

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
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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 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 sports
cars on places without much room. On sale at Clubrooms.

MAGAZINE EDITORS - Peter & Delia Rayment Phone 300 3148 (AH)
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 EVENTSFEBRUARY

- 10th - 18th MTAQ MOTORSHOW - RNA Showgrounds. If you can help man the stand ring Terry Corbett 892 1151 (AH)
- 15th Wed 1990 MG National Meeting planning meeting Clubrooms 7.30p.m. All voices heard.
- 18th Sat. PRESENTATION OF TROPHIES AND DINNER DANCE - at the Ascot Room, EAGLE FARM RACECOURSE, LANCASTER RD., ASCOT. Starts 7 p.m. Make up a group and cheer, hiss or boo the winners - what ever LIVE. Contact a Committee person for tickets. \$22 Members \$25 Non-members.
- 26th Sun *MGCC OF QLD LAKESIDE INTERNATIONAL RACEWAY RACEMEETING For sup. regs. contact the Event Secretary Joan Appleby on 857 1561 (entries usually close some 10 days before event) There will be a regularity class again.

MARCH

- 5th Sun *MARQUE SPORTS CAR CLUB MOTORKHANA - we are invited at Beenleigh Rum Distillery - SEALED SURFACE. Bring your MG out and practice for the National Meeting. 8.45a.m. Awards for 1st, 2nd and 3rd place and fastest lady. Contact Paul Baltzer 262 5026 (H) re entries. Entries accepted on the day. \$8 per competitor.
- 10th Fri NEXT MAGAZINE DUE OUT - working bee at clubrooms 8p.m. to collate same. Light work, a chat and refreshments available.
- 11th Sat BBQ AT THE RAYMENTS - all members invited to a BYO BBQ 70 Bromwich Street, The Gap. Especially for members who shall be heading south to represent their club at Shepparton and the MG National Meeting at Easter.
- 12th Sun * MGCC OF QLD HILLCLIMB AT MT COTTON Sup. regs. are usually available from the Event Secretary (as above) or can be obtainable from the clubrooms on Friday Nights. Note entries usually close with Hillclimbs some 10 days beforehand too.
- 17th Fri *NIGHT RUN for MGCC OF QLD 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. You will need your Club card and CAMS Licence of at least one of the party.
- 24th-27th EASTER MG NATIONAL MEETING SHEPPARTON
IF WANTING TO ENTER ENTRIES CLOSE 17th FEBRUARY

APRIL

- 8th Sat WORKING BEE AT MT COTTON - Contact Terry Corbett if wanting more details.
- 9th Sun PICNIC RUN details to come but put the date on your calendar. Cont'd...

CALENDAR OF EVENTS CONT'D....APRIL

16th Sun *HILLCLIMB MT.COTTON BY MGCCQ

MAY

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

19th Fri * NIGHT RUN MGCCQ

21st Sun *Working Bee Mt Cotton

27th Sat * MSCC SUPERSPRINT L.I.R. 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 * MGCCQ MT COTTON HILLCLIMB

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 MEETING (OPEN)

SEPTEMBER

1, 2, & 3 *MGCCQ IRONMAN COMPETITION 4 events on the weekend
Night Run, Motorkhana, Sprint & Hillclimb.

17th Sun *MGCCQ CONCOURS in conjunction with MSCC

24th Sun * ALL BRITISH DAY gathering

7 & 8 * ALL HISTORIC LAKESIDE RACE MEETING by MGCCQ

15th Sun * MSCC Early Morning Run MGCCQ invited.

22nd Sun *MSCC Motorkhana Warrel View MGCCQ invited .

NOV.

26th Sun *MGCCQ Mt Cotton Hillclimb

DECEMBER

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

10th Sun * MGCCQ XMAS PICNIC RUN

* Denotes MGCCQ point scoring events - toward perpetual trophies.
DATES SUBJECT TO CHANGE PLEASE CONSULT CURRENT MAGAZINE AS THE YEAR
PROGRESSES - BUT AT LEAST YOU WILL HAVE SOME IDEA WHEN EVENTS WILL BE.

EDITORIAL

Dear Members,

HAPPY NEW YEAR!

We apologise for the lateness of your January Octagon but with one thing and another it just couldn't be helped.

Firstly thank you to our daughter, Samantha, for typing the magazine last time in Delia's absence. She was called away on family business.

Life is short - and it is not until you loose someone close to you that you realise just how short....so why not LIVE a little while you can.

