

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

PUBLISHED 8 TIMES A YEAR

Next edition due out 13th November

Proof to us by end October.

All adverts. by members - on personal issues

ARE FREE.

All enquires to The Editors c/- G.P.O. Box 1847, BRISBANE.Q. 4001

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POSTAL ADDRESS OF CLUB
G.P.O. Box 1847, BRISBANE.Q. 4001
(The Committee meets every fortnight
at the Clubrooms - if you have any
queries then contact a C'tee member)

ADDRESS OF CLUBROOMS
18 Nash St., ROSALIE
(These are open most
Fridays nights for a
natter.)

CONSTITUTION

A copy of our Club's constitution is available, for Club members
perusal, at the Clubrooms. Copies of this constitution are also
available for a nominal fee from THE SECRETARY,

OCTOBER

CALENDAR OF EVENTS

- 4th BATHURST
- 10th Sat & 11th Sun THE 10th ALL HISTORIC LAKESIDE RACEMEETING - Racing starts both days 11.30. Display and parade by Clubs of the All British Car Clubs. Parade will be at 10.30 on Sunday. Several awards on the day for those not racing. i.e People's Choice - the winner is selected from all the cars participating in the weekend. Best Club Award, & Best Racing Team Display (Presentation). Come help fly the MG flag. HELP WANTED - Officials Flaggies (How about the Racing Car Drivers of our Club giving us some support) For further details contact Joan Appleby. Organised by the M.G.C.C. of Q. and the Historic Racing Register.
- 18th Sun MAIN ROADS DEPT. DRIVER TRAINING MT. COTTON CENTRE - OFFICIAL OPENING - Mt. Cotton Rd., MT. COTTON. From 9 a.m. Open to the Public. Refreshments available. Static Displays. Parades. Demonstrations. Our Club will have two displays. One of 12 cars depicting Racing thru the ages - for which we still need 3 cars. The other will be MGs thru the ages and we need 6 cars for this - TC,TD,TF,B, A etc. Also we'll need several people to help i.e run visitors around etc. For further details contact Secretary David Robinson ASAP with your name. It will be an ideal promotion opportunity for our Club. Watch the Courier-Mail for full particulars.
- 23rd Fri Special Meeting at the Clubrooms 8p.m. re the 1990 National Meeting to be hosted to be held here in Queensland by our Club. Let's hear your ideas.
- 24th Sat * Working Bee at Mt. Cotton. Starts 8a.m. Contact Secretary David Robinson for full particulars.
- 18th Sun Marque Sports Car Club (Qld) invites members of the MGCC of Q to a Motorkhana Pic'N Pay Hypermarket, Albany Creek Road, Aspley. Entry Fee \$15. Organised by Z Car Club of Queensland Contact Peter Rayner 376 1466 or Alex Molocznyk on 814 4622 if interested.
- NOV
- 1st Sun GEMINI RACE MEETING - Tentative. For further particulars contact Joan Appleby, Events Secretary.
- 7th Sat & 8th Sun M.G. CAR CLUB OF Q'LD OPEN RALLY - Help needed. Contact Ann Thomson 378 1368. This is the last round of the Qld Rally Championships.
- 13th Fri Working Bee at Clubrooms to collate magazine. 8p.m. We appreciate a hand. Light work, chat coffee.
- 14th & 15th AUSTRALIAN GRAND PRIX
- 20th Fri *NIGHT RUN for MGCC of Q., leaves Clubrooms 8 p.m. Enter on the night. Set by Phil Hutchison. All you'll need is your UBD/Refedax, navigator, torch, pen. etc.
- 22nd Sun INTERCLUB MOTORKHANA if you wish to be in a team to represent our Club then leave your name with Club Captain Peter Rayment - full details next magazine.
- 28th Sat *Working Bee at Mt Cotton Hillclimb 8 a.m. contact David Robinson for further details.

Cont'd..

CALENDAR OF EVENTS CONT..

NOV

29th Sun *HILLCLIMB AT MT COTTON. Open to all Clubmembers. Entries close week before. For sup. regs. etc. either obtain them from the Clubrooms (Friday nights) or from our Event Secretary Joan Appleby.

