

coming            events  
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April

27                    Closed Hill Climb, Mt. Cotton

May

2                    Home Movie Night  
 6                    T-Type Run to Register Rebuilders  
 11                   QMSC Sprints Lakeside  
 16                   Night Navigation Run  
 18                   Sports Car Championships, Surfers  
 25                   Motorkhana  
 30                   Film Night

June

1                    Closed Race Meeting Lakeside  
 8                    Driving School Mt. Cotton.

That lot should keep you busy for the next few weeks. There's something for everyone there.

Two night navigation runs a month apart. Get your maps out.

Mt. Cotton is the venue for our closed hill climb. Other clubs have been invited, so make sure you enter to keep the club spirit high. SEE YOU THERE.

A Driving School day at Mt. Cotton too, for all who aren't quite sure of the way up yet.

Sports Car Championships at Surfers Paradise Circuit on 18th May. Come along and barrack for the competing Club members.

Closed race meeting in June. This is your chance to try your hand at the sport of kings.

Motorkhana for the 'Dirt men'. Tingalpa 25th May.

Want to Sprint? QMSC have invited us to Lakeside on May 11th.

Sorry, but the Egyptian Tap Dancing night is off.

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e d i t o r i a l  
- - - - -

The Editorial pen has been dipped in Hemlock for this month's editorial. So if you're squeamish, pass on to the next page.

I've been hearing a bit of malcontent around the Clubrooms recently. "Its just a Hill Climb Club", and "If you don't race or hill climb then there's nothing in the Club". Not only is this a blatant misrepresentation of the truth, but also is indicative of the lack of Club spirit shown by some members. In the six weeks event's listed in the last Octagon there were TWO night navigation runs, ONE motorkhana, ONE film evening, ONE social night and TWO Hill climbs. So all this claptrap about "Nothing but Hill Climbs" is untrue. In fact, this bull is being brought forward by those members who never enter anything.

This page has been dedicated to you N.O.M.L.O. members, (Name on mailing list only). Last month we reported that 30 members competed at the last motorkhana, and 18 on the night nav run. This is WOEFUL. Your committee spends many hours of their time to prepare these events, and thirty of you turn up to the Motorkhana. Big deal. Let me bore you (I know this bores you because you have shown no enthusiasm at all up to date) by quoting from the Octagon, April, 1960: "A night navigation run was held on Friday 8th April, and fortyone cars and crews...." or the Octagon of May 1962, "and the hard work of our Gymkhana Committee was rewarded with forty entries."

In 1966 I was reported in the Octagon as having said, at a Committee meeting, "Are we a sporting car club, or a Spineless, Gutless Mediocrity?" It pains me that I have to write those words again. Not at the Club in General, but directly at all you N.O.M.L.O's.

Obviously these remarks are not intended to affront those members who live in the country, and cannot possibly get down to Brisbane for events. These members show far more enthusiasm than you do.

N.O.M.L.O's., if you're not going to do, or enter anything, then please just stop wingeing.

To all my readers (there must be one left), Good Motoring,  
The Editor.

a few leaves from the t-type pot  
by robert gill  
-----

About 100 cars are at present on record in the T-Type Register of the Club.

One does not see many of these cars on the road, but it must be remembered that, on an average, these cars ages are about 18-20 years.

A survey conducted late in February indicated that of the cars on register, about half are in pieces and a great many of these are in the process of being built up from scratch.

Anyone who owns, or has owned one, or any number of early mg's has found that apart from breaking a few rotten bolts off, the car comes apart easily.

The only twist in getting the car back on the road is that putting the car together is not nearly so easy those bolt holes and body panels just don't line up even with the most brutal persuasion.

It is easy to see therefore, why owners who either work hard for every cent they make, or don't get paid at all because they are students, haven't got their cars on the road.

The T-Types in Brisbane consist of TF's and TC's in the main. There are only about a dozen TD's and one or two earlier as the TA and TB. The Register also applies to MGY owners.

A possible reason for the poor attendances at earlier meetings is that a large number of owners were totally ignorant of the Register till this year, when it was realised a face-lift was needed.

This year, a far greater list of activities has been planned for the Register. Runs have been designed, and informative talks will be given by experienced T-Typers to help those who may be looking at a conglomeration of bits and wondering how it all fits to make their dream car.

Also planned is a visit to a number of owners who

A few T-Types Leaves (CONT)

are at present restoring their cars, so the aspirants can see what they should be doing to put theirs in Concourse winning class.

It is hoped that Brisbane, which is sadly lacking in road going T-Types at the moment, may soon become one of the leading centres for the Register.

This can only be achieved by cohesion and co-operation between owners, which it is hoped will be fostered by the Register and its activities.

.....

(Editorial Footnote: On behalf of the Committee and myself may I also add our best wishes to the T-Type Register. The Club spirit shown by Register members is certainly very encouraging. The roll-up to the last T-Type meeting was fantastic. Let's hope you can keep all that wonderful enthusiasm for all the years you will be MGCC members. Remember too, T-Typers, that just because some of the Committee don't drive T-Types any more doesn't mean they are against you, or don't realise the special problems T-Typers have).

.....

NEW MEMBERS. On behalf of the Club we welcome the following new members to the Queensland Centre.

