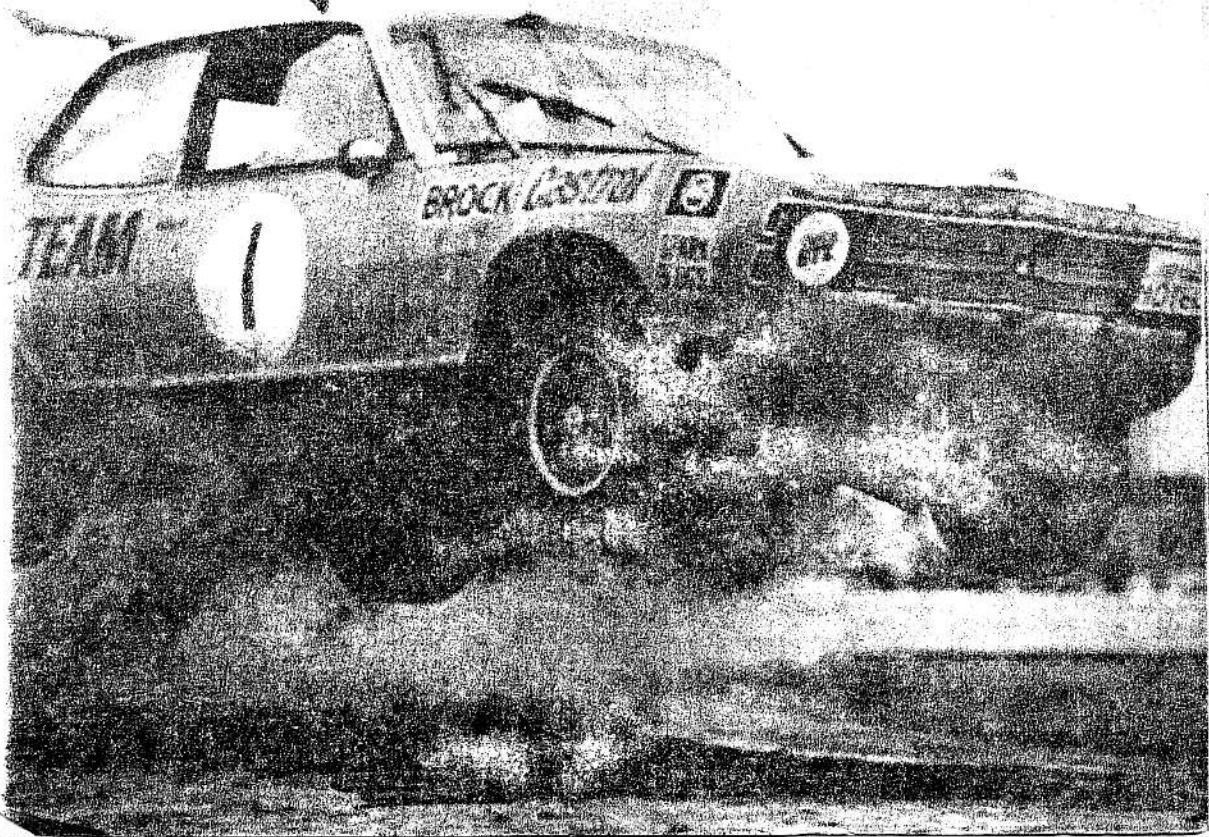


BLASTED CABBAGE !!



# COMING EVENTS

## JULY

4th T - Register Meeting  
 7th Scavenger Hunt  
 9th Working Bee - Mt. Cotton - all day  
 15,16th Grafton Hillclimb, etc!!  
 21st Closed Touring Assembly  
 23rd **Surfers Paradise Race Meeting!**  
 30th Working Bee - Mt. Cotton - all day.

## AUGUST

6th Hillclimb  
 11th Exhibition Visit and Great Dodgem Race!  
 18th Closed Touring Assembly  
 25th Mini Motor Show and Bar-B-Que.

## SEPTEMBER

1st Free night  
 3rd Hillclimb - Mt. Cotton.  
 8th Bingo OR Table Top Rally  
 10th Motorkhana - Tingalpa - 12 NOON!  
 15th Closed Touring Assembly  
 22nd Film Night - Clubrooms

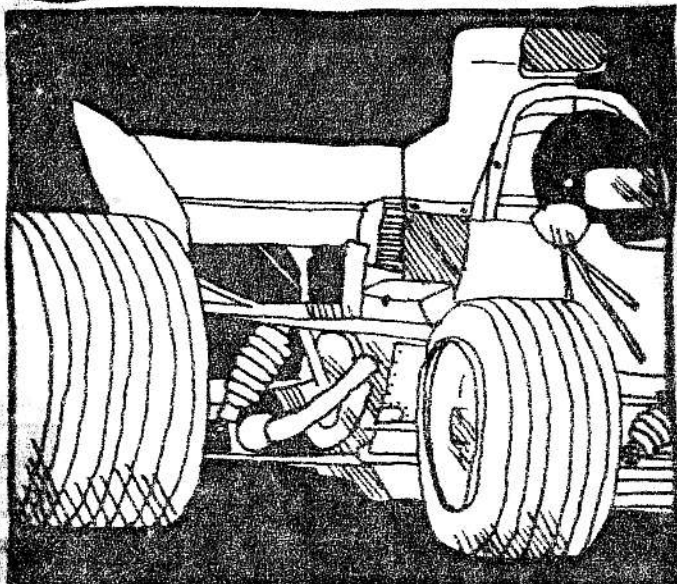
## OCTOBER - To be tabled fully yet -

15th Possible date of Queensland Hillclimb  
 Championships (Mt. Cotton).

31st )  
NOVEMBER ) All Night Navigation Run!!!!  
 1st )

