
 wotzon?

January

30th Film Night Clubrooms

February

1st Motorkhana ,..... Tingalpa
 3rd T-Type Register -
 Election of Office Bearers -
 8th Discussion Clubrooms
 15th Race Meeting Surfers
 20th Working Bee Hill Climb
 21st Closed Touring Assembly Clubrooms
 22nd Working Bee Hill Climb
 28th Closed Hillclimb Mt. Cotton
 Party Night Clubrooms.

Note that at the Closed Hill Climb, ALL members are eligible to compete, as a G/C CAMS Licence is NOT required. This gives you all the opportunity to have a lash at Mt. Cotton's twisty slopes.

If you new members don't know where Tingalpa is for the motorkhana then ask! Motorkhanas are the place to brush up on your driving technique.

For those still in the 'dark', Closed Touring Assemblies are the old Night Navigation Runs. OK?

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editorial

Merry Christmas! And a happy New Year! So what's wrong with giving you the Greetings a little time after the Festive Season?

I was just too busy to get an Octagon out, that's all. But I really mean those greetings. In particular 'happy New Year', because I sincerely hope it will be a happy new year for you, the Club and its aims, and all MG Car Clubs wherever they are.

It should be a good year, 1970, for the MG car Club Queensland Centre, with the new President all brimful of energy and enthusiasm. Remember his inaugural speech? And look at his size. He's too big to push around!!!

A few months ago I, along with many others, wept at the way BLMC appeared to be suing for divorce from the Clubs it had helped spawn and foster, but in this issue, you will find that BLMC has not turned its Corporate back on us, but has initiated a Car Clubs Bureau to assist where-ever possible. Forward thinking isn't dead after all.

May I also in this Editorial wish all the MG Car Club Racing Frate_rnity every success in 1970.

That's about it gentle readers. This 'Time' factor has really got me in its grasp. Rather than continue to slog on, late for each issue, I must reluctantly lay down the Editorial pen in favour of someone with more time than I.

All the be_st

(Sgd) Iain D.G. Corness

president's corner

1970, the start of a new decade for the MG Car Club and, I hope, a new era for Motor Sport in Queensland.

For our Club, 1970 will be most exciting, with the unlimited prospects Australia's best Hill Climb, the setting for the Australian Hill Clim_b Championship for 1970. We have a spirit u_nrivalled by ot_her organizations, this spirit showing itself in the willingness of members to compete in Club events .

Last year, over t_wo thirds of the financial member_s competed in events, and they were the ones t_o reap the benefits from their membership. Remember that t he more you put into the Club, the more you will get out of it. So, if you were one of the minority of last year, get cracking right from the start this year, and try to get one of the magnificent trophies which were presented at the Annual Presentation December 6th, 1 last year.

Just to make things a little harder, why not get your friends to join the Club too, and compete against you? There are enough varieties of events, surely? If speed is your enjoyment, there are Hillcl_imbs and Sprints. Also driving technique in motorshanas, arguin_g with the navigator in night runs, as well as all the Social nights and Film evenings.

Your 1970 Committee has a full programme of events to suit all tastes you might even like to join the most select 'Chain Gang' under my lea_dership. See me for details any Club night.

As president, I thank you for your vot_ive support and wish you all the best for this coming ye_ar.

(sgd) Will Charl_ton
(Pr esident 1970)

President's report - 1969

Members have enjoyed a full year of competitive events within and outside of the Club during 1969.

The 13th Annual General Meeting of the Centre was held in November last year with Mrs. A. Thomson, Messrs. J. McCarthy, J. Fraser, R. Horton, T. Hatton, G. Wright, D. Miles, H. Gardner, D. Young and J. Green being elected on to the Committee of Management. Although some of these members experienced personal problems, not one resignation was received throughout their term of office.

The Committee have striven to place the Club in the public eye with such events as Motorxhanas at Springwood and Brookfield. Suggestions were also tendered by members that could only benefit the Club in the near future.

Mrs. Carole Corness volunteered to the position of public Relations Officer and without her able assistance throughout the year, the Club would not have received the publicity it did, particularly at the Queensland Hillclimb Championships.

Events

As I have mentioned, the calendar of this Centre and C.M.S. catered for the Motor sporting enthusiasts with many events in their varied forms. The Club organised 2 open hillclimbs, 4 closed hillclimbs, 6 motorxhanas and 11 closed touring assemblies. Also well supported by the members were closed race meetings and sprints promoted by other Clubs.

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President's report - 1969 (Cont)

In October, the M.G. Car Club, through, what was a team effort, won back the Inter-Club Motorkhana Shield, that was originally donated by our Centre.

Social events, such as party nights were re-introduced into our programme, and I feel that these are a must, not only from the revenue point of view, but also to give members varied types of events. My thanks to all members and others who participated in the time-consuming organisation of the party nights.

It is interesting to note that over 120 members competed in one or more events throughout the year demonstrating how active our Club really is.

Finance

The full report on the financial position of the Club is contained in the Balance Sheet and Treasurer's Report.

"The Octagon" - Centre Magazine

The Octagon was under the editorship of Dr. Iain Corness and through his determined efforts was extremely well received by all who read the magazine. Iain has some promising ideas for future editions of "The Octagon".

Membership

Membership figures reached to a total of 214. Although this is an increase on last year's figure, another concentrated effort by all members would certainly improve this position.