David Gowans	Cortina	Ross Palmer	Walnut Shell
Bob Leggatt	MGA 1600	Bryan Dodwell	MGB
Brian Kenny	Buchanan	Ian Thornton	Cooper S
	Holden		
Peter Mayne	Minor 1000	Derek Mills	MGTD
Kim Streten	Mini DeLuxe	David Beale	MGTF
Robert Bell	Cooper S	Eva Fraser	MGTF
Warren Hurford	Jaguar MkII	Brian Hand	NGTF
William Riggall	MGTF	David Matley	MGTF

One MGA, One MGB, five MGTF's and one MGTD.  
Another six members of the T-Type Register.

nostalgia dept. by Methuselah  
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Found a few old Octagons in the Editorial wpb, and found a few interesting facts in them.

In January 1962 we were busy looking for a suitable site for a 'Hill Climb'. Members were asked to report any suitable venues to the Committee. It was also hoped to run a motorkhana type event on bitumen, and owners of Shopping Centres were to be approached. I seem to remember this very same idea being mentioned at the last Open Forum.

A Club Run to Somerset Dam in 1960 has 22 sporties lined up at Ipswich Road awaiting flag fall, only they "did not go altogether unnoticed by the law, and a constable, suitably mounted on a machine of Australian origin demanded (quite politely) as to the intentions of the aforesaid party. Reassuring the uniformed gent that a reliability trial was, in fact, not about to commence, but was merely the start of a slight road race, we got underway with the Club Capt. in in the Lead".

On the inside front of the 1960 Octagon was an advertisement from Howards. The new BMC car was the "Two Miles a Minute MG Twin Cam", and Howards were sole distributors in Queensland and Northern Rivers N.S.W. No price was quoted. Back cover had a picture of a Healey 100/4 in the ad for Geary's Selected Sports Cars, of 219 Logan Road, Buranda. Denis, of course, is now in Sydney, and purveys 'selected Sports Cars' to the members of the MGCC (NSW).

1960 also saw the MGCC (Q) supporting the Australia Day celebrations by supplying 20 cars for the parade. 4 TC's, 5 TF's, 1 sprite, 3 TR's, 2 Healeys and 1 MGA. I wonder where all those cars are now?

If any Club Members have any interesting facts from the past - please pass them on to the Editor. I get hayfever looking through dusty manuscripts.

mt. cotton hill climb open meeting

by henry money III

Dull! Dull! Dull! That's the way I saw it anyhow. The day never really had a chance to get off the ground with that staggering one dozen entries. Why only twelve for an Open Hill Climb? It left some classes with one competitor only. Great for the one person in the class, as a definite class win for sure, but Dull, dull, dull, for the spectators.

I hasten to point out that the standard of competition from the hardy twelve was anything but poor. Certain cars really seemed to be trying too hard. Will (he revs) Charlton was one of these, with his 8000 rpm take-offs.

Formula Minors may have terrible reliability problems, but then, so does Colin Chappers with his cigarette Loti. And, as a group, they show a fantastic keen spirit. Vince (the black knight) Appleby stopped after two runs when a lace broke in the patent leather shoe he drives. The quickest Formula Minor on the day was Noel Orphan with 58.8 secs, Chris Timms had a trying day with the Red Lead Special. Also I strongly suggest that all Formula Minors fit seat belts. Chris? Vince?

Group A sporties up to 1100 cc had Revs in the yellow Scentor as the sole competitor. Will needs a new light-weight foot for a start, but began to show consistency towards the end of the day. 55.5 secs in anew car cannot be sneezed at.

Group B sporties over 1501 cc's was another single entrant class. Barbara Dare was thus rewarded for her spirit by a class win. The MGB, which is up for sale decided that discretion was the better part of valour, and refused to rev at all. Never-the-less Barbara got down to within a second of her best time up the Hill.

The MG Class was a good match between David Miles and Brian Tebble. David had some problems with the TC which developed 'dropsy' on two of the timed runs, and Old Gertie seemed to be showing her age (at last) by

## Open Hill Climb (Cont)

getting a bad attack of Asian Flu and coughing solidly all the way. Only 0.5 secs between them, with Beam Axle Dave's Borers the fastest.

Another single entrant class was Racing Cars up to 1501 cc's. Tim (Mr. Safety) Harlock strapped his Cooper Ford securely to his back, and ran up in a best time of 53.7. This was second fastest time of the day, and in a final timed run (but not counted for the Championship) Tim Stretched his legs to record 53.0 secs, which was 0.2 faster than Official FTD.

Ian Peters in Mini Din had Racing Cars 1501 and over to himself too. Ian seemed much more relaxed in the car than when we saw him last, and 57.6 secs does not really do his drive justice. I predict 54's from this combo at the Hill Climb Championships.

Touring Cars Group C 1101-1500 produced FTD. Clive Warnes in the dark blue S tupe Brick showing contempt for both track and con rods kept his 1275 cc's at 12750 revs all the way to record 53.2 secs for FTD. A few more climbs might see John French's record tumble. Joe Camilleri tried very hard in the S (now back to 'cold' again) and 57.8 secs saw Joe to the top of the Hill.

And that, gentle reader, was that. The Club then ran a Practice meeting for members who wished to find the correct way round before the next Hill Climb, April 27th. Judging by the eager queue to attack the Hill we should have a good roll up for the Closed event.