**We welcome new members**

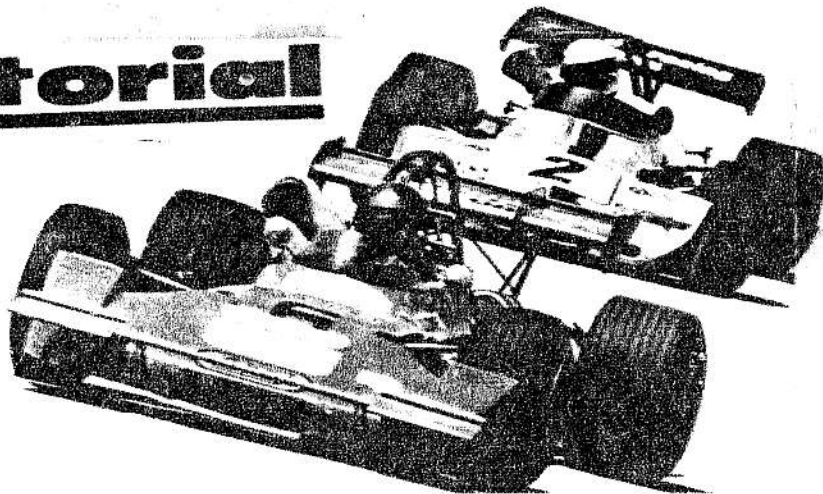
# OCTAGON



# INDEX

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# Editorial



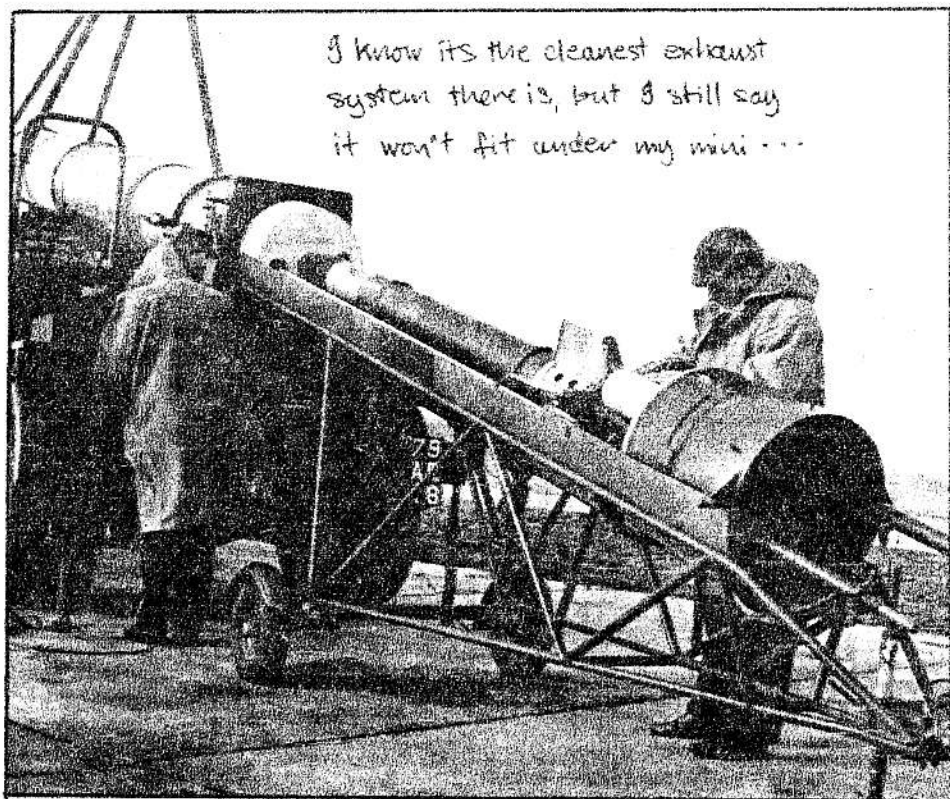
I guess you got a surprise to receive your May Octagon in June - lucky you got it at all, such were the problems. But June'll be different. You'll get your June Octagon in June - I hope - or slightly afterwards. Then it'll be July and that one'll be breathing down my neck. Let's change the subject.

The last few weeks have been very good for the club and its members. We've staged a good motorkhana, an excellent Hillclimb, a couple of pretty good Night Runs and assorted fun on Club nights. We went in force to a very enjoyable BSCC Motorkhana and will be descending in force next month (July 16) on the innocent Town of the Jacaranda, Grafton, for a weekend of revelry and Hillclimbing. The Grafton weekend is guaranteed as one of maximum enjoyment so, if you can spare the time and the few dollars, go there. Even as a spectator it's a groovy weekend, especially if you've taken along something to keep you warm. For those with the gambling streak, you have the added comfort of knowing Will Charlton will NOT be there but it's highly likely Ann Thomson will be - you've been warned. I hope

there's a big roll-up, competitors and spectators alike.

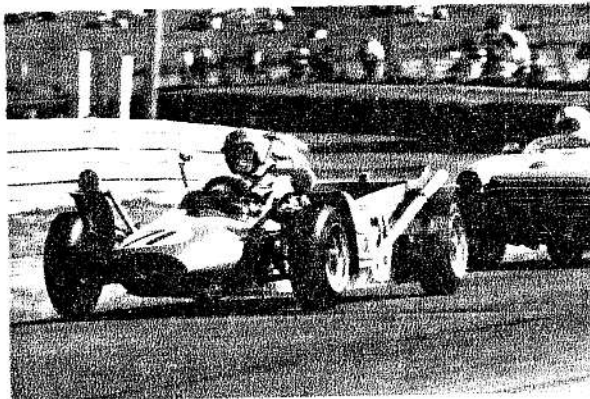
Well enough of the preamble - into the real meat of the magazine.

See you next month.





## president's report



It is really a pleasure to thank those who have contributed to our Hillclimb Appeal. Thank you so very much for it looks as though we are going to reach our target. The appeal is not colsed, of course, so, if you intended to help, please send your donation now. Remember our target was only the MINIMUM amount we require, so let's try to exceed this so we can do some much needed construction work at Mt. Cotton.

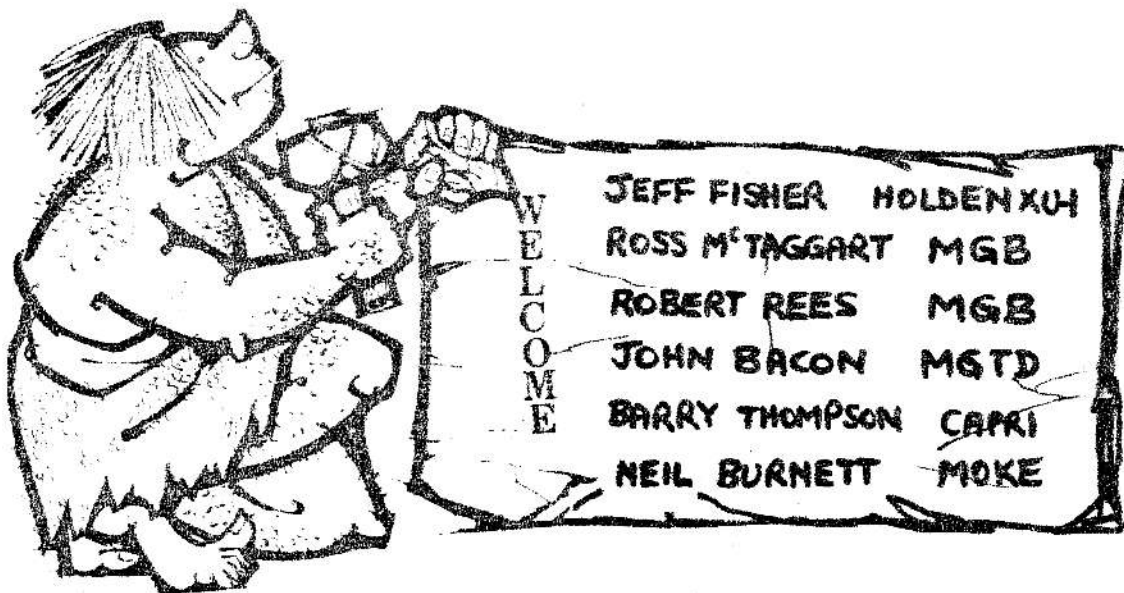
Another very pleasant job for me is to welcome all our new members. There have been so many lately that it is hard to even remember your names but keep coming to our Club events and Friday night gatherings and you'll soon be well-known by all.

With the Mt. Cotton appeal doing so well and all our new members, the future of Queensland Centre looks bright. However, let's not get too confident as this is the sort of situation which can very easily lead to a Club's downfall. We still need the help, a lot of help, from each individual. Sit back and relax now and we could see all our hard work go to waste.

Now is the time that we need YOUR support - attend all our functions - offer help wherever you can. In doing these things now you will soon find yourself reaping the benefits of your hard work over the months.

-NEW MEMBERS-

The Club and its Committee extend warm welcome to the following new members :-



We hope these people can make full use of what the Club offers and look forward to seeing them in competition.

\*\*\*\*\*



## **Letters to editor**

Dear Octagon Editor,

No "Knocks" intended at all, but just a friendly comment on the possible reason for lack of contribution.

On page 11 of your April Issue, under the heading of Special Notice, "an absolute deadline for all copy" was given as being the end of the first week of each month, and I think I recollect feeling that the "time" had already expired for the next issue, seeing that this April Issue had arrived well into the month of May. The March Edition arrived in March, April Edition in May, and May edition in June. Perhaps in your statement you have left room for misunderstanding? Anyway here's hoping for better support in future editions.

signed

Gwen Black

(Editors Note:

I'm sorry about the "misunderstanding". My request for early copy was a serious attempt to gain some idea just where I stood in relation to presenting a reasonable issue on time. Your observation on OCTAGON delivery dates is all too accurate. Each OCTAGON takes at least 2 weeks to prepare. Lack of contributions or overdue (forgotten?) promises have a detrimental effect on the magazine's punctuality.

However, thank you very much for your past, and continuing, support of this fine, flourishing journal.)



JUNE, 1972.

Dear Sir,

Congratulations to the Club for an excellent meeting at Mt. Cotton, marred only by two things-  
(a) my bushland excursion, and  
(b) my being told off by an official for straying into the timing area during practice - he could have asked me nicely and achieved the same result (Ed. Sorry about that, George, but you were only the 35th person who had "strayed into the timing area" - from the front. You must approach the shed from the rear - its defences are minimal from that end!)

I congratulate the officials whose devotion to duty resulted in the very efficient running of the meeting. The informal club atmosphere of hillclimbing is the major part of its appeal and it is at hillclimbs that you find the true enthusiast, the genuine guys, as apart from the much-moned big-shots and their million dollar machines who are doing the darnedness to knock the sporting flavour out of circuit-racing.

Yours faithfully,  
a pauper but an  
enthusiast,  
George Row.

