

P R O G R A M M E

12/13th May	Surfers Paradise Raceway - ATCC Round 4
18th May	Touring Assembly (from Clubrooms)
18th May	Film Night at Eagers Recreation Room, Evelyn Street, Newstead. (see later pages)
19/20th May	Working Bee at Hill Climb (PLEASE help)
26/27th May	Working Bee at Hill Climb (Please HELP)
3rd June	Queensland Hill Climb Championships
16/17th June	Lakeside International Raceway (ATCC Round 6)
23rd June	Sprints, Lakeside Q.M.S.C.
7th July	NDSCC Rally (QRC Round 2)
21/22 July	Lakeside International Raceway (GS Round 2) (ASCC Round 4)
27/28/29th	Iron Man Weekend
August 12th	IWMAC Open Motorkhana QMC Round 3
1st September	MGCC Rally Open
16th September	Closed Hill Climb Mt. Cotton
6/7th October	All Historic Race Meeting at Lakeside
28th November	Closed Hillclimb
2nd December	Closed Race Meeting - MGCC at Lakeside

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I have given you the remaining dates for our own events for the rest of the year. I hope that you will put them in your diary and try to help with at least some of them. The Rally, Queensland Hillclimb Championships and the Race meetings need your support so try to make the effort.

Particularly, do not forget the working bees for the Hill Climb as we hope to have the track looking in excellent condition for the Championships. We do every other year by the work of a few members, so let's have a large contingent this year to make the work that much easier.

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Delis and Peter are still away, and as you will see from later in the Octagon, they have sent a report about the National Meeting. We hope that they have had a good time down in Tasmania and that they will soon be back on the job of doing Octagons.

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IN THE PITS

Lakeside 14th April 1984

PETER TIGHE - Mallock - His first run after carrying out a number of changes over the "off Season". The changes included a wider front track, new alloy brake calipers and suspension travel alterations. Peter says he is still troubled with too much understeer.

JACK HINDRICKS Kaditcha F2 has solved his brake problems and on Saturday had dropped his lap times by a massive 3 seconds per lap. Jack has strengthened the brake master cylinder mountings and eliminated a lot of vibration around that area which was causing aeration of the brake fluid.

JOHN CAMPBELL has had his cheque book in operation again. New shock absorbers for the car, new suit and helmet for John. Andrew Peacock would surely have dress competition if he went Motor Racing.

MARK TRENOWETH XJ12 Jaguar is the best sounding sports sedan (or is it a GT Car) in this country. That's a real thorbred racing sound. Imagine what the sound must have been like at Monaco when the V12 engine reigned supreme in Formula 1.

PETER BULL was in devastating form in his elfin. On Thursday he was reported doing 51 secs lap times until a stone damaged the timing belt. Peter has spent a lot of time reshaping the nose section of the car which has improved his top speed. Other modifications have improved the car's stability under brakes. Peter is looking forward to having a crack at the Hill Climb Championship at Mt. Cotton in June.

See you in June

Richard Croston.

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WHEEL ALIGNMENT

For the entire time of my involvement in Motor Racing, one of the most frustrating and laborious tasks I have had to do is Wheel Align the car. Sure you can take it down to the local wheel Alignment shop and if you are lucky enough to get the machine up on the ramps without bottoming, they can do a sort of job which is fine for the family hack. But when it comes to your latest rocket it has to be spot on.

Until last week the operation has been something I have hated. I was fortunate enough to discuss my problems with a local engineer who has developed some equipment which is remarkably simple, accurate and above all Time Saving. The Wheel Alignment kit consists of Parrel strings with adjustable stands, an adjustable trammel bar which can reduce the setting up of the parrell strings from a 3 hr marathon to a 15-20 minute job. A brilliantly designed bumpsteer gauge all for around \$200.

One can also obtain tailor made discs to replace the wheels and tyres which improves the accuracy again.

If you are interested in one of these kits please ring me on 205 3673 (Home).