Results:

FTD;	C. Warnes	Morris Cooper S	53.2 secs.		
Sports Cars (Group A) Up to 1100 :	W.Charlton	Centaur	55.5		
" " " B over 1501 :	B. Dare	MGB	64.3		
Racing Cars up to 500 :	N. Orphan	F/Minor	58.8		
" " " " 1500 :	T.Harlock	Cooper/ Ford	53.7		
" " over 1500 :	I.Peters	MiniDin	57.6		
Touring Cars (Group C) to 1500 :	C.Warnes	Cooper S	53.2		
MG Class :	D.Miles	MGTC	59.3		



you've got to be kidding dept  
-----

Ann Thomson is writing to Michael Henderson for a full harness with a built in bra.

Dave Miles idea of 'Home Units' for the borers in his TC paid off. They got so strong and well fed that they ate the right front guard off at Mt. Cotton.

Those funny plastic cars Mr. Chapman makes sure are fast. Ask John Fraser. His got done by the gendarmes while still on the trailer.

Who says MGB's aren't racing cars? Elaine Hamilton's 2 year old nephew thinks they are. And twenty thousand two year olds can't be wrong.

Revs Charlton needs BMC Competition Shockers on his rocker gear. Stops the traditional Ford tappet tramp.

Kerry Horgan is fitting a full harness on the Rocking Horse outside his Pharmacy. Stopped a steady trade in broken armed 4 year olds at Isain Corness' Surgery next door.

While on Pill Pushers - Ron Davis has gone to Crows Nest. All the best for the new venture, Dell and Ron.

Been to the Lido to see 'Right to be Born' yet? They sell Anovlar during the interval.

Steve Hooker Booker and Adrian (come into the garden Maude) Gardiner are going 'full house' in their MGB's.

The 'good doctor' still has a few tricks in the black bag though. He's putting the B on drugs.

Saw an ad for a 'seeing eye Man' for a blind dog the other day.

Does Ray Lovejoy still make dirty dogs?

St. Christopher wears a Michael Henderson badge.

John Fraser now eats at the 'Lotus Room' in town.

Wh tever happened to Tom Edwards? Is it true that He's gone away on holidays?

Brian Tebble sent Gertie to the Doctor, who sent her away for convalescence.

Ross Devencorn has a quick new way to lower Mk I Sprites for Hill Climbs.

mgb tuning ;;

by jon mccarthy & will charlton

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(The story so far: Geraldine, the beautiful daughter of the eccentric one legged nobleman Count Quinton de Mountville, has just been made pregn;..... Sorry, wrong story, last month Jon and Will went systemically through the mods needed for weekend racer MGB's and covered Brakes, Suspension, Tyres and Transmission. We carry on from there.... Ed).

Clutch. It may pay to fit a Competition Clutch Plate, but they are rather fierce in traffic, and the standard item is satisfactory for our use.

Engine (a) Sump. Baffles are not really necessary for our use, but the oil will surge if the level is low. Check it regularly. A thinner washer under the oil pressure relief valve may help to raise the pressure (will help - Ed). Remember that a large drop in oil pressure (below 40 psi at 2500 rpm) means there is more bearing metal in the sump than on the bearing, and this is expensive. If the pressure drops suddenly - stop and pray.

All the locally assembled B's were fitted with oil coolers as standard, but the five bearing B cooler is larger (ARO 9809) and is essential for us.

(b) Bearings etc., The standard BMC bearings are quite adequate. It is well worth while having the engine balanced if you have it stripped down. An engine with less than 20,000 miles up will probably be OK without being taken down. If your oil pressure is low and you are doubtful - pull it apart before you start. It's cheaper in the end. Remember to fit new big end bolts and tab washers too, its good insurance.

(c) Camshaft. The wildest cam which can realistically be used on the road is the C-AEH 714 BMC cam, and this is even too wild for some. There is very little wrong with the standard cam, as these engines dislike revving over 6500 (Boom! - Ed)

MGB Tuning(Cont)

Even the factory engines are not taken over this in most races. The standard cam will ensure good power to 5500-5700 rpm, but falls off after this. The AEH 714 keeps the power on till 6500 rpm, but only comes in at 3500 as opposed to 2800-3000 rpm with the standard cam.

Remember to always ask yourself just what sort of car do you want? Too wild a cam makes a terrible road car, and you've only yourself to blame.

(d) Head. The simplest method of increasing the power is to raise the comp. ratio. This can be done by fitting flat top pistons, which are very expensive (Yes - Ed) or by shaving the head. 0.060" can safely be removed usually, and in some cases up to 0.100" can be removed, but careful inspection of the head is needed before this is attempted.

The combustion chamber shape can be modified in the usual way, and we can personally recommend the job Dick Johnson does as giving good results. (Dick is at 72 Ipswich Rd, the Gabba - Ed) Keep the ports small - very little larger than standard, and standard valves are quite satisfactory. Any more than 0.060" off the head and it will probably be necessary to grind the underside of the rocker arms where the tappet adjusting screw is to allow full tappet adjustment. Be careful to avoid sharp corners there.

C.R. should be about 9.5:1 and super grade petrol is quite suitable at this. If you are prepared to run only on 100 octane petrol (available at Bruce Neville's BP Nundah, Dick Johnsons or Marie Nolans at Dutton Pk) then you can go as high as 10.5:1, but we do not recommend this for average use. This higher CR really gives extra power but needs 100 octane fuel, not super and an additive as Methyl Benzine. At 10.5:1 you also need a modified distributor.