\*\*\*\*\*

Dear Sir,

Congratulations on yet another late but great OCTAGON. Keep up the good work. The magazine is now a pleasure to read - but what happens at the end of the year when a new Editor is signed up.

signed  
Club member 898

Dear Sir,

I applaud Club Member 1064's stand against pornography (OCTAGON, 1971). Like him, I object to the lascivious photograph of the lithe, oiled loins of the shameless hussy who posed in the cut-away swimsuit (which, I might add, openly displayed the swelling alabaster roundness of her firm, ripe breasts!). In addition, I found equally repulsive the filmy negligee which openly and knowingly revealed the delicious cleft between the moulded curves of her provocatively hardened buttocks. People who persist in distributing such filth to our young people should be strapped down on leather couches, bound hand and foot, and repeatedly whipped with weighted feather - dusters until their sinful flesh takes on a rosy, smarting glow.

I remain yours, etc

Father of Nine, Virginia.

(Ed. Are you sure you're talking about THE OCTAGON!?!)

"SUPPORT THE SPONSORS FOR YOUR AUGUST 6TH MT. COTTON

HILLCLIMB"

To all the southside members don't forget to get along to John Clarks Golden Fleece Service Station at Manly for all B.M.C. repairs and tuning. All the latest equipment including a Cryptom Electronic Analyser tune up machine. Hydrolastic repairs and height reseting. Oxy and electric welding, "A" grade mechanics and the snappiest driveway sercice in town. But don't ask for a Stanley or your just might get one.

SCAVENGER HUNTOR HOW-SOON-CAN-I-GET-HOME-FOR-THIS-JUNK

Who, I ask you WHO but the (remove your hats, toupees and other graffiti) M.G. CAR CLUB could think of such a great INDOOR sport as a Scavenger Hunt!

To get back at Peter Rayment, we've undone one of the bolts in his M.G. so now it's his turn to Scavenge and hunt. Go to it Pete! What a night, We can still hear the yelling as we drove through the hot-house of the Botanical Gardens looking LOOKING for a Shell. One Toyota Celica Team is suffering from Buckshot received as they were caught spirit-ing away the Commonwealth Certified and Patented Overhead Cam Busy Bus Ticket Printer.

All Club Members who wish to Capitalise on these non-profit runs should be ashamed..... for not thinking of it before that is. Malcolm Spiden is in trouble for stealing the Hall Mirror and mainly for driving down the Hall!! Malcolm wants you to know his door is always open for Scavengers and that he'd like it back. GINO PALATINO DE FISKA was very helpful in supplying Prawn Whiskers from 50cents cooked to 30cents un-cooked, which is pretty good for a street cleaner. Thank you Gino.

John Moorehead got hungry and ate half his fig leaf (he thought it was anyway) therefore losing 18 points and his dinner.

It's nice to know that the P.M.G. is such a Holy Establishment, mainly because Lozzie nipped out the 2¢ stamp machine cause it didn't work, leaving

a large hole.

Lyn and Steve had to go broke to get a glass.  
They had to go broke a store window!

Do you realise that if a scavenger hunt was run  
8.2 times a year, Australia would be a Desert?  
And that if it was run 10 times a year there would  
be nothing left of Australia except a Club House....  
...full of Scavage!!!

One member who was looking for a screw, bolted  
and ended in the nuts.

NOW THAT'S A DEVIATION!!!

Steve Lyn Rae and Terry

GEE - NOW WHY CAN'T  
I KNOCK POLES DOWN  
AS CLEANLY AS THAT?



## A 'Whirlpool' of Activity

# **MOTORKHANA**

The BSCC Motorkhana at Samford was a real fun day for MGCC with all who attended performing quite well. The Club was fortunate to take out F.T.D., and we owe it to the fine performance put up by ex-Kiwi Gerry Bezett pedaling the wife's shopping version Mini Deluxe. A Renault Car Club member came second in a Cooper S!???, just heading "Revs" Black in another Mini-of-sorts.

The events were far tighter than what we are used to and consequently the Minis had a field day - don't they always? (Ed. Didn't the Jaffas do too well?). With only one run per event (gulp) you really had to be with it or end up with a cricket score. With trophies up to 4th place big Andy really got into the Fiat HO! HO! Well he almost got into it but his head stuck out of the sunroof. ("That's not a sunroof. That's a tyre patch covering the periscope hole".) Andrew was rewarded for his efforts with the 4th place trophy.

Russ Black almost lost his "Revs" nickname when Col Sands (the Kentucky Fried Vauxhall man) broke the throttle return spring in his Mini - he pulled peak ravs everywhere but just couldn't keep twirling the wheel fast enough and eventually spun out of the first event with sound effects of assorted valve crash and other horrible Mini rattles.

This was just one of the day's many dramas. Mal Spiden on his very first run drove a nicely down the forward bending, around the diamond turn, back up the poles again and into the garage.

He had no sooner stopped then the sprite leaps off again, chasing its own tail while Mal thrashes about in the cockpit with a nasty leg cramp. Spectators eventually captured the Sprite and quickly killed the motor with a lump of wood, dragged Spider out and did him likewise. Boy! what an act. But as though this wasn't enough, Mal later donned his brass helmet, gave the Sprite a quick coat of red and became a fireman! Yes a Renault 16 caught fire and Mal's gadget was the first extinguisher to quell the blaze. Incredible! Later, we nearly lost Dave Robinson's 'olden over the cliff-side in the Double Kidney, likewise Fritz's Ford Crapi.

What, with the specials balsting away all over the place and exploding, you just had to keep your head down. When they weren't hurling out batteries at you they were blowing C.V. joints to smithereens. And to add to the thrills it was an effort to stop people from falling off the cliffside or rolling up the oat field (What a day of deviations)

Congratulations go to the Renault Car Club for winning the teams trophy, and to BSCC for making the day so enjoyable. I think this serves as a good indication of our chances for the Inter-club Championships which we would like to win back this year.

See you at Tingalpa, July 23rd, 12 noon

"Jolly Roger"

Full Results: see Clubroom Notice board.



**GOTCHA !!**

**..... THE BLACK  
HAND STRIKES  
AGAIN!**

In Just four lines, so neat, so terse,  
Ten Six Four admires my verse;  
Disclaims himself of female gender,  
(Not he to be so sweet and tender).  
Then, (and this tears my heart asunder),  
Still signs himself that blasted number.

Ten Six Four, Ten Six Four,  
Where have I heard it all before?  
Sounds familiar! What's the reason?  
Of Course! That's what I weigh this  
season.

( Proof enclosed . )

(Ed. Mrs. Balck has provided a Coles weight  
docket for May 5, number M99957, Showing 10st.,  
6lbs., 4ozs.!!)

-SPECIAL ADVANCE WEATHER REPORT-

The MGCC Committee today were honoured with an early warning of the weather to be expected over the weekend of the coming All Night Run. The Meteorological Bureau were most cooperative and ever gave the weather of the day. The report covers the suburbia and near country areas. It reads as follows:

"High temperatures will be recorded the day before. Toowoomba with 10,000,000 degrees C will be well above seasonal average. An earthquake of Force 9 on the Richter Scale will be recorded between Nambour and Kyogle; fire storms and high winds are expected in the Pittsworth and Bishop Island regions.

And now the district forecasts for your Rally. Firstly Brisbane, Regional (Sunshine Coast to Gold Coast and west to the Ranges): Hard rain is expected to fall throughout the night. The next day, light scattered showers of Strontium 90 are expected. More high temperatures are predicted for Toowoomba and districts and Brisbane viewers are advised not to look directly at Toowoomba. Brisbane City: Fine and overcast with light cyclones. Gentle winds not exceeding 80 knots. Clear skies, and temperatures will be high due to dense cloud cover. Expected temperatures are 24 minimum and about 154 maximum, though these figures are doubtful. Moreton Bay: Seas smooth to very rough. Winds mostly south, changing to north, west, and even easterly at times. Brisbane and district can expect carbon monoxide winds of up to 60 knots. Wynnum-Manly residents can expect dust-storms from the east, whilst Brookfield residents are warned to expect snow"

Well there you have it, night runners,  
Good Luck.



