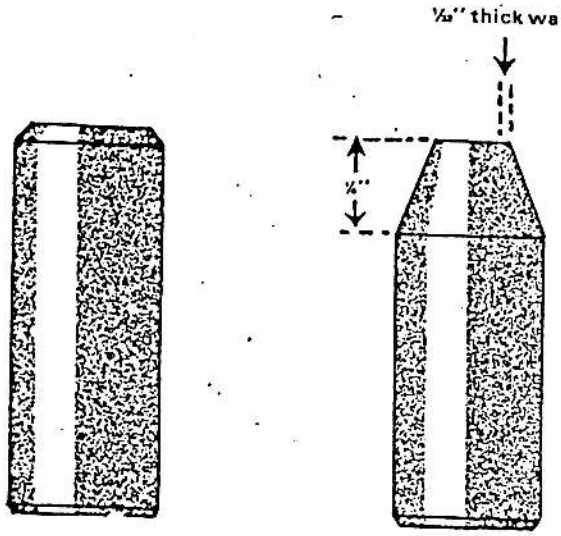
2.3 Valve Guides

It is recommended that new valve guides be fitted to a head when extensive improvements are to be done because:

(a) the tool for cutting valve seats has to locate on the bore of the guide and it depends on accurate location to produce an accurate seat.

and (b) worn valve guides cost power.

The shape of the valve guides can be improved by machining a taper on the section of guide protruding into the port (ref. Fig 5).



Modifying valve guides. Standard left. Modified right.

Figure 5.

3.0 Ports

When tuning the average production engine, it is logical to set about the task in an orderly manner. The first aspect to consider is what modifications will give the greatest improvement, or at least have the most significant effect when combined with other modifications. Since the ports are of concern, it should be considered which of the two ports, inlet or exhaust, is more beneficial to perfect first.

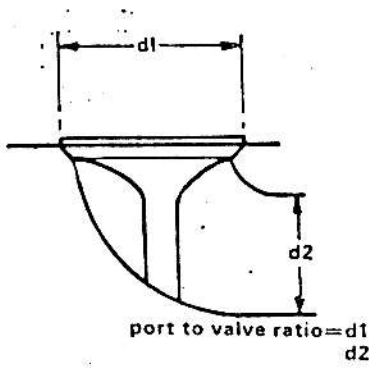
Before that question can be answered, the basic function of each port must be understood. The function of the inlet port is to pass air from the mouth of the carburettor into the cylinders of the engine. To be an efficient port, it must do this with the least amount of pressure drop between the carburettor and cylinder. This means that the higher the inlet pressure or the nearer it is to the external air pressure, the greater is the obtained power.

The prime function of an exhaust port is to pass the gases out of the engine and this is done most efficiently when the least back

pressure is created or presented to the exhaust. Using as a basis an ordinary production engine, it is found that an increase of 1 lb/sq inch in the inlet pressure produces 20 to 25 times the increase in power produced by reducing the exhaust back pressure by 1 lb/sq inch. The obvious conclusion is that the greatest benefit is to be gained by improving the inlet ports.

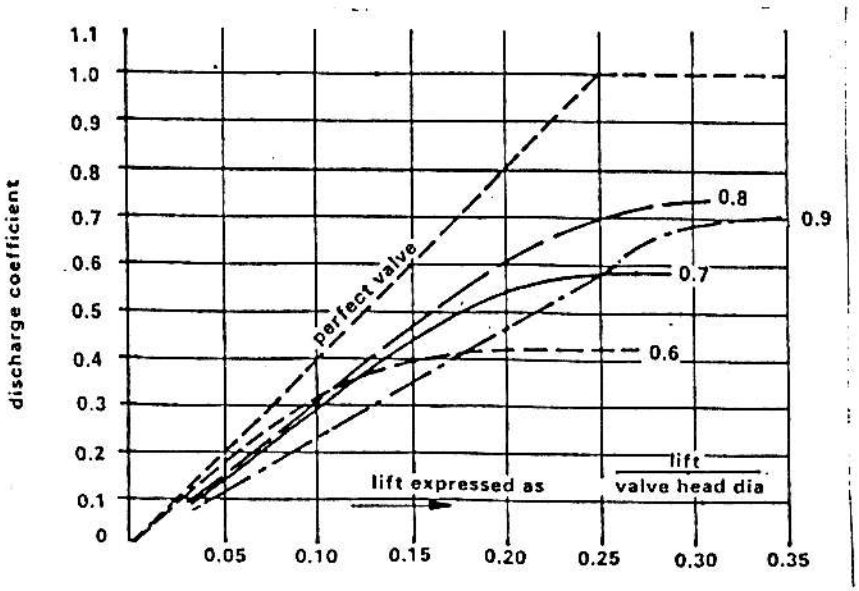
3.1 Inlet Ports

To determine the size of port required, a reference point is needed to which it can be related. The ratio of valve size to port size has a distinct effect on mass air flow. This means that if the valve size is known (as would be for most cases), the optimum port diameter can be calculated (see Fig 6). From Graph 1, it can be seen that the best



Determination of optimum port to valve ratio

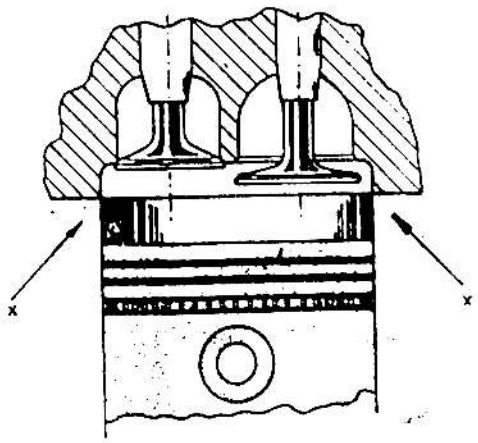
Figure 6.



Graph 1.

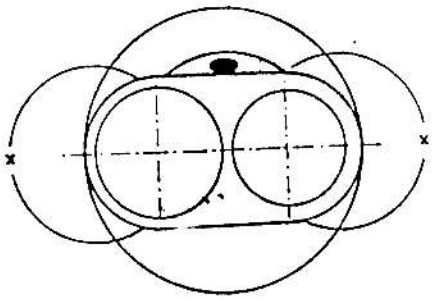
gas flow was obtained when the port size was made 0.8 times the diameter of the valve. This immediately dispels a common theory that the bigger the ports are the better they are. Another problem that should be raised is shrouding of the valve due to the close proximity of the

combustion chamber or the cylinder bore wall (see Fig 7). By careful



shrouding exists in regions marked x

Figure 7.