(This article will be continued next month, but you should have enough modifications to carry on with for April - Ed).

pull the other leg mr motoring writer  
-----

A couple of editions ago I had a crack at the motoring writers, the authors of those fantastic articles which adorn the pages of the popular motoring press. A browse through this month's bunch produced the following classics:-

About the MGB - The steering wheel "is set close to the driver, but also close to the dash; long arm driving is out, but the vintage driving position is not uncomfortable". What sort of man was he? A four foot edition of Toulouse Lautrec with six foot arms for sure. Long arm driving is out! You can get so long armed in my B that you need binoculars to see the tacho.

This same fine fellow found that continual steering correction was needed "at speeds on straights". I agree with him in that an MGB may be dangerous for inexperienced drivers .... there is a tendency to fall asleep at 100 mph as the car literally steers itself! He also could not put up the hood by himself under 10 minutes. I'm sure one can draw an inference there about mechanical aptitude or something.

Another Mag of good repute has a Road Test of the Mazda 1200. This particular little fireball returned, it is claimed, 18.3 seconds for the SS $\frac{1}{2}$ . The acceleration through the gears went as follows 0-40 5.2 secs; 0-50 11.5 secs; 0-60 13.8 secs. By simple subtraction you get the following informative picture; accelerating hard through the gears it takes you 5.2 secs to get to 40 mph, in another 6.3 secs you have got to 50 mph, and 2.3 secs later you're at 60 mph. That is some cam in the Mazda 1200. Slow as a wet week till 50 mph, and then GAP to 60 in 2.3 secs.

This next one is an obvious mis-print, but must be repeated: On the Isuzu Florian in RCN: "The tiny, compact power assist system (called Mastervac) gives smooth progressive fuel at the pedal...." Perhaps this is why one member had complete fade down Mt. Coot-tha - brakes fuelled up.

TAPPET CHATTER

Can't help noticing how many Members complain about the paintwork on their cars, can't afford a respray, but never think about throwing a bucket of water over the bucket of bolts. Water is FREE you know. Well polished daggy paintwork looks one helluva lot better than dirt and mud stained duco.

Got involved in a discussion the other day about how sports cars are not the 'great thing' they were in the fifties. Granted that the new MGB or two seated rag-top whathaveyou won't leave a 5 litre G.M. Wheelbarrow at the lights, but is that all we but sporties for? Traffic light Grand Prixes? Perhaps I'm under a delusion, but I drive a sports car because I like open air motoring, with good handling and brakes. I suppose the Editor will now get letters from outraged good handling, well braked, forced induction ram-jet ventilated sedan car owners.

Its about time the SU people came up with a fuel pump which doesn't pack up every three months or so. If they can't design a fool-proof one, then they could at least give you a stick to belt the pump with when it starts 'actin up ornery'.

While on this 'why don't they' kick, how about a non-leak side cover plate from your friends and mine, good old soft hearted BMC? Torque wrench settings they give for sure. 2 lbs foot. TWO lbs foot!! Thats about the tension required to screw out belly button lint. Anything over 2 lbs distorts the plate. Of course there's the later type which needs 4 lbs foot. That's only 3 lb below backside scratching tension. So its back to three tins of gasket gunk. Perhaps the gunk would fix my belly button too?.

Room for one more paragraph while my navel dries.... Outfitted myself in greasy jeans and purple silk shirt last week and went to the Speedway. The 'Touring Car Race' was a beauty. One poor little Anglia versus several hundred assorted FJ's. David did not slay Goliath though, he fell down exhausted with low blood pressure after 20 laps. I reckon those Holdens are capable of 1.10 round Bogside.

M o t o r k h a n am o m e n t s

by Dennis Jenkin's Father

The Autocrosse circuit was very well appreciated. It was fast. Boy, was it fast! Everyone finished their runs just raving about it.

Why was John Campbell on his knees praying at the start of the event?

Bob Mallon certainly is going to get his money's worth out of his Sprite. That quarter of an hour learning how to handbrake turn certainly paid dividends.

Watch out, Red Baron! A female Snoopy has been getting TC driving lessons from Peter Rayment.

These handbrake turns are really IN. Ask Kim Stretton about his though. His is OUT.

Nobody believes that green Mini "848, bog standard, clapped, 1963" as the owner likes to call it really is standard. So they went and drove it in the Bob-a-ding. We now know it is 848, bog standard, clapped and boiled!

One of Mr. Chapman's plastic toy cars came down to have a look. Didn't enter. Had run out of Araldite.

Does Tom Hatton's Cooper blow dust and sand out of the exhaust pipe, and kick up smoke from the rear wheels? He went past too fast to work it out.

Will Charlton has an illuminated sign on the dash of the B, which has the letters S.T.O.P. on it. I believe it lights up when the revs go past 8000 rpm.

Young Don was very quiet all day. Perhaps he was too busy keeping times (or time keepers?)

Peter Charlton (the quiet one!) seems to have the Dashing Red Healey broken in now, but it bolted later on in the day when Will tried the reins. Started bucking at the poles.

Malcolm Campbell has been getting lessons from Ted (Say Coon) Holliday. He now stands in the track and waits till he feels exhaust fumes in his eyes and then takes the picture. Both are going to get lens full of motor car one day.

