

P R O G R A M M E

- April  
 13th Treasure Hunt - one of Libby's lapses  
 15th Round I Queensland Motorkhana Championships  
 (See Notice)  
 14th WORKING BEE MT. COTTON (PATCH AND RESEAL TRACK)  
 20th Clubrooms closed  
 20-25th National Meet of M.G. Car Club - Sydney  
 27th Get Ready! (Free night)  
 28/29th Go! Grafton Open Hill Climb  
MAY  
 4th Pre-party night - give a hand  
 5th PARTY NIGHT (at Clubrooms)  
 6th Working bee (with icebags for heads) at Mt. Cotton  
 9th Hillclimb Entries close  
 11th Film Night  
 13th Closed Hill Climb  
 18th Treasure Hunt  
 20th WORKING BEE - MT. COTTON  
 Surfers Paradise Race Meeting  
 25th Tour Night (details next month)  
 27th Motorkhana - at Loganlea  
June  
 3rd Sprints - Lakeside  
 Working Bee - Mt. Cotton - Final before Championships  
 9/10th Round I - AUSTRALIAN HILLCLIMB CHAMPIONSHIPS  
 (Mt. Cotton)

E D I T O R I A L - - - - -

This editorial will be very short as most of you neither believe nor listen to much I say anyway.

You do? Well, gee, thanks. You've made me feel human again. I am not going to chide or chastise anyone this year. No, in fact, you all need a good pat on the back for the many fine examples of Clubmanship you've shown and the good roll-ups I've noted at Club doings. Great.

Now that I've got you all on side again, I won't even have to ask for Octagon contributions this year. And that's good too because I'll only be a ghost Editor this year - hoping like hell someone else will swing into the saddle soon.

This is yet another old style Octagon because we felt your President couldn't be asked to print an Octagon immediately on returning from a month's business trip.

We'll see how May goes.

(signed) John Campbell  
(nemine contradicente)

--- oOo ---

A U S T R A L I A N      H I L L C L I M B  
C H A M P I O N S H I P S  
R O U N D      1

at Mt. Cotton on 9/10th June 1973

You will need a General Competition or Limited Competition  
Licence and a Log Book

MAY 13TH IS YOUR LAST MEETING BEFORE THE BIG DAY

Grafton Hillclimb is at the end of April, several open Motorkhanas are on the menu and our own round of the Australian Hill Climb Championships is in June. Members had better start thinking about what licence they will need for which. Until we get Supplementary Regulations for the various events, we can't tell you about licences required for the National Meet at Easter. However, you can be sure that if you intend to race on the Saturday you will have to have a General Competition Licence (entrants and drivers) and a Log Book.

Open Motorkhana	Road Event Licence
Open Trial Rally etc.	Road Event Licence (alt General C/L)
Open Hillclimb or Sprint	Limited C/L and logbook
Race Meetings Open or Closed	General Competition Licence and Log book
Rallycross Open or Closed	G/C licence and logbook
Autocross Open Private	Road Event Licence and Log Book
Autocross Closed Public	Limited Competition Licence
Autocross Open Public	Limited C/L and logbook

Setting aside the regulations for Autocross, which appear to have been concocted by a cross-eyed solicitor suffering from indigestion, the general rules to be applied are :-

All races and rallycross	General Competition Lic
All <u>Open</u> one-at-a-time Speed Events	Limited C/L
except private Autocross	Road event licence.
All other open events	

If you need a G/C or L/C Licence you need a log book except for closed public autocross.

LETTERS TO THE EDITOR

For some time now my MG Mazda has been referred to as the "M.G.M". both in the Octagon and in General conversation. I think that by now most club members will be familiar with the car to which this name has been applied. I personally liked the name and feel that several other readers did too and that even more were not effected one way or the other by the nickname. However, it has recently come to my notice that at least one member of the Club was upset by the use of "MGM" and I think that he has good reason to be. The MG car company, at some time in its history, produced a car called the MG "M" type and this car would be the true MGM.

I now realise that I have no right at all, and never did have, to use the name MGM.

So I must request, or even demand, that my MG Mazda be no longer referred to by this name and that its real name "MG Mazda" or MGTF Special be used instead.

I hope that this will put things right by those whom I have offended.

(sgd) John W. Moorehead  
(No. 846)

--- o)o ---

DON'T FORGET

NEXT HILL CLIMB - 13th MAY, 1973

DON'T BE A HILLCLIMB CRITIC - HAVE A GO

--- oOo ---

APRIL, 1973

Dear Sir,

At least no one can accuse me of being a 'boy racer' since according to all reports I am twice as old as Kerry Horgan, and three times older than John Campbell. (However, remember no one is as old as John Fraser).