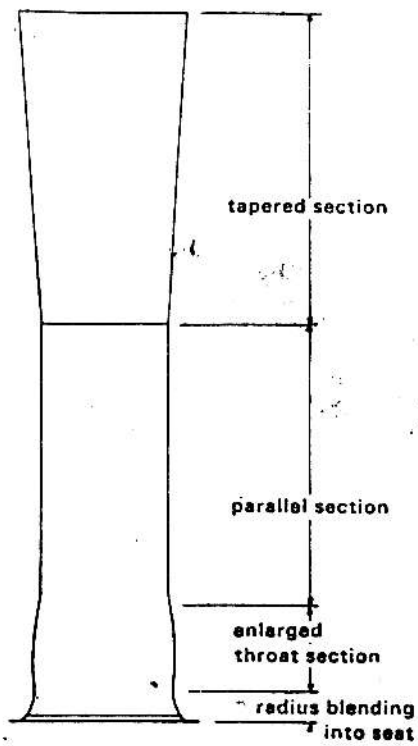


Shrouding points

attention to the shape of the combustion chamber, shrouding due to the chamber wall can be reduced to a minimum. Unfortunately, this is not so with the shrouding due to the cylinder walls because in most cases it cannot be changed.

It should be realized that when the shrouding factor is increased the optimum port size will be reduced. Another fact that has been proven with numerous gas flow experiments, is that an enlargement of the valve throat by 12-14 % greater than the optimum port diameter greatly increases the gas flow through the port. The enlarged valve throat should extend about 25 mm from the valve seat and then blend smoothly into the valve seat. This point is critical as a measurable amount of power can be lost if at this point the valve seat forms a sharp edge with the valve throat.

Figure 8 shows an inlet port that has been straightened for clarity. The optimum port size referred to earlier is the diameter of the parallel section. This parallel section of port should contain between 1/3 to 1/5 the volume of one cylinder to obtain a satisfactory compromise between the effect of wall drag on the air and sufficient mass of air to contain maximum stored energy.



A straightened inlet port showing the various changes in form

Figure 8.

The included angle in the tapered section should be 4°-8° depending on the type of inlet system. The shorter the length of the system, the greater the angle should be.

3.2 Exhaust Ports

The function of the exhaust port is to convey the burnt gases from the cylinder to the outside atmosphere with the minimum hindrance. The exhaust ports respond in much the same manner to changes of size and shape as do the inlet ports. The exhaust port design is closely related to the selected camshaft timing. This is because the later the exhaust valve opening, the greater will be the need for a larger diameter port as the same volume of gas must be expelled for the cylinder in a shorter period of time. In practice the exhaust port diameter should be 1.15 to 1.25 times the exhaust valve, the lower figure being applicable to road cams and the higher for competition cams.

If the exhaust port is to become larger than the valve, it must taper outwards from the valve seat to its intended size. If it tapers out at an angle greater than 8°, the flow will break away from the port wall. This will cause a loss of energy due to increased turbulence and a rise in back pressure. An ideal angle to taper the exhaust port is between 2°-3°, but in many cases it is found that the port does not

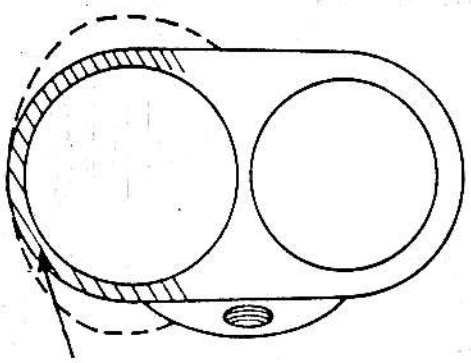
reach its intended size before the exhaust manifold is reached.

4.0 Combustion Chambers

It is essential that the mixture of fuel and air is burnt as effectively as possible, and that the heat energy produced is converted efficiently into mechanical. If this is not done, then no matter how well the ports are designed, the engine will not produce its full power potential.

4.1 Combustion Chamber Shape

One of the problems in designing an efficient combustion chamber is overcoming shrouding of the inlet valve. When higher engine speeds are required, the fitment of larger valves becomes necessary. This is unfortunate because as the valve size increases in a given combustion chamber, so does the shrouding factor. From this it can be seen that one simple rule can be applied, and that is never fit larger valves into a head unless the chamber shape is modified to keep the shrouding factor at its lower limit. Figure 9 shows where material should be removed to reduce shrouding.



Shrouding caused by chamber wall

Figure 9.

When the valves are unshrouded, the squish area is also altered. This means that the turbulence and swirl which gives a faster flame front will be reduced, This is because the turbulence in the chamber is brought about by the piston coming up the bore and ejecting the air between it and the squish area of the head. Also by relieving the shrouding, the engine is able to draw a denser charge of air which will increase the rate of burning. In practice it is found that the increase in burning rate due to better breathing is far higher than the reduction in burning rate caused by loss of squish area.

If too much metal is removed from the chambers in an effort to gain better breathing, it is found that the flame front path increased

All Historic LAKESIDE

28th & 29th SEPTEMBER 1985

LAKESIDE RACEWAY,
QUEENSLAND, AUSTRALIA

PRESENTED BY PARTS & SERVICE COMPANY
WOOLLOONGABBA BRISBANE QUEENSLAND.

ORGANIZERS M.G. CAR CLUB QLD H.R.R. QLD MOTOR CYCLE SPORTSMAN QLD

to a detrimental point where the CR must be reduced to prevent detonation from occuring. Because the flame front travels faster in hot gases it is usual to have the spark plug biased towards the inlet valve as the burning time across the exhaust valve is faster than the inlet valve.

4.2 Combustion Chamber Size

If too much material is removed in reducing shrouding, the compression will be lowered. Skimming the head will raise the compression but if too much metal has been taken out of the chamber, the head will not stand skimming enough to raise it back to a reasonable level.

5.0 Compression Ratio (CR)

In the majority of engines, the practical limit to the torque is set by the highest compression ratio that the engine can use without knock occuring on the particular fuel used. Violent knock will quickly damage an engine.

5.1 Limiting Factors

1. The better the breathing capacities the engine has, the lower the maximum CR.
2. The hotter the engine temperature, the lower the maximum CR.
3. The shorter the flame front travels, the higher the maximum CR.
4. The greater the anti-detonation properties of the chamber, the higher the maximum CR.
5. High octane fuels and rich mixtures increases the maximum CR.
6. Camshafts which employ long duration and overlap, can be run with higher maximum CR.