Why did you join the MG Car Club - to ENJOY the many and varied activities organised for you (all you have to do is attend) OR just to be a name on the Register.

Our first enjoyable activity for this year is the Annual Dinner and Presentation of Trophies night, which will be held on Saturday the 18th February. LADIES hop to it, make that man of yours take you out to DINNER for once. Put on your finery and enjoy the Club Dinner.....where's your Club spirit.

Talking of enjoyable events - one which we enjoy each year is the MG National Meeting at Easter - and this is looming up fast. Before we leave we will be having a BBQ at our place on Saturday the 11th March - as a 'shake down'. So bring your food, etc. and lets natter.

As a matter of interest re National Meetings we list future ones;-

1990 - Queensland (no excuse for non attendance)
1991 - New South Wales
1992 - Tasmania

So if you haven't seen Tasmania - now would be the time to start planning and saving for it wouldn't it...

Getting back to 1989 National Meeting - Competitors please note the following could be the courses for the Motorkhana.

Forward & Reverse Slalom;
Manoeuvring ;
Crazy Square;
Atom

If you are wanting some practice - we can't guarantee you the above courses - then come to the MSCC Motorkhana at Beenleigh on the 5th March (the course is SEALED this time) - see programme for further details.

See you next time.

Peter & Delia Rayment.

POINT SCORE 1988

The following is a summary of points scored by the first 3 place getters for the perpetual trophies, which will be given out at the Club's Annual Presentation of Trophies night18th February, '89. If interested in a full report of the results see same on the Club-room walls.

For those interested in buying a ticket to the Dinner contact a Committee person to-day.

Congratulations to the winners and to all participants for a good years Motorsport.

How the point score works is explained further in this magazine.

SPEED TROPHY

- 54 David Robinson Trophy Winner
- * 64 Brad Stratton
- * 56 Denis Andardo
- * inelegible for trophy as 'not enough working bees attended'
must do at least 2 per year

MARQUE SPEED TROPHY

- 56 Denis Andardo
- 40 John Broadbent
- 28 Mal Spiden

NIGHT RUN TROPHIES

DRIVERS

- 54 Dean Tighe
- 50 Peter Rayment
- 43 Phil Hutchison

NAVIGATORS

- 54 David Robinson
- 50 Delia Rayment
- 44 Graham Harvey

BEST MG

- 100 Peter Rayment
- 78 Mal Spiden
- 77 Delia Rayment

BEST T TYPE

- 26 Peter Rayment
- 17 John Jamieson
- 16 Ian Costin
- 16 Peter Cahalane

CONCOURS

- 12 Peter Cahalane Competitor's Choice on the Day
- 12 Ian Costin Judges Choice (CLUB TROPHY WINNER)

MOTORKHANA

- 24 Alan McConnell
- 18 Ken Graham
- 16 Denis Andardo

POINTS SCORE 1988 Cont'd...

LADIES

- 61 Delia Rayment
- 32 Vicky Moore
- 22 Marilyn Campbell

RALLY DRIVER & NAVIGATOR TROPHY WINNERS

TBN

RACING CAR DRIVER'S TROPHY WINNER

TBN

BEST ALL ROUNDER

- 106 Alan McConnell & David Robinson TIE
- 91 Peter Rayment
- 90 Dean Tighe

TO WHOM IT MAY CONCERN

Will the person who paid their club renewal to the CAMS office on or before 19th December, 1988 and has not yet received a membership card please contact Ann Thomson 378 1368.

YOUR MEMBERSHIP RENEWAL IS NOW DUE ***** CLUBMEMBERS PLEASE NOTE *****

As a courtesy to new members joining the club, for the first time after the 1st October in any year, the committee allows their fee (plus CAMS fees etc) to cover them for the following year. This ONE TIME COURTESY does not apply to renewals or past members rejoining the club.
The club membership year is 1st January to 31st December.

NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS

We would like to extend a hearty welcome to the following new members and we hope their association with our Club will be a long and happy one. See you at the next event.....

- Tony Goan O, Noelene Whalley MGBGT, Denis Caplet O, Mary White O,
- Peter Barker O, Nigel Smeaton O, Bruce Wasley O, Jayne Zimmerman O,
- Kevin Wright MGA, Graeme Adair O, Malcolm Liston MGA, Colin Stewart
- MG Magnette,

SOCIAL EVENT PRESENTATION DINNER ... where Eagle Farm Racecourse when Saturday 18th February...who to contact ..a Committee Person..... Why not make up a group and come & cheer on THE WINNERS. Safe off street parking. Good food. Company and Music....what more could you ask for.