Dick Majchrzak's judo holds are improving. He's got that Japanese Lady well screwed up now.

r e a d e r s   l e t t e r sTOOT- TOOT

Dear Sir, Two articles in the Feb/March Octagon based on a subject somewhat divorced from the field of Motor Sport may have made amusing material for a private discussion, but I was rather disappointed to see  $3\frac{1}{2}$  pages of the magazine devoted to it. I am not a prude - I admit I was amused by some of it - but I consider it bad taste to present that style of article in an MGCC publication. If mention is to be made to certain distasteful subjects for means of amusement, please keep them brief (and within the bounds of respectability of course). Don't as you have done dwell on the matter with increasing fascination. Sharpest wit is quickly dulled by boredom and repetition.

Yours etc., A Financial Member.

Reply: I am sorry that we have caused you to 'dwell on the matter with increasing fascination'. Like you, I find that if I dwell on it, those 'distasteful subjects' do not give me 'means of amusement'. Unfortunately I find I am unable to 'dwell' within the bounds of respectability' as divestment of outer raiment is normally required. Since I also received two articles about it, and only one on motoring subjects, this means twice as many people were interested in this than motoring. I produce this magazine for the masses. Ed.

BRACKET RACKET

Dear Sir, In an article which I wrote for The Octagon (Thank you, very happily received - Ed) I found that it was interspersed with editorial comments in brackets. Do you think (Yes, I do - Ed) that this is really fair?

Yours etc., A Contributor.

Reply: Glad to get a letter from you too! I always try to type all articles just as I receive them, but the Editorial cat leaps on the keys and types bracket signs so I have to put in a comment to fill in the spaces between the brackets. Ed.

Italian party night

by Priscilla

So we decorated the Club rooms with ten gallons of old sump oil, greased the stairs with wheel bearing grease and told Kerry Horgan jokes all night.

Not really! The Club Rooms were done in true Italian flavour (Spaghetti on the walls? Ed) with sexy UV fluoro tubes, travel posters, murals, Italian flags, and hand knitted pictures of Gina Jollybridgida.

About 50 turned up in differing costume. Pagnini Anderson came as the Barber of Seville and gave away free moustachios all night. Sandra (Harry was away) Gardner came as a lady(?) from the Via Lidici. Two of the yokel types were also there, Angelo Green and Giovanni Whittaker. Kim Stretini came in a Ted Holliday outfit and supplied Candid Camera type shots at the end of the night.

Carole Corness supplied the Italian Supper (14 tons of spaghetti, 5 gallons of EP 90, and  $\frac{1}{2}$  a bottle of Chianti Mix well and bake at 350 degrease). Went down very well, and prevented us from being asked to blow up balloons by the gentlemen in the brown suits.

'Father' Tranter tried hard to get confessions out of everyone, but met with no success when he tried to take up a collection. Anna Fraser came as Mamma Mia, while Papa Fraser argued with Ann Thomsoninna as to who would drive their Lotus the slowest!

The 'Lucky Door Prize' winner was Rossino Devencorn, who is now trying to work out what to do with his Lucky Door. We can also say with confidence, the T-Type Register boys do not drink Tea! The music tapes were supplied by David 400 Miles in a weekend, and catered for all tastes.

Thanks to all those who helped on the night and to Carole Corness, Noel Baker and Linda, Kim Streton, Tom Hatton Phil Claxton, Giovanni and Pam Da Vinci Palmer for the murals.

You can't afford to miss the next one!



let's all race div iii this year  
-----

"Sure I'd race my stock standard road MGB if there were a class I could run it in." Quite often I hear that cry. And, what's more, I agree with you! Racing itself is great fun, but who wants to come a screaming last every time? Not me, Mate!

At present in Queensland, we have only Div. I and Div II Sportscar Classes. Most people assume that these classes are divided on lap times. The faster cars than say 1'8.0 at Lakeside go Div I and slower than 1'8.0 go Div II. But you are wrong, gentle reader. They add up the total number of cars entered, and half go Div I and the slower half end up Div II.

This system makes it totally unfair on the slower standard type road sporty, and just as unfair on a good Div II car which then ends up at the tail end of Div I. So, what to do?

I will now offend several people by stating that in Queensland we have no more than 6 'true' Div I sports cars. Let those six race all on their own, without making up the entry by taking Div II cars out of their class. This will then leave a full field of Div II cars.

The public (who pays the bills) enjoys a tightly packed, close dicing field much more than a strung out procession of cars. Sheer speed of, for example, the SR4 does not grab the public if Frank is all on his own. The gasps and Oo's only come when cars are neck and neck. Two cars fighting for the lead at 100 mph is much more satisfying to the public eye than one car touring round at 140 mph.

So here's the point (a voice from the back says At Last) let's have fixed times for the various divisions in Sportscar Racing. Division I faster than say 1'8.0, Div II between 1'8.0 and 1.16.0, and Div III slower than 1.16.0.

This is where your bog stock MGB comes in. Div III.

A stock B will do 16's to 17's at Lakeside. Enough of you would make Div III a top spectator draw card. Think about it.

## Motorkhana at tingalpa 23/3/69

by William Ebdy

For a while it looked as if it might really rain, and give the Club its first wet motorkhana in a long while. But no such luck.

The start was delayed as it was thought that the few rain spots might have dampened some enthusiasm, and the competitors would arrive later. But no such luck.

So the hardy 21 of the Clubs more enthusiastic core started event 1 of probably one of the best motorkhanas I've ever watched.