# Editor's Note:-

## PUTTING IT IN WRITING...

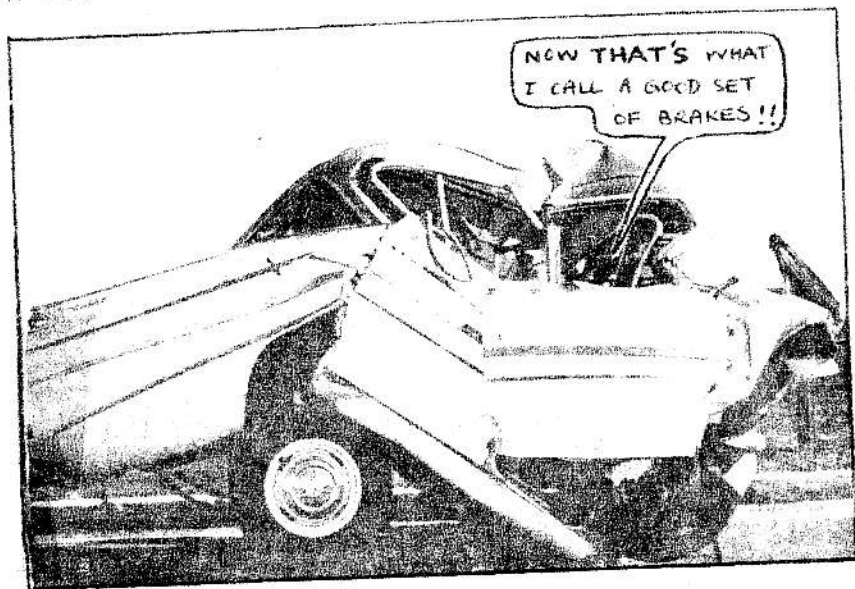
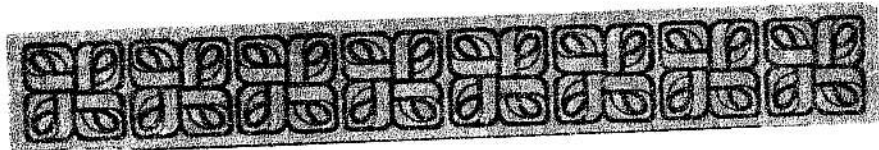
Many people, particularly those whose work does not involve a lot of writing, are put off by the task of writing a Octagon contribution or report or similar form of communication.

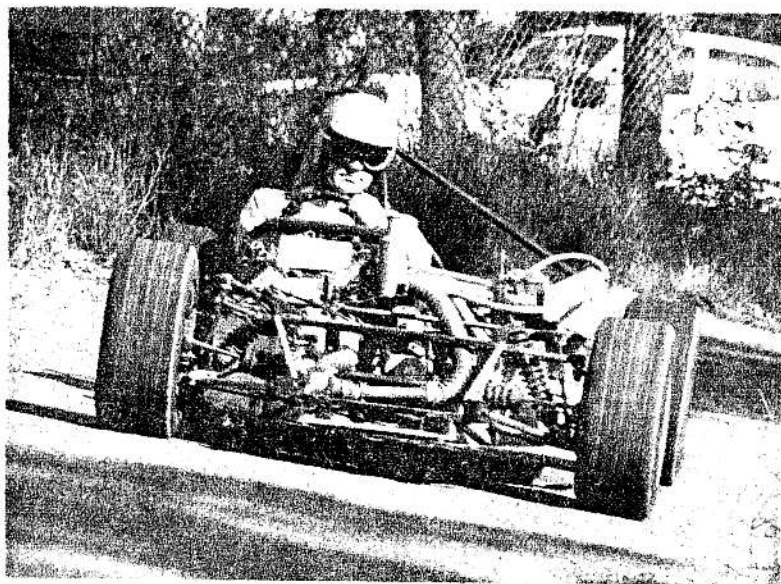
### HERE'S SOME HELP.....

1. Shun and avoid the use and employment of unnecessary, excess, extra words.
2. Write full, complete sentences. If possible.
3. At all costs, avoid cliches as you would the plague.
4. Take pains to spell and, punctuate correctly
5. BE Consistent.
6. Don't approximate. Always be more of less precise.
7. Sedulously eschew obfuscation, hyperverbosity and prolixity.
8. Avoid pointless repetition: don't repeat yourself unnecessarily.
9. Be precise but avoid pedantry, up with which many people cannot put.
10. To make your meaning clear, therefore observe in all written expression, it is of the foremost qualification - if not, certainly not of less than - then definitely at least secondary

importance and thus is demanding of diligent attention so that when, except where it cannot be avoided and/or in further development becomes imperative either to add to or omit from that which is to be stated, remember without fail (and this must never be under-estimated) to write sentences as briefly as is consistent with clarity. This is vital.

12. Always remember the ~~etre~~ ~~extreme~~ extreme importance of accuracy and neta ness. Above all, be carrful.





# HILL CLIMB

Mt. Cotton Hillclimb of June 11 was an incredible success - from the spectators' point of view, the Clubs', and the competitors'. Except for the poor unfortunates who suffered miscues, everyone had a ball.

The crowd was large and happy, the size no doubt directly attributable to the pre-race publicity efforts of Brian Tebble. It was great to have the additional attraction of "Homicide" star Leonard Teale and the associated news media coverage should guarantee larger gates in future.

A look at the programme suggested the obvious dice of the day to be a Harlock/Tait duel

but many missed the dark horse - Peter Bull. No body could have predicted the number of close battles that were to arise during the day.

Touring Cars up to 1300 was a class of desperates. Phil Griffin only just ousted Graeme Finan's Cooper S by 0.1 second, whilst third, fourth, and fifth had the Coopers of J. Wilson, Russel Black, and Kev McCloy respectively grouped within 0.6 second. B. Hautin's Corolla managed a clever 64.0, despite unreal deviations in the hairpin area. Ian Walter's Mini Clubman had a close run with the Spethman Escort, whilst the Dutton Morris scored a consistent string of 69's.

The 1301-2000 Touring Class was topped by Richard Brabazon's Cooper S on 55.1 after a fabulous set of high-reviving runs. Gerry Bezett hurled the Twin Cam Escort in for a spectacular second place (56.2) ahead of Don Black's Datsun 1600 that somehow managed an incredible 57.3. Keith Tapsall's Datsun followed (59.6), and close behind came Paul Valery (Corona 1600-62.0) ahead of the "Russian Cossack" (Terry Green -Celica -65.2).

Touring 2001-3000 had the "clean machine" on top - Fritz Sorensen steered the "washed-by-elephants" Capri V6 in for a 58.8, closely challenged by Steve Laue's GTR (59.3). John Stevens (GTR) battled with Ken Quinn's GTR, beating him 60.1 to 61.2. A little down on power but making up for it in



determination was Paul Bishop's Torana LC that managed a slippery 62.5.

The Smokey Tourers (over 3001) had Top Tyre Tearer of the Day (Jeff Ferguson) hurling the Fairmont about for 58.7 ahead of a very consistent Fisher XU1 on 60.0. Bob Shadforth threw the blue Monaro around for a tidy 66.2 and third place.

MG class up to 1500 saw the "oldest Car of the Day" driven by veteran Peter Rayment (25 last month) smoke and fume in for 60.1. Dave Miles record still stands! Relief driver Mal Spiden feather-footed about for 68.2 in practice.

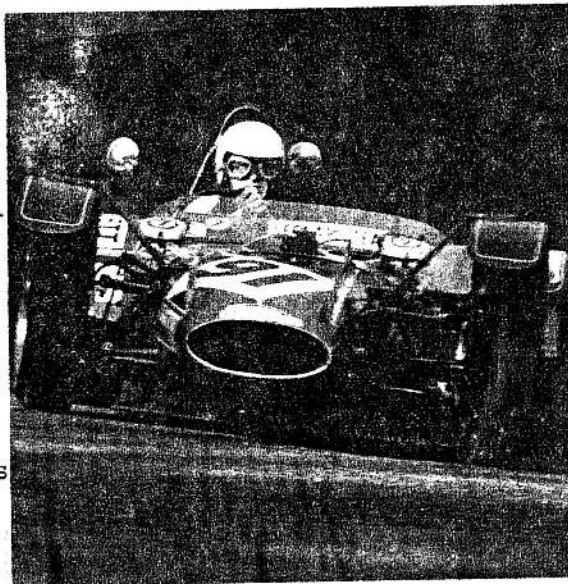
MG over 1501 saw Keith Tufnell in pole position (MGBL - 61.0), slower after tuning but at least up for a trophy. Bob Wright proved his MGA faster than it's twin - Bob beat Allan Burns MGA 64.5 to 66.3, though Allan may be one to watch in future, improving exactly 12.5 seconds throughout the day. The Graveley MGB did not start on the day (flat battery?).