Richard Croston.

is in blue, but on my TV they are all in grey - in first grade we all had name tags.

Category 1 saw the fastest time of day by Ian Peters in the Renmax Ford (doesn't sound like a Chevy, sounds like a Ford) in a time of 44.99 which is quick for a 1600 cc. Ian eventually overcame some problems coming out of the hairpin to have a clear run to seal the day. Peter Rayment tried everything including Waltzing out of the hairpin, having two attempts at it in the one run but just failed to better his 48.3 secs ahead of the interesting motorkhana special (but it doesn't look like a special - quote of the year) Subaru Special of Thierry Reig in a time of 53.8. Behind them was Ean Rapley's understeering Subaru Special (plagued by troubles all day) in a time 60.0 secs.

John Davies won the smaller Racing Car class as he pushed the Robb Kawasaki around in 46.49 secs ahead of the bravest man there, Noel Axtell riding the Suzuki special - big heart - on 53.9 secs and Brian Aspin (Renmax) on 75.7 with a variety of problems.

Group C - Big Cars - Don Merkley squeezed the big Falcon around in 56.5 (it always looks as though he has an inch to spare either side) ahead of Paul Masterson Mazda RX2 on 57.4 secs.

Small Cars of Group C saw a large grin eventually after trying all day come to the face of Alan McConnell. After equalling the record twice, Alan established a new record on his last run of 51.8 secs. Russell Waldron Escort followed on 56.3 from Don Gibson without the Renault now in the Mazda 323 on 58.4, Kim Taylor in his light Blue Fiat 132 1800 twin cam 59.4, Ray Carmichael Datsun 59.7 and Bruce Horey in same Fiat, same boot lid, same message on 58.4 secs

Ian Peters made it a double by winning the top six on 45.41 ahead of Peter Rayment 47.7, Brian Cossor 48.45, Bernie Thatcher 49.86, Alan McConnell 52.4 and John Davies who did not want to finish.

Next Hill climb on April 29th same day as the XXXX Downtown Dash.

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FOR SALE

M.G.Z.A. Magnette - In fair condition, suitable for restoration. Spares to be sold with it. \$1000.00

Ring Vince Appleby on 57 1561 (after hours).

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FOR SALE

1972 MG Midget - light blue with black trim, wire wheels and black soft top. Genuine 52,000 miles. \$5,500 including 12 months registration.

Phone Sue Barnes - 075 522 467

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Don't forget working bees on 20th and 27th May at Hill Climb to prepare for the championships.

HILL CLIMB REPORT

by Scratchy Penman

The first Hillclimb for 1984 saw 4 records broken. Gary Cossor, George Pampling, Keven Johnston and Alan McConnell all captured their respective class records.

Forty entries were received. The first round of timed runs took considerable time to conclude as numerous stoppages occurred. First cab off the rank was Barry Smith - first competitor for 1984 - his first run, his first off for 1984, the first competitor to go off for 1984. Others were to follow.

First class was the battle of the Fords. Gary Cossor annihilated the class record (1300-2000 Group B - a tear is shed for Tony Jay) with his beautiful oversteering style around the hairpin to stop the clocks at 47.22 secs (Gary suffered later in the day with an offage). This time was well clear of Terry Corbett in the blue Escort (I must reduce weight) chasing the red Escort in his best time of 50.2 secs. Next was Norm Singleton (in his disguised Green Alfa) 53.6 secs ahead of Barry Smith (Anglia - Red) 53.7 secs (this is Barry's best day ever for time - perseverance and modifications do work) with Rodney Cossor (red Escort) on 54.2 secs - a quick class.

John Novak was the winner of the Gemini class with clean runs to have a best time of 56.2 secs. John was a bit disappointed that he couldn't get down to his existing record.

Group B 2001 cc and over was to be Barry Wraith (1937 model) in an Anglia (1964 model). Barry made it to the hairpin and his 23 year old model stopped (I wonder if the warranty is still good?) Thus Alex Milns captured the class in his Mazda in 56.2 ahead of new member Andrew Koschmann in his automatic Torana 60.2 secs.