President's Report 1969 (Cont)

Our M.G. ownership, whilst at a sound level, increased towards the latter part of the year, when the majority of new members were owners of the world's biggest selling sportscar.

T - Type Register

The Committee of the Register have worked together throughout the year to draw up a charter and place the Register as an honoured part of the M.G. Car Club (Queensland Centre)

These members organize their own calendar of events to supplement the normal club events. A membership of 50 with 50 more potential members has been attained, thus showing the tremendous interest in this particular section of the Club.

Hillclimb

Last year, we all witnessed the successful running of Mt. Cotton Hill climb, but from the first meeting this year, there seemed to be a somewhat lack of interest. Entries were not encouraging and working bees lacked support. This situation did not change until the Queensland Hillclimb Championship when the entries increased, to the Meeting in November that recorded the highest number for this year. Whilst it can be seen that interest is increasing towards entering, the construction programme is far from completed and also necessary maintenance is forever there.

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President's Report (Cont)Conclusion:

I would like to extend my gratitude to the Committee members for their very able assistance throughout the past twelve months; also my appreciation to all members who have been a part of Club activities and have helped to place the M.G. Car Club (Queensland Centre) as the second largest in members and probably the strongest in Club Spirit in Queensland.

(Sgd) L.S. Whittaker
(President - 1969)

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C.A.M.S. LICENCES

Those wishing to enter the Australian Hillclimb on 14th June, will require at least a Limited Competitors Licence.

REMEMBER - those wishing to obtain either of the C.A.M.S. Licences should apply now to avoid delay even if you don't need it for a couple of months.

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DON'T FORGET THE AUSTRALIAN HILLCLIMB
CHAMPIONSHIPS ON THE 14 TH JUNE AT MT.

COTTON

Treasurer's Report - 1/10/68 - 30/9/69

I am very happy to be able to tell members that this has been the most successful year, financially, in the history of the Queensland Centre of the M.G. Car Club. That we have such a large surplus is due, not only to your Committee and those who have assisted in the runnings of events, but also to the members who have taken part in these events and so made them profitable.

We have not, of course, very much ready cash, - we never have. It is a commodity we are going to be short of for at least the next eight years and probably longer. You will note that we have a considerable sum on loan to Mt. Cotton Hillclimb Ltd. This loan account will grow until we take over the Hillclimb Company and its assets. It is within the power of the members of the M.G. Car Club to bring this date forward. The faster we can enable the Company to reduce its indebtedness, the less interest it will have to pay on borrowings. At the moment we are not putting in enough money to carry out necessary improvements and repairs and also to service loans. A sum of £1,500 has to be found by next April, apart from the money required to finance our major promotion this year.

The accounts are, I believe, self explanatory in most respects. Clarification may be required on a few points. We hold what you may consider to be disproportionately large stocks of stationary, but it is necessary to buy all printed matter in such quantities as will reduce the per unit price. Insurance has nearly doubled, however the sum is small compared with the risk involved if we do not insure. Postage, stationery and telephone are higher partly because our activities have increased and partly because the Committee considers that the success of the Club must depend to a

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Treasurer's report (Cont)

great extent on communication. The Octagon appears to have cost less, but this I fear is attributed rather to a different method of stock control and a larger appropriation, than to the editorial ability to make one sheet of paper provide literary fodder for the multitude.

In respect of revenue, Motor Khanas and Trials show an increase which should be an incentive to both the organizers and the participants. This year donations have been made to our Club by various persons whose generosity and interest in the sport is greatly appreciated. Social events, which include party night, film nights and Hillclimb practice days have all been a financial success. As treasurer I viewed the return of our party nights with the greatest possible favour.

I must thank the Committee for their help to me throughout the year, and ask that our thanks to our Honorary Auditor, Mr. Neville Halligan, be recorded.

Hon. Treasurer : Ann Thomson.

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Remember, remember. If you haven't paid your Subscription for 1970, you can't run in events, you can't get an Octagon, and you can't wear that MGCC badge on the grille. So write that cheque today!!!

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Any money left over will be gratefully received by the Will Charlton Racing Rubber Fund. No rubber cheques.

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engine swaps

I think any enthusiast at some stage in his motor-ing career thinks of doing an engine swap. The publicity that drag racing gets these days also brings engine swaps to the fore. But before you convert your present internal combustion into a boat anchor, ponder on a few points.

If you don't have full engineering facilities in your backyard, then be prepared to sub-contract out a lot of the work.

Secondly, try to envisage every snag that could possibly arise, because let me assure you that everyone of those snags will arise.

When I was but a young lad, and shaving was only a weekly occurrence, I decided to throw away the old XPAG in the TC. To replace the long stroking lump I had an IGA motor and gearbox excitedly waiting to power the T.C.

One afternoon was all that was needed to remove the TC motor and box, such was our speed. That night was enough for us to 'design' the new engine and gearbox mountings. It was all so simple.

Monday morning saw me at the friendly Engineering Shop with my plans for the new front engine mounting plates.

Ready by Wednesday. WoW.

Thursday saw me at the friendly Money Lenders to get enough to pay the Engineering Shop. But wothell the 'ultimate' TC would be worth it.

Engine Swaps (Cont)

The local Garage came forth with a lump of scrap to make the gearbox mounts. This certainly saved money. finished results were hardly beautiful .. but who would be looking at the gearbox mounts anyway.

Another friend came forward with an electric welder and I learned to weld in 30 secs flat. Well, the two bits of angle iron didn't fall apart afterwards.