SEE YOU THERE.....

The Club has received 4 more information bulletins from the Department of Transport and are as follows, full details of these bulletins are available, for your perusal, at the Club-rooms or you can obtain your own copies if you write direct to the Department Of Transport-- Head Office Transport House, 230 Brunswick Street, Fortitude Valley Brisbane Q. 4006 or Telephone (07) 253 47000 Fax (07) 253 4905. For country members try your local Department of Transport. Please remember to quote the relevant bulletin number for speedier service.

The first 3 are in connection with replacement or substitutional parts of cars;

Replacement Engines - Bulletin No. 26L/ENG/26.10.88

Replacement Gearboxes - Bulletin No. 26K/ENG/22.12.88

& Differential Substitution - Bulletin No. 26M/ENG/16.1.89

All of these are very important to our members - and the main point to come out of these bulletins is that BEFORE you do any alterations you have to FIRST seek approval from your Department of Transport... otherwise you may find you've gone to a lot of work at approval will not be granted.

The other Bulletin No 18/TFC/7.11.88 is AMENDMENTS TO THE TRAFFIC REGULATIONS.

The following amendments to "The Traffic Regulations, 1962" came into force on 1 October 1988.

SECURING OF CONTAINERS ON TRUCKS

All freight containers must be securely fastened by at least four twist locks to trucks which are carrying them. The penalty for non-compliance with this regulation is \$50.

SIGNS ON VEHICLES

Many heavy vehicle drivers persist in displaying regulatory signs such as LONG LOAD, WIDE LOAD, ROAD TRAIN, etc, when the vehicle is not being operated pursuant to a permit issued under the Traffic Act. This lessens the impact and road safety value of these signs and creates general apathy in other motorists toward the importance of the signs.

It is now an offence to display these signs other than when the vehicle is operating under a permit. The penalty for non-compliance with this regulation is \$40.

FIRST YEAR MOTORCYCLE RIDERS

Road safety statistics show that motorcycle riders in their first year of riding are more likely to have accidents than any other riders. This is due mainly to inexperience and inability to handle large high-powered motorcycles.

Changes to the Traffic Regulations now impose a limit on all first year motorcyclists to machines with a capacity not exceeding 250 millilitres. Exemption from this regulations will no longer be granted to previous experience in driving other types of vehicles.

Cont'd...

Amendments to the traffic regulations Cont'd..INTERSTATE LEARNERS' PERMITS

All Australian states and territories have agreed that the holder of a learner's permit should be able to drive anywhere in Australia in order to gain experience without the necessity of obtaining a separate learner's permit in each state or territory.

Holders of interstate learner's permits may now use those permits in Queensland provided they comply with the conditions applicable to that permit, such as display of "L" plates.

ENTERING AND LEAVING A ROAD

Previously, a driver's obligation to give way when entering or leaving land abutting a road only related to vehicles and pedestrians on that road. Now, the regulations have been expanded to require drivers of vehicles entering or leaving land abutting a road to give way to people in wheelchairs and riders of bicycles or tricycles using bicycleways.

A penalty of \$40 applies to offences against this regulation.

HEADLIGHT FLASHING UNITS

The Traffic Regulations have been amended to allow the flashing of headlights instead of sounding the horn, as an indication of overtaking or a warning of danger.

As a courtesy to other road users, the practice of flashing headlights should be kept to a minimum and only used in the circumstances permitted by these regulations.

STOPPING ON FREEWAYS

It is now an offence to park, stop, or leave standing, a vehicle on a freeway except in an emergency stopping land, where the vehicle has broken down, or has been in an accident and arrangements have been made for its removal.

This offence attracts a penalty of \$20.

PEDICABS

Pedicabs are required now to conform with the same requirements as bicycles in regard to riding behaviour in traffic and the fitting of safety equipment, such as reflectors, front and rear lights (if used in hours of darkness), brakes and warning devices.

For further information contact the Executive Officer,
Traffic Administration on (07) 253 4894.

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QUESTION TIME?

As promised, in the October Octagon, hereunder are a list of questions asked by Bundaberg Club member Doug Wainwright together with their answers by Peter Rayment.

Q.1. I have been told that the whine in first gear in early "B"s is because of straight cut gear teeth and is quite common. Is this so?