The battle continued in the tiny tot class between Joe Hodge Renault R10 (1289 cc) and Bruce Stephenson Cortina (1298cc). Joe eventually won on 59.9 whilst Bruce on his way to better his 61.4 secs was stopped by a Nuttage - using Black Pete's line obviously

George Haseler won the Historic Section in his Centaur on 64.9 secs.

Appendix J Group N was the Mini battle. George Pampling bettered the existing record to leave it at 53.1 secs. Glen Carpenter was next on 54.7 secs and John Blake (who was last seen in 1970) returned for a sponsored drive to follow patron Geln home on 57.1 secs.

Barry Young sidestepped the nuts at the hairpin to capture the Group A Marque Sports Cars Class in his Porsche in a time of 56.1 secs.

Group A Sports Cars 1301 cc and over was Brian Cossor's victory. His Rotary Ho (Bang Bang - that's what it does) stopped all at 48.4 ahead of Bernie Thatcher in the Thatcher Holden 50.0 secs and the Nota 53.9 (who spins out of the hairpin the second time) and Bev Cossor Nota 62.5 (who spins out of the hairpin the first time) - obviously different lines.

Keven Johnston (WAH - what does that stand for? Datsun) gained the class and the record on 48.45 secs ahead of Steve Austin (Farrell Clubman) 49.6 secs and Wayne Cossor (who doesn't spin at the hairpin but adopts Gary style oversteer) in 56.3 secs

Yes its confusing - Brian is in white, Gary is in Red, Wayne is in Blue, Bob is in black, Bev is in black (but different in shape) Rodney

FIRE FIRE

Unquestionably the one single most common fear of all racing drivers is that of fire. Each tends to deal with this fear in his own way, some by ignoring its existence and others choose to face it in a more realistic manner. For those who have not this far mused on the serious consequences of fire and the preventative measures which can be taken to avert this dangerous situation in their sporting life, I would like to offer the following thoughts and facts for their consideration.

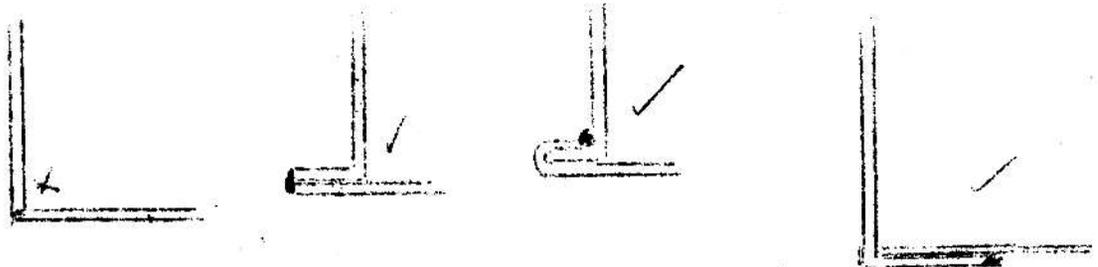
Firstly and foremostly - DON'T think it can't happen to you.

Secondly, and more importantly I have considered the question very seriously and extensively and consider that for the purposes of this discussion the subject should be divided into three main areas of thought.

1. The circuit or course
2. The vehicle
3. The Driver

In the case of the circuit - several basic safety factors are paramount; not the least of which is to make yourself aware of the precise location of the fire marshalls. This will enable you to stop as close as possible to minimise the time before extinguishing can begin. Always be aware of the potential dangers associated with hot brake discs and dry grass on track verges, and give consideration to the lack of adequate fire prevention available at private practice sessions at all circuits. Smoking in the pit area, particularly during refuelling, is an extremely dangerous situation which should be seriously discouraged by all drivers, and which unfortunately is not properly policed by officials, or drivers and crew for that matter at this point in time. This is everyone's responsibility, as a precaution to themselves and their fellow competitors, crew and families. This particular problem area tends to infect the scrutineering areas as well, especially in a post-crash situation.