5.2 Normal Compression Ratios

The compression ratio in the normal road engine should not be greater than 10.5 to 1, because detonation will occur with normal 'super' grade fuel and also the engine will have overheating problems when the car is in traffic.

6.0 CONCLUSION

It has been shown that to gain better efficiency from an engine by doing cylinder head modifications, each part of the head must be treated with the same aim in mind. This means that unless work is performed on each of the areas covered in this paper, no great gain can be expected.

6.1 Benefits to be achieved

The obvious benefit willbe more power, even if there were only minor modifications done. In the road car, one noticeable advantage is the increase in fuel economy. This is due to a high volumetric efficiency in your engine. Other advantages are that the head is much less likely to 'carbon up', and consequently, the motor should operate much more smooth, thus prolonging the life of the motor.

Cont'd.....

6.2 Other Engine Improvements that can be made.

The scope under this heading is unlimited, but the main point that should be made is that most engines in the normal production car are well below specified performance figures. A good place to start, if other improvements were to be made, would be to 'Blue print' the rest of the engine. This just means to bring all the engine components up to the best operating conditions possible. This should give the specified performance figures. If further information is desired, a list of suitable books will be found in the bibliography of this paper.

Greg. Findlater.

Thank you Greg for a very interesting and informative paper. If anyone was wanting any more information from Greg, i.e. the suitable books referred to above, then contact him on 376 5022(H).

TRADING POST ITEMS

WANTED

MGB any model - 69 -71 - reasonable condition. Contact Mike Fischer on Phone 353 2490 (H).

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FOR SALE

1970 Mk II MGB Good condition Contact Gary Murton Phone 266 6493 after 6 p.m.

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AUCTION NOTICE

Of interest to M.G. enthusiasts. 1928 MG Type M Sportster & a 1954 MG Magnette Sedan will be auctioned by P.J. Pickles & Co. Pty. Ltd. Killara N.S.W. Phone (02) 498 6100 AT The Suncoast Pioneer Village, Sunshine Coast , David Low Way (R5), BLI BLI.Q. ON 10.30am Saturday 7th September, 1985.

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WANTED

M.G. MAGNETTE prefer good condition. Phone Greg or Julie Findlater on 376 5022 (H).

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BODS & BENDS

Congratulations to Rob & Bev Ritchie on the safe and quick (is that something like 'safety fast') arrival of son No.2 - Andrew Anthony on the night we were putting the last magazine together (28/6/85). Andrew actually arrived 1,10a.m. on the 29th.

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IN THE PITS

With Richard Croston

Well last Lakeside saw the Queensland round of the Gold Star series or for the Formula Pacific knockers - 'The John Bowe Fun Run'.

It seems that these beaut little cars are going to follow their Formula 5000 dinosaur brothers into extinction. A shame because they are really neat machines.

I had the opportunity to help out my friend, Kees Koppenol, with his rented Ralt. The more I worked on it the more I liked it. Kees took delivery of the car on Friday afternoon. Drove it for five laps then had to sort a gear box problem out. Practiced on Saturday and raced on Sunday. He wasn't familar enough with the car to fiddle much with the suspensionsettings, but he laped around the 52 seconds mark in the race. In fact his practice time was faster than the time of the entrant who came third.

One thing that was noteworthy about the race was all the cars that started, finished, except for a Formula 2 car.

Ivan Tighe had a very creditable drive in his Kaditcha, having spent the weeks previous to the race rebuilding the engine, which he had destroyed at the Touring Car Meeting. The Old Boy! was pretty sore after the race. Inspite of the snug fitting cockpit he still suffered heavy bruising from pounding around the rough Lakeside Circuit.

The Hillclimb has had a busy time lately - Iron Man 3 weeks ago, then the Club Hillclimb last week-end. There has been a big increase in hillclimbers over the last year and it looks like we will have to have more hillclimbs. I enjoyed myself being a Steward for the first time. With only 40 entries everyone had 5 runs, except for poor old Bruce Stephenson, who reshaped his Cortina on the fencing (and just after he had repainted it to!). Fred Axtle rolled his very quick super modified Go Kart. John Broadbent was having a funny, understeering problem with his Spitfire, but after a consoltation with Gary Cossor they discovered the left hand wheel base was shorter than the right hand side. A quick adjustment and she worked again.

I think there might have to be a new class established for the Hill Climb - The Cossor Class - a dead cert for a field!! It has got to be the fastest growing class with the latest addition Janelle who had her first day out in a Datsun 1200 sedan.

Poor old Dick Johnson lost his wheel, 12 laps from home in the Pepsi 250, after showing everyone the way to go. As one of my bigoted mates said (who incidently has just taken delivery of his brand new Blue Brock special, complete with leaky fuel tank, no clutch and scrappy paint work) 'If Dick wants to improve his road holding, he should paint his car a proper colour.'-----Roll on Bathurst.

Cheers Richard.

THE 10th ANNUAL IRON-MAN WEEK-END-

26th,27th & 28th JULY,'85

Well for a change it appeared to be a fine weekend, and for the week preceeding also.

Friday night saw 48 teams book in at the Eagers Recreation Rooms at Newstead for the night run. What would it be like this year - was the thoughts of many. And when they did set off they found it to start with a tour of 'churches' around Clayfield to Nundah - with the route up to yourself! Then some normal run instructions, on to a mud map, which took you to Iron Bark Gully at Ferny Grove.

From there past the forth main road sign to Samford (yes you read right - it was almost a rally) and then up and up and UP to Mt.Nebo. Then,whilst looking for how many road dividers in the road, we headed to The Gap. From there we had another tour of more 'churches' around The Gap, Ithaca and Herston and home again. What a run with nearly everyone having fun. Off to bed.

Saturday dawned and the sun got higher and the sprints eventually got under way. The times varied as the performance of the cars varied. Whilst the sprints were under way the Motorkhana was also on the go up at the hill above Lakeside. The times here were competitive with most people trying hard, some unfortunately going the wrong way in the process. It reminded me of the National Meeting at Newcastle this last yEaster.

Sunday dawned and down to Mt. Cotton the prospective Iron Men went for the Hillclimb. Away went the cars. I don't think I've seen so many people into the 'nuts' for a long time. (For the benefit of any newcomers - the 'nuts' is a Macadamia nut shell crash barrier at the hillclimb hairpin.Ed.) The weekends strain was starting to take it's toll.