Friday night, and the new magical power unit was slowly lowered into the waiting TC chassis.

My designing was perfect. The front mounts lined with the chassis points exactly. Even the starter hand dog on the nose of the crankshaft lined up with the hole in the front cross member. A TRIUMPH of engineering genius.

I bolted it in nice and solid. A bit of brute force persuaded the gearbox mounts to line up. Craig Breedlove watch out.

Now to put the steering column back in. Now to find the column will have to go directly through the oil filter. Undo the front mounts and incline the engine to clear the oil filter. After all if Valiants can incline their engine, so can I. To find the steering column now drilling its way through the distributor.

We did finish it. The motor was lifted 2 $\frac{1}{2}$ " on one side and 1 $\frac{1}{2}$ " on the other. Special bolts were fabricated to hold it in. No rubbers were used, because if the engine moved $\frac{1}{2}$ " sideways it knocked the dizzy cap off on the column.

It was a perfect pig to drive. It shook and rattled worse than you could ever imagine. It did move, though. And break axles quicker than I could pay for 'em. Engine swaps. YECCH.

 Octagon racing awards 1969 mg car club qld centre

- Kerry Horgan , Cortina Sprite Best rubbisher of 1969 in particular of other peoples machinery. Actually, the only reason he does not race the Sprite in the rain is that cardboard splits and peels.
- Iain Corness MGB Most unassuming driver 1969 does not indulge in gimmickry to attract attention to himself.
- John Fraser, Lotus Elan Most improved driver 1969 Started at Lakeside with 1.5s in April and still doing 1.5s
- Ann Thomson, Lotus Elan Mae West award for best sorted suspension 1969. Stability under brakes has to be seen to be believed.
- Graham Maynard Clubman Mr.Slippery 1969. Put doors on before he got dobbed, so what's the "Diff".
- Richard Johnson, Holden Most sponsored driver 1969 GNH keep begging him to accept money but Dick wants to run as an independent.
- Carole Corness, MGB Miss Conformity 1969. Could never be judged a "stirrer" Brings harmony to the side.
- Koppenolls Healy and MGA Astronaut award 1969. Have difficulty in keeping cars on planet.

tappet chatter

One of the members mentioned the other day that in his job he covered 6000 miles in six weeks. Even without the aid of Smiths Pocket Ready Reckoner that works out at one thousand miles per week.

So? what? I'll tell you 'what' it shows just how fallacious statistics can be. Or rather, how statistics can be wrongly interpreted.

Our long distance traveller is under the magic age of 25, and we all know that as soon as we turn 25 we change like magic from irresponsible roadnits to sound upright pillars of respectable motoring society.

Another fact we know is that the more often we walk around in bare feet, the more likely we are to get soles full of burrs. This is just too fundamental.

Yet the under 25 year old is most killed on the road (even though he's most skilled -their words) because of Speed/Carelessness/Lack of Experience/Alcohol/V8 engines the list is endless. But do out statisticians ever stop to think that the dreaded under 25 year olds might be on the roads more than any other age group? If they do, they keep pretty quiet about it.

I'll admit that I haven't got nice factual figures to back me up, all I'm working on is my view of the motorists around me. But take a look yourselves. The age group that is knocking up the big mileages is the under 25's. Even if its just running girl friends home. The over 25's are mainly married, and the girl friend now lives with them.

The figures I want to see are those giving a breakdown on total miles travelled to death rate in each age group. But perhaps I'd better not see there figures, after all, I'm over 25 and the road toll is you young 'uns fault..... its definitely not mine.

Mt. Cotton by santa claus hoho gordon

Sitting on the mark, foot to the floor
Waiting for the signal to let it go full bore
Bellowing, roaring, anxious to go,
Thank Christ for V8's that let it be so
Dropping the clutch in a cloud of smoke
Hoping like hell you can give it full poke
Round the first corner a..e hanging out
Wondering like hell if you're getting thrown out
Up the first hill wheels smoking still
Backing off for the first downhill
Too late mate, the camber's all wrong
Into a spin that goes on and on.
A miracle has happened, while hanging on
You're still on the track flat as a strap.

Into the hairpin brakes locked up tight
Bloody near dying of near bloody fright
Le Chalutior and I ready for more
Up the next hill foot still thru the floor
Tyres are screaming we can stand no more

Into the second loop tightening up fast
You find the brakes are a thing of the past
Up the wall right off the track
Fighting, swearing, you get it back
Damn you Chalutior, I'll keep you full bore.

Down the nex t mountain to the hairpin,
Straight over the bank you can't do a thing
Broadsiding wildly like a team of stuck pigs
Back through the long grass feeling like a gig
Caution to the winds, it makes no sense,
Le Chalutior and I go straight thru the fence.
This is the end of the saga, I'll never be back
To that wonderful, bi...y Mt. Cotton track.

'marque' sports car races

Check the entry list for most meetings at Bogside, you'll find that only five of the sportscars are not from the MGCC(Q). Counting drivers and co-drivers, we supply almost 90% of the sportscar field.

Check the programme for the 28th September Meeting and you'll find the organisers staged another race for 'marque' sporty cars.