Event 1 was the good old Forward Bending. TC's sure get traction off the mark, but they sure have one helluva turning circle, don't they Peter. John Campbell was the early pace setter, and his time looked fairly safe till the second run through. Peter Charlton showed that the Healey 100/4's were, and still are, fabulous machines for Fwd Bending. It was Kerry Horgan and the fully integrated (black and white) Healey all over again.

Even 'Big' brother Will couldn't get near the Healey's time in the now detuned MGB. However, pauses for effect, Don Young showed a heavy right foot to the Cooper S and managed to edge the Healey into second place. The S's run looked so neat compared to the great tail swinger of Peter's that it was hard to believe the watches. Keep up that standard, Don, and we'll get the Motorkhana Trophy engraved next week.

Event 2 and the Clover Leaf. More than a few members had been celebrating St. Patrick's Day too well and made a Shamrock out of a Clover Leaf. Even though he didn't win it, Kim Streten got the prize for this event. Instead of pulling on the handbrake for a turn, he pulled out the handbrake. Now we know why he is always slipping into telephone boxes with a big S on his chest. Even with this handicap Superstreten was just pipped for third by John Campbell. The clear winner was Iain Corness who recorded the identical time on his two runs, just to show it was no fluke.

Motorkhana (Cont)

Event 3 was one of those tiger Tom Specials. A sort of circular forward bending, with the finish being an accuracy judgement between two poles. Within 12" of the tape our Tom said. Very hard I tell you. Dick Matchstalk in the Datsun really had a left stepover toe hold on his Fairlady, and was particularly neat. That intrepid TC pilot Peter Rayment showed the TC lock to all, but still figured in the final results. The Minis did well in this event with their short bonnets, the drivers being able to judge 12" from the tape. If the E type had entered I think he would have had BIG problems here.

Event 4. The Autocrosse. Wow. A cross between Surfers and Lakeside, incorporating Lowood straight. Flat chat in second all the way. Probably the most closely contested event of the day, and showed no bias towards any type of car.

Will Charlton was an early pace setter in the new standard MGB, with Don Young and Dave Miles (in Tigers Cooper) breathing down his neck. Bob Mallon came back after his run with an even bigger grin than he usually has.

By the time it was everyone's second run the strong rivalry was rampant. Will set the pace again (blast him) with 31.1 secs. SuperKim almost edged Will out (almost edged himself off the track too) with 31.3. John Campbell mistook directions and had to count his first run of 31.7 only. Peter Rayment leaped into contention in Leaping Lena (the TC) with 32.6 secs. But it was the 'Old Doc' again who managed to break the 31 barrier in the Family Brick to stop the watches at 30.8 to win the event.

The Bob a ding was another of those 'Give me your car and you can have mine' events. It was also one of those embarrassing events where the owners of the cars could not equal the times of the borrowing drivers. Dave Miles beat Tiger Tom by 0.1. Will beat Iain's time by 0.1. And Iain beat Wills time to equalize things.

The final results are over the page, and were tallied on a Total times Eapsed for the 4 main events.

Motorkhana (Cont)RESULTS:, Outright

1.	I. Corness	90.4 secs
2.	J. Campbell	94.0
3.	K. Streten	96.3
4.	W.Charlton	97.0
5.	G.Mazzetti	100.3
6.	C.Corness	101.6
7.	P.Mayne	101.7
8.	R.Mallon	104.6
9.	P.Rayment	108.8
10.	D.Young	110.5
	P.Charlton	110.5
11.	M.Greaves	117.1
12.	D.Miles	119.1

Event 1.

1.	D.Young	15.3
2.	P.Charlton	15.5
3.	J.Campbell	15.6
4.	I.Corness	15.8

Event 3

1.	I. Corness	15.3
2.	J.Campbell	16.7
3.	W.Charlton	17.0
4.	H.Rickards	17.2

Event 2

1.	I. Corness	28.5
2.	J.Campbell	30.0
3.	K.Streten	30.1
4.	G.Mazzetti	32.0

Event 4

1.	I. Corness	30.8
2.	W.Charlton	31.1
3.	K. Streten	31.3
4.	J.Campbell	31.7

Results of Night Navigation Ruh 21.3.69

1.	P.Mellor and R. Gibson	113 points lost
	D.Thomson and I.McBride	113
3.	G.Mazzetti and H.Rickards	116
4.	B.Hart and B. Smith	122
5.	R. Wetzig and P.Wetzig	128
6.	R. Shields and L. Reid	129
7.	D. Young and P. Claxton	132
8.	B. Dodwell and D. Ford	135
9.	D. West and B. Hardy	159
10.	T.Hatton and D. Gowans	232!!!

Sorry. Nobody gave me a report. Wot happened Tom? 232!!!!

readers letters  
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LIMITED SLIP DIFFERENTIALS

Dear Sir, I was interested to see that you agree with my comments (Feb-Mar 69 Octagon) that locally made LSD's have a limited life, however, I feel that you have a rather optimistic outlook on the life and maintenance of these units.

I agree that if the parts are replaced before they are completely worn out this type of diff could be satisfactory. However, few people are qualified to tell when the parts are sufficiently worn to require replacement. Also it is possible to ruin the LSD in a locally made V8 Sports Coupe in two minutes flat by over using the limited slip properties of the diff.