DECEMBER

6th Sun *MGCC of Q. RACE MEETING last one for the year, and it will be held at Lakeside (not Surfers) Full field of events. For sup. regs. etc. contact Event Secretary Joan Appleby. Restricted to drivers with log books, licences etc.

11th Fri M.G.C.C. of Qld ANNUAL GENERAL MEETING - watch next magazine for nomination forms, proxy forms etc. Nominations for Management Committee will close two weeks before the AGM so think about it - are you willing to help YOUR CLUB This coming year - then get someone to nominate you.

1988

FEBRUARY

6th M.G.C.C. of Qld ANNUAL DINNER - put this date on your calendar for our only REAL social night of the year. Watch next magazine for the venue etc.

12th to 14th Australian Bicentenary National Concours For full particulars contact NATIONAL CONCOURS Box 3159 Town Hall P.O., TOOWOOMBA Q 4350 Phone A.H. 076 32 9794.

* denotes MGCC points scoring events - towards perpetual trophies see list in January's edition or on the Club room wall.

TRADING POST

FOR SALE ; Full width roll bar (black) suit MGB \$85 Contact Damien Cree (075) 33 2750.

WANTED

Set 1 1/2" SU and heat shield, air cleaners for 1976 MGB contact Dwayne Maher 075 36 6153.

WANTED

Vertical Slat Grill, Aluminium trim for around cockpit and horn button for Mk I MG Midget. Contact Peter Rayment 3003148 or 8358932

FOR SALE MGCC of Q. T/SHIRTS \$8 and Cloth Bags \$4 contact Delia 3003148. or see us at the next Club.event.....

EDITORIAL

Dear Members,

As the end of the year is almost in sight it's almost AGM (Annual General Meeting) time, with it's election of new Office bearers for the Management Committee of our Club. Nomination forms, Notice of Meeting, and Proxy forms will be included next issue. We urge you as members to do your duty and - whether it be - nominating for a C'tee position; attending the AGM, filling in your proxy or whatever - do your bit - you are a member and entitled to a say.

Even though the end of the year is in sight our Club has still got plenty to offer you in the Calendar of Events. It's up to you to be THERE whenever anything is organised - for you to reap full beanefits from our (mine and yours) Club.

We have now gone to computerised addressing of this magazine- whereby we now have all our club members addresses in postcode order - you say - so what - 'big deal'. Well it is for us - as it saves us so much time when it's usually getting on towards midnight when this part of doing the club magazine comes about - and we are tired - tempers are a little short then. Remember the onus is on you to notify our Membership Secretary, of any change of address - in writing.

NEXT EDITION and we would like to make it a super dooper as far as photos are concerned. Could all you shutter bugs - we know you are out there -- please send us any good (light) photos you may have taken throughout this year, at any Club event, working bee, picnic, parade, concours etc. as we'd like to run them next edition. We urge you to look NOW and send them ASAP so that we can start work on them - not 1 day before-but NOW. That means you Racing car drivers too, OK. You are all part of this Club. We shall take good care of them and return same - if you want us to - just indicate when sending them in.

TO THE FUTURE -- We had our first meeting last Wednesday re our National Meeting for MGs 1990, and whilst there weren't a hugh number of members there, we certainly covered a lot of ground. Another meeting has been called for a months time so if you are interested, please come and let your voice be heard - everyone welcome. Our biggest problem we feel will be to obtain Sponsors - so if you know of anyone then let us know.

Well 'till next edition.

Peter & Delia Rayment

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TRADING POST

WANTED TO RENT

Secure, cheap shed for storage reason Contact Barry Vanderburg Ring Bev or Rob Ritchie and leave a message for Barry on 357 6590 or ring Barry at work 280 2432.
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N.S.W. HILLCLIMB CHAMPIONSHIPS

1987 has been a mixed year and some of the regular Qld Hillclimbers have probably wondered what has happened to some of the quicker competitors. Well, due to conflicting dates, several competitors have been competing in the NSW Series of 10 Rounds held at the following Hillclimb Circuits - Bathurst/Silverdale, Sydney/Parkes/Ringwood, Newcastle/Amaroo, Sydney/Fairburn Park, Canberra/Grafton/King Edward Park, Newcastle.

