

P R O G R A M M EAPRIL

- 8th to 11th Inclusive - National Meeting Katoomba.  
15th Natter Night (The night run has been put off until May 20th)  
17th Closed Race Meeting Lakeside. (If anyone wants a job to help out contact Ann Thomson.)  
22nd Table Top Rally at the Clubrooms - running around a map on a table.  
24th Hillclimb Mt. Cotton. (Help wanted on the catering booth this time - contact Delia Rayment.)  
29th Natter Night.

30th to 2nd MAY Inclusive - Camping Weekend. Probably to the Bunya Mountains. Travel up Sat. Wander around the park Sunday. Back Monday. (This is liable to change depending on what you want to do. Those interested contact Peter Rayment.)

- 7th-8th Lutwych Village Rally. A.R.C. Round.  
8th C.S.C.C.A. gathering at McLeans Bridge on the way to Beaudesert.  
13th Table Top Rally at the Para Quad Centre.  
14th-15th Surfers Paradise Races.  
20th Night Run starts from Clubrooms 8.15  
21st Wine & Cheese Night at Coral Scott's Home, 58 Howard St., Rosalie. More details next Octagon - but keep this night free.  
22nd Sprint Meeting Lakeside.  
22nd Open Motorkhana Round.  
28th-29th Open Rally Q.R.C. 11

JUNE

- 5th Queensland Hillclimb Championships - Mt. Cotton. (Do you know of a sponsor for an event -if so then contact a Committee member now!)

FRONT COVER PHOTO: By Neil McNeil

Shows Peter McCabe in his M.G.B. crossing the finish line at Grafton Hillclimb on the 5th Dec; '76.

As promised in last Octagon -

TROPHIES AVAILABLE IN THIS YEARS COMPETITION.

Ear mark one for your mantle piece now by competing in the required events;

BEST ALL ROUNDER; Member who has competed in at least  
2 night runs  
2 motorkhanas  
2 speed events

BEST LADY COMPETITOR; Member who has competed in at least  
1 night run  
1 motorkhana  
1 speed event

BEST T TYPE )  
BEST MG ) Member who has competed in at least  
two types of the following events;  
night run  
motorkhana  
speedevent

BEST NAVIGATOR.

BEST TRIALS ( NIGHT RUN) DRIVER.  
PLUS OUR NEW AWARDS

RACING CHAMPIONSHIP;  
& Points score for these two events  
RALLY CHAMPIONSHIP; as follows.

.....

RACING CHAMPIONSHIP

(a) Points scored in each class will be ; 5,4,3,2, 1,1, etc. These points will be calculated from all competitors in that class, irrespective of club membership.

(b) Vehicle classes; All categories and groups will be Up to 1300cc; 1301cc - 2000cc; 2001cc and over.

Cont'd

Awards Cont'd

(c) Events to count will be all unrestricted race meetings held in Queensland. Points will be awarded for the best performances on the day. The number of races scored per member at each meeting will be equal to the number of events open to the M.G.C.C. member having the best number of available starts in anyone car.

(d) Members entering more than one car in a meeting will only score with the car giving the greatest number of points.

(e) In the event of a tie the trophy will be awarded to the member who scores the greater number of points at the last meeting of the year. (Sneaky Ed.)

RALLY CHAMPIONSHIP

(a) Points will be awarded; 10,9,8,7,6,5,4,3,2,1,1 ..etc. to M.G.C.C. competitors according to their outright placings in any open rally or any closed rally to which M.G.C.C. is invited. Restricted events will not score.

(b) A trophy will be presented to the leading driver and navigator at the end of the year.

(c) In the event of a tie the trophies will be awarded to the members who scores the greater number of points at the last event of the year.

xxxxxxXXXXXxxxxxx

INTEREST IN CHEAP ACCOMMODATION AT SURFERS -

During Race Week-ends.

MOTEL with pool, bar-be-que, handy to circuit, possibility of garaging and workshop for race cars, a couple of minutes drive from Motel.

Tariff would be less than \$14.00 per Double and could be two or three dollars cheaper. Continental B/East \$1.50 extra.