In the case of the vehicle- precise and careful preparation can assist in the prevention of fire hazard. Careful consideration of the construction and location of many ancilliary components can minimise the risk of fire in an accident. When considering the construction of a fuel tank, for instance, it is imperative that it be of sound construction with all seams lapped or folded, i.e. there must be no corner welds.



Fire - Cont.

For added safety, fuel tanks should be fitted with either bladders or foam filled and possess an anti-syphon vent to inhibit leakage in the event of a rollover. It is also essential that the tank be mounted in such a fashion as to dampen vibration which can cause cracking and then leakage. Secure mounting also helps to prevent moving where puncturing may occur, or bring about the severing of filler and drain outlets. It is also essential to carefully consider what other components are located adjacent to the fuel tank, as some of these could be responsible for puncturing or shorting both of which are potentially very dangerous to driver safety.

Many other factors also contribute to driver safety and these include using the correct fuel resistant hose, locating same away from sharp edges, or areas of extreme heat the positioning of fuel pipe fittings on the carburettors so that in the event of someone leaning on them the threads are tightened not loosened. On the electrical side, the positioning of the battery and electrical wiring is something which must be thought about as short circuits can be quite disastrous. There are several schools of thought on the precise location of the battery, one view is held that it is perhaps best located in a more vulnerable location, say the nose, where in the case of an accident head-on it is immediately destroyed thus eliminating the possibility of a short causing a fire. This decision is up to you.

It is also unadvisable to have crew working on a car at refuelling time as any spark from tools greatly increases the risk of spontaneous fire.

The cockpit area of each car should be carefully designed to suit each individual's requirements with the most important criteria of easy exit being the catchword at all times. Drivers should practise their procedure for rapid exit to ensure that no problems exist in this area. To this end also correct maintenance and marking of the vehicles' extinguishing system is terribly important. Whilst much emphasis here has been placed on dangers associated with fire, it is also pertinent here to mention that the location of water hoses in and around the cockpit area should be located in such a way that boiling water cannot spray directly onto the driver in the event of a collision, as these burns are equally as serious as those caused by fire.

In the case of the driver - several items of safety apparel are specifically designed for your safety - use them. It has often been quoted "If you have a \$20 head then wear a \$20 helmet". The same could be said for driving suits. BUT what you should be looking at in a suit is not just style or cut but the finer points of seam structure, fabric structure, fabric grading, all these facets combine to prevent tearing and exposure in the case of accident and fire. It is important to always purchase a well fitting suit with secure velcro banding system at the wrists and neck, and a leg length generous enough to allow for full leg extension in a driving position with the same secure velcro bands. Special flame resistant underwear is available - USE IT. The properties of this underwear are such that they not only offer flame resistance but assist in affording additional insulating air to protect the driver. This is a particularly interesting point, and whilst some drivers have been known not to wear any underwear at all, others are known to wear additional undergarments which nowadays contain for the most part some percentage of synthetic fibres. In the event of fire, where the inner suit

Fire- Cont

temperature rises dramatically, these synthetics melt and adhere to the skin with dire consequences.

When preparing for a race, prepare yourself just as carefully as you would prepare the car. Ensure that when putting undergarments on plenty of overlap exists between socks and long-johns and tuck in the top to prevent exposure of your lower back, either whilst entering the vehicle or during the race.

Likewise take care to ensure your balaclava is positioned to cover your mouth and nostrils to reduce the exposed areas. Then having done all this, don't skimp on the flame resistant gloves and boots.

On race day, endeavour to remain dry. Should your racing suit become wet the principles of trapped air for insulation are negated and the trapped water in your suit will quickly turn to flash steam in a fire situation which in the least case will result in scalding of the skin.

Should you find yourself in a fire situation at some time make every endeavour not to breath excessively as the super heated fumes will damage your lungs and can cause death even if the rest of your body is not critically burnt.