Ivan Tighe in the immaculate Chevron 5000 (love that sound) has won the Series. Congratulations! But Rob Rumble in his Cheetah who had not entered the Series but contested several Rounds, has been able to squeeze the extra horsepower and beat Ivan by the barest of margins. The rumours are around: 6 litre alloy block for the Silver Beast, supercharger, the Kaditcha having a heart transplant or growing a supercharger. Who knows? There is only one place to be and that is FIRST on the day.

Peter Bull has been coming to terms with the new Yellow chariot after selling part of the family - the old Elfin. It has been to the weight reducing clinic and there is some talk of larger engines/blowers different wings. Seems like Peter only knows one place and that's not 2nd or 3rd. Peter has had a few "offs" this year.- it's been a case of Head/Heart/Foot not in sympathy. Been lucky, spun in some horrible places with no damage. Still a threat.

Same can't be said for David Robinson in his Cheetah. Hasn't been a happy year. Into the fence at Bathurst on 2nd run (jammed master cylinder), then off to Silverdale with borrowed parts from Don Bland, now Alan McConnell's Cheetah. Practice on Saturday with new independant clutch and flywheel. Had an "off" in Grafton in the rain and damaged a nose. John Boyce, having a drive to keep in gear for his being put together, was quicker than David. Newcastle came and not on the pace. Better luck in 1988.

Dean Tighe in the fastest Delivery Van to Hillclimbers has amazed and thrilled spectators and competitors with his performances. Some say it has a "dual ignition switch fitted". Plans afoot to make it even quicker now that it stops with the 4 wheel discs. What can be said about his navigator for the Night Runs "brave" or "no brains".

And lastly, John Davies who started the trend again to run South in 1986. The ROBB KAWASAKI has just kept on evolving with John helping both Fred Axtell and his Southern adversary, Paul Aitken to improve their machines to beat him. A new car is on the way though, and if he puts into practice what he has seen improve the opposition's cars and his new car has more grunt, the larger cars should best be on their fastest performances because these motorbike engined cars are not far behind. John, we believe, finished a very creditable 3rd Outright over the Series. Congratulations!

I believe a good weekend was had by all our competitors going South and more can only help the Sport of HILLCLIMBING.

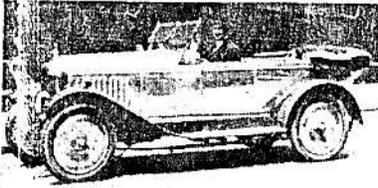
*** SECRETARY'S JOTTINGS ***

THE 1990 NATIONAL M.G. MEETING IS BEING HELD IN BRISBANE AND THIS WEEK SAW THE INITIAL MOVES TO START THE PLANNING. A SMALL GROUP OF INTERESTED PERSONS ATTENDED THE CLUBROOMS AND DISCUSSED VENUES TO HOLD THE VARIOUS PROPOSED EVENTS, SUCH AS SPRINTS, MOTOKHANA, DINNER DANCE, CONCOURS AND POSSIBLY A HILLCLIMB. A VENUE FOR THE EVENTS DOES TEND TO DETERMINE THE ACCOMMODATION AREA. SO TO ALL YOU CLUB MEMBERS, PLEASE PUT ON THE "THINKING CAPS" FOR PLACES TO HOLD 200-300 COMPETITORS PLUS APPROXIMATELY THE SAME NUMBER OF SUPPORTERS, AND THEN PUT PEN TO PAPER AND COME TO THE NEXT PLANNING NIGHT, 23RD OCTOBER, 1987.



M.G.s THROUGH THE AGES...