What's a Marque Sportscar? It is not a Sprite with a ding in the door ... that's a 'marked' sportscar. A Marque car is: (I quote from the Supp Regs of NSW tracks) "Sports cars conforming to Appendix C Group A with any engine modifications other than superchargers, providing the original cylinder block and crankshaft are retained, and strictly limited to the following makes of cars: Alfa Romeo (GT & Spyder 1600), Austin Healey (All models) Daimler SP250, Datsun, Honda, Jaguar (Production Models) Lotus Elan (Standard Model 1558 cc), M.G. (All Models) Morgan, Porsche (under 1600cc), Sunbeam Alpine, Triumph, TR Series, Spitfire & GT6, T.V.R., Volvo P 1800, and Turner. Cars must be fitted with the manufacturers body, mudguards and radiator grilles. Aero-type windscreens or accessories to improve the safety and road-holding will be permitted. Bumper bars may be removed for racing".

Wade through the above paragraph again, and you'll see that 90% of you drive 'marque' Sportscars, eligible for the Marque races.

The more observant racing fans will suddenly say "Iain Corness has got a non-production bonnet, Kerry Horgan has a Ford Motor in the Sprite, and Ann Thommo's Elan is a Lightweight. So why are they in 'Marque'? But observe again... the race is for Marque Sportscars by invitation, with the organisers decision final on which cars are 'Marque' and which are not.

Marque Sportscar Races (Cont)

The only reason the Organisers have used the 'final decision' clause is the number of true Marque cars running is so small, the public would demand their money back if they presented a race with three cars.

Down South, the Marque Sportscars have a Series all of their own, like the Gold Medal Series for Sedans. The competition is very strong, and the racing first class.

The modifications allowed by the rules are many. All you have to do is stick with the original body, engine block and grille. As far as the rest is concerned GO MAD. The top Marque car in NSW is Ross Bond's Healey 3000. This car now sports 8½" Minilite wheels, Alfa 5 speed gearbox, 12 port alloy head with three double Webers. And it flies. At the last Oran Park, this car beat Glyn Scott in Ann's Elan over 15 laps. Not bad? That's Marque Sportscar Racing.

Now then; a number of you have remarked that there is no class for you to run in at the local tracks. Div. I and Div II are out of the question for most of you in 'road type' cars, but these cars are eligible for all 'Marque races. If enough of you enter the Class, then the organisers can chop out the 'illegal' Marque' cars, and you get a series of races all for yourselves.

Entering motor sport always seems difficult at first all the forms etc to fill out, licence to get, pass a medical and so on, but see the Club Secretary, she'll soon lead you through the paper work maze.

Think hard about it. The series is wide open for you, and would be the easiest way for you to enter the exciting world of Motor Sport.

D O N ' T M I S S T H E S E S P E C I A L
E V E N T S
- - - - -

1st February - MOTORKHANA - This will be the President's Motorkhana, and knowing Will there will be a tremendous day in store for all. The T-Types are having an additional programme starting at 11 a.m. at Tingalpa. The main events start at 1 p.m. sharp. A special novelty event will be run so those wishing to enter should bring down a pair of sturdy overalls and a cushion for your rear.

15th February - MT. COTTON CHAIN GANG
Come down at 9 a.m. with pick and shovel, plus a lot of energy, and some refreshments. See the Boss Big Will if you have any ideas with regards the Hillclimb.

21st (Saturday) February - ANOTHER CHAIN GANG
Before each Hillclimb there will be a Saturday effort to see the track is in order for the next day's fun.

22nd February - HILLCLIMB - All members are invited to compete - you require a crash helmet, seat belts and fire extinguisher. Special instruction for novices will be given by the Clerk of Course - Will Charlton - Refreshments will be available after the Hillclimb and all officials will receive one can each, so if you don't compete see Will Charlton and become an official. Also after the hillclimb private practice will be allowed. Entry forms are available at the Clubrooms.

First national meeting of Mg Car club

The National Meeting was held in Sydney from the 9th to 11th January. Delegates from all states except Western Australia attended bringing with them some truly incredible cars.

The weekend started with a Bar-B-Q at St. Ives on Friday night, the idea of this being that everyone should meet everyone else.

Next afternoon, there was a Concours d'Elegance at Vaucluse House. Rod Hiley came second with his TA. Bruce Ibbotsen obtained a well deserved third with the M.G.C. truck in their classes.

Some cars were unbelievable. A Morgan with a Vanguard motor. M.G. somethings which I'd never heard of. One M type which had taken seven years to rebuild arrived in immaculate condition - it had been driven from Melbourne on Friday night.

After a dance on Saturday night there was a combined hillclimb - dirt circuit meeting at Amaroo Park. This comprised a four hundred yard bitumen climb which was very rough and very tight (Ross Horton lost the brand name from the side of his tyres from distortion) followed by a lap of the dirt circuit. This was an irregular shaped oiled track. Queenslanders showed very well on both tracks getting well under predicted times.

A very good weekend and we all look forward to the next National meeting in Melbourne during Easter 1971.

new year resolutions, club drivers

- Richard Johnson, Holden Not to spit through windows of Superoos pulled up at traffic lights
- Iain Corness MGB To build up his image as a driver. This shy unassuming lad from the dress circle of Hawthorne needs more recognition. Perhaps if he could befriend some of the motoring journalists they could assist him.
- Kerry Horgan, Cardboard Sprite To stop crying poormouth, unchain himself from the cash register and buy another tin of green paint.
- Will Charlton, Centaur To wear underpants with those shorts. Don't be a dropout Will. Is going to take a Dale Carnegie course.
- Ann Thomson, Lotus Elan To give up "stirring" on the committeeOh, Yeah?
- Jon McCarthy, Clubman To finish clubman. Will be a big threat in 1972. Also no more haircuts with driving cap on.
- John Fraser
Lotus Elan Digitalus Extraditus 1970
He'll have to go Well - or else.
- Carole Corness, MGB There is no truth in the rumour that Carole is going to take a course in diplomacy.