Last, but by no means least, only carry a minimum of fuel. Don't feel secure if you run a motorkhana car or hillclimb car with only a litre or so of fuel. This is sufficient to cause a large blaze.

Be considerate and mindful driver, observe the STANDARD ACCIDENT PREVENTION FORMULA -

- * RECOGNISE THE HAZARD
- * UNDERSTAND THE DEFENCE
- * ACT IN TIME.

Ian Peters.

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FOR SALE

Ford down draught cylinder head	\$120	
Phone Richard Croston	205 3673	Home
	265 2265	Work

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Richard Croston's Group A Sports Car complete with trailer and spares is for sale at \$4500.00

Or it can be split up and price negotiated. This car was built in 1981, has never been pranged and has lots of development potential. Phone as above.

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For Sale 2 adjustable Gas Spax G401 Shockabsorbers
Price from Richard Croston on 205 3673 AH

1984 National Meeting, HobartDelia, Peter & Samantha
Rayment

We are writing this report with a light snow covering up on Mt Wellington.

After travelling around this island for two weeks, we didn't see an M.G. till the Tuesday night before Easter. Next day, they were everywhere we drove. Thursday night saw a Parliamentary welcoming reception for some members from each of the Centres.

Friday morning saw people busily cleaning their cars. The three of us gave the "B" a clean. (I used a coin in the slot hot water car wash for the first time in my life - it even worked). The car was dusty as some of Tassie has been suffering a bit of a drought and it has been fairly dusty. Bruce Williams gave his GT a massive clean up after he had been giving "heaps" to the South Australians who had been cleaning/preparing their cars with military precision. That night we went to registration, where the cars, licences, etc were all checked. That over, the business of noggling and nattering to old friends and new ones got under way.

Saturday dawned raining after a week of good weather and so off to the concourse at the historic Anglesea Barracks. There, arranged in their various classes, were 140 cars. The serious business of judging got under way and the end result had the B in the Mk 3 class - 4th out of 14 cars. The top six cars in Bruce's GT class were like brand new cars. Saturday night was free so you could go out on the town, but there were some informal register meeting also.

Sunday dawned fine (we watched the sun come up as we had to be out at Baskerville by 7.30 a.m.) and a little brisk. Not long after we had started the clouds had covered the hill not far from the circuit and the temperature fell. Within 10 mins it was back to fine again. The MkI B's were out first so out we went. Ruff and ugly was my style. Oversteering down thru the esses to flick the car for the next corner was fun but not quick. We came in 5th and 16th out of 23 cars. We told Bruce to spin on the warm up lap but he didn't (I had forgotten to cock the camera so it did not matter). He then decided to spin on the next lap. I hope the photo works. After that his car went onto 3 cylinders (new plugs fitted the night before so he didn't do so well) (12th out of 18). For the people who did not go in the speed event there was a day run around the countryside and a Victorian won that.

That night saw a boat trip up and down the Derwent. We had two boats, one noisy and one quiet. Bruce was on the noisy, we on the quiet. The boats pulled back up about midnight. A few years ago, when the Tasman Bridge was knocked down, it was certainly a long drop for the cars. (one of the cars teetering on the brink was a Tasmanian Club Member.

Monday saw us out at the Metropolitan Transport Trust Bus Depot, again with about 160 competitors. This depot is the only large area of bitumen without speed bumps in Southern Tasmania. Here we went and had a square slalom, cloverleaf and a hopkirk. Two runs at each event. Boy what fun. Some of the bitumen had oil/grease from the buses, but the surfaces

National Meet (Cont)

stayed much the same all day. Delia and Bruce both ran cleanly, myself I had a ball, the retreads produced great heaps of smoke everywhere, handbrake turns a dream, but not much forward traction. The end result some runs which were more show than go but fun. However, we ended up with a tie for 1st place. Both myself and Delia were happy for our first motorkhana in the B. (It is certainly different to the TC. I have a sore wrist to prove it, the steering is so light). Bruce now back on 4 cylinders, drove into 5th place in his class.