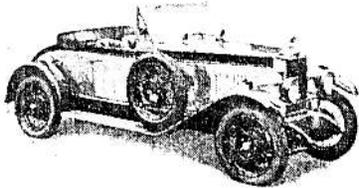
M.G. production models from 1924



14/28

Production period:
1924-7

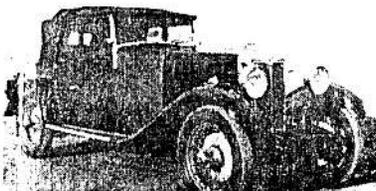
Based on current 14/28 Morris Oxford. Four-cylinder, side-valve, 1802-c.c. engine. Single S.U. carburetter, 1924-5; single Solex, 1926-7. Three-speed gearbox. Rear-wheel brakes, 1924; 4-wheel brakes, 1925; bolt-on wire wheels and 4-wheel brakes with servo, 1926-7. Three-quarter-elliptic springs and 'Bullnose' radiator, 1924-6; flat radiator and half-elliptic springs, 1927. Various 2-seater, 4-seater, and saloon bodies. Approx. 400 built. *Shown: 4-seater bullnose.*



14/40 Mark IV

Production period:
1927-9

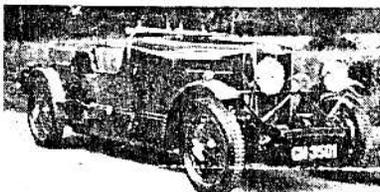
Developed version of flat-radiator 14/28. With similar specification, but half-elliptic springs and sturdier construction. Improved handling, braking, and performance. 35 b.h.p. at 4,000 r.p.m. Approx. 700 built. *Shown: 2-seater.*



18/80 Mark I/II

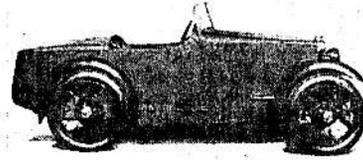
Production period:
1928-32

Entirely M.G. chassis design. 2468-c.c., 6-cylinder, o.h.c. engine. Twin S.U. carburetters (80 b.h.p.). Half-elliptic springs. Centre-lock wire wheels. Mark I, 3-speed gearbox; Mark II, 4-speed gearbox, sturdier chassis, improved brakes, etc. Various 2-seater, 4-seater, and saloon bodies. Approx. 750 built. *Shown: Mark I Speed Model.*

18/100 Mark III
'Tigress'

Production period:
1930-31

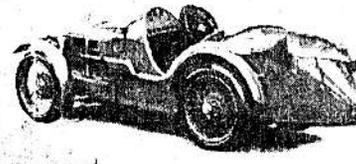
Racing model, developed from 18/80 Mark II. Similar basic specification, but with dry-sump lubrication, twin-plug cylinder head, close-ratio gearbox, cockpit-adjusted brakes and many other minor refinements. Four-seater open racing body. Number built: 5.



'M'-type Midget

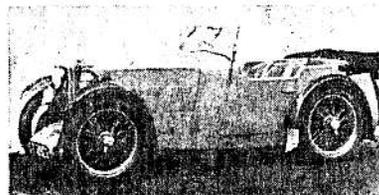
Production period:
1929-32

First production M.G. Midget, based on current Morris Minor. 847-c.c., o.h.c., 4-cylinder engine. Single S.U. carburetter (20 b.h.p. at 4,000 r.p.m.). Half-elliptic springs. Bolt-on wire wheels. Three-speed gearbox (4-speed optional extra). Open 2-seater and closed coupé bodies. Early types panelled in fabric-covered plywood, later models in metal. Approx. 3,200 built.

'C'-type
'Montlhery'
Midget

Production period:
1931-2

Competition model, developed from 'M'-type. 746-c.c., 4-cylinder, o.h.c. engine. Single S.U. carburetter (44 b.h.p. at 6,400 r.p.m.) or supercharged (52.4 b.h.p. at 6,500 r.p.m.). Four-speed gearbox. Half-elliptic springs. Centre-lock wire wheels. Two-seater racing body with cowled radiator. Number built: 44.



'D'-type Midget

Production period:
1931-2

Touring development of 'M' type, with 4-seater open or 'salonette' body. 847-c.c., 4-cylinder, o.h.c. engine (27 b.h.p. at 4,500 r.p.m.). Three-speed gearbox (4-speed optional extra on later models). Half-elliptic springs. Centre-lock wire wheels. Approx. 250 built.