Answer - Yes, they are straight cut and do make more noise than the other gears. But, this could also point to a worn lay shaft, bearings or the case hardening in the lay gear could be failing.

Q.2. The speedo cable fitted to my car is the same as an Austin 1800. I have a right angle drive fitted to the gear box and the speedo seems free but I keep breaking inner cables. What could be the problem?

Answer - If the cable is greased normally tight bends will cause failure of speedo cables - but if the inner cable has only been replaced you could have a damaged outer cable - thus causing premature failure of the inner.

Q.3. Is there any advantage in changing the generator for an alternator, the Tecalimite oil filter for a cartridge type? What alternator and type of filter cartridge could be used and what alterations required to fit these units?

Answer - (a) generator or alternator - unless you are fitting extra electrical accessories e.g. spot lights, the generator is quite sufficient for the B.

(b) the alternator however, is shorter and if you want to change to a replaceable cartridge oil filter you really need an alternator.

(c) you could fit either a late model MGB oil filter adaptor or an Austin 1800 one but the filters they use are different (the difference being the screw on thread size to the filter).

You would have to make up an adaptor to hold the back pivot on the alternator. Late model Mk I B's do have the alternator lugs cast into the block, but require different rear bracket to the generator.

The regulator would have to be removed and appropriate wire connections made.

I would strongly recommend an alternator with an internal regulator to save other wiring.

Q.4. What Austin 1800 engine parts are interchangeable with the three main bearing MGB engine?

Answer - Cylinder Head, valves, rocker gear, but not much of the lower engine is interchangeable as individual parts.

Q.5. The approximate price of chrome wheels?

Answer - depends on condition and availability - new or reconditioned. Check with businesshouses.

NOTE If you attempt to chrome your standard wire wheels, they should be dismantled, then chromed, then de-embrittled. THIS LAST STEP IS NOT done by any chrome platers in Brisbane - that we know of. This embrittlement causes the spokes to become brittle and they break VERY easy i.e. If you fell into a normal Q'd pothole you could have the wheel collapse.

THANK YOU DOUG FOR YOUR QUESTIONS, IF ANY OTHER MEMBER HAS ANY COMMENTS TO ADD TO PETER'S REMARKS + THEN DROP US A LINE. PLUS IF YOU WOULD LIKE TO KNOW SOMETHING -- AND YOU THINK WE CAN HELP DO LIKEWISE...

- A MESSAGE FROM THE PRESIDENT -

Just a few words to wish you all a Happy New Year as we gear up for a brand new year- 1989, and what better way to start the year than to scrub up your favorite set of wheels and take part in your most favorite pastime - MOTORING AND MOTORSPORT.

The M.G.Car Club of Qld. is quite unique as far as car clubs are concerned in that we :

- * Own and operate one of the best hillclimbs in Australia (That's an unbiased opinion of course.)
- * Organise and run more race meetings than any other club or promoter in Queensland.
- * Have regular night navigation runs on Friday nights.
- * Motorkhanas
- * Picnic runs and social days and nights.
(Remember you don't have to own an M.G. to get involved in any of these activities.)
- * Organise Rallies.
- * Have a club magazine issued 8 times per year for members to keep in touch with coming events and have their own say, write an article or advertise.
(If you have an interesting or humourous article about almost anything then put it in writing for publication.)

For those members presently getting involved in one or several of the clubs many activities, you obviously already realise the benefits of being involved and socialising with new friends you have made within the club by doing so.

To those members not yet very actively involved, I wish to take this opportunity to extend an invitation to each of you to come along to our events and social nights ,etc., and meet new friends with a common interest.

As president for the coming year , I look forward to meeting those club members whom I have not yet had the pleasure of meeting.

As you will have seen advertised in the club magazine, our ANNUAL PRESENTATION DINNER / SOCIAL NIGHT is coming up on 18 th.FEB. at the Eagle Farm Racecourse - Ascot Room, and is a good opportunity to catch up with old friends and make some new ones, and congratulate the trophy winners from 1988.

Pre-dinner drinks from 7.00 p.m. followed by a three course dinner, presentation of trophies and dancing.

Your club committee is intending to implement several of your ideas for the further development of the club and it's facilities over the coming year and beyond.

(Continued over.)

- A MESSAGE FROM THE PRES. (cont.) -

By the time you read this article , our club rooms at 18 Nash Street ,Rosalie will be undergoing a facelift to provide our members with a more congenial atmosphere to meet.