New Year Resolutions (Cont)

Vern and Elaine Hamilton
Centaur

Not to run???? racing team
1970. Rumoured to have
voodoo doll in likeness of
JRF.

Vince Carsburg. Lotus

Will wear seat belt for
1970. (How'd that grab
you, Vince)

Don Sorrensen Lynx

Is to retire from racing
and write memoirs

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how do you go motor racing?

Every year there are a handful of Club Members who want to go motor racing, so this is dedicated to the 1970 handful.

The primary requisite is, of course, the Licence. This is simple to obtain. Ask the Club Secretary for the Application forms for a CAMS Racing Licence and these forms will be given to you. T

One of the forms is a Medical, and see your local Doc and get this done first. The CAMS Medical Examiner has to pass the form from the Doctor before any licence can be granted, and this step is the longest.

One of the other forms is for the car's Log Book. This you fill out carefully. Ask one of the more technically minded members to give you a hand if necessary. Be careful to fill out measurements in the units asked for. Its no good giving the capacity of the engine in Cubic Inches when Cubic Centimetres are asked for.

The Personal details form is self explanatory, and just requires details as to your address, Road Licence number, age etc.

There will also be a form to fill out in which you state your preference for a permanent Racing Number for the year. This is pretty hard to do first time off, as you won't know which numbers will be likely to be taken. Best thing to do is pick any number between 11 and 99 that takes your fancy and hope. Try not to pick a number that you know for sure has been used by a well-known driver for some year. e.g. it will be pointless to ask for No. 20 (Glynn Scott) or No. 11 (Lionel Ayers)

So there you are. See the Secretary now.

tired tyres

The Tyre was is on. Drive past any Tyre Distributor and you can see signs proclaiming that their 'deal' is the square deal, and you can't do better.

I'm not going to try and tell you where to go to buy your tyres, that's your job. You can spend many happy hours ringing up Tyre Houses and just get a straight quote on prices. Compare your prices, and take the best deal. Simple. But choosing your tyre is not as easy.

There are all the brands we've known for many years, Dunlop, Goodyear, Michelin, Firestone, Goodrich, Olympic, plus many newer names now appearing on the Queensland market in good supply as Avon, Metzeler, Fulda, Vreidestein and more (even more unpronounceable).

By the time you look at the various types of tyres in each brand, e.g. in Dunlop you have SP3, SP41, SP44, SP Sport, CB57; you can really get confused.

The first choice you must make before even considering the brand, is whether you will buy radial ply or 'conventional' tyres. The advantages of Radials are well documented, and I do not intend to repeat them. BUT, they can have disadvantages. Road noise and 'thump' can intrude with radials, and some car suspensions do not suit radials at all. Go for a run in a car similar to your own fitted with radials and decide if radials suit it. Ask around Club Members with radials whether they feel that they are advantageous on your model. And do remember that radials, though they generally last longer do cost more to purchase initially.

By this stage you have now decided on the type of tyre you want. Now you must consider what type of tread pattern suits your type of motoring. A keen motorkhana

man will need a 'chunky' tread that will give good grip in the Tingalpa soil. If you live out beyond the Black stump then something like a jeep 9 bar tread will be needed, or if your domain is down in the boonies of the Redland Bay swamps then something akin to a pontoon is your answer.

Now you are in the position of having decided on the type of casing and the general type of tread pattern you need. At this stage start pertering the Tyre people, who are only too helpful I can assure, when they can smell a sale coming, and looking at the tyres with the specifications conforming with your needs.

Narrow your choice down to five or six types at the most. Now go back to the Club and walk around the car park and see if any Club member has tyres of a type corresponding to one of your choices. Seek out the owner and get his opinion on their worth, their wearing ability their road holding. How are they in the wet?

Also go to the distributors and get their opinions on not only their own tyre ("Naturally the best") but also on Bloggs and Blanks tyres. Then go to Bloggs and get his views and then to Blanks.

Now you have a choice of 5 or 6 tyres, and a great hatful of opinions on them. Take your time to evaluate these opinions. Ask around again next Friday night. And then make a firm choice.

You will already have a rough idea on how much the round groovy black rubber rings are going to cost, but sit down at the phone and telephone every tyre Co who sells your tyre. Get the true price. Is fitting extra? Are special tubes required, and how much? Can you trade the old cases?

Before you ask, I've got retreads.

open forum

A good roll up of members came to the last Open Forum to publicly air their views, and many constructive ideas were put forward.

Probably the most important was the Committee suggestion of 'Time' classes at the Hill Climb. The example quoted was the Group A Sports racing, where Mk I Sprites end up against Wily Will's Centaur. No matter how hard the intrepid Mk I pilot drives, he can never hope to equal the Centaur's time. If, however, the classes were divided on a time basis, then the Mk I and the Centaur have equal chances of winning a class. There would also be the added attraction of increased competition in each class.

Obviously this system will have administration problems, but nothing that can't be overcome, I'm sure.

The suggestions aired in 'The Octagon' last month about Club runs to Race Meetings, and MGCC Tent were also put up for public discussion. These gathered momentum, and dragged in the idea from earlier this year of MGCC racing drivers wearing an MGCC sticker on their racing vehicles.