That paragraph is just to show I have the right to reminisce about "the good old days" .... that's about the era when JRF used to polish his Dad's Custom 300 and knock 5 secs off the  $\frac{1}{4}$  mile time as it "slipped through the air easier". Round about that time KFH used to pour oil down the plug holes of his racing car engine to get enough compression to start it! (if only the Sports Sedan Association could have seen that Ford Custom with the canvas awning bootlid ..... they would apply to CAMS to have the class disbanded). And BT used to drive his full house TD round the streets, external extractors and all .... young boys were known to swoon at the sight of Gertie I as it sat kerbside on the impressive RS 4 Dunlop racing tyres (Wal Greentree please note). Some brave soul even supercharged a Morris Minor and broke 20 seconds for the quarter mile !! Peter Pollard drove his S/C Standard Ten Cadet round the roads too, complete with four stubby exhaust pipes sticking out through the mudguard. Some snooty folk in the MGCC even drove MG's ... but I can't remember their names.

You see, gentle member, it maketh no difference what you drive ..... you will be remembered by what you did. How about some of you start 'doing' rather than letting old twits like me fill up space in your mag.

Yours etc.

(sgd) I.D.G.Corness (No.565)

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TROPHY REAPPRAISAL

As you will have noticed, we have been pretty lucky with sponsorship for closed hillclimbs during the last year. However, there is a limit to the number of generous people with friendly feelings towards MG Car Club. With great reluctance, your committee has decided that if there is no sponsor there can be no class trophies. Instead class winners will receive a certificate. Trophies will still be awarded to FTD, Top Six Eliminator and possibly to winners of special awards such as the MG classes.

In case you imagine we're making a good thing out of these events, the ensuing figures for a typical closed climb may give you cause to rearrange your ideas:-

Expenditure

CAMS fees and insurance	\$90.00
Fire Fighters, Ambulance, Tow Truck, Sanitary Contractor	\$80.00
Trophies	\$85.00
Advertising & entertaining	\$50.00
Postage and Stationery	<u>\$30.00</u>
	<u>\$335.00</u>

We have not included maintenance and replacement of equipment such as watches, batteries, brooms, hay bales, "mop" (Oil dry), track patching materials, wiring and odds and sods.

Income

"X" entries at \$4 ea (say 55)	\$220.00
"X" Spectators @ 60¢ ea (say 200)	120.00
Catering right paid on attendance	<u>15.00</u>
	<u>\$355.00</u>

Obviously, if we don't have sponsors we have to cut down somewhere, and trophies would appear to benefit the few at the expense of the many. Can anybody produce sponsors at \$100a nob?

NEW MEMBERS

The members of the Committee are happy to welcome the following people as members of the Club and hope their association with the Club will be along and happy one.

G. Lancaster  
                   Mrs. C. Griffin  
 Dr. T.D. Foster  
                   Mrs. J. Rose  
 B. Wasley  
                   M. Egglesfield  
 J. Wilson

--- oOo ---

QUEENSLAND MOTORKHANA CHAMPIONSHIP  
ROUND 1 - 15th APRIL

Get your Supplementary Regulations from Gold Coast and Tweed Motor Sporting Club, P.O. Box 940, Surfers Paradise Q4217. Entries close 8 p.m. 13th April. At least a Road Event Licence will be required.

You may also ring Mrs. Breaden on Phone No. Gold Coast 399 055 (during Business hours) in order to obtain Supp. Regs more quickly.

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NORTHERN DISTRICT SPORTING CAR CLUB SOLO RALLY

The above Rally was held on 18th February 1973, and produced only five entrants from MGCC, of whom four started. Ray Quinn came 5th outright and 5th in class with 1680 pts. Gerry Bezett with 1686 points got 6th outright, 1st in class and a trophy. Fritz Sorensen on 1850 was 2nd in class and Andy Hockley wasn't last! We believe they all had a ball, so what about a few more of you having a go? Who knows, the committee might even consider giving points towards the Speed Trophy for one of these events.

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SAVE THOSE STAMPS

No, we don't want a stamp collection, thank you! What we do want is for members to send in instalment two of their Hill Climb Appeal donations without waiting for a notice. Earlier in the year you received a letter of thanks, which included a reminder as to the amount you had promised and the amount already paid. Please send in your 1973 donations (or better still 1973 and '74) now. With postage @ 7 ¢ a notice seems wasteful of appeal money to have to write individually. Did anybody realise that it costs over \$16 to send notices to the whole club? A lot of people have already paid. If the rest of you would shell out we would be grateful.

We have so many new members that a brief explanation of the appeal may be a good idea. Twelve months ago our financial position was such that it seemed we would lose Mt. Cotton. Repayments on our original loan are \$700.00 per annum plus interest. This left nothing at all for any large scale repairs and improvements. The track had degenerated to the stage where it was losing us entries. Kaput!

The trustees for your Club gave the committee permission to open an appeal, with the proviso that if it was unsuccessful all money was to be returned. Towards the end of last year they decided that we had enough in hand to go ahead. One of the surprising things has been the support we have received from other Clubs and other Centres of MG Car Club.