At this point we wish to thank the following people for their practical support in donating electrical fittings,paint ,etc., for the refurbishment.

Green's MITRE 10 Hardware,
Merivale Street, South Brisbane.

Peter Whalley

Norm Blunt Carpets

Further development of our main asset (The Mt.Cotton Hillclimb.) is on the drawing board to enable this facility to be used more comprehensively and for some of the clubs other activities.

As these plans near completion, we will obviously require the assistance where possible of members and businesses to help us implement your ideas for a more comprehensive venue for motorsport events at the Hillclimb.

These growth plans will require the efforts of more members than those who presently get involved in the practical sense.

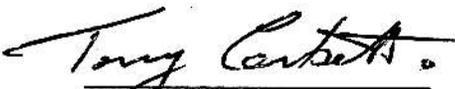
We are looking forward to a bright future for our club and Queensland motorsport in general and with your help and support it will be assured.

We hope you are able to participate and enjoy our calendar of events for the coming year.

ENJOY YOUR MOTORSPORT AND HOPE TO SEE YOU ALL AT THE DINNER DANCE ON 18 th.FEB.89. PUT IT IN YOUR DIARY NOW AND CONTACT A COMMITTEE MEMBER TO RESERVE YOUR TICKETS.

All the best for the New Year,

Yours faithfully,


Terry Corbett
(President.)

MY MGB

BY Doug Wainwright

When I turned seventeen in 1966 I would have bought a sports car but this was about the time of the first G.T. Falcon and G.T.S. Monaro and all my mates had this type of car either hotted up or standard so I followed suit and bought a new 67 Falcon sedan.

Twenty years, a wife, a house and four children later I was still driving a Ford and still looking at and admiring sportscars and MGs in particular, but with the above commitments a sports car was only a dream.

However, one day while glancing through the "For Sale" column in our local paper I spied an add for a "1964 MGB in need of a paint job" at a quite reasonable price but having no spare cash I ignored it. The same add appeared in the next Saturdays paper and again in the following two weeks. Still no spare cash. A couple of weeks later I sold a boat that I wasn't using and now that I had a few dollars I found the old MG add which was by now several weeks old and I rang to see if the car had been sold. It hadn't so around I went to have a look.

Out the back under a frail tin roof sat a neglected looking red car. The sills and under the rear tail lights were badly rusted, this being according to the owner "The only rust, except for a small hole under the drivers seat," and apart from a bent door and no hood it looked complete. The engine was coaxed into life after a while, flat batteries and it wounded OK. A few dollars changed hands and after twenty years I had my sports car.

After driving it home, the rego had "only just run out", I started to strip it down. The small hole under the drivers seat turned out to be large holes under both seats that they could have fallen through. The car was stripped down to the bare shell and engine. Apart from a whine in low gear the engine, gear box and diff appeared to be in good condition so they were left in the car untouched.

All the paint was stripped off the body and there wasn't a panel that wasn't rusted or had a dent in it. The rustly floor I cut out and replaced with 16 gauge galvanised iron and a few other holes were repaired in a similar manner.

Part of the fresh air duct was also rusted out, this was thoroughly cleaned and painted and repairs carried out using galvanised iron and pop rivets. This may sound rough but I feel this was far better than welding new metal in as the weld would have burnt the paint inside the duct and rust would have started again.

All these repairs are well up behind the dash and are very hard to see once everything was painted.

The car was then sent to someone more qualified than myself to have the body work repaired and a new paint job, the original colour, champion red was chosen. No filler was used, the rust being cut out and new metal welded in.

Two broken spokes were replaced and the area where the tyre fits onto the rim which was badly rusted, was sand blasted and the complete rims then painted. One rear hub was replaced with a reconditioned exchange unit, the spline being badly worn.

The dash which was very shabby was sanded back and a pressure pack can of crackle finish paint was used to return the dash to as new condition at about one tenth the cost of an exchange one. Cont'd..

MY MGB Cont'd.....

The previous owner had driven from Bundaberg to Brisbane regularly without a hood in all weather conditions. When I asked whether he got wet, his reply was.. "Not if you drive fast enough" (My gosh how many times have I heard this said ..Ed.)..

By the poor condition of the carpets and mats and the way the floor was rusted he couldn't have been "driving fast enough". So an add was placed in the local paper and to my surprise I got a complete hood at a give-away price.