And so,with a field of 48 actual entrants for the Outright Iron-Man position to compete against,the winner had to work hard all weekend.

The winner for this year's OUTRIGHT IRON MAN went to Alan McConnell M.G.B/Mazda/Mini combination. Whilst Cameron Fisher in his Torana took out the CLUBMAN award.

Outright is just the addition of the times for a person driving a number of vehicles in the 4 different events.

Whilst, Clubman is for the person who has competed in the same vehicle for the whole week-ends events.

Outright winners for the individual events were;-

NIGHT RUN	Patrick Mewing/Alex Milns	MG1100
SPRINTS	Gary Cossor	Welsor
MOTORKHANA	Alan McConnell	Mazda
HILLCLIMB	Ian Peters	Renmax

We thank all competitors, and feel sure they'll look forward to next years.

QRC RD.4

GRAND PRIX MAZDA RALLY

AUGUST 31st / SEPTEMBER 1st

Starts 1.30p.m. from the northern car park at Pick'n Pay Hypermarket, Aspley. Cars go to Kinsellas Road east at Kallangur for a special stage then on to the forest park at Benarkin State Forest, near Blackbutt.....

Cibie-GP Cars Series Rd.3

SPECTATOR INSTRUCTIONS AVAILABLE AT THE START

P R O M O T E D B Y T H E M. G. C A R C L U B OF Q U E E N S L A N D

Club Members Note; We need help to man a display in relation to the rally on Thurs. night & Friday (29th & 30th) at the Hypermarket let Ann (phone 378 1368) or Joan (57 1561) know if you can help.....

BOOK REVIEW

This edition sees us looking at "The T Series Handbook" by Dick Knudson.

This book is a collection of articles, and essential information from the pages of "The Sacred Octagon", the newsletter for the New England 'T' Register from America.

It covers the broad spectrum of the TC-TF giving a brief history of the cars, points of originality (you can really have fun with this subject), and colours. The various threads and sizes of bolts heads is covered quite well also.

In the 'back to basics' section, things like tools, manuals, lubrication, tune-up, ignition, carburetors and tuning are covered. Most of this information is good, but some of the Americanism for some of the terms might be confusing. Production dates are also covered.

Generally it is a good book for the shelf ieven if one doesn't own a 'T' type - it certainly gives a good insight to the models.

(a sample page) →

ATTENTION 'T' Type Owners

Whilst on the subject of 'T' types, for the benefit of newcomers into this fold and for those who are unaware of it. Australia's sequel to 'The Sacred Octagon' is 'The T Type' which is the official journal of the M.G. T-series Association of Australia, 3 Addison St., Balmain.N.S.W. 2041. Editor of this magazine is Mr. Peter Kerr, P.O. Box 5178, Sunshine Coast Mail Centre.Q. 4560. With their representative in Brisbane here being Mr. Ian Costin, 8 Hilder Street, The Gap. Q. Phone 07 300 3622.

We are sure they will welcome any information regarding 'T' typ s i.e. your name and address if you have just bought one.- for the 'T' register.

ALL HISTORIC LAKESIDE

A WHOLE WEEK END OF HISTORIC MOTOR RACING

Sat & Sun. 28th & 29th SEPTEMBER

Presented by Parts & Service Company

Organisers -M.G. Car Club of Queesland, Historic Racing Register Qld and the Motor Cycle Sportsmand Q'ld.

Officials wanted phone Joan Appleby on 57 1561

by dates, then the order of introduction is reversed. Most confusing!

TD 0351 (Dec. 12, 1949): The original chassis (fig 1) was revised to incorporate a tubular brace (fig 2) to stiffen the cowl.

TD 0501 (Jan. 20, 1950): The wheels were changed from plain disc (fig 4) to ventilated disc (fig 5).

TD 4237 (Nov. 7, 1950): A rubber-padded footwell was added to the driver's side floorboard on left hand drive cars.

TD 4251 (Nov. 8, 1950): The hub and brake drum assembly was changed from a separate drum bolted and riveted to the hub (figs. 6,8) to a one-piece casting (figs. 7,9).

TD 6035 (Feb. 12, 1951): The outer front wheel bearing grease retainer was changed from a felt washer (fig. 6) to a pressed-on steel cap (fig. 7), and the hub casting was altered slightly to accept the cap. Similar caps could be retrofitted to earlier cars by means of a kit offerred by the factory.

TD 8142 (Jun. 6, 1951): The original 9-post Lucas RF95/2 voltage regulator (fig. 10) was replaced by a 5-post RB106/1 (fig. 11) and a separate fuse box (figs. 12,13).

TD 10751 (Oct. 5, 1951): On left hand drive cars the original flat-dialed chronometric speedometer and rev counter (fig. 14) were replaced by dish-dialed magnetic units (fig. 15). At the same time, the 20-amp ammeter (fig. 16A) was replaced by a 30-amp unit (fig. 17A), and the on-off panel lighting switch (fig 18A) was replaced by a rheostat (fig. 19A). These same changes were introduced on right hand drive cars commencing with TD 10779 (Oct. 8, 1951).

TD 11111 (Oct. 22, 1951): The housing on the steering rack for the inner tie rod end was redesigned.

TD 12285 (Dec. 10, 1951): The wheel studs and nuts and all threaded fittings in the driveshaft and rear axle were changed from British Standard Fine (BSF) to Unified (UNF or SAE) threads.