The appeal is still very much open. If you haven't already subscribed, it is anything but too late, if more people don't subscribe we could be in trouble again in a couple of years. We haven't quite reached our original target, and rising costs are hitting us. Perhaps we should have aimed higher. Subscriptions range from \$1 to \$200, so don't feel bashful if you can't afford much. Go see one of the Committee, they will be delighted to take your money from you.



PROGRESS -AT THE MOUNT

The April loan repayment of \$485.00 has been made out of Club Funds, without recourse to the appeal money. This has left us feeling very sad and sorry. Grass has been hopefully planted in the pits. More cleaning up has been done, but the committee and helpers are beat and also very tired of spending every Sunday at Mt. Cotton.

Next Saturday (the 14th) is scheduled for patching and resurfacing. We must have help down there. Mike Keown (21 7886) is organising. Most of the committee will be trying to be there, but please will some of you of the other 200 members give Mike a hand.

Anytime anybody wants to harden the muscles and reduce the tum (belly to you) just go down with pick, shovel and a bent back and clean out table drains - it's a job that goes on and on. If your back isn't bent when you start it will be when you finish.

We hope to have a slasher in before the next meeting to get rid of the long grass. We always live in fear that one day a Formula Minor will be irretrievably lost in the jungle. "Hey, Bob, Chris, where are you?" "Coo-ee, Bob Chris" ----

--- oOo ---

Don't forget the working bee on Saturday 14th April -  
Ring Mike Keown to offer your services and to find out  
time to be there.

--- oOo ---

NEXT HILLCLIMB - 13th MAY - HAVE A BASH

ROAD TEST : LAMSHEERA V12 MOOVA

This car is as fine a piece of European workmanship as one ever is likely to find. It's shocking. The pop-up headlights don't pop up, the wind-down windows refuse to wind-down, and the internal-combustion engine only rarely internally combusts.

The engine is a V12 mounted East-West behind the seat. V12 engines are said to be renowned for their smoothness, but we are unable to comment on this aspect as ours was alternately V6 or V3. Factory specs., for those with an eye for detail are as below:

Engine:	V12 (sometimes)
H.P. :	3.57 at 17,500 r.p.m.
Max Torque:	1.75 ft/lbs at 16,000 r.p.m.
Carburettors:	Rarely

If the motor can be kept "on the cam" (comes in at 15,800) the performance is not too bad in fact with a bit of fine tuning the car will probably reach the all time high of the Zeta 4 seater.

Standard equipment includes doors which open, a boot which doesn't and windscreen wipers. A windscreen is an extra-cost option. The brakes weave the car to a stop in a little over 2,000 yards from 30 m.p.h., and so are adequate for normal everyday driving on a deserted sheep property. The car marshmallows from 0 to 60 m.p.h. in a little under two days, and lacks mid-range passing power. This is probably explained by the fact that the top speed is below mid-range passing speed.

We were forced to abandon the test here because of work in the engine, but will bring you additional figures next month, plus a test of the new Kani Kazee 50 step-thru.

P.A.H.

CRANKS AND NUTS

I imagine that most readers have heard at some time or other of the term "nitriding" as applied to crankshafts etc. Most likely the term means nothing to a large percentage so a brief explanation is warranted.

Nitriding is a process whereby a piece of high quality ferrous material is made to absorb quantities of the element nitrogen. This causes the material to become very tough and suitable for use under severe service as would be the case with crankshafts in high performance engines. The process involves maintaining the material at a certain temperature for a certain time in a nitrogen rich atmosphere. The extent of the effect is determined by the original quality of the material and the amount of nitrogen absorbed.

A point of interest is that nitrogen is not the only element that will be absorbed by steel and that the above mentioned process is not the only method by which these elements will be absorbed. Also different elements have different effects on the material. The element that I have in mind is hydrogen and the effect of hydrogen absorption is one of creating brittleness.

The result is known as "hydrogen embrittlement" and two common processes of inducing this are welding and electroplating and the results can be disastrous. The effect of hydrogen embrittlement due to electroplating mild steel is only slight and in most cases can be ignored but the effect on better quality steel, e.g. high tensile steel such as is used in most automotive bolts is severe.

I recently had a large quantity of bolts and nuts out of the M.G. Mazda zinc plated to provide rust protection and to improve appearance. Whilst assembling the front suspension with said zinc plated high tensile bolts it was found that bolts snapped a short time after being nipped up only medium tight. Discussion with the electroplaters, bolt manufacturers and a Brisbane engineer revealed that hydroge

see over . . . . .

APRIL, 1973

Cranks and nuts (Cont)

embrittlement was the cause. Replacement of ALL high tensile bolts was the only solution and proved rather expensive. There is a process to relieve this brittleness but it must be done IMMEDIATELY after electroplating. Any reputable electroplater should be able to do this providing he is aware that he is plating high quality material.

So a word of warning to anyone contemplating electroplating any bits and pieces.