Whilst the Tourers supplied plenty of action, it was the sporties and Racers that provided the excitement of the day, some very unintentional and unfortunate.

Sports Cars up to 1300 had Club President David Miles (Centaur) making a welcome return to the hill. He not only returned but also (a) won his class (b) set second fastest time of day and (c) established a new Club Class Record (52.3). Peter Walton (Nota 53.3) was Dave's only challenger but he again had more trouble than Dick Tracey. Ray Quinn (Gemini) gave one of the day's best performances, consistently bettering his times to record his best of 56.0 - not bad for 997 cc!

George Row (Centaur) managed to beat his mechanic (Graham Sorensen) in 2 ways. One, he got a better time 58.7 to 58.8) and two, he staged a better accident. Not to be outdone by Graham's charge into the nuts. George succeeded in spinning in the second loop to finish half way down the bank, rather the worse for wear. The beaut little Fiat Lombardi of R. Gerrems looked great and went better. Obviously down in capacity, it scorched around in faultless style to record a best of 61.8. Bruce Dalziel blew up the Vulcan whilst putting it on the trailer and was forced to spectate.

Sports Cars 1301-1600 had a three-way Clubman battle coming on strong. After the second run, Ken Peters (Lotus) was on 55.0, John Barram (Lotus) was on 54.5, and Leonard Teale (John Campbell's Centaur) was on 55.0. Came the third run and Peters muffed it with 57.5, Teale improved to 54.9, and John Barram was both lucky and very unlucky. He managed a 99.9 percent perfect run to score a winning 53.8, only to roll as he crossed the finish line. Fortunately he was unhurt. John Moorehead pushed the MCM around for consecutive runs of 59.8, whilst Ian Wells in the incredible VW1300 chalked up a desperately-oversteering 62.9, showing consistent improvement over his four runs.



Sports Cars Over 1601 had the unusual assortment

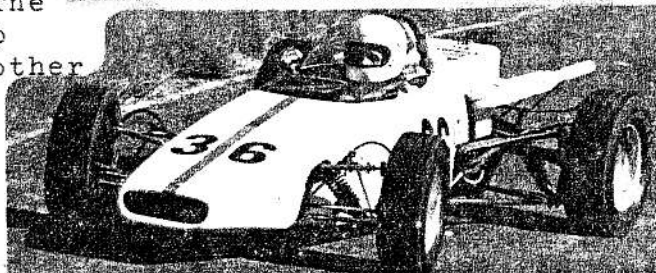
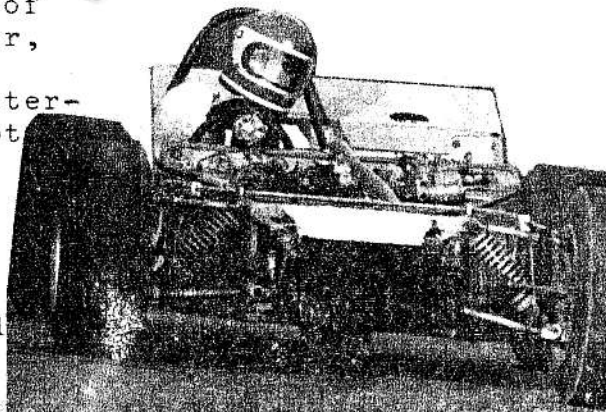
of a Holden, a Cortina, and an MGB. Hooker Booker (MGB) scored a D.N.S. for the day but may be viewed in the Surfers Sports Car Championship. However it was the Brilliant Blue Briggs machine that won the class (60.8), from the hard-charging HT Belmont of F.P. Hunt (68.0).

Sports Cars Group D was again a J.A.K. Best benefit - he must have a million trophies. The little yellow Elan collected a 59.2 ahead of Bruce Wasley's Sprite (61.0). Mal Spiden (Sprite) managed a deviation-free day to gradually work down to 63.7, his best ever, to beat his relief driver Peter Rayment who quietly motored in for 66.7

Racing Cars Up to 500 had Vince Appleby (VJA Honda) down as a certainty but it was not to be so. Chris Lake came out top gun in the Tardis (62.4) ahead of Vince's best of 63.4. But watch Vince in the future - his car has a ton of poke and may prove quite a stirrer in this class. Chris Timms (VJA F/M) had a bad day, taking in one 79.0 and two S.O.T.'s. Gary Dennien and Bob Henricks were non-starters.

The biggest upset of the day came in Racing Cars over 501. Severe brake problems kept Club Champion David Tait (Cooper Ford) as a D.N.S. Tim Harlock, after an "easy" 51.9 in practice, headed off on his first timed run with incredible enthusiasm. The Centaur leapt up the first hill after a perfect start and, by the top of the hill, was well within record-breaking time. Then, disaster struck. The car got slightly off line and simply ran out of bitumen, wiping its speed down from 70 to zero in about 20 yards of bull-doing. Apart from obvious disappointment, Tim was completely unhurt. This sort of accident ably shows the worth of a six-point safety harness. And for those who are sceptical of crutch straps, they are NOT damaging -

much the opposite in fact. The man to score FTD then became our dark horse, Peter Bull. Driving his brand new Elfin 600B ff, Peter drove perfectly, chipping his times down to 51.4. Rolf Vine (Farrell) seemed to be in difficulty but still scored at 53.7, pulling around 9000 revs wherever he could. Ian Peters, amking his usual Mini-Din, wound up a very "calm" 54.5 ahead of Peter Bull's relief driver, B. Thompson, who scored 56.7 as his best. Character-Car of the day was undoubtedly Don Webster's beaut Cooper MG. This car, compete with pressurized fuel tank, magneto ignition, and knife-edge racing tyres snarled about the hill in a very creditable 63.8, looking good the whole way. The Dowdle/James Gavin-Imp was unfortunately another D.N.S.



The Top Six Elimination Round had Peter Bull still top dog, improving still further to a great 50.5. David Miles rushed about in a fast 53.1, a small error in the hairpin costing him precious moments. Still it was enough to beat our desperate-one-with-green-sports, Peter Walton, who hurtled about in 53.8 seconds. Next was Peter's main rival, Rolf Vine, who screwed the Farrell up for 54.1 using enough revs to require a new set of bearings the following week. Another "wild man" was Ian Peters (ask the Channel 7 cameraman who he nearly drove over in the pits!) who came in for a 54.7. Leonard Teale, obviously determined to



continue having a ball and very pleased to be in the Top Six, leapt off the line with instructions of "go as hard as you can!" And he did, but the hairpin proved too tight and the understeer too great. Ten seconds in the nuts put Len back to 66.8 for the run but he was still grinning after it all.

And so ended undoubtedly THE BEST hillclimb MG has yet staged. With circuit racing so much in the doldrums at the moment, it's great that 60 or 70 cars can have such A BALL over 1035 yards of bitumen. That's hillclimbing for you! See you on August 6th.

## RESULTS

### Class Placings

<u>M.G. Class Up to 1500 c.c.</u>		
P. Rayment	MGTC	60.1 secs
<u>M.G. Class 1501 c.c. and over</u>		
54 K.M. Tufnell	MGB	61.0 secs
<u>Group C Touring Cars 3001 c.c. and over</u>		
J. Ferguson	Fiarmont	58.7 secs
<u>GROUP A &amp; B Sports Cars Up to 1300 c.c.</u>		
71 D.J. Miles	Centaur	52.3 secs
<u>Sports Cars Group A &amp; B 1301-1600 c.c.</u>		
32 J. Barram	Lotus Super 7	53.8 secs
<u>Group C Touring Cars 2001-3000 c.c.</u>		
18 F. Sorensen	Capri V6	58.8 secs
<u>Sports Cars Groups A &amp; B 1601 c.c. and over</u>		
28 B. Briggs	Ford Cortina	60.8 secs
<u>Sports Cars Group D</u>		
61 J.A.K. Best	Lotus Elan	59.2 secs
<u>Touring Cars Group C 1301-2000 c.c.</u>		
15 R. Brabazon	M/Cooper S	55.1 secs
<u>Cat. 1 Racing Cars 500 c.c. and under</u>		
10 C. Lake	Tardis	62.4 secs
<u>Cat 1 Racing Cars 501 c.c. and over</u>		
36 P. Bull	Elfin 600 B	51.4 secs
<u>Touring Cars Group C Up to 1300 c.c.</u>		
5 P. Griffin	M/Cooper S	56.2 secs

RESULTS CONTINUED

FASTEST TIME OF DAY

36 P. Bull

Elfin 600 B

51.4 secs

TOP SIX ELIMINATION

36 P. Bull

Elfin 600 B

50.5 secs



**brier thomas** for  
all photography **!!**  
Phone: 59 8268

SERMON ON THE MOUNT

or: My first hillclimb, and now everyone knows it isn't the car.