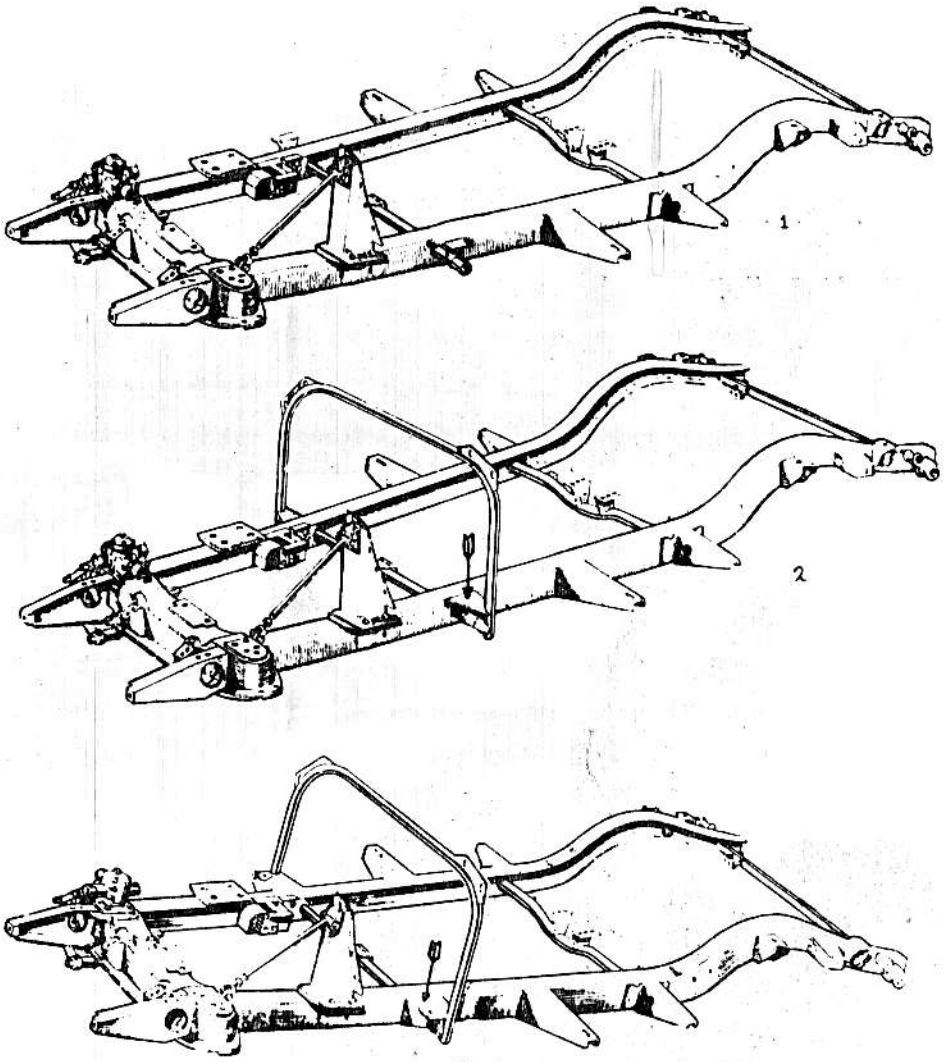
TD 12419 (Dec. 13, 1951): The studs and nuts securing the spare wheel to its carrier were changed from BSF to UNF threads.

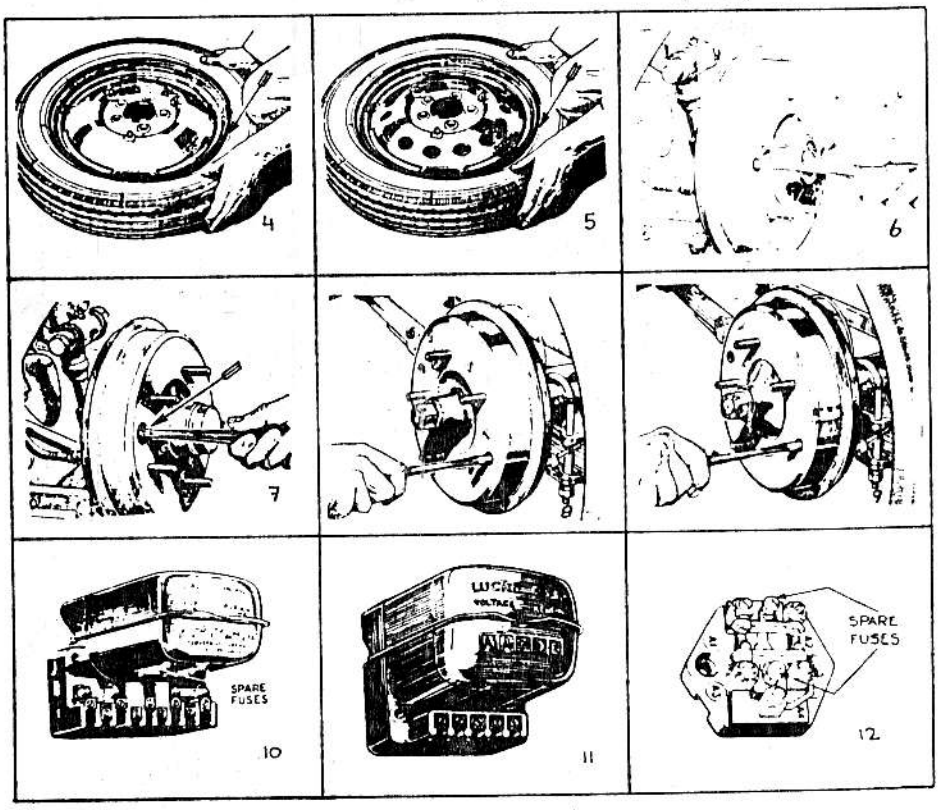
TD 13914 (Feb. 22, 1952): The original oil pressure gauge (fig. 16B) was superceded by a combined oil pressure and water temperature gauge (fig. 17B). Earlier TDs had no temperature gauge.

TD 17548 (Jun. 26, 1952): A high beam warning light was added to the speedometer.

TD 18883 (Aug. 19, 1952): The original combination horn push and headlamp dip switch (fig. 18C) was deleted. The new horn push remained in the original position (fig. 19C), but the dip switch was changed to a foot-operated type (fig. 20). A service bulletin provided instructions for retrofitting the new switches to earlier cars.

TD 20374 (Sep. 30, 1952): The original two-bow top frame was replaced by a three-bow frame on LHD cars. The side curtains and top covering were modified to suit. These changes were made on RHD cars at TD 20696 (Oct. 10, 1952).