Firstly, it happens with all plating processes, Secondly ask the man if he is capable of carrying out the relief process and thirdly TELL HIM TO DO IT and ask after the job is finished IF HE DID DO IT.

Electroplaters seem to have bad memories so -  
IF IN DOUBT CHUCK IT OUT.

(sgd) John W. Moorehead.

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A "thing which I have entitled -  
SOMETHING - NOTHING"

An architect is said to be a man who knows very little about a great deal and keeps knowing less and less about more and more until he knows practically nothing about every thing, whereas on the other hand an engineer is a man who knows a great deal about very little and keeps knowing more and more about less and less until he knows practically everything about nothing. A contractor is a man who starts out knowing practically everything about everything and ends up knowing nothing about nothing due to his association with architects and engineers.

(Transcribed without permission from a scribbling on the inside rear cover of a 1622 Brisbane Telephone directory found recently at the Northgate rubbish tip whilst hunting for used MG parts).

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C.A.M.S.

Here are bits and pieces from the last N.C.C. meeting which we feel will be of interest to our members.

The Secretary General, Mr. D.K. Thomson is to retire on 30th June 1973 after many years of service to the sport.

The present 5000 cc section of Australian Formula I be extended in validity as AFI until 31st December, 1977.

The present 2000 cc free design section of Australian Formula I be abandoned as from 31st December, 1974.

The points score for the 1973 Gold Star shall be that applicable in 1972.

In Closed car events, windows of other than glass must be clear, transparent and free of any colouring; glass windows must not be coloured or tinted after production; and in any case all windows are subject to specific approval of the Chief Scrutineer.

In production touring cars, freedom be allowed in respect to the fitment of sump baffles.

Freedom be permitted in respect to brake hose run, the method of attachment, and modification to the caliper mounting boss on the suspension member.

The term 'anti-sway bar' be amended as a generic term, to read 'suspension stabiliser', and that this term include a panhard rod, an anti-sway bar or a radius arm. It was noted that a 'suspension stabiliser' does not include a Watt's linkage.

As from 1st January 1975 the minimum production requirement for production touring cars be 1,000 cars.

Clubman Formula will remain at 1300 c.c.

The National Technical Committee has been disbanded.

BODS AND BENDS

Vern Hamilton stewarding at the last Hillclimb and Elaine helped at her old job - timing. Incidentally, Vern very nice about the work done on the finish and return roads.

Pete Rayment has bought David Tait's closed record holding Cooper. Now he'll get under 60.

TRAITOR! Max Boothby tottering in a Trump. Has bought a TR 4.

A new Motorkhana vehicle has been acquired by Phil Heath. It takes the form of half a VW in XUI Indy Orange. The addition of a spoiler would put it into the Sports Racing class.

Recent telephone call to Mrs. Rayment (pete's Mum) informed our honorary sec that Pete had resumed his normal dieting. Mrs. Rayment further stated that she didn't have to feed him for three days because he had consumed enough nuts the Sunday before.

The committee resemble a casualty list - with Peter Rayment recovering from his nutages, Mal Spiden being severely bitten by REQ's little pup-dog and the "old girl" Ann Thomson falling over on a grape skin in the Kenmore Supermarket.

Mort and Nancy Shearer departing for that old country (England to all you) for two years. Unfortunately Mort will have to sacrifice the TF. So if someone would like to own an immaculate motor car see Mort before the end of June.

MG's work horse has been temporarily retired. Old yella has been superceded by last year's Holden Ute.

Visitor to the Clubrooms was Chris Swindell from Devon and Cornwall Centre - that's U.K. you ignorants. We hope Chris is here for keeps.



Bods and Bends (Cont)

Itinerant Bob Randle now in Rocky.

Seems many Club members depend on the wind and air currents for motivation - see Harlock, Tim, re gliding.

And then, that is one thing the motoring fraternity is never short of - WIND.

It is rumoured that a "social Page" is in the melting pot. LOOK OUT.

If you know of any doings of your Club mates that deserve a mention on this page, drop us a line. We'll print them, and promise you we'll distort them to fantastic lengths to produce a picture of absolute incredible make-believe. That way we stay clear of law suits and keep R. D.H. in the lower tax bracket.

McCarthy is "technical adviser" for a new English Clubman. His advice apparently goes further than "Ha! it won't work". Despite remarkably crude frame work, it probably will work (if un-thumped) for the owner has rather liberal resources and the rest of the competition is reasonably crude also. It'll be worth watching.

It is rumoured Jon may be making noises towards an Australian return in a year or two or less or three or more. You never can tell. He sends his regards.

Ray Quinn has now equipped the Datty with self opening doors. Teething troubles were discovered last Sunday when the doors opened during a dust storm.

Now we know why Chairman of State Council Horn and Chief Steward Purdy were cluttering up a rally road. They had been discouraging some suicidal but enterprising two-wheelers.