The point was put that only MG's racing should wear this sticker, but further discussion brought out that the MGCC is for more than just MG's and therefore any car raced by an MGCC member should be eligible for a sticker, and in the main, the drivers would be proud to show that they belonged to the Queensland Centre of the world wide MGCC.

The idea of Club runs to meetings was met enthusiastically in most quarters, and should become reality soon. And so Julius Ceasar Whittaker closed another Open Forum.

sparepartsmanship by fred

(Editors Note: Fred has been sending me articles for the last few months, and has kept his identity a secret but by reading this article you will see that Fred can be unmasked. All we need to find is the Club member with the unreliable Zip Bucket Mark II).

The scene is the Spare Parts Dept of a Large Motor Dealer. The time is Saturday morning.

You enter. You see many customers, all standing still and quiet in the manner that only Spare Parts customers do.

You are slightly incredulous as you notice that there is no-one on the other side of the counter, but then you remember that spare parts salesmen spend most of their time back there in the Maze.

You also stand still and quiet. The telephone on the counter is ringing, but no-one answers it.

10 m i n u t e s l a t e r

You have got to the counter, and a gloomy looking man is approaching.

Man: "Can I help you?"

You: "Yes, I want two bolt retaining clip tensioner springs for the engine of my Mk II Zip Bucket. The part Number is XPZ 4003 M".

The Man says nothing but ambles away and returns with a thick glossy greasy well thumbed book.

Man: "What w s it you wanted again?"

You: "I want 2 bolt retainer tensioner springs for the engine of my Mk II zip Bucket. The part No. is XPZ 4003 M".

Sparepartsmanship (Cont)

Man: "What model is it?"
You: "A Mark two"
Man: "What year did you say it was?"
You: "1965"
Man: "That'd be a Mk II"
You: "Groan" (Suppressed)

The Man starts to leaf through his book. You can read it upside down because you are used to doing it. You can see that he has it open at a page for the Slop Bucket, not the Zip Bucket.

You: "Ah, 'scuse me. That's the Slop Bucket, not the Zip Bucket".
Man: "The parts are interchangeable".
You: "No, they're not. I was caught like that once before".

A couple of minutes later you have convinced him. The Man closes his book, ambles off into the Maze and disappears. Very soon he re-appears.

Man: "How many did you say you wanted?"
You: "Two"

Another ten minutes pass. You are still surrounded by quiet still men. The Man re-appears. Empty-handed.

Man: "Can't help you. There's none in stock".
You suppress a wild desire to hurtle across the counter and throttle the barthplug. You say "Where can I get t
Man: "Blank Motors may be able to help.

You hardly hear the last bit because as he is saying it he is ambling along the counter to replace the book. You walk out and head towards Blank Motors.

(Editor again: Do not advise Fred wrongly in this matter. Hunter Motor Bros handle Honey Buckets, not Zip Buckets)

nostalgia dept.

How many of you went on the Annual Pilgrimage to Bathurst for the 500 miler. It is really amazing how we keep on going back for this 500 mile epic.

Last year it was the 'Hardie Ferodo' again. This year it'll probably be the 'Ravenous, Man-eating, Detergent' 500, but my first trip down was when it was the 'Armstrong'.

On the Thursday before we decided to go. So on the Friday I bought a 54 Customline for \$180. A quick trip all the way to Ipswich and back to show its reliability and we were off.

By Cunninghams Gap it rained. 54 Custo wipers are vacuum operated, so the final range was accomplished by radar. Exhausted by the unequal struggle, the wipers threw in the towel by Stanthorpe.

Nothing daunted, we pressed onward, following the tail lights of cars with Queensland Number Plates, till early Saturday morning saw the travel stained Gustainline in Sydney.

It was my first trip to Sydney, and we spent well over 20 shillings travelling across the Coat Hanger just to have a crack at the tunnel on the Southern end. That night we patted Pink Pussycats till midnight, and then left for Bathurst.

It gets bloody cold going up the Blue Mountains, and I wound all the windows down to keep me awake while driving. The passengers who were sleeping did not appreciate this, and we played musical window winders all the way.

Nostalgia Dept (Cont)

On the final downhill run to Bathurst I began to catch a car with a strange 'glow' over its roof. I swung out to pass, with Seven Oh on the speedo, when the 'glow' changed into P_O_L_I_C_E. As a certain writer would say, A Swift Stab at the Picks (in fact several swift stabs) brought the Big V8 behind the Boys in Blue, and we entered Bathurst at a sedate 28mph,

There's a Cafe at the end of the main street in Bathurst, and 'luckily' he was still open. We gasped for 4 coffees, but only Hot Chocolate was available. He had sold out of coffee. Like the others in the cafe we climbed up on the tables to try and sleep. Then we realised why our friend was still open for business at 2 in the morning. He couldn't get the people to go outside so that he could close the doors. To keep him occupied each table took it in turn to order another Hot Chocolate. However a squadron of Police evicted us at three a.m.

Five in a Customline does not work as de-luxe sleeping accommodation. We drew straws. Clutching my straw and maoning bitterly I walked down the street to find shelter away from the wind.

The phone box was already occupied, and a fifth would really have been overcrowding. So, I lay my weary body on the 'innerspring comfort' of the foot wiping coconut hair mat on the steps of Bathurst Town Hall. I fell asleep instantly. To wake regularly every hour on the hour, as the Town Hall clock, above my head tolled the passing hours. Daybreak was a relief.