# THE MIGHTY GENERAL

- trusty steed bounces into pits, thoroughly massaging kidneys and spine - car made ready  
 - practice draws near ... funny feeling inside.... most drivers get it I suppose .....

- damn! that's not it! where's the bloody toilet?!

-that's better...hell! I'm on in a minute! helmet! jacket! balaclava! someone do my seat belt up!

-trundle to the line-staged- "go when you're rady" - what a comedian! why can't I just sit here and think about it?

-take off! into second ... graunch! second .....

graunch....it was there yesterday ....I've got a gear .

...top....third... second.... second!! now we're in business!..... crawl up hill..loop..third.. where's the bloody raod gone?!...back into -graunch! -try again...grate!..."finds reverse again" ....second! round hairpin....over stones for good measure..... up hill..... Brier Thomas' 200mm face stares at me-feel like waving ....finally the loop it's damn tight!! down to reverse (sound effects) for hairpin....must be timing me with a bloody calendar... another damn hill... round the loop we go... brake before finish line...rumble thump on dirt.... I've finished!

I'm alive! I'm in one piece! can I have another go? immediately? .....oh.....

-suffice it to say I improved by 12½ seconds and came last in my class.

The hills are alive with the sound of beginners -  
 I'll be back

"The New Fool on the Hill: (Not the OLD One)

GRAFTON GRAFFITI

The Grafton Hillclimb on the 16th July could see a return to the Highways of quite a few vintage Grafton H.C. Goers. The Weekends of Olde spent at Grafton still linger in the minds of some members as weekends of great hospitality from the local Car Club and towns people, good companionship (especially if it's a blonde) and horrible beer - of course, not to mention Sundays 'climb.

So let's have a big roll-up for this event. We could all go down in convoy (half the fun) but don't forget to take some warm clothing as at this time of the year the locals have a lot of trouble dodging these little brass spheres that litter the ground.

See your local member (Committee) for entry forms and further details.

**TRAIL BIKE CHAMP  
PRACTISING AT  
FORBES STREET.**





DATSUN WINS SOUTH KENMORE SAFARI

Take 16 crews, a Friday night, one director with a weird sense of direction, a set of instructions, stir well, and what do you have? Eh? Well! hurry up and tell was WHAT you've got there!

Ah, yes, it's a ....C.T.A.

Is it ime for that again?

Yes, so once again Lushous Lib undertook that hazardous task of organizer which meant hell for frustrated drivers and nervous navigators. As people began arriving at the old meeting place, an old face (accompanied by a body) appeared - that of Phil Claxton, who was doing the honours for Peter Bonneti that evening.

Brisbane Boys College was the first landmark to head for so, after finding one's way via numerous streets in the Valley area and past the XXXX Brewery (I thought I just might mention that important fact - yes ), to travel near the School at Indooroopilly before getting straight on to the dirt sections (oh, boy!)

Most seemed happy and contented with their progress and Dave Robinson was delighted that he

had made it so far as he had taken along a navigator who had NO IDEA what a night run was let alone have any clue on navigating (at least that was what he tried to make us believe).

Not all were so fortunate as the Hillman s/w which was persuaded by its pilot Bryan Kayser to venture onto some dirt. It revolted by blowing one of its brake hoses - on purpose. (Ah, but wait until it get's its twin S.U.'s)

Anyway, onwards to Pullenvale (that's out in the sticks somewhere) and to an inoperative Moggill Ferry (later to be partnered by an inoperative Lozzie Sprite), after which all found they were lost - and I mean ALL. "And how do we get out of this one, Henry?" Ah ha! by using the old "read ahead" trick to extricate oneself from one's predicament.

Malcolm Campbell was running the Capella as a lightweight (no hubcaps) and was following Paul Valery but not for long as Paul went straight ahead at a T-junction (hoping for a short cut?)

After a quick veer right at Lyndale Street, we visited the Sullivan Shack (where Shañd lives), went through Kenmore, right into Robyn (no deviations please), past the house at the eleventh white pole (sounds racial to me), work out the route past the Cement Store, exchange pleasantries with the resident drunk in the car park, then down past the ultra-secret H.Q. of the Dynamically Blanced Centaur and then on into the night, stopping at the occassional phone box, before returning to "That Place".

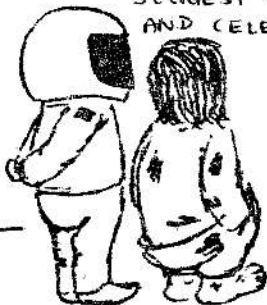
After the smoke (disc pad) had cleared, Lurcio, the Lindum lunatic and a chinese deviator were declared provisional winners.

And whilst the action was fast and furious, news trickled in on the fate of the Palmer/McKay Sprite - it's battery had lost all its V's and i's - too much R? Anyway it had lost its kick. And Don and Lozzie were stranded in a dark little corner at Moggill. Ahaa!! some people are lucky.

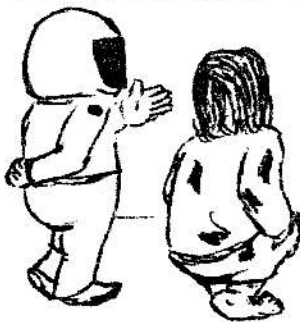
So that was the C.T.A. Quinn won and you ask him for his comments if you have a spare evening.

Full Results - see Club boards.

GEE, PETE - IT'S GREAT TO  
SCORE A CLASS PLACING - I  
SUGGEST WE GO  
AND CELEBRATE....



.... LET'S GO REALLY MAD -  
LET'S BLOW THE ENTIRE  
WINNINGS IN ONE GLORIOUS ORGY!



ONCE UPON A HILL**Specialist  
at work**

CAR NO. 29 YOU'RE NEXT.

AH! My turn at last.

Hey! Hey! "Spary Spray", This'll fool'em,  
"Super Sticky Goo" on my tyres.

Hey what's this written on the can?

DO NOT USE ON RUBBER PRODUCTS.

O My Gawd! Not another set of MICHIES.

Oh Well, they should last this one.

Now, let me see, Helmet, Gloves, On with Fire  
Proof Jacket, Now Seat Belt. What have I for-  
gotten. Oh yea get in the car. Now where are  
the Keys?

Click, VARRROOMMM (Bang)

Oh well, let's try again

Click AHROO Putt! AHROO Putt! AHROO VARROOMM!  
VER VER.

Great!! It works.

Now coast down to start line.

GO

SCREEEEEECH!!

Gee rubber smoke stinks.

Now late Apex this first corner.

KA ----- BANG

Stupid place to put Armco.

Oh Well, what's a few side panels.

SCREAM, Wonder what the red line on this tacho is?

Hope it's not under 9000.

Well I am up the first hill.

Now, DOWN the BIG Hill. Hmmm Think I'll use 3rd.

OH NO. There's a Hair Pin at the bottom.



Which one of these pedals is the brakes? VRRRRRAM  
Whoops not that one.

SCREECH Ah that's better.

That's funny! The back wheels just passed the  
front. There they go again.

SLITHER SLITHER RUMBLE

AW NUTS!!

Wonder If I can back out of here???

RRRRRmm, RRRRRmm, RRRRRmm.

Great, I'm out.

Better get going again.

SCREEEEEECH

There's that funny smell like burning rubber  
again.

GAWD IT'S DARK UP AHEAD.

On with the lights

Oops, Sorry you Guys, Looks like I've blinded a  
couple of Flag Marshalls.

Groovy this looks like an easy down hill bend.