Mario Carlotta rumoured to be buying up big. A Cooper for Motorkhanas and a Marina TC for trials. What was the name of that horse, Mario?



Ann Thomson and Joan Appleby have started a publishing company.

From information received, Gary Whittaker, should excel in wet motorkhanas, especially if there's a breeze about.

Three generous Club members offering their new land acquisitions for Club use. John Campbell offers his 30 perch 45 degree block for motorkhana use whilst Keith and Sandra Turnell offer their 10 acre plot for working bee practice. Now there's Club spirit for you.

The McCabe brothers have done it! At Grafton Hillclimb driving the old Superbee with a pushrod engine (a mere 92bhp at the rear wheels), they slashed  $1\frac{1}{2}$  seconds off the existing record, slaughtering a batch of Clubmans. Congratulations, McCabe and Mrs. Miller (their P/R contact).

Whilst most doze off with pleasant thoughts of long lines of fluffy white sheep, rumour has it that Barry Nixon-Smith keeps himself awake with thoughts of long lines (production type) of --- wait for it --- purple Holdens with white tops. Yeerukkk. Another problem is that these purple and white lines take a good three days to get moving.

John Heath rumoured to be fitting a spinnaker to the MGA. Not sure whether that's sailing talk or a synopsis of his cornering technique.

PGR scattered his nuts all over the mount. Twice!

A previous Octagon ad by Pete requesting "one Mini steering wheel so I can keep both my cars on the road" must have gone unheard. If you have such a wheel, contact Pete at 68 3196 (after hours) or 5 3129 (work), and keep the Club's nuts together.

John Horn reported to be working on a CAMS approved sailing boat. Does "CAMS" stand for "Confederation of Australian Motorless Ships"?

Bods and bends (cont)

There was a member known as Vince  
If you say "tacho" he will wince  
This "tacho" it went off the clock,  
His only blue, it said "tick, Tock".

The explanation of above is that one Appleby got very perturbed when the more he lifted his foot the more the revs went up. V8 bumpmobiles don't have a tacho, but they do have a clock with minute sweep!

--- oOo ---

NIGHT OF SURPRISES

Next time your crack-brained committee thinks up a title as above for the programme, they should be bitumened into "the Hill" - which would certainly surprise, and probably entertain, their fellow members. A week before the night they were surprised to find that nobody had thought of anything surprising. Then they decided to administer a real shock. Except for normal canteen sales they DIDN'T CHARGE. Broke as ever and the extras were FREE. Bickies and cheese, coffee and pikelets and a movie. The film was for once, right away from Motor Sport. It was a modern "silent" with sound effects - work that out - and we could probably use a few more like it. Several cases of hysteria amongst the audience had to be treated.

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PARTY NIGHT

5th May, 1973  
SATURDAY NIGHT

We don't know what Terry and Rae and the Social Committee are cooking up, but it's bound to be good, so come along and see.

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M O T O R K H A N A

The search for a new Motorkhana grounds had begun and largely due to Trevor Penson a paddock in the uptown region of Bethania overlooking the downstream section of the Logan River became the venue for those dreaded MG desperados. Fortune smiled upon all on that beautifully fine morning, all that is except for those in open sports machines whose occupants kept complaining of "someone upstairs" who periodically turned on the "sprinkling system".

The competition began, naturally enough, with a forward bending test to enable all to switch on. Les was recording Hastie times (that's a JRF type joke repeated for those of you who were not at the Hillclimb) in an attempt to stay with Jerry Kent and Phil Griffin. Poor Les admits he is getting a little old in the tooth but says there is 20 good competitive years left in him. Gary Whittaker mit dus Vinter treadened MGB had the fire in the engine extinguish itself, whilst John Bowen scored two wrong directions on the same test. This penalty gained was sufficient to drop him down in the results.

So we all wandered over to Double Loop (straight out of the "brown book") to watch the dust fly as Peter Walton (holden FC) and Jeff Ferguson (falcon Fairmont), both competing for the first time, really threw their cars about in some glorious sideways motoring. As the dust shifted a largish Stu Rice, taking photographs of his stomach (well he couldn't get it all in the one frame even with a wide angle lens) squeezed into a Morris 850 of a smallish Tom Yates. Even though the car was a little old and tired Stu showed his form, eh, I mean driving ability. Will this mark the return of the ex-champ? Another old competitor to return from the clutches of matrimony was young Neil Burnett who steered the Moke into 5th Place to edge Peter Rayment out.

Then came the Hockley, formerly known as the Hopkirk (don't we treat our Clerk of Course well), and boy didn't big Andy go. Yes, the Fiat is now equipped with air injection - much the same as fuel injection but less expensive. It was Andy's event until Phil Griffin and Jerry Kent recorded times 5 seconds quicker than anyone else.