And down to the circuit. And fighting for a place on the fence at the dipper. It was all worth it to see that race. Well, I think so, because I was so exhausted I fell asleep at noon and missed the Finish.

how to fail scrutineering easily

At the risk of bringing the wrath of several hundred assorted scrutineers on top of my AGV, I now present the First Edition (private printing) of my new factual novel "An Idiots Guide to Scrutineering".

Secrets as 'How to get a V8 engined MG Midget passed as Series Production', and 'How to get a Morris 850 engine out to 3 litres on a standard bore, and not be caught' will be dealt with in the second Edition.

The First Rule? Liberally spray the engine, engine bay, and underside of the car with old sump oil. If a spray gun is not available, this can be effectively done with an old 6" paint brush. This way, all oil leaks are disguised, and the car will leave a really good mess on the scrutineering pad.

The Second Rule: On NO ACCOUNT bring your licences with you. These should always be left at home. (If you accidentally forget, and find you have taken them with you, then make sure none of them are signed).

The Third Rule: Use your CAMS Manual for jamming the drivers seat in the correct position. Never use this publication for reading the rules applicable to your class of car.

The Fourth Rule: ALWAYS ARGUE. It is your RIGHT to be failed. Don't let them fob you off with an OK sticker.

There you are, racing drivers, follow these simple rules, and you'll NEVER have to worry about wearing out your car on those nasty race tracks. Remember, spectating is FUN .

smalltorque

Best of luck in examination results to all members who had the misfortune to be sitting for exams.

Ross Devencorn wears horse blinkers when he's driving. Never sees anyone on the road. Not so long ago didn't see a City Council bus either.

"Don't know why Vern Hamilton has got that Centaur", I heard one member say. "He should stick to his Porsche".

Congratulate John Fraser on his new colour scheme for the Elan. Rumour hath it that its a sort of Red with yellow streaks - or perhaps its the other way.

Quotable quote: "With all the torsional rigidity of a squashed grape". (Bruce Payliss)

Why was David Miles seen beating Tim Harlock about the head with a square tube of internal diameter of 1"?

Watch for the Greatest Attraction at your Circuit soon. With a cast of thousands of extras, Five years in the making. The bright new extravaganza Centaur. Produced by Cecil B de McCarthy, in collaboration with Darryl F Hardluck. See it soon.

The twins are getting a divorce. John has been jilted by Malcolm. Not only that but Malcolm is going off to live with a woman!!!! Congrats Laraine and Malcolm.

Also congrats to Kerry her gan. Winner of the Mr. Thin Legs Title for yet another year.

Christmas Presents

Had a word to Santa and here are a few of the Christmas presents he told me he dropped into certain club members stockings:

Graham Littlemore	Autographed photograph of John French
John Fraser	Lead soled right driving boot and a letter from Charles de Gaulle
Jon McCarthy	Another spanner (He's thrown all his old ones in the works)
Bill Charlton	Six weeks course at Silhouette and a pair of elastic legged under pants.
Ann Thomson	Mark Eden Bust Developer
Carole Corness	Ann Thomson's old bust
Kerry Horgan	A Mark II Sprite and a 10% mechanics discount voucher.
Iain Corness	A book called "Journalism for fun and Profit".
Tim Harlock	A desk calendar marked in years instead of days
Vern Hamilton	A list of all the people in Australia with 1800 or 1500 dollars or how many old milkd bottles have you got?

Christmas Presents cont

Kees Koppenol	A set of rubber mudguards
Dave Gordon	A razor and a book of raffle tickets at 1 dollar each
The Scrutineers	A Morris Cooper S Workshop Manual and a photograph of Keith Williams
Dick Johnson	A limited slip diff.
Don Sorrenson	A centurian tank
Graham Maynard	A rallycross Austin 1800. He can then keep the Centaur for track use only.

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A few of our worthy Motoring Writers also got presents from Santa:

Des White (RCN)	One dozen oysters, and a weekend for two at Hayman Island.
Jack Smith (Truth)	One carton XXXX
Gary Stubbs (Sunday Mail)	A Toxana, and a dictionary of positive phrases
Rob Luck (Wheels)	A glossy 12 foot by 8 foot photo of Rob Luck (Leg lifting).

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fire proof racing overalls

At the last Closed Hill Climb at Mt. Cotton it was very pleasing to see so many of you are taking advantage of some of the Safety Features available these days.

Main amongst these is the wearing of fireproof racing overalls. Death by burning is a particularly painful way to go.

But let me assure you of one fact. It is quite useless to wear fireproofs with out the special underwear or wool under the overalls. I repeat, QUITE USELESS as fire protection. Tremendous pose value, mind you, along with keeping your crash helmet on the rear parcel shelf, but quite useless.

Just why do you think CAMS is so stringent in its rules about racing overalls? Any of you who attended Michael Henderson's lecture, and listened with slightly more than half an ear, will realise just why the wool is required.

So wake up. Wear the overalls and the underwear.

While I'm on the subject, I may as well mention a few of your other foolish behaviours. Like proudly sporting a Fire Extinguisher that hasn't been checked since you bought it in 1966. It needs an annual check at least.

Or wearing your full harness round town all day. Great a good idea, IF the belt is mounted properly. Back down to the floor is not the way to mount the shoulder straps. It has to go straight back, to a suitably braced mounting point.