The sports steering wheel and the timber along the top of the doors was stripped and revarnished and the car reassembled after every part that could be was sprayed with Fisholene.

I then registered the car and after twenty-one years of waiting I was finally driving around in my very own red sports car and acting like forty year old teenager with his first car.

As money permitted I had the seats reupholstered, the old rubber diaphragms under the seats I replaced with curved pieces of galvanised iron pop-riveted to the seat frame. The seats are firm but still quite comfortable. The bumper bars, wheel wing nuts and a few other parts were re-chromed and a new set of carpets fitted.

Care was taken when removing the rubber mat covers from the inside sills, but as these were old and brittle they still cracked and tore. However, I reused them gluing them into place and filling any cracks and tears with silicone filler and painting the hole lot with tire black. You can hardly see any of these cracks so they will do for a couple of years. New floor mats were cut from black rubber so with the new upholstery and carpets the inside of the car is hard to fault.

I always had trouble starting the MG as it always seemed to have a flat battery and as the two 6V batteries were rather expensive to replace I always looked elsewhere for the problem. I had the regulator rebuilt by a friendly auto-electrician who charged me nothing. The starter motor was removed and I found it was shorting out inside so I stripped it down and reinsulated the windings which also cost me nothing but I still had the problem so I finally gave in and bought a new 12V battery which I mounted on the passengers side floor hard up against the fire wall and fitted a black carpet cover around it. There is still plenty of leg room and you can't see the battery.

The alloy thermostat cover started to leak so I replaced it with a secondhand one from an Austin 1300 that looked good but after a couple of months this started to leak so I fabricated a new one from Stainless steel which I polished and it looks just like chrome and cost me nothing.

The back muffler and tail pipe rusted out so I bought a piece of secondhand stainless steel tube and had a complete new exhaust pipe bent up for a total cost of \$8. I had an old piece of 16 guage stainless steel so I opener up the old muffler, used it as a pattern and made two new stainlee steel ones using the fibre glass from the old ones in the new ones. These worked perfectly and look very good when polished up so I have a complete stainless steel exhaust system for \$8 plus a few hours of my own time.

New engine and gear box mounts were fitted and the front suspension overhauled using new rubbers and bushes.

Cont'd..

MY MGB Cont'd.....

While scrounging around the wreckers yard I found an old "B" in the long grass just outside the fence. It was upside down and only about one foot high. However, I got one back spring, one front spring, the suspension from one side of the front complete with a good hub and spline also the front cross member complete with steering rack and pinion, steering shaft and universal. I payed \$10 for all of this so I don't think the guy knew what he was selling.

The engine, gear box and diff are still running quite smoothly except for a whine in first gear so until some problem arises the drive train will be left alone. Should it have to be removed the engine bay will be stripped and repainted, the engine, clutch and gear box will be overhauled and this will complete the restoration of my 1964 MGB roadster.

Some perfectionists may shake their heads at the use of galvanised iron, pop rivets, silicone filler and home made stainless steel parts but these saved me a lot of money and I can see nothing wrong with these methods if done properly in out of sight places. No part of the car was altered that can't one day be returned to it's original conditon. I couldn't have afforded to buy my car or restore it if I hadn't scrounged around and done as much work as possible myself.

Doug Wainwright.

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THANK YOU TO DOUG for his article -- we know how he felt -- quote " ..driving around like a forty year old teenager " .. pride is a wonderful thing isn't it! Congratulations on your achievement, you have realised one of your life dreams.

We just wish a few more of our local (Brisbane) members would follow Doug's example and drop us a line or two -- as Doug is from Bundaberg. It would make this magazine more interesting with details of either your restoration struggles, an eventful trip or simply ask some questions of us or our members . All will be welcomed.

Why not put pen to paper now ... besides helping us it will help others and yourself.....

JANUARY '89 NIGHT RUN RESULTS		SET BY PETER & DELIA RAYMENT	
DRIVER	NAVIGATOR	POINTS LOST	PLACE
Dean Tighe	David Robinson	18	1
Alan McConnell	Mal Spiden	24	2
Phil Hutchison	Graham Harvey	42	3
Nigel Smeaton	Nick Baker	45	4
Paul Van Wijk	Peter Herlinen	53	5
Fred Axtell	John Davies	56	6
John Crane	Dominique Crane	74	7
Vicky Moore	Peter Tighe	76	8
John Boyce	Glen Boyce	83	9
Brian Ferrabee	Marilyn Campbell	89	10
Noelene Whalley	Peter Whalley	108	11

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SEE YOU AT THE NEXT NIGHT RUN ON THE 17th MARCH SET BY PHIL & GRAHAM

Hereafter included details of our Club's various Perpetual Trophies and how to obtain them. If you have any questions, please contact your Club Captain - Peter Bayment.