Monday night saw the presentation of trophies at the Wrest Point Convention Centre (some joint) and the fun of the rivalry between centres as the trophies were given out. What a night - really good.

Bleary eyes, this morning saw us at the farewell breakfast and here the chicken, champagne and orange juice were downed, as we braced ourselves against the blustery winds coming from snowy Mt. Wellington.

So another National Meeting was over. It was great fun. Next year, it is only down at Newcastle - we surely should have a lot more of our members down there. You have about eleven months to get your cars ready now. Come to the next National Meeting and see the fun you can have. Plan your holidays or just the weekend now, as I have some information on the meeting so if you are interested contact me at home (30 3138).

I would like to thank the Tasmanian Centre for putting on a really good show down here, we have really enjoyed it. The only sour grapes I have is the small number of our members who came down. (No excuse next year). This weekend coming we have a Motorkhana at Exeter in the Northern section of Tasmania. On the boat on 29th if you are not in an MG you will be the odd one out. Most people seem to be going nack on that day.

I will give you a report of this in the next magazine.

The overall winning club was South Australia - so they retain the Wratten Trophy for interclub competition for another year.

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A FEW BODS AND BENDS

Bernie and Sue Rutherford are now the proud parents of a dear little baby girl - Rachel. She is now 10 weeks old, and we are sorry we didn't know sooner that she had been born on 17th February. Congratulations to you all.

Ion Moir and Sue Whitfield are being married on this next weekend (6th May). Congratulations from us all in the Club and may your union be blessed with much happiness.

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For those of you who do not attend Night Runs on 18th May, we have been invited to a Film Evening at Eagers Recreation Room, Evelyn St., Newstead on that date. Cost is \$2 single and \$3 double including supper. I hope some of our members will be able to go.

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

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Editor -(for the time being) Joan Appleby 57 1561.

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APPLICATION FOR MEMBERSHIP FORM

The Secretary,
M.G. CAR CLUB OF QUEENSLAND
G.P.O. Box 1847,
BRISBANE.

Name in Full

Address

Occupation Phone

PARTICULARS OF VEHICLES

Make Model year Reg. No.

Engine No. Cubic Capacity cc's.

I, the undersigned, hereby apply for membership in the M.G. Car Club of Queensland. This application is subject to the acceptance by the Executive Committee and extended on condition that I will agree to abide by the Rules of the Club and Centre.

Dated / Signed

Attached please find cheque/cash for \$18 being annual membership
\$ 6 C.A.M.S. Basic Licence
\$ 4 Joining fee
\$10 Country membership (outside 100 km radius of Brisbane)

Proposed by No.Q. Seconded by No.Q.
If you are an M.G. owner you do not pay the Joining fee.

OCTAGON POSTAGE

We have quite a few members of the Club now who belong to the one family.

It would be appreciated if you would let us know if you want a separate Octagon sent to each member. We are finding it more expensive, both from postage and from getting the plates made for the addressograph.

If we could save some money by sending only one copy of the Octagon to a household, we would have it to help our other commitments.

Please let us know by either phoning, or seeing one of the committee at our various events.

Thanking you for your co-operation.

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McLEANS BRIDGE - SPORTS CAR MEETING

MOTHERS DAY, 13th May 1984

The gathering of all sports and classic cars will again be held at McLeans Bridge on the Beaudesert Road. If you are interested at all, there is a big map of the area in at the Clubrooms which I suggest you try to get in to see on Friday Night 11th May. This will show you where the M.G Car Club of Queensland are situated so that you may display your car with the Club.

Hope all you enthusiasts can make it.

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FOR SALE

M.G.A. 1959 - Good Condition.
Will accept best offer over \$5000.00.

Phone 390 6926 for further information and ask for Dell Ransom.

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FOR SALE

M.G.B. Mark II 1971 - Electric Overdrive
In excellent condition.
Roll bar fitted \$7000.00 ONO
Phone Jackie Powell 240 2133 Business hours

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