Screen.

That's funny I'm going side ways again.

Better try some opposite lock.

That's better now where am I?

OH NO NOT THE NUTS AGAIN!

Slither Slither Slip Slip.

Phew Missed 'em.

Looks like a first gear Hill.

VRRRRRRRAM - ROARRR

My Goodness The Tacho Needle has Just wrapped itself around the end stop, and there's that rubber smell again.

Not much good crying over stripped gear, I suppose, Better try second again.

GRINDDDDD DLUNK RMMMM

That's better.

Now around the top bend and into third and flat out to the line.

Screech Grind Klunk

Click

AHH! That must be the timing gear.

Over at last.

Now down the hill and back to the pits.

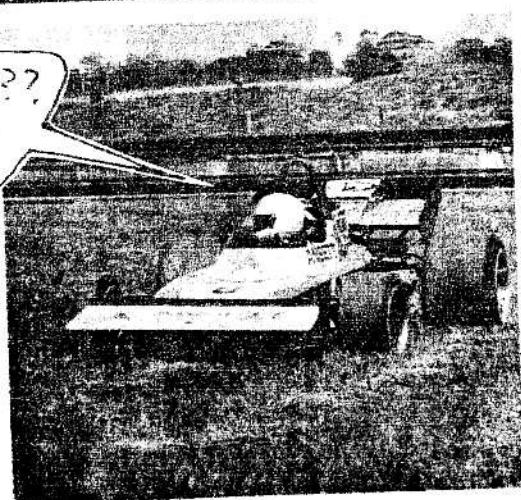
Wonder what time I did.

Crackle Crackle - CAR 29 would you go back to the start again please, THE ELECTRONIC TIMER FAILED ON YOUR RUN. Crackle Crackle

FAINT!!

SURFERS HARD ON TYRES!??

NAH - NOT FOR ME - NOT  
WHERE I DRIVE!



# BODS AND BENDS

● If you look at the "Coming Events" page you'll see you've got a full calendar of exciting events to keep your wide motoring appetites well cared for. Let's see good roll-ups, not for your own benefits alone, but for your Club, and for the hard-working Committee and enthusiasts who help plan and run these events.

● Congratulations to "Sunday Sun" for their article a couple of weeks ago on the proper wearing of safety belts, and their headline in the same issue on how seat belts saved the lives of two motorists whose crash involved fire.

● Good to see a number of MGCC representatives at both the motorkhana and Supper Dance run by BSCC. There should be more inter-club liaison, it can only do good.

● Brier Thomas has been a popular figure at the Car Club on Friday nights recently. He takes some pretty good shots of our Hillclimb stars, doesn't he? Terry Green and Malcolm Campbell are also looking in on for their motorkhana and hillclimb photos.

● Our Club President journeyed up to Cunningham's Gap the other day to find "an abandoned and stripped MG Magnett" was acutally a Wolseley 4/44 .... and it had already been

well search and stripped. He did find the odd bit or two however.

- Hey! what happened to the Bingo Night?

Recent C.T.A. left a picture without words - cul-de-sac, light gravel, yards and yards of skids plus more on grass. "I wasn't going really fast", said the driver.

- Peter Rayment was living so dangerously after the last C.T.A he subsequently left for Childers til the heat wore off. Diplomacy before and during though is better than after.

- For those Club members who don't know, (1) Motorkhanas are conducted off Stanton Road, Tingalpa and start at 12 noon, (2) Closed Touring Assemblies leave the Clubrooms and start at about 8.15 p.m. (though late-comers may leave up to around 9p.m. even), (3) Scavenger Hunts are much the same, and (4) Film Nights are at the Clubrooms and generally kick off at about 8.15 p.m. running til about 11 p.m. So just watch the "Coming Events" page and you've got it made.

- The Bingo Night was a pointed affair. Yes, the shout became "bullseye'." - darts were the order of the night and the few dozen participating had a groovy time. Steve Laue "cheated" and Rae Cramb can't add up. Paul Valery was the worst player, and Brier Thomas was the dark horse (he could have been using a tele lens!) The boys really won but as Rae Cramb was scoring, the girls romped in 30,000 to 609.

- Quote: "Let's play under the chairs and over the tables" (Well, I never!)

● Len Teal drove very well at the recent Mt. Cotton meeting. Despite R.D.H.'s attempts to alter the script, Len wasn't really nervous; in fact the nervous atmosphere was issuing from about the car's owner. (John claimed his nerves were only about whether Len made the Top Six or not, but we know otherwise). Committing "Homicide" only on the tachometer telltale, Len reduced his times in order - 56.1, 55.5, 55.0, 54.9 ... to blot his copybook in the Top Six by heading for the nuts. Comment, "It does understeer a bit, doesn't it".

● A Quote heard after Mt. Cotton from Club member - "Oh, I couldn't possibly stay back for the BBQ, I've got to wash my hair tonight". A male Club member, it was - how things change.

● Meryl Miles is sporting the latest in short hair fashions; whilst Tim Harlock and Peter Rayment made public showings of their new images at Mt. Cotton.

● Exhibition will be on us soon so don't forget the big Club attack on the grounds. We might look at the exhibits but my guess is a full grid of Dodgems and a Le Mans start from the Fairy Floss bar.

● You'd better be early for the Motorkhana on July 23rd. Strange things are promised and a big field is a cert. So get there early and be a front runner - it should be a beauty.

● It's likely we'll see a Motorkhana special make its debut. This one is the Ormsby Beast and it should be a real mover. Watch for it.

- SPECIAL NOTICE:

With the introduction of new CAMS Classes, many people were worried concerning Club Point Scores. Don't worry - points prior to the change will be credited and points subsequent to the change will be allotted according to the new classes.

- Libby Sullivan is in the State Basketball Team.

- URGENT REQUEST

We need people interested in Scrutineering for Mt. Cotton. Training will be given and, by taking on the job, you will be filling a vital position in the sport. As Uncle Sam Said "We need YOU". Contact the Committee if you can help.

- More praises to "Sunday Sun" for their beaut motor racing column written by a similar column from our supposedly leading newspapers. In fact from them, how about at least a decent race report after the meeting PLUS results - EVERY TIME. That is the least they could do. But then maybe the results aren't passed on to them. After all, Speedway always gets a good write-up and loads of promotion and publicity.

- The Spiden Spriten it nicht goen by un selfen und kicken un squirmin til ein kicken on brakestoppem.

- George Row is fitting a periscope to the Centaur so he can find his way through tall scrub.

- Graham Sorrenson tunes George's car to the Nutcracker's Suite.

● Libby promises 4-wheel-drive service cars with power winches at all check points of future C.T.A.'s planned by her devilish mind. They will serve all vehicles except pale blue Mini Deluxes.

● Libby can ride a push bike at 25 m.p.h. for 2 hours!

● Club members' mother on viewing the mass of plumbing making up Kerry Horgan's roll bar commented, "Oh, and you poke your head out the top".

● We speak of oldies like John Fraser but just how old is Andrew Hockley? And where is Iain Corness?

● Col Sands is good at pumping up the wrong tyres on his Mini.

● Mike Keown races canoes but sometimes they beat him.

● It came to our notice that the entry fee for a certain N.S.W. Hillclimb is \$10 for normal entry and \$15 for a late entry. Well, Well.

● Strange things are being done to John Campbell's Centaur.

● John Moorehead has a Mazda 1500, obviously it would have a TF motor.

● I regret the absence of a Surfers report - I didn't know there was a meeting.

● Q. "What is at Cement Store?"  
A. "P.R. scratching his head."

- "Oh no! Quinn does it again!"  
"It just comes naturally", says new Works driver.

- Editor Drunk again - rang 3 wrong numbers before contacting "Quinn Residence".

- For Advanced Driving Lessons , see J.R. Fraser.

- For Advanced Gliding Lessons, see T.D.J. Harlock.