CLOSED TOURING ASSEMBLIES.

Points allocated to both Driver and Navigator on basis of outright position for first 7 placegetters. Refer Table A

..... Points gained are transferred to the BEST: I Type - MG - All Rounder - Ladies' Award
(Where applicable)

MOTORKHANA - Club Motorkhanas held during the year. Run over 5 classes as per the Queensland Motorkhana Code.

- Class A - Production vehicle with wheelbase 1800mm to 2150mm
- B 2151mm to 2380mm
- C 2381mm to 2650mm
- D greater than 2651mm

F - 1/ Motorkhana Specials

2/ Production Vehicle with a fiddle brake (not a Hydraulic hand brake.)

Points allocated for positions in various classes as per Table A.

..... Points gained are transferred to the BEST: I Type - MG - All Rounder - Ladies' Award
(Where applicable)

SPEED TROPHY

Points allocated from Club hillclimbs plus Iron Man Sprints and any other notified events.

To be eligible for this trophy the competitor must actively participate at a minimum of two (2) Official working bees and it is the competitors responsibility to ensure that he has signed the WORKING BEE REGISTER to ensure that there is no confusion over his/her eligibility to this trophy.

Points allocated as per position in various classes as per Table A.

Plus 2 for Fastest Time of Day, overall.

Plus 2 for breaking a club record.

Plus 1 for equalling a club record.

..... Points gained are transferred to BEST: I type - MG - All Rounder - Ladies Award
(Where applicable)

Points for Working Bees shall be 3 points per working bee with a maximum of 12. These will only be added to your speed trophy points but not carried to Best All Rounder.

MARQUE SPORTS CAR SPEED TROPHY

Eligible: Marque sports cars as listed in CAMS Manual.

Points and events as per speed trophy.

LADIES AWARD

Points gained from all events. To gain award, competitor must have competed in at least 1 Closed Touring Assembly, 1 Motorkhana and 1 Speed event.

BEST I TYPE

Points gained from all events.

2 points for all social functions.

BEST M.G.

Points gained from all events.

2 points for all social functions.

BEST ALL ROUNDER

Points gained from all events. To gain award competitor must have competed in at least 2 Closed Touring Assembly, 2 Motorkhana, and 2 Speed Events. If there are insufficient events in each category then trophy will be awarded on those events conducted.

CONCOURS

Class placings plus 2 points for Outright (However determined). These points will go to M.G., Ladies, Best I Type and Best All Rounder.

RALLY TROPHIES - For Navigators and Drivers.

Points allocated for outright positions.....

1st	10 points	6th	5 points
2nd	9	7th	4
3rd	8	8th	3
4th	7	9th	2
5th	6	10th	1

Points can be scored from "Open" Rallies and Closed Rallies to which M.G.C.C. Inc. is invited, that is not from events excluding any particular grade of driver (Novice, Clubman, Recognised or Classified).

Competing 1 point

To be included in Rally Trophy will be Sprint Rallies with the following points being awarded: 1st - 5 points 2nd - 4 points, 3rd - 3 points 4th - 2 points 5th 1 point and 1 if competing.

RACE CAR POINT SCORE

Groups as listed below:

<u>Sports Cars.</u>	<u>Sports Sedans and Group A</u>	<u>Category 1</u>	<u>Touring cars - 2E Club Cars and</u>
0-1300cc	Up to 2000cc.	Formula Ford	<u>3F Street Sedans</u>
1301 and over.	2001cc and over.	Formula Vee	<u>3F Road Registered.</u>
		Racing Cars other than above.	Up to 2 Litre
			Over 2 Litre
			Gemini
			Appendix J

Points scored for positions in respective classes per race. Best results scored on the day in any one race only. For finishers: 1st 5 points 2nd 4 points 3rd 3 points 4th 2 points 5th 1 point 6th and to end of field 1 point each. DNF - Nil (0) points.

TABLE A

<u>1st</u>	10 points	<u>2nd</u>	8 points	<u>3rd</u>	6 points	<u>4th</u>	4 points	<u>5th</u>	3 points
<u>5th</u>	2 points	<u>7th</u>	1 point	PLUS ONE FOR COMPETING.					