Contact Dale Johnstone - 261 2030 A/Hrs. & Weekends.

" THE TIMEKEEPERS "

By Jim Peters,  
Chief Timekeeper.

The cars are standing on the grid - all eyes are on the Starter as he raises the flag for the start of another race. As the flag falls, the field roars off the line, and attention then transfers to the Flag Marshalls as they give their various signals to the drivers.

The cars roar into the straight at the end of the first lap, As they stream across the Start - finish line, another team of officials start a frantic burst of work. Unseen and unnoticed by most, these skilled dedicated people are - The Timekeepers.

Some of you have seen our time sheets that are available to drivers etc. but possibly only a few know how the time-keeping team functions. In the following few lines I would like to give you some idea of how we work.

The core of the team is a group of only five people - they are - the button operator, Caller, Machine writer, Lap time reader and Lap time recorder.

Designed and built in Brisbane the timing machine uses a synchronous motor to drive a strip of paper through it at a constant speed. On this strip is drawn a thin ink line. When each car crosses the start-finish line the button operator presses his button which activates a solenoid, and this in turn places a mark at a right angle to the drawn line. As the caller calls the number of each car, the writer places the number of the car against the mark on the strip of paper. It then passes from the timing machine to the lap time reader. He uses a perspex rule with the time (from 0 to 120 secs. in tenths of a second) engraved on it, to read the lap times for every car over every lap completed. He does this by placing the zero mark on a car number i.e. Car No. 6, then reads the lap time from where car No. 6 again appears on the strip of paper. Car number and lap time is called to the writer who writes these down on a printed pad, in duplicate.

Cont'd. ..

THE TIMEKEEPERS Cont'd.

When the race is over and all lap times have been recorded, the outright and class placings are placed on the sheets together with the race time and average speed. Fastest lap and average speed, winners margins etc. are added to the sheets which are then forwarded to the typist and announcers. Within approximately 15 minutes the sheets are typed and copies run off on the duplicator for distribution to drivers press etc.

The Chief timekeeper starts his work about three weeks before a meeting, compiling and checking lap records that appear in the programme. Lap charts, result sheets, lists of cars and drivers etc. and general preparation work which has to be done well in advance as time, once the meeting is under way is very limited. After practice the fastest lap for each competitor is checked and written on a card, and from these grid positions are worked out and lists compiled for the Start Line Officials and for Pit Headquarters.

At the conclusion of the race meeting race results are checked (subject to any protests) and the provisional results are typed and duplicated ready for posting to all competitors, press etc.

If no protests are lodged within 72 hours these then become the final results.

The next time you are at a race meeting, I do hope these few lines give you some idea of what takes place behind those glass windows of the Control Tower. Our duties cover other forms of Motor Sport i.e. Motor cycle racing to Lakeside and Surfers, 24 hour attempts, Hillclimbs etc. or anywhere that requires official C.A.M.S. timing. If you would like to see us in action some time come and see me or my assistant Chief Bob Wilkinson and arrange a suitable time.

SPEEDS EVENT OPENER

The 1977 Club Speed Event calendar commenced with a successful and exciting hillclimb at Mount Cotton on Sunday 6th March.

An outright victor was not known until the fifth and last run as Jim Pidgeon (Volvo Special) and Peter Rayment (Cooper Ford) both recorded a 50.8 second run. It was on this final run that Peter produced a 49.7 secs. run to clench the day. However, Jim avenged his defeat with a 49.5 secs. run in the Top Six Elimination run.

Racing Cars under 500cc was taken by Vince Appleby (VJA Honda) on 61.0 secs., while this battle for outright and class (over 500cc) honours raged. Tom Poots (Manx Tow'd) followed Peter and Jim home with a best time of 51.1 secs. His day included a W.D. and a 66.2 run where Tom performed a 360 degrees manouever.