'F'-type Magna

Production period:
1931-2

Engine developed from 'M'-type, with two extra cylinders. 1271-c.c., 6-cylinder, o.h.c. engine (37.2 b.h.p. at 4,100 r.p.m.). Four-speed gearbox. Centre-lock wire wheels. Two-seater ('F2') and 4-seater tourer and salonette (both 'F1' and 'F3'). 'F1', 8-in. brakes; 'F2' and 'F3', 12-in. Approx. 1,250 built. *Shown: 'F2' 2-seater.*



SU PETROL PUMPS

If you think your pump is playing up the best check is to test the output of the pump. The best way to do this is to disconnect the fuel line off the carburetter and test the fuel flow.

If the pump is a pusher (one's where the pump is down the back of the car) raise the line about 1 foot (30cm) above the carburetter and see how fast the petrol pumps.

Later B's about 1 pint in 30 secs. Early B's, A's, Midgets etc. about 1 pint in 65 secs. If you have a problem this will show it up.

On removing the pump check how much wear is on the points. If severely burnt, they will have to be replaced. The new points will have to be adjusted to give the right throw. Fig. Da.6

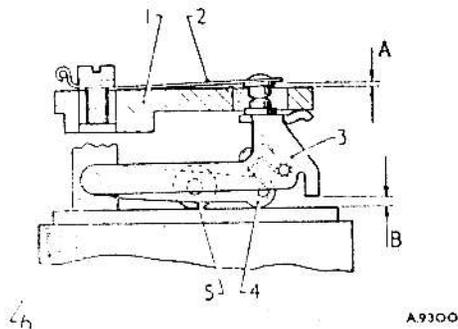


Fig. Da.6

The rocker finger settings on modified rocker assemblies

- | | |
|-----------------------|------------------------|
| 1. Pedestal. | 4. Inner rocker. |
| 2. Contact blade. | 5. Trunnion. |
| 3. Outer rocker. | 6. Coil housing. |
| a = .035 in. (.9 mm.) | b = .070 in. (1.8 mm.) |

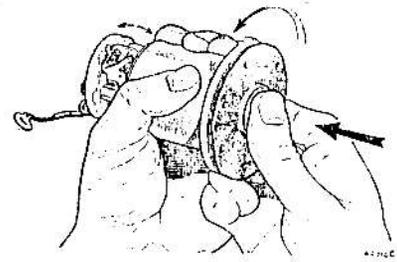


Fig. Da.2

Unscrew the diaphragm until the rocker just throws over

Once this is set, remove the blade point. The throw over needs to be adjusted to where the points just throw over when the diaphragm is pushed with a steady pressure when the pump is held horizontally Fig. Da.2). Then unscrew the diaphragm 4 more holes. The points should now throw over quite happily.

Now to reassemble the pump. The major thing is to stretch the diaphragm before screwing up the diaphragm screws. This can be done by lifting the diaphragm with a small screwdriver vis the little trunnion where the points are attached to the diaphragm shaft. Once stretched, do up the six screws. Replace the blade points as in Fig. Da 4.

Now recheck the pump. If the pump does not restart, after the flow has been blocked and then released, the pivots may need a small drop of oil (only a small amount of machine oil on a tooth pick). See if that helps. Good pumping.

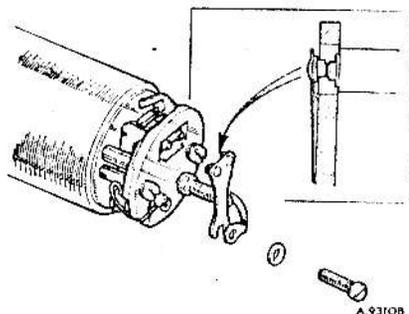


Fig. Da.4

Setting the correct relative position of blade and rocker contact

Drawings from Sprite &
Midget Workshop Manual
A BMC Service Publication

CLUB MOTORKHANA 20th Sep.

Sunday dawned a fine day and stayed that way all day. We got away with a Forward Salomn to get everyone into the swing of things.