John Moorehead in the MGTf Mazda was the only one of the "Smarties Brigade" to topple the Fiat time. New Club member Graeme Lancaster was able to come to grips especially after some expert tutorial that morning from REQ. Graeme responded to his earlier practice by posting quite a reasonable time, considering he was steering the ultra high speed Holden EJ station wagon. But as he slid into the garage, his mighty steed caught the scent of Dave Robinson and proceeded to attack Dave's hind quarters. Apparently Dave has an "attraction" for cars. After Dave was able to subdue his assailant, with the help of a large stick, our Club captain complete with what appeared to be a quickie (at least it appeared that way from the drivers seat) only to find that the clock had stopped all by itself. Ofcourse Mal would have been happy with that particular time but Chief Clocker "slam" Sullivan ordered a re-run.

Not so lucky was Bill Randle who was forced to retire the Sprite due to an axle breaking (near the diff end - naturally). Mario Carlotto, who incurred trouble finding the grounds due to a certain navigational error, was able to tow Bill home.

Next came the Trifoil. If I told you Andy gave us a demonstration of the route and then on his timed run lost the way, would you believe me? Bruce Briggs showed all how a Cortina should be tossed around on the dirt. Bruce, as always, has the car performing well, whilst the sight and sound of the blue "Cort" is highly reminiscent of the Offies in the Speedway, especially with its beautiful drifts. One of the more steady drivers was Barry Smith in his Purple people eater Anglia which he shared with G. Leigh. The Anglia sound the most uncompetitive to use in a Motorkhana but this didn't worry Barry who will return next time. Speaking of cars which run at Motorkhanas, it was interesting to watch the camber angles on rear wheels of John Kelso's Renault. It seemed to be an engineering impossibility that so much positive be present and yet the car remain stable.

The last event of the day was run near dusk. This was

Motorkhana (Cont)

due to the large entry and the shorter daylight hours. (unfortunately many people such as Alan Conway who was one of the forerunners, had left before this event commenced. The mighty "Quinn" who earlier that day appeared to have muffed it was able to switch on enough to finish fourth thus being the first rear wheeled driven car. Must be the nomex cap. Hot on Ray's heels was Libby whose Corolla seems to be getting a little tired these days. Well, she can't finish ahead of Mal Spiden anymore - must be the car. It was a bad day for Neil McNeil (first time out in the Torana GTR). As Neil said he either did a wrong direction or hit 105 poles which takes the record from Paul Raper in the trembling VW 1200. Paul has acquired a nervous car as every time the car competes on a grass surface the wheels furiously shake themselves. The dirtiest car and driver combination was John Barran in his very open Lotus Super 7. John was able to adapt to the conditions very quickly and ran very smoothly and quickly thus being able to finish 8th in the overall standings.

As can be seen from the results quite a number left early including Alan Conway and Stu Rice both of whom would have been placed well in the first dozen. In future could all wishing to participate be at the grounds by 10.45 a.m. so we can start early. I realise this will make it an all day affair but with the number competing it is the only way we can complete the running of all events before dusk. The next Motorkhana will be held on 27th May, 1973.

So I have come to the end of my tale, but before I stop wagging it, I have much pleasure in announcing that my pen is now 21 stories old. Happy birthday to you etc.

(sgd) Jolly Roger MkII

P.S. Results are shown on the next page

Motorkhana 25.3.73 Results

1st Phil Griffin	Morris Cooper S	160.1
2nd Jerry Kent	"	160.5
3rd Les Hastie	"	166.2
4th Ray Quinn	Datsun 1600	170.5
5th Neil Burnett	Morris Mini Moke	176.1
6th Peter Rayment	Morris Mini DeLuxe	177.7
7th John Moorehead	MGTF Mazda	179.1
8th John Barram	Lotus Super 7	183.1
9th Bruce Briggs	Cortina	183.5
10th Andrew Hockley	Fiat 500 Trans Am	184.9
11th John Bowen	Morris Cooper S	187.3
12th Mal Spiden	Escort 1300	187.9
13th Rob Guyder	Morris Mini 1100	188.6
14th Libby Sullivan	Corolla	188.8
15th Gary Whittaker	MGB	190.8
16th Carole Griffin	Morris Cooper S	193.1
17th John Heath	MGA	193.2
18th David Robinson	Holden HQ	198.5
19th B. Smith	Anglia	198.8
20th G. Leigh	Anglia	203.2
21st Neil McNeil	Torana GTR	204.4
22nd Phil Heath	Cortina	209.3
23rd G. Lancaster	Holden EJ S/W	211.3
24th Paul Raper	VW1300	235.3

Those who went home earlyAfter 4 events

Stu Rice	Morris 850	124.9
Tom Yates	Morris 850	131.7
Jeff Ferguson	Falcon Fairmont	159.0
Peter Walton	Holden FC	169.9

2nd Entries

Jeff Ferguson	Holden FC	149.2
Peter Walton	Falcon Fairmont	159.1

After 3 events

Alan Conway	Morris Cooper S	91.4
John Kelso	Renault 10	96.0
Carole Conway	A/H Sprite	111.1
Bill Randle	A/H Sprite	retired
Brian Lange	Datsun 1600	Late entry