Group A Sporties up to 1300cc was captured by Laurie Barram (A/H. Sprite 1293cc - 59.5 secs.) from Robert Cossor's Honda S600 (63.6 secs.). Bruce Wasley deafened any close by spectators as he pushed his bug eyed Sprite/Rotory around in 54.3 secs. The Jones' family dominated Group B up to 1300cc, with Robert on 58.3 and wife Jeanette 63.5 secs in their immaculate blue Cooper S.

Group B 1301 - 2000cc saw purple Mini of A.J. (Tony Jay NOT FOYT) lead home the yellow type of Dave Kemp with Barry Smith in 3rd spot. Scotty Weir won the day in the bigger class in his Torana XU1 (58.5 secs.).

Group C saw the return of Greg Symes and his Clubman GT. With his racing tyres on Greg recorded 59.0 secs. and lead Keith McConnell's Cooper S on 60.1 secs. Keith threw away an excellent run as his raised brick thought it was competing in a motorkhana through the hairpin the second time. We had a wonderful view of Keith's tail lights.

In the fifth run Greg on radials clinched the win in a

Cont'd

Speeds Event Opener Cont'd.

smart 58.7 secs. as Keith came under the minute on 59.1secs. Meg O'Shanesy was next home in her Honda Civic on 68.8 secs.

If Father Keith could not produce a class win, Son Malcolm McConnell did in his Mazda RX3 to lead Lee Drummond home by .3sec. It was both Malcolm and Lee's first run at the Hill and 18 year old Mc Connell (58.3secs.) lead home the Most Improved Driver of the day, in a battle that lasted all day.

1301 - 2000cc Group C. The Ford Escort GT of Les Hastie was victorious with Peter Snell the runner-up. John Heffernan won the Torana class (Group C 2001 and over) (53.7 secs.) from Drew Richardson (58.1 secs.) with SLR driver Trevor Fitzgerald on 59.1 secs.

Group D saw 10 entries. In Robert Cossor's Honda Coupe were wife Beverly and friend Jon Finn, both enjoying their first Hillclimb. Greg Findlater was not impressed with the performance of his new cam profit being some 5 seconds slower. Guess who is going to perform a cam change soon. (Bet it is already done. Ed.)

Dice of the group between Barry Nixon-Smith, Hayden George & Greg Fahey (all recording runs in the 61 secs. bracket) continued until the 4th run when Hayden & Greg were separated by .1 of a second. Greg ultimately won the battle on 59.8 seconds finishing 0.9 seconds ahead of Hayden with Barry 0.2 seconds in arrears. Peter Frazer trecked down from Goondiwindi to do a couple of 63.3's, with Amaroo Historic Racer Don Webster (1954 MGTD) recording a leisurely 66.0 secs.

A good enjoyed by all with top honours to Peter & Jim and the John Fraser Advanced Driving Award to Lee Drummond.

For more thrills and excitement see you at our next Hillclimb on the 24th April, 1977. Sup. Regs. out now

TREASURER'S REPORT 1975 - 1976

In presenting the accounts and balance sheet for 1975-1976 I am pleased to report a reasonably secure financial situation. Despite the expected price rises in goods and services required for our various activities, we have been able to improve our position.

We are able to announce that it will not be necessary to increase membership subscriptions for 1977. Capitation fees, paid annually to C.A.M.S. for each club member, have been raised. This additional charge will be absorbed by the Club without added cost to yourselves.

These accounts show clearly that it is essential for us to find adequate sponsorship for such major events as the Hillclimb Championships. Indeed, the financial aspect of several of the climbs held during the past two years has given cause for concern. Catering for Mt. Cotton events has proved a rewarding venture. The resultant profits are included in the "Social Account".

The Novice Rally was again successful and the event was generously sponsored. Motorkhanas and Touring Assemblies were generally poorly attended and not financially viable.

We have had most generous support from several members this year. The committee appreciates their help.

It is foreshadowed that certain of the clubs assets will be revalued during 1976-77, thereby giving a more exact view of our financial position.

I would like to thank the committee for their assistance. Finally I must apologise for the late presentation of these accounts.