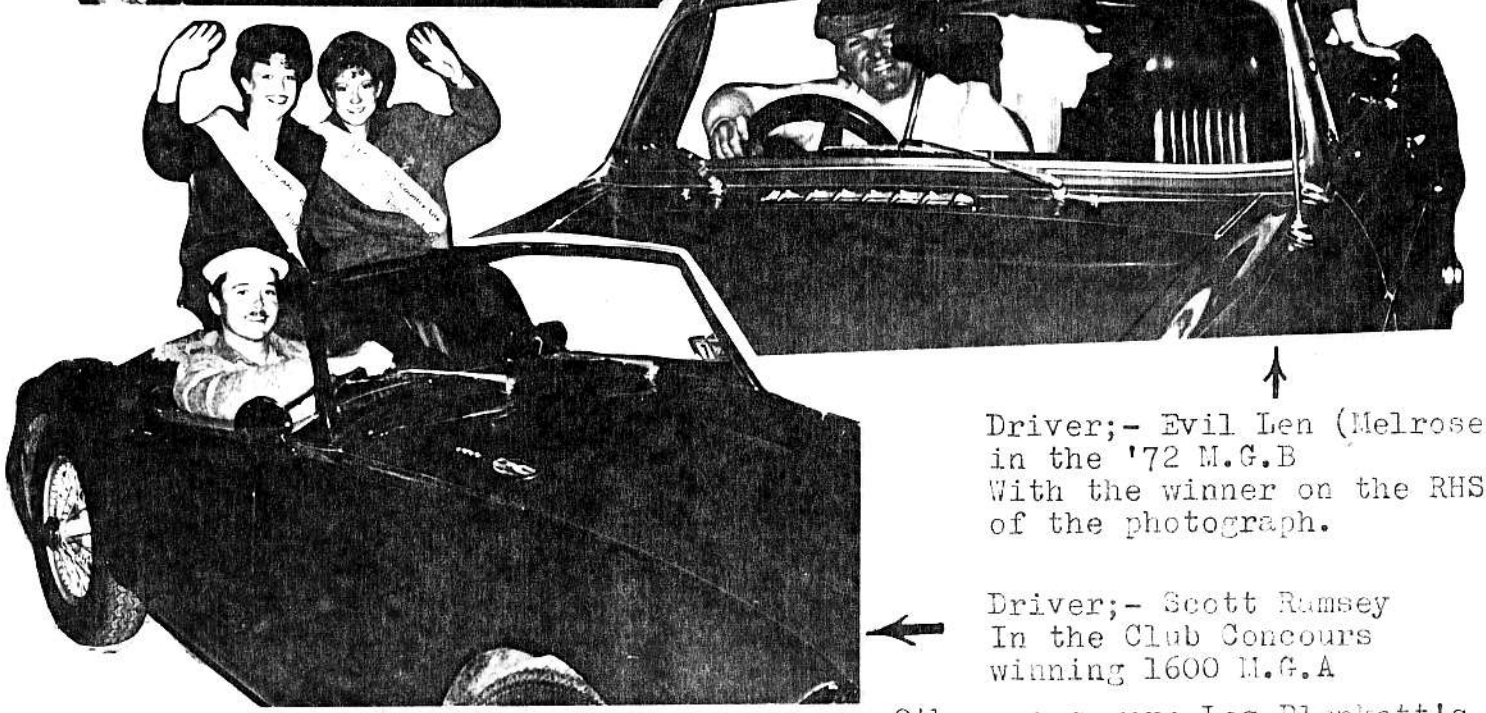




- AT THE EKKA -

THE QUEENSLAND COUNTRY LIFE'S
MISS SHOWGIRL ENTRANTS

Driver;- Paul Ashford,
in the M.G.B V8 Roadster.

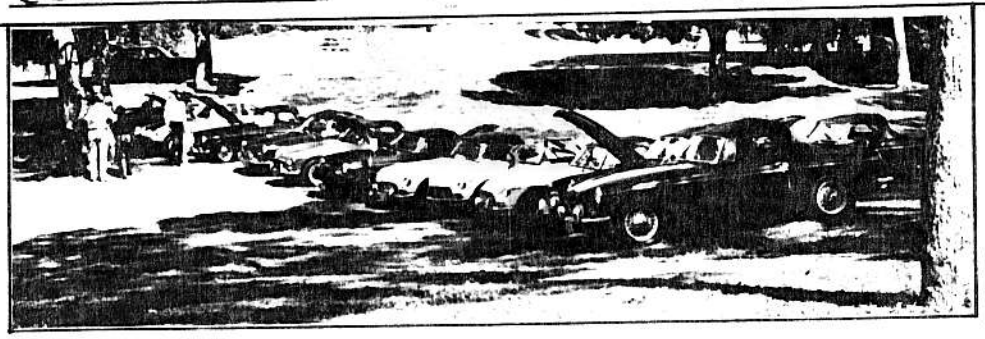


Driver;- Evil Len (Melrose)
in the '72 M.G.B
With the winner on the RHS
of the photograph.

Driver;- Scott Ramsey
In the Club Concours
winning 1600 M.G.A

Other cars were Les Plunkett's
B, Vicki Kroll & Peter Rayment's
M.G.T.C.s

A LINE UP OF
'T' TYPES AT THE
CLUB'S RECENT
CONCOURS in Anzac Pk.
TOOWONG.



A LINE UP OF
M.G. Bs on the
same day - and what
a day - a typical
Queensland Winter's
one.

Photos printed by
Ian Connell.

Trading Post Items

FOR SALE

Croston Group A Sports Car - complete with trailer and spares (body updated for 1986 spec.) $4500 or rolling chassis only $2500. Contact Richard Croston Phone 205 3673 (A/Hrs).

.....

WANTED

1 Chrome parking lever or link for windscreen wiper motor for M.G.TC. Contact Denis Land 378 1633.

.....

WANTED

1963 MGB Steering Wheel and horn button.

FOR SALE

MGB Chrome roll bar: wood steering wheel and horn button
Contact C. West 6 Norman Street, Gympie. Q 4570 Phone 071 821303(W)

.....

FOR SALE

MGB Rocker Gear supports $30 per set contact Peter Rayment 300 3148 or Errol Hoger 341 4252. (Similar to special tuning part No.C-AEH 762 763 front & rear rocker shaft bracket)

.....

WANTED

Does anyone have a typerwriter (preferrably a wide carriage one) which they no longer have a use for, as this old one needs a service badly. The service fee on this one would be more than $80 and that is what I paid for this one nearly 10 years ago - so perhaps it would be throwing money away to have it serviced. Delia (300 3148)

.....

WANTED

For the restoration of the Steward M.G. One MGTC Grille any condition, will consider TD-TF or even MGY grille. Austin Freeway oilpump preferable new. Norman Type 70 Supercharger any condition.
Contact Bernie Leimeister, Lot 8 Meadow Rd., Jimboomba. Q. 4280
Phone 075 460 336. .....

WANTED

M.G. Roadster, B or TC or any Sports car not over $10,000. As long as in good condition. Contact Sue Morley 221 9878 (W).

.....

M.G. NAT. MEET 1986

STH. AUST.

Organising Committee

Chairman; Ralph MUNRO

Secretary; Craig BASTIAN

JULY 1985

B U L L E T I N No.2

This Bulletin outlines the plans for the Adelaide National Meeting in the Jubilee 150 State. There is more detailed information about the Easter weekend and accommodation. Please note that accommodation bookings must be made, with deposit, by 30th November. All accommodation is centrally located in the Glenelg area.