Next event the Hopkirk. Ian Soloman tried to wear out his tyres on this event. Rod Walker came down from Bundaberg in his MGB and was starting to really get the swing of his car by now.

Event 3 and plumb crazy saw Delia Rayment in the MGB leading this event on the first run. John Novak however ended up beating Delia by .3 sec. in this event.

Event 4 saw Ian Connell MGB also from Bundaberg go completely crazy and did a WD in the crazy square. John Crane must have been watching Ian as in his second run he did a WD also. (must have been one of his first WDs he has ever done)

Next was the Forward and Reverse and here David Robinson in his F2 Special found the limited slip diff a hand full as he flattened the poles up the forward running 'The front tyres were missing the poles!'

All up everyone who ran had a beaut time but we were certainly down in numbers.

Here are the results.

<u>NAME</u>	<u>CAR</u>	<u>TIME</u>	<u>PLACE</u>
John Crane	MGB	164.7	3
Peter Rayment	MGB	143.1	1
Ian Connell	MGB	166.6	4
Ian Solomon	Datsun	176.6	5
Rod Walker	MGB	189.4	7
Delia Rayment	MGB	181.0	6
John Novak	Gemini	161.2	2
Dave Robinson	Cheetah	205.4	8

John & Pat Walker came and had a look but his B has the motor out at the moment.

P.S. I would like to thank our daughter Samantha, for timing right thru the event, for the good job she did.

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NIGHT RUN SEPTEMBER RESULTS

Set by Mal Spiden & Alan McConnell

<u>Place</u>	<u>Driver</u>	<u>Navigator</u>	<u>Points Lost</u>
1	Dean Tighe	David Robinson	81
2	Phil Hutchison	Graham Harvey	130
3	Peter Rayment	Delia Rayment	135
4	Paul Van Wijk	Michael Linnett	140
5	Robert Ritchie	Barry Vanderburg	150
6	Len Melrose	Barry Williams	154
7	John Novak	Colleen Tallar	155

With only ONE more Night Run to go for the year - who will be the WINNERS.....

CAMS CORNERLOG BOOK CONCESSION

The Confedation has a policy that on one occasion per year, a basic licence holder may participate in an event which would ordinarily require a restricted licence, without the need for the latter. The purpose of this is to ensure that particularly in remote areas, members of clubs which are organising say a round of the State Championship may participate in one event, without having to take out a licence which they would not use otherwise during the year.

There is of course the possibility that this policy would be open to abuse, but the National Council is satisfied that the benefits outweigh any potential disadvantage, and wish to retain this concession. What has been overlooked up until now however is that whilst there is no requirement to obtain a restricted licence, if a vehicle log book and registration was required, there was no concession in those matters. The Council has now resolved that where an OWNER DRIVER takes advantage of the dispensation, the requirement for the relevant vehicle registration and log book is also waived.

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ON THE ROAD AGAIN

Just a short story about an old neighbourhood TF seeing the light of day.

To put you in the picture this classic MG as long as I can remember has been partly restored and mounted on blocks in the garage next door. Ray Curley who owns the car, now in his late 40's, often visits his Mum & Dad from his home in Central Q'ld.

Being a Medical student going through Q'ld University in the early 60's, saw the car for sale at the Gold Coast and immediately thought this would suit his new image. To his Mum and Dad's delight they received a phone call that their son had seen the car of his dreams and would like to buy it - and ...so £500 later in the year of 1962 Ray was the proud owner of a 1955 MGTF 1500. Years of fun followed, but married life and a successful medical practice made Ray decide to partly restore the vehicle and leave it at his parents home.

Now, 20 years later a class re-union has been organised with Ray wanting the car going so he can meet fellow students at Jupiters Casino on the 5-9-87. Unfortunately our month long holiday finished when I found out about all of this and therefore only with the surgeons hands did the TF fire up. Re-newing such items as brake cylinder rubbers, fuel pump diaphragms, air filters and fuel line were virtually the only things needed - quite remarkable after all that time.

So the car that started my enthusiasm for the breed was on the road again.....for a while anyway.

Scott and Kay Ramsay

(Scott did enclose a photo but it was too dark for production Eds.)