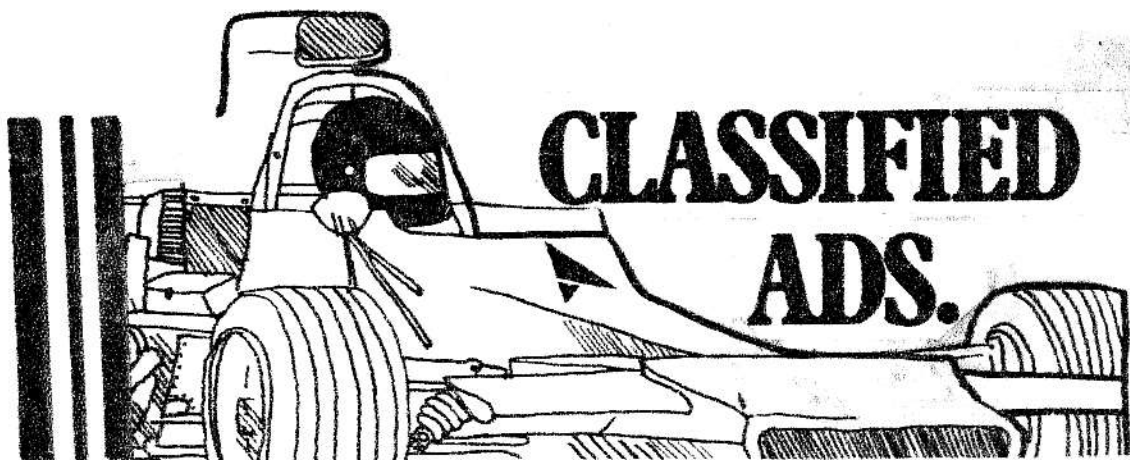
- THREE UP FOR SPIDEN:

On Friday night June 16th, Mal Spiden cleansheeted the C.T.A. to chalk up his third win for the year and a handy lead in the Navigator's Points Score. The run was perhaps the most talked about of the year but was well planned with only a couple of minor irritations to upset the Apple Cart.

- If you're in Manly, drop into John Clark's Golden Fleece Garage. They are the sponsors for the coming Closed Hillclimb (August 6th).

- For all the latest motoring magazines and your navigation needs (stationery), try North Wavell News in Hamilton Rd., Wavell Heights.





● Bargain for Outdoor Living -

9' x 9' tent. Sleeps 4. Waterproof floor integral with walls. 7' ceiling. Fully insect screened. Quality nylon zip door. 7' x 5' awning. Single pole umbrella frame. Quality Birkmyre roof. Fully weatherproof. Erected in 5 minutes. Packs down into 24" x 20" x 6". Weighs 20 lbs. As new condition \$80. Phone Malcolm Campbell 557363.

● Collectors Item.

The last Morris Cooper to be put on the road. This vehicle was registered by B.M.C. in February 1966 and is still in perfect condition. Nurburg white with blue upholstery. Moderately altered from original specification to incorporate a blue-printed and balanced 1098 cc. engine, Cooper S rims and a rear sway bar. Other alterations include rev-counter, sealed beam headlights, full harness, and radio. This vehicle has done 30,000 miles on the new engine and has been maintained regardless of cost. Excellent value at \$750. Phone Malcolm Campbell on 218338 (225), or 557363 (A/H):

LOTUS 20 F3 (1100c.c.)

This car has been raced once since complete rebuild which included new block and new Porsche clutch. The trim is ex-factory apart from the fitting of wings. Ford motor mated to Gordini close ration 4-speed box. Colour is green and gold. Wheels are 6" and 8". Harness fitted. Spares available but no trailer. This car has lapped Lakeside in 62's and is capable of 25's at Surfers Paradise. If you're interested around \$1700, ring NOEL ORPHAN on 607153.

● WANTED:

Useful photos suitable for publication in the OCTAGON. Maybe you have a shot of your car in an unusual position (clipping a motorkhana pole with its aerial whilst inverted), weird photos of prominent (?) Club members, funny photos, hillclimb or racing photos. Maybe you want to star on the cover or have a caption attached (or better still supply one) ..... then flood my mailbox with piccies for future editions. John Campbell, 15 Marriott St., COORPAROO.

● Want to go motor-racing successfully - then choose a reliable car. You have a choice depending on your pocket.

(a) Ray Quinn's Gemini Clubman, Phone 965265

(b) John Campbells' Centaur Clubman  
Phone 974884.

● Mini Assortments -

4 Cooper hubcaps - \$8 set. 5 mini hubcaps - \$2 set. Mesh sun visor - \$4. Mini windscreen protector - \$3. As new orange Dri-Clad towelling seat covers - \$8. New Azminster carpet set (Blue) - \$6. Steering Wheel lowering kits - 50¢ each. Mini wheel, radial tyre (8,000 miles left) and 2 tubes - \$7. Phone 974884.

● MGB roll bar for sale - full width.

What offers. Russ Wright 696909  
Also wanted - MGA roll bar.

● Wanted - Scrutineer apprentices for Mt. Cotton. Applicants will be fully trained to fill this vital spot in motor sport. See a Committee member.

● Wanted - More E.C.'s for the use of the female species of spectators at Mt. Cotton. (If none are forthcoming try Walton's Insurance - they are always bragging they don't mind being made a "convenience" of!)

● Wanted - 1955 MG MAGNETTE body parts. Any bits you have, I am interested, especially chrome trim and external fittings. Interstate centres please note - I don't care where they come from. David Miles, c/- MGCC (Qld Centre) or phone 912206.

● Morris 850. 1100cc. motor with the right modifications to win at Mt. Cotton. New aquajets. Numerous other recent additions. New paint. Wide rims, full instruments, harness. Still registered for road use (8 months). A realistic price will be offered to genuine parties only. No joyriders. Contact John Campbell (974884).

The Official Magazine of the MG Car Club (Queensland Centre) affiliated with the Confederation of Australian Motor Sport.

## the committee

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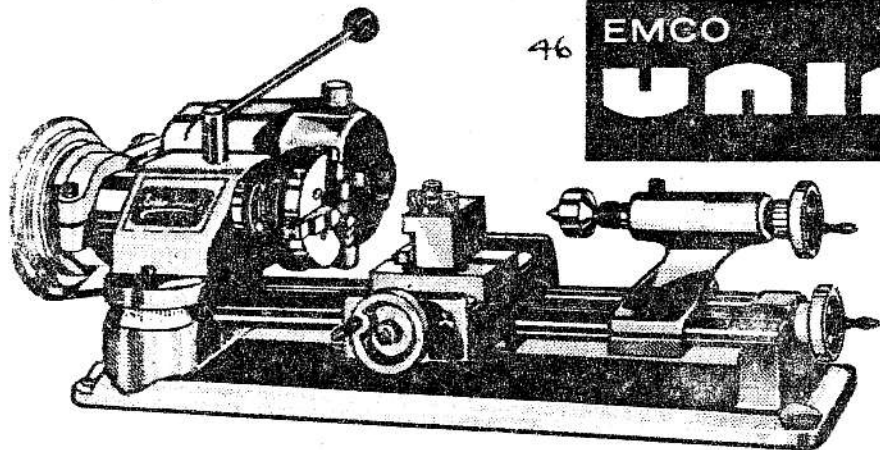
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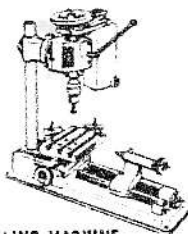
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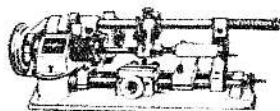
turns  
drills  
grinds  
threads  
sharpens  
polishes  
sawing  
(circular, fret  
and sabre)

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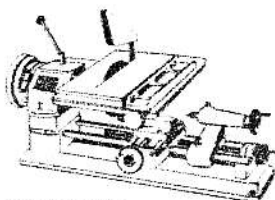
#### GRINDING MACHINE

Grinding height, 5"; reach, 3½"; stroke, 2"; spindle head can be fixed at any angle.



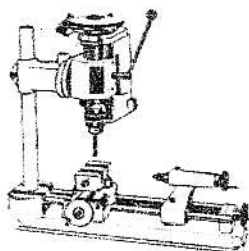
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Cutting metric threads having pitches from 0.5 to 1.5 mm. and of Whitworth having 56 to 16 threads per inch.



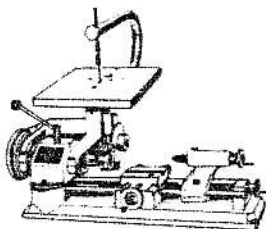
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With vertical column for use as bench drill; drilling height, 5"; reach, 3½"; drill travel, 2". Drill attachment can be used separately as a hand drill. Drills up to 7/8" in metal and up to 1½" in wood.



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