(Sgd.) Ann Thomson

(Hon. Treasurer)

ALL OUR MEMBERS WHO ARE GOING TO KATOOMBA FOR EASTER  
MAY WE WISH YOU ALL A SAFE TRIP & WE'LL SEE YOU SOON  
-----ALL REPORTS TO PETER & DELIA FOR THE NEXT  
OCTAGON PLEASE AS SOON AS YOU RETURN, & HAVE FUN.

XXXXXXXXXXXXXXXXXX

FOR SALE - Bond Roll Bar, K-Mac Front and Rear Stabilizer Bars for Datsun 1600. Contact John Nelson, 11 Dianella St., Sunnybank. Phone 3455841.

.....

FOR SALE - Alan Burn's MGA - fitted with MGB motor. Good condition. Ring Joan Appleby 571561 for details.

.....

FOR SALE - 1965 Cortina GT Rally Car. Ideal beginners car. Equipment includes - tripmaster, rollbar, sumpguard, twin fuel tanks, laminated screen, capri GT clutch and close ratio gearbox, uprated suspension. Spare screen, struts, body panels etc. \$800, but will haggle. Phone Mike Dwyer 3712447 H, 3722987W or 3722744 W.

.....

FOR SALE - MGB Head less valves and springs, bought for spare, sell for \$80 ONO. Phone 3903432 after 5.30p.m. (R. Swain).

.....

FOR SALE - Complete Formula Vee with some spares ideal Hillclimb special or beginners car. Good competitive car has lapped Lakeside easy 1.12's. Adjustable rear suspension + new paint job. \$900 ONO. All enquires to - Wayne Davidson, c/- Dynoland Tuning Centre, Olerander St., Redcliffe. Phone 284 1697.

.....

As promised in last Octagon here it is -

### CRANKS AND NUTS

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

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

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

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

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

CRANKS AND NUTS Cont'd

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

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

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

Electroplaters seem to have bad memories so -

IF IN DOUBT

CHUCK IT OUT

(sgd) John W. Moorehead.

-----o000o-----

We all hope our Chief Timekeeper - Jim Peters is of good health now, after all the bad luck he's been having.

-----o000o-----

Our heartest congratulations go to Greg Findlater and Julie Curtis (woops nearly put Christie) on their recent Engagement. All the best.

-----o000o-----

Congrats. also to Peter & Lorelle Frazer who were married over the Xmas duration, and who are now residing in Woodiwindi.

FOR OUR NEW MEMBER --

We have frequently had our attention drawn to the fact that some members find they need to learn a new language to translate the programme. Here are some brief and straightforward descriptions of what the various events entail.

MAPLE TOP RALLY.

Map provided by organisers unless otherwise stated. You require pencil, rubber and ruler. Rally type navigational instructions are given. You have to work out the route and answer questions thereon. Usually divided into timed sections as for the real thing. All this happens in the club-rooms - hence the name.

NIGHT RUN.

Exercise in alertness conducted in the city and suburbs. Directions of the first right, second left, straight ahead at crossing variety. You have to answer questions to indicate that you went where you were meant to. No special equipment needed, but a street directory and torch are handy for when you get bushed. You hunt in pairs - navigator and driver. Usual duration 1½ to 2 hours. Usual distance 20 to 30 miles. Passengers allowed. Enter on the night.

SCAVENGER HUNT.

Amounts to a list of unobtainable articles to be collected from ungetatable places. Usually the route is free. Knowledge of natural history frequently an asset. Duration usually ½ to 1 hour. Number of passengers limited by number of seat belts. Enter on the night.

PILOTORKHANA.

Test of driving skill at low speeds. Event consists of a number of short tests involving forward and reverse slalom, paraging, figure eights etc. Times to 1/10th second. Points lost for touching markers. May be held on grass or bitumen. For club event enter on the day.

Cont'd

FOR OUR NEW MEMBERS (Cont'd)

HILLCLIMB

Test of driving skill and car preparation. Cars are electronically timed, one at a time. Field is divided into numerous classes, but unless you're one of the few really fast ones, your aim is to get your own time down. Can't enter on the day.

SPRINT

Usually consists of a flying and standing 400 meters and flying and standing lap at one of the race