No factory built racing or Sportscaring cars use a LSD of this type. Their more complicated diffs are necessary to obtain a reasonable life.

I feel it is better to save your cents up and buy a genuine factory LSD, if you must have one, as you can then at least expect a reasonable life.

Yours etc., Jon McCarthy. Hendra. Q.

Reply: Have you a BMC competition LSD for sale, Jon? The locally made cone type LSD's will still be used, though. Factory LSD \$300 approx for the MGB. Local one costs \$65 initially, and \$30 every rebuild. That's 8 rebuilds before you get to \$300. Your two minute diff will teach you to go dragging in locally made V8's. I'd rather blow up \$65 than \$300. Factory LSD's do blow.

COVER PICTURE

Dear Sir, Loved it. Great to see a T-Type on the front of the Octagon. Liked the articles too, but the cover was fab.

Yours etc., TF Owner, Toowong. Q.

Reply TD was the venerable 'Gertie' competing at, I think the Currumbin Hill Climb many moons ago. Still going after a chequered career, and climbs Mt. Cotton under 60 secs.

## Sprints at lakeside

by jon mccarthy

Once again MGCC members were invited to compete in the QMSC Sprint Series. The first of these meetings was held on the 30th March.

Fewer MGCC members than previously seen entered this time. Those who did enter included Will Charlton who had both the Centaur and the MGB. The Centaur achieved a  $SS\frac{1}{4}$  in 16.0 secs to blow off our Ann Thomson who staggered off the line to cover the quarter in 16.1. Seems that the car must have had a Hang Over from the Club Party Night the night before. It was not the driver, no matter what you might think. Ask Ann.

Also competing were Rob Robson in his Moggie +6 and Steven Murray in a Cortina GT, both of whom turned in quite respectable performances.

Star of the day was Rob Triggs in his well worked over Monaro 327, which was spectacular to say the least. After a big spin into BMC Karrousel he had some tremendous sideways moments. When he gets fully used to the car, the tremendous speed in the straights will be seen around the corners too.

.....

Division II at Lakeside

Just a bit of room left, so I may as well give my pet hobby horse an airing.

Do fellow Div II sportscar drivers feel that it is about time Lakeside came out and said a definite lap time for Div II? This way we could develop our cars to get close to the predetermined figure, instead of wondering if we are going to land in Div I with frantic Frank.

I for one, refuse to end up as 'make weight' for a poor roll up of Div I cars at Lakeside. Lets hear your comments Div II men. And to really create havoc ... how about some decent prize money. It was twice as much 4 years ago.

The Editor.

you've got to be kidding again dept  
-----

Geoff Smallsman tried to get his De Luxe from Surfers to Brisbane on one pint of 100 octane fuel. Didn't work.

Good luck to Ex-Pres, ex-Sec, ex-everything, Brian Tebble in the new job as PR man for Surfers. Also Brian oversees the Ski Garden show. Verandah on his flat looks over the ski-jump. Thanks for the beaut afternoon, Brian.

Vern, the Scribe, Hamilton in trouble during private practice at Surfers. Sounded like a con-rod striking a blow for freedom. Hope this doesn't mean another bulge on the bonnet.

John Campbell wants a LSD in a motorkhanda car. Found he didn't have to use the handbrake to turn.

Dave Miles took a bottle of pills to Surfers before going out in 'Queensland's Fastest MGB' (Telegraph 28/3/69) Brave pills? Tried to say they were Vitamin C.

Bruce Neville back on the bitumen tracks soon? But not in the Hot rod I hope. At least he won't be scared of bouncing off the fences.

Kerry Read going Sprite after the last motorkhanda? Certainly a better grass track car than a Holden. (GM will probably now sue me - Ed)

If Robbie Leggatt puts a supercharger on the MGA he should have even more fun with his clutch than he's got now.

Not kidding this time .... Dick (Two wheels) Johnson is now at his Shell Service Station, 72 Ippy Road, The Gabba. Sells racing fuel. Dick also says he will organise a time when Club members can avail themselves of his hoist and tools for servicing their cars. Small deposit on tools, naturally, and pry for lubricants used only. All the BMC Special Go Goodies are available too. See you at 72.

Kerry seen Firing the Bridgestones on the Frite. Got the tread pattern off his door after private Div II race with certain MGB.

classified ads

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Sell: Camshaft for MGB. Factory AEH 714. This is a half race cam. Phone Will Charlton at 68 2601

Sell: Special 3 Bearing B Hill Climb Time Reducers. One complete set of 18G type factory Flat top pistons. See John Green and be astounded at the reasonable price for two seconds off. Phone me at 4 3425.

Engineering services: Tulip Racing Enterprises will satisfy your every need (in engineering) CAMS approved Roll Bars. We are a specialist firm - you give your order to the guy who does the job. Not to the Office girl. Ask for Kees Koppenol. Phone 49 2479.