Miscellaneous Mumblings from the Retired Ward at Eventide

Well, now that Horgan's regained control of his bladder again, I can stop carrying pots and sit down to type the Eventide news. Matter of fact, I think I've just about conned him into buying my all iron twin cam. Here's hoping, as the big plan now is to instal an FVA in the 47 - that is if it ever comes from Ford. If I don't get a race meeting in soon, I'll have to sell Horgan the whole car. Last meeting it was wrong size pistons which caused the non appearance - gawd!! Anyway, we'll get there soon. Talking of Horgan, he took the whole family out water skiing the other weekend, including our kids - scratch Horgan from the marriage stakes for another five years after that, still it was very interesting to see the old man fall over and strain his chest. Struggling around clutching his damaged ribs, he managed to get a few runs in - water skiing runs that is. Has he told you all about the big lowering job on the Camaro yet? Shades of motor sport - Horgan takes car to spring specialists and says drop it an inch - or was it raise it one inch - anyway it came back six inches too high - so back again - only to come back one inch too low - ah well - we were lifting the front all weekend.

Talking of oldies, I had dinner with Mort Shearer and wife the other week. Mort has a score of restored Bristols - and a very good bin of red wine too. We had a very pleasant evening pouring - poring? over these very famous machines, Mort having recently purchased a spare motor for his 404. I was lucky enough to score a drive of the 403, which holds the road like a striped white line - very interesting for a car built in the late forties era. Maybe we can send some of the big three engineers to Mort's place for dinner one evening.

He still hasn't replied to McCarthy's last letter - so he stands publically condemned now, and talking of old Mc himself, he appears to be wooing every lady? in London - 201 positions in an hour he tells me - filthy beast. No gliding activity yet - but that may come in time.

Old TDJ says he has been gliding though. I don't know how many hours he has up now, but I hear it's nearly enough to go solo in the near future. Also encountered another oldie at Tim's last week - none other than the famous spinning 'B'



Miscellaneous mumblings (con)

type Bruce Ibbotsen, so named for his famous exploits at Lowood driving schools. He now drives (apart from his immaculate C) a yukmobile Falcon complete with artificial chrome and yellow overspray. Says it gives him all the sensations of high speed motoring at 30 m.p.h. I believe it.

Now to the young generation!! Dirty little beasts.

Mal Spiden is still holding out at the garage at 82 Stafford Road. Sounds like the battle of wounded knee. "come on out Mal Spiden - we know you're in there". The classic reply to this is a loud raspberry followed by a hail of empty Kentucky fried chicken boxes, including cockroaches. Gad, I'll get that garage back yet.

Also dropped in at A.T.'s for the presentation of trophies evening - I was not well that night - palsy you know - and the young devils tell me I was not eligible for the under 1100 trophy because I turned 1101 last year.

The trophies were beautiful - what a sheen they had on them. Peter Rayment was the most heavily laden (in all senses of the word) winning several of the Club's major awards. Spiden conned them into a couple, and Russel Black was the winner of the Miles Hunter Trophy for centre achievement. Ah, Well, maybe these young fellas have some future yet.

J.R.F.

--- oOo ---

The Editor of the Octagon wishes to thank all those who have rallied round the Club banner and sent in articles for this month's magazine. (There were so many, that some are being held for next month's). Hope you all keep it up.

--- oOo ---

HERE WE GO GATHERING NUTS IN MARCH

The first Hill Climb for the year was held on 18th March 1973. The nuts had an unwilling customer, and the Club's prize rubbisher is on the receiving end. Not nearly, not once, but twice were we treated to the spectacle of TC eyes goggling through a shower of shattered shells with Rayment eyes (no less goggling) over the top. Oh, bliss! Oh, joy! Oh, tow truck!

We're hurrying to go to press and find nobody has reported the event so you'll get the rest in note form.

A beaut entry from the Holden Torana boys, so we put on a trophy for them which was won by B. Dunn driving (hold it) a Toyota Corolla!

John Moorehead and Trevor Penson, both class winners, had the broadest grins of the day.

Trevor was also Top Eliminator. He's a real crowd pleaser too.

John Lungren in the Mini Speed getting quicker every meeting, is now down to a startling 52.8. Was undoubtedly the unluckiest driver there. Brad Hart, who only got one run in the Dart Chapparrell, just pipped him for FTD with a 52.6. Then when it came to the top Six his exhaust fell off.

Some very close competition in the over 3000 cc Production Touring Cars. First it looked like Denis Brown in the purple XUI, then Barry Nixon-Smith, in an XUI too young to be allowed out, tied with him. Finally Jeff Ferguson beat them both in his new Fairmont.

Chief heart stoppers of the day Penson and Ferguson (all Rayment stopped was the car and the meeting).

Best performances for first timers at "the Hill" probably came from Mark Laverick (Charger) and Dennis Brown (XUI). Very controlled and times coming steadily down.

Results are as follows -

Production Touring Cars - Group G - 1301-2000 c.c.  
 14 G.Bezett Ford Escort TC 1558 c.c. 56.8 secs

Production Sports Cars - Group d  
 57 K.Tufnell MGB 1798 c.c. 60.1 secs

Production Touring Cars - Group C - Up to 1300 cc  
 56 Phil Griffin M/Cooper S 1275 cc 56.2 secs

Sports Cars and Sports Sedans - Groups A and B Up to 1300cc  
 49 J.Lungren Mini Speed MkII 1293 cc 52.8 secs

Racing Cars - Cat I up to 500 cc  
 74 Brad Hart Dart Chapparrell 200 cc 52.6 secs

Racing Cars - Cat I 501 cc and over  
 88 I.Peters Mini Din 2840 cc 54.0 secs

Production Touring Cars - Group C - 2001-3000 c.c.  
 18 F.Sorensen Capri GT V6 2994 cc 57.6 secs

Sports Cars and Sports Sedans Groups A & B 1301-1600 cc  
 46 J.Moorehead MGTF Special 1490 cc 56.1 secs

Production touring cars - Group C - 3001 cc and over  
 39 J.Ferguson Fairmont XA 5750 cc 56.6 secs

Sports Cars and Sports sedans Groups A & B 1601 cc & over  
 37 T.Penson Datsun 240Z S/C 2398 cc 54.5 secs

FTD B.Hart 52.6 secs

Top Six Elimination T.Penson 55.6 secs

M.G.Award over 1500 cc A.P.Burns 59.7 secs  
 under 1500 cc P.Rayment 60.2 secs

Best Time BSCC member D.Brown 57.1 secs

Best Time by Holden Torana member B.Dunn 58.5 secs

Best Time by nonmember of MG Car Club who has not won a  
 class D.Brown 57.1 secs

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Will anyone who is running at Grafton Open Hillclimb on 29th April, and who wants accommodation or to travel down with the rest of the mob, please contact Mal Spiden. We are trying to get regs but they haven't arrived yet.

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Slide night - We will report next month - if anybody gets round to writing it up.

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CLASSIFIED ADS

SPIDEN oil search/discovery group and associates require 100,000 gallons of said product, but will settle for one 1100 cc BMC 'A' series Engine. Imperative this piece of Metal be (oil) leakproof.

Apply in person with money back guarantee to the founder of the group

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SELL

Urgent Sale - Elfin Sports Car - less engine and gear box. Consistent class placings. Rose Joints. Henderson Harness. RA 200 Rubber. Prefer to sell as racing car but suitable for road. Price \$800.

Graham Buchanan, 77 Wynn St., Sunnybank 4109.  
Work Phone 6 8533 Ext. 219

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FOR SALE Morris Cooper 'S' all white exterior, all black interior. Good mechanical condition. Michellin XAS tyres 12 months registration, tow bar and sump guard available if required. Bargaining begins at \$850.

Alan Conway Phone 98 4559 A/Hours.

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SELL

T.F. 1500 Metallic Blue, fully rebuilt  
immaculate

Contact Mort Shearer

Price \$1700  
Phone 55 0009

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CLASSIFIED ADS

FOR SALE +++ Centaur Clubman, complete less engine. Disc brakes, adjustable suspension and roll bars LSD. A winning car even for a beginner. Will accept 997, 1100, 1200. 1300 (not crossflow), 1500, 1600 (not crossflow) Ford engines and be ready to race. Deal complete with registered trailer.

+++ other items for sale include salvagable items from "retired" 1500 engine, extractors and inlets to suit, 2 x 40 DCOE Webers, Henderson 6 point harness, Nomex driving suit (for 5'10" slim build), Triumph Spitfire disc pads (new) 3 brand new 500 x 950 x 13-XB11 Firestone R125 intermediat 4 magnesium wheels (6" x 13"), 7 off 500L x 13 184 Dunlops some spare Clubman panels, Cortina extractor and SU Manifolds, full race Cortina head, light flywheel and heavy duty diaphragm clutch, generator, starter, steel front pulley, cosworth rocker cover, 8000 chronometric tell-tale tacho with associated drive gear, assorted Weber chokes and linkages plus more.

Phone John Campbell 94 0111 Ext 233 or 97 4884 A/Hours for further details.

--- ooo ---

FOR SALE

1947 MGYT model in very good condition

\$2000 or nearest offer.

Any interested persons should call to see

Henry Karbowiak  
175 Ashgrove Avenue,  
Ashgrove  
after 5 p.m. any afternoon.

--- ooo ---

The official magazine of the M.G. Car Club (Queensland Centre)  
Affiliated with the Confederation of Australian Motor Sport

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The Committee wish to thank the following contributors:-

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John Fraser  
John Campbell  
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Ann Thomson  
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