THE WEEKEND'S ACTIVITIES

HEADQUARTERS: St. LEONARD'S INN, Glenelg

28th March - Good Friday;	REGISTRATION - St. Leonard's Inn, Glenelg. 2 - 10 p.m.
29th March - Saturday;	CONCOURS - Wigley Reserve, Glenelg. 9 a.m. - 2 p.m. Open Night for visitors to have free time in our city.
30th March - Sunday;	MOTORKHANA - site not decided yet. 9 a.m. - 4 p.m. BRICKWORKS - Family Night entertainment.
31st March - Monday;	SPRINT - Adelaide International Raceway. Because of the large number of entries anticipated this will be a ¾ lap sprint on the long section of the Raceway. 9 a.m. - 4 p.m. OBSERVATION RUN - course planned - concludes at A.I.R. PRESENTATION DINNER - Dom Polski Centre.
1st April - Tuesday	FAREWELL BREAKFAST - Wigley Reserve 8 a.m. DELEGATES CONFERENCE - 11 a.m. BAROSSA VALLEY TOUR ; Jaguar and Porsche Clubs will be on this tour.

NOTE about BRICKWORKS: (Sunday Night) The Brickworks is a recently built area on what was originally Hallett's Clay Brick Works - a clay quarry and kiln. There are now several Specialty shops on the site with an entertainment area.
At this Social event you will be fed from a spit, and be able to partake of rides on Bump Boats, Mini racing cars on a track, Mini racing on a larger Grand Prix track, play Golf, as well as socialize with friends. This is family entertainment and included in the Registration Fee.

CONT'D.....

N.T. MEET 1986

DETAILS CONT'D....

ACCOMMODATION Jackie O'Malley has reserved accommodation as detailed for the weekend. Your booking (on the accompanying form) must be made by 30th November, with a $50 deposit accompanying the form.
The early birds have taken about ½ of the on site vans and some of the units.

HAVEN MOTOR INN:	Twins, doubles, triples. Families also catered for. 60 units reserved. Approx.$55.
PATAWALONGA MOTOR INN:	Twins, doubles, triples, Families also catered for. 30 units reserved.Approx.$60
ANZAC HIGHWAY MOTEL:	Twins, doubles, triples. Families catered for. 14 units reserved. Approx. $45.
BAY MOTEL/HOTEL:	Twins, triples. 20 rooms reserved. Approx. $35.
CARAVANS ON-SITE:	Marineland Village. 6 berth vans. You are required to supply your own pillows, blankets, sheets etc. 32 vans reserved.
YOUR OWN VAN or TENT:	Jackie can book a site for you.

We are offering the facilities of BANKCARD and VISA to enable you to pay more easily. Just place your Card No. in the space provided on the form and Jackie will do the rest.

Make cheques payable to M.G. Car Club of S.A. Inc.

SEE YOU IN ADELAIDE IN '86.

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PLEASE NOTE -----

YOUR M.G. NATIONAL MEETING CO-ORDINATOR WILL BE PETER RAYMENT 300 3148 (H) and if you want one of the Accommodation booking forms referred to in the above article, then contact Peter.

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LETTER TO THE EDITORS;

WOW! The new look Octagon has surely moved into the twentieth century with it's modern appearance. As an avid enthusiast who looks forward to the arrival of the bi-monthly newsletter, I'm very impressed with the result.

Our hardworking committee deserve the highest accolades for their efforts which I'm reliably informed they were able to achieve at no expense to the club.

Ian Connell.

.....

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

C O M M I T T E E

	Phone Home	Work
PRESIDENT Steve Austin	245 5269	
VICE PRESIDENT Bob Cossor	209 8000	
SECRETARY Errol Hoger	341 4252	
EVENTS SECRETARY Joan Appleby	57 1561	
MEMBERSHIP SECRETARY Phil Hutchison	277 4274	48 5061
TREASURER Ann Thomson(CAMS delegate)	378 1368	
CLUB CAPTAIN Peter Rayment(Marque Reprs.)	300 3148	835 8932
COMMITTEE Richard Croston John Valentine Peter Bull	205 3673 397 5925 378 0420	208 4666
OCTAGON EDITORS Peter & Delia Rayment	300 3148	

POSTAL ADDRESS

G.P.O. BOX 1847,
BRISBANE.Q. 4001

ADDRESS OF CLUBROOMS

18 Nash St.,
ROSALIE.Q. 4064

.....