Wanted: For sentimental reasons I am trying to locate my original TC's tacho. Unmistakable. Has 'Driven at 100 mph 1955' scratched on the face. Make a Sentimental old fool happy. Phone Iain Corness at 99 2481 (nights)

Sell: Don't let your Corolla get the Asian flu. Let it breathe better. Fit another carburettor. I have also a Corolla inlet-exhaust manifold, air cleaner and coil. Reasonable prices. David Miles. Ph. 48 4128 (Home)

Spares: ABINGDON SPARES (Prop. Rod Hiley) for all MG spare parts, new and used. Specialising in T series MG's. Complete range of new body rubbers and other difficult to obtain parts. Extensive stocks of second hand parts are available. I will also purchase T series MG's and parts. 8 Solway St., Morningside. Ph. 98 5793

Wanted: TC parts - Front guards and running boards, Rev counter, door handles, front shockers (both please, any condition), gear box. Swap TF bits for Tc parts. Contact Jon McCarthy at 68 3474 or at Clubrooms.



classified ads  
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Sell: Two only 8½" x 13" rims with splined centres. Suitable for Midget/Sprite, MGA, MGB. Phone 4 3425.

Wanted: 45 mm Weber carb, and manifold for MGB. I have two 1½" SU's - exchange plus cash adjustment. Phone Steven Booker at 57 3227.

Sell: Obviously some of you haven't read my article on MGB tuning, and don't realise the value of BMC competition shockers yet. A matched set of these delectable items are still available for only \$88.00. Will Charlton 68 2601

Sell: Racing tyres. The good gear Firestones. Cop this fabulous 9½" rubber. 9.50x5.50x13". John Green 4 3425.

Wanted: Either a 45 DCOE 13 Weber, or a 48 mm Side Draught Weber, or a matched pair of 2" SU's HS8 type. Plus suitable manifolding to get the go juice inside the head of the MGB. Contact Iain Corness. 48 1021 (day) or 99 2481 (nights). Must be prepared to haggle.

Fibreglass Services: Fastest Mk I Sprite bonnets in Brisbane. See it on Kerry Horgan's Sprite at Lakeside. One of our MGB bonnets is also at the Track on Iain Corness' MGB. Come along and see the new, wild, futuristic MGB fastback hardtop. Trend International, 11 Downey Street, Windsor. Ask for Alister Rees. Phone 57 6121.

Sell: Brand new, specially heat-treated cam for an MGA or B. 23/60 type, Waggott. At a never to be repeated price of \$10.00. John Green again. Phone 4 3425

Wanted: Somebody to help write articles for the Octagon. Send all material to Iain Corness, Editor, 24 Forbes St., Hawthorne 4171. Classified ads and Readers letters too.

classified ads  
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Sell: Congratulations all you TF owners who never need spare parts. After the overwhelming response to my December ad I offer again the TF bits. Make me a sensible offer (I don't know what they're worth either). If any of you have the TC parts I need, give me a shout.

TF 1500 rear axle (complete)

TF 1500 instruments and panel (complete)

TF Side screens, TF rack

TF Front lower wishbones (left and right hand)

TF Front springs (matched pair)

TF bonnet side panel 'left hand side'

TF spare wheel bracket and body panel

Tf steering column TF steering wheels (2 original)

TF prop shaft TF King pins (matched pair)

Contact Jon McCarthy, 49 Woodville St., Hendra Ph 68 3474.

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Tuning and Racing Preparation: Dick Johnson Automotive is now at new improved premises at the Shell Driveway at 72 Ipswich Road, Woolloongabba. BMC Special Tuning bits in stock. Reworked cylinder heads at competitive prices - makes your car really competitive. 100 Octane RF 100 Shell fuel available.

.....  
Sell: Factory Triple Valve springs for MGB (C-AHH 7309) complete with special top collar (C AHH 7313) Raises valve bounce point above 7000 rpm. Brand new, never used through change of valve plans. Price? Half of new Australian price. Iain Cornes. 99 2431.

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Remember the MG Car Club in your will and be blessed

.....  
Sell: MGA Burglar proofing device. If it hasn't been stolen yet, contact John Green at 4 3425 and press 5 in his hand before you wake up and find the A gone.

.....  
Personal: See Lester Whittaker now for Official positions at the next Hill Climb, 27th April.

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gay abandon and the male sex  
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Probably the most important feature in all Car Clubs, in fact in all motoring thought, is the widespread realization of the dangers involved every time you turn the ignition key.

And I don't mean that Public Enemy No. 1 has wired three sticks of gelly into the starter circuit. What I mean is the acceptance of safety features by the motorist.

This 'Safety' thing has taken quite a while to get off the ground, and the reason is interesting. Unfortunately driving and sex have been equated in the male brain. By sex I refer to Masculinity, not Drive-In movies type.

It became 'manly' to throw a motor car around with gay abandon. To deliberately take precautions has been the province of the fair sex, so to protect the manly body from injury by forethought was considered 'sissy'.

To impress ones manhood by deliberately provoking danger stems from the same instinctual male drive as that which causes peacocks to fan their tails out and strut. To wear a seat belt at the same time was like asking the peacock to wear an overcoat.

But another factor of the male 'sexiness' is the ability to think ahead, and to use his superior prowess to protect the weaker sex.

It has taken all this time for the male to realize the greatest marauder he has to vanquish is mechanically induced Death. The male sex drive took a long time to meet the demands of modern civilization, but it has happened. 'Belting up' shows civilized manly sexiness. Refusal to use safety features shows only the undifferentiated child type immaturity.

And it is indeed pleasing that the onset of maturity in motoring has come from the Clubs, shown in all the Members with Seat Belts, Roll Bars and Fire Extinguishers.

Acceptance of these things show masculinity far more than an hirsute upper torso ever did.

The Official Magazine of the M.G. Car Club (Qld Centre)

Affiliated with the Confederation of Australian Motor Sport.

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