TRADING POST

FOR SALE

MK I CORTINA laminated windscreens \$180 contact Brad or John
Stratton 208 4971.

PARTS WANTED

Air intake manifold and aircleaner	for	MGTD
Rear axles and diff centre	"	"
Rear tail light red	"	MGTF
Rear splined hub R/H	"	"
Steering Wheel	"	"
Steering Wheel	"	MGA
2 good front guards roadster 1600	"	"
Tail shaft	"	"
Gear lever unit	"	"

Radiator for rubber nose 1979	MGB
2 1½ HS4 Su Carbies and spacing blocks	"
Inlet manifold with elbow	"
Power Brakes	"
Front B/Bar rubber nose	"
Right hand drive dash unit	"
Down draught Webber inlet manifold	"
or side draught and carby	"
Contact Harold Lowe on 355 2698 after 6p.m.	

FOR SALE

2 X MGB rear shock absorbers and link arms \$50 each Satis. Cond.
1 X Full Lth. Roofrack for Toyota FJ 55 Landcruiser \$125.00.
Phone Peter Whalley 3983723 A/H.

FOR SALE

1964 MKI MGB - with hard top and tonneau. Good condition.
Registered. \$8,850 ONO phone Wendy or Errol Hoger on 341 4041 A/H.

FOR SALE

Assoced roof racks/bars. Contact Peter Rayment 300 3148 AH.

MG CAR CLUB OF QUEENSLAND INC.
**ANNUAL DINNER AND
PRESENTATION OF TROPHIES**

to be held at
**ASCOT ROOM
QUEENSLAND TURF CLUB
LANCASTER ROAD, ALBION 4010**

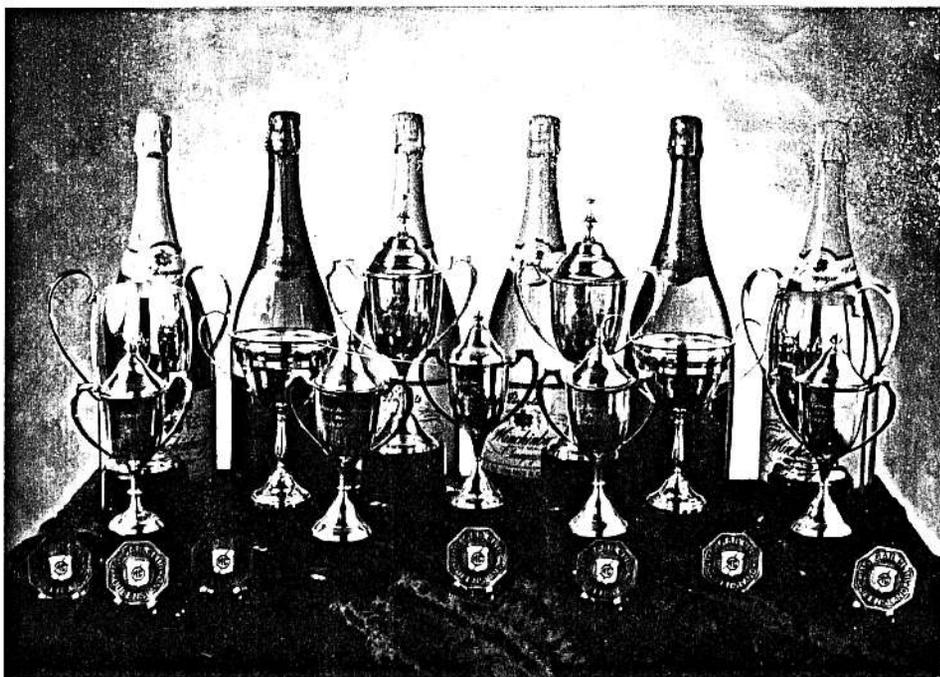
**FEBRUARY 18th 1989
COMMENCING AT 7.00 p.m.**

**MEMBERS \$22.00 per person
NON MEMBERS \$25.00 per person**

**Music & Dancing
3 Course Dinner (Choice of 2 menus)**

96

NO



**PLEASE !!!!!
BOOKINGS A.S.A.P.
(as numbers have to be
confirmed with caterers)**

FOR FURTHER INFORMATION AND BOOKINGS

Delia Rayment	Ph 300 3148 A/H
Jan Tomkinson	279 1533 B/H
David Robinson	844 1037 B/H