CLUB REGALIA

T/SHIRTS & PRINTING

Contact Peter or Delia
300 3148

T/Shirts $7 each

GRILL BADGES

Contact Richard Crostin
205 3673

Also Cloth Badges $2.50 each

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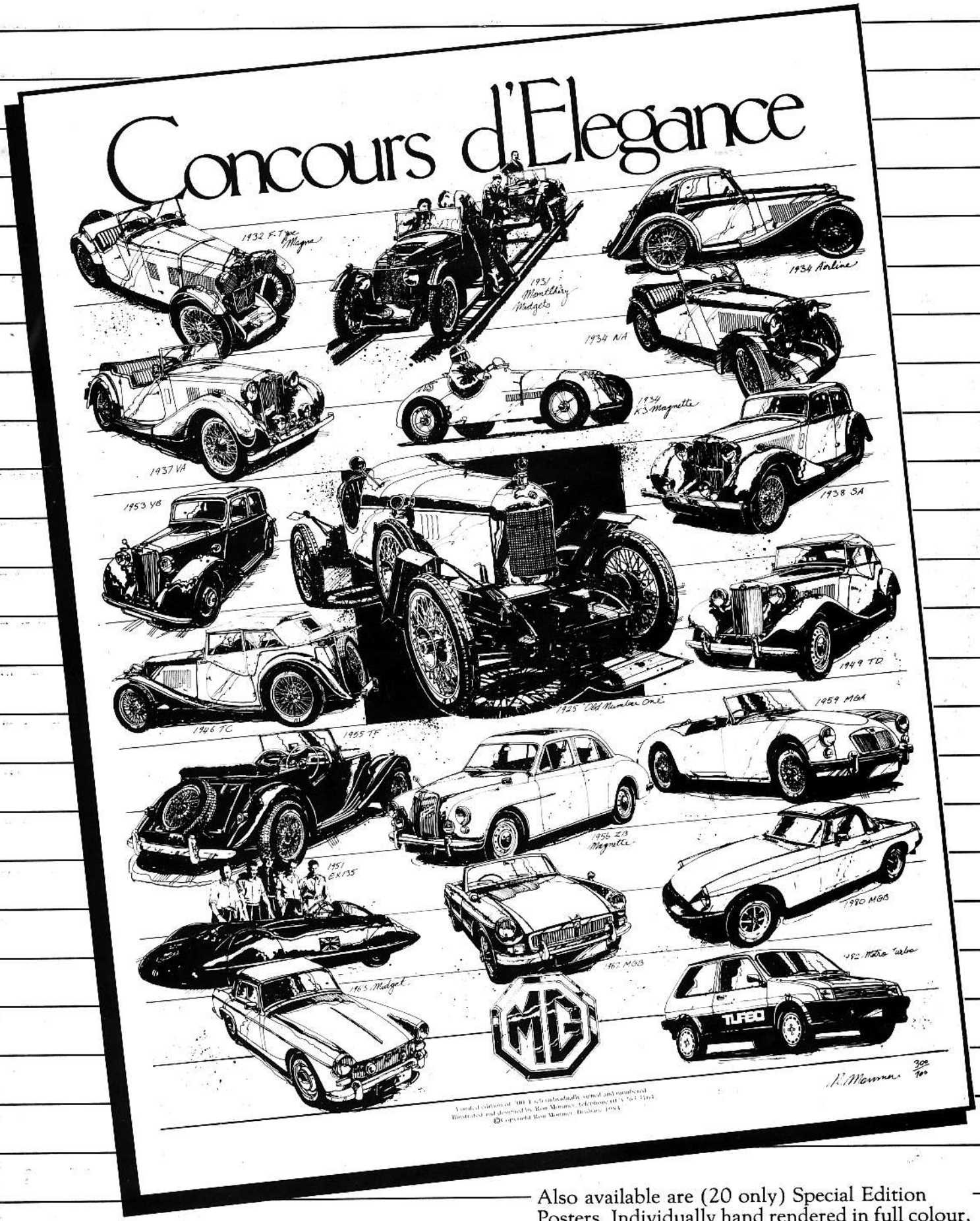
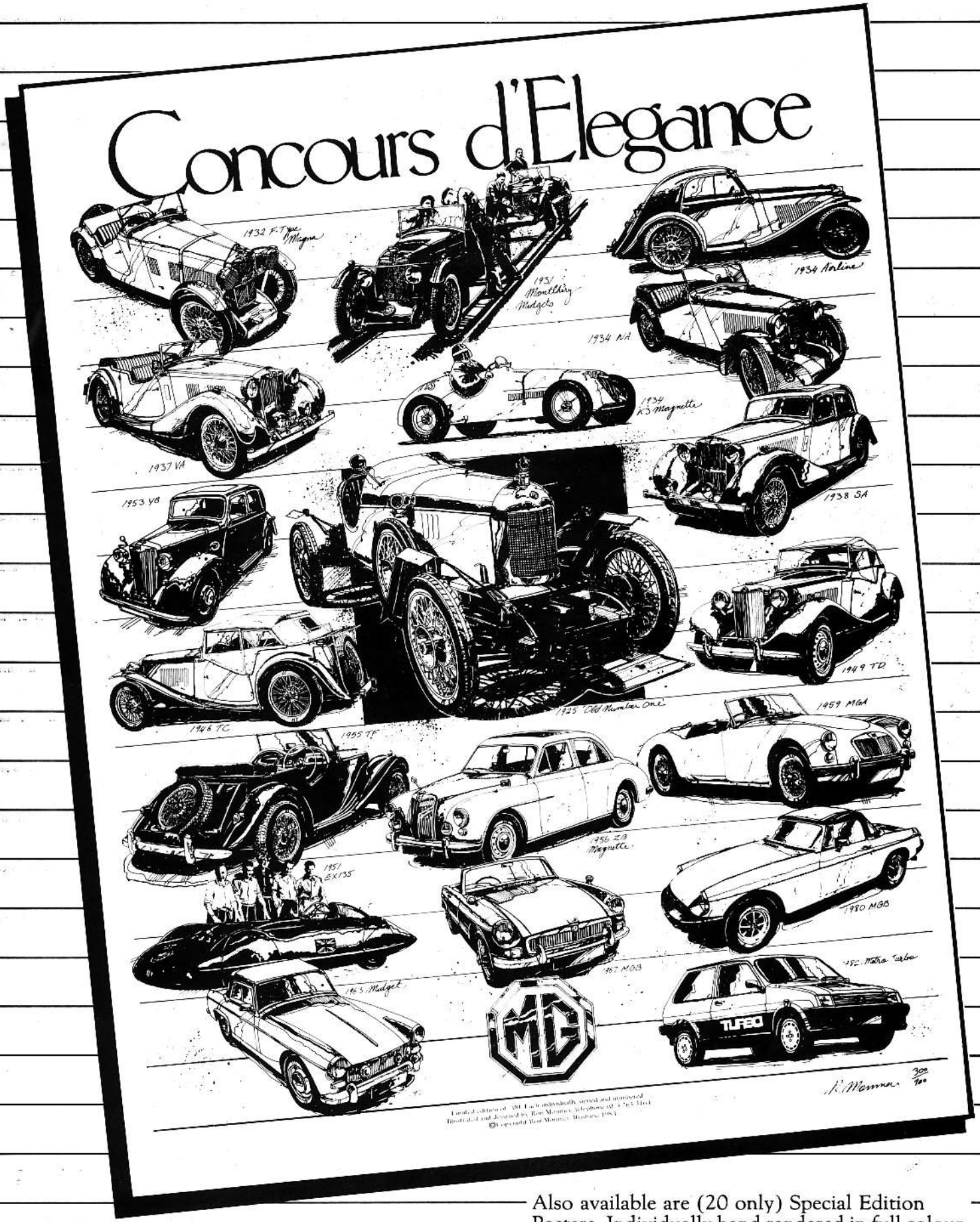


This superb poster features 19 Classic MG Automobiles. Printed black on white, high quality, textured paper. Each collector's item is signed and numbered by the artist. Actual size of poster is 24 inches deep by 18 inches wide. Only $5.00 each!

Also available are (20 only) Special Edition Posters. Individually hand rendered in full colour, numbered and signed . Only $15.00 each.

These posters are designed and illustrated by Ron Monnier and are available at N K Design, 121 Copperfield Street, Geebung, Qld. 4034. Australia. Telephone (07) 265 7355

Limited Edition Elegance



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