Right then, MG Car Club, let's show that we use safety features with intelligence. Leave 'losing' for the Milk Bar Mob.

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M.G. car club committee 1970

We'll, it's all over bar the shouting, you've had your AGM and we've voted a new Committee for 1970.

I'd like to add the congratulations of the 'Octagon' to all other well-wishers of New President Will Charlton.

Congratulations Will.

Those of you who might not know Will, particularly country Members, will at least have heard of him through the pages of the Octagon.

A staunch supporter of Club events, he has always thrown himself whole-heartedly into Club work, without aiming for personal glory or acclaim.

He has been forthright with his ideas, and open with his criticisms. Two qualities needed in any position of authority in our Club.

I also congratulate those on the Committee, who have undertaken to give of their spare time services towards the running of the Club. In many ways, a thankless job, it gladdens the Editorial heart to see some faces coming up for another stint on Committee.

Remember, even if you couldn't contract to be a full time committee member, but you want a say in what should be done, DON'T stand round behind people's backs complaining offer to sit on a Sub Committee.

Above all, support your Committee. Forget personalities, and conduct yourself in the Club for the good of the Club. Make 1970 our best year ever.

British leyland to assi_st car clubs

An association, designed to co-ordinate the activities of Car Clubs, has been formed in Australia.

It is the British Leyland Car Club Bureau, which will have its headquarters in Sydney. The Bureau will act as an advisory and administrative service to one make Car Clubs associated with British Leyland products. These include the Morris Mini and 1100 Car Association in all states, the MG Car Clubs, Riley, Rover, Austin Healy, Triumph, Sprite and Jaguar.

Thirty-four Clubs, with a total membership of 5000 will be eligible for affiliation with the Bureau.

The Executive Officer of the Bureau is well known motor sport administrator, Mr. G.B. Staunton, who is Chairman of the 850 and 1100 associations of NSW, and is well known in the NSW Surf Life Saving Movement.

Mr. Staunton acted as co-ordinator for the British Leyland factory entries in the Australian section of the London-Sydney marathon.

The Bureau is to be sponsored by the British Leyland Motor Corporation of Australia Limited through its Public Relations Division. The formation of the Bureau was announced at a recent National Conference of Morris Mini Car Clubs held in Sydney, which delegates from Car Clubs in all States attended.

It is believed that the Bureau is unique in the world. Car Clubs will obviously have much to gain through their affiliation with the Bureau, which will offer technical and administrative services free of charge.

 British Leyland to assist Car Clubs (Cont)

Most of the British Leyland "one-make" Car Clubs permit owners of other brands of cars as members, and are affiliated with the Confederation of Australian Motor Sport, the controlling body of motor sport in Australia.

 classified ads

SELL

Balanced Cooper Long Motor for only Ninety Bucks
 MGB OIL cooler 25 dollars Sprite Cam (std) 5 dollars
 Twin 1½" manifold for any BMC series B 5 "
 Cooper Valves 8 dollars Lukey 6" resonator 2 "
 1¼" Mini exhaust system, straight/thru
 with Stevens Muffler to suit 6 "
 Mini tapet cover (Alloy) 3 dollars, Chrome, 1 dollar Ex ch.
 Mini Radiator 10 dollars Mini fan 3 dollars
 Mini Rims (std) 3 " Mini M/cyls 3 "
 Mini Speedometer (Do-it-yourself kit) 50 cents
 Mini Axminster Carpets in perfect condition 6 dollars
 Mini battery 5 dollars Mini windscreen 5 dollars
 Mini (850) grille 1 " Mini i tyre cases 1 "
 Mini steering wheels new 9 "
 old (gloved) 2 "
 Mini manifold and air cleaner 2 "
 Mini tail-light lens for only fifty cents
 Full Harness 5 dollars Sprite Driven Plate 1 dollar; Jag
 Heater and Blower 2 dollars; 13" Dunlop Raisin tyres
 and tubes, about six bucks a throw
 SEE John Campbell 15 Marriott St. , Coorparoo or
 ring at 97 4884 after hours.

classified ads

The Classified Ad Section in The Octagon is for the use of all members. If you desire insertion of an ad, then let the Editor know, so that inclusion is possible. This service is FREE to members!

SELL

Assorted GoFaster bits for MGB, some will fit Austin 1800. One set MGB extractors, Sonic, showing the ravages of 12 months racing. Worth about a ten-spot only.

The extra-grouse, works, mickey cam
C-AEH 770. 12 months only use (1500 miles) and in 'as new' condition. This little gem will cost new (70 dollars odd but I am open to (sensible) offers on this cam

I have approx 8 Firestone Racing Tyres, 5.50 x 8.10 x 14, in various degrees of worn down. Needs 6" rim to fit. Prices range bet. between 10 and 35 dollars, depending on amount of the sticky rubber left.

MGB bonnet. Fibreglass Lightweight Racing unit. Weighs less than half of standard one. Comes with 'hood pins' to suit. Twenty five bills and its yours. Or, I'll swap you for your standard one, with cash adjustment. Even leave the numbers on if you like.

I wo only MGB lightweight doors, and hinges. About ten dollars each should stop them.

There you are, direct all enquiries to Iain Corness
Phone 99 2481 (home) or 48 1021 (Work)

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THE OCTAGON

The official Magazine of the M.G. Car Club (Q'ld Centre)

Affiliated with the Confederation of Australian Motor Sport

Office bearers and Executive Committee, 1970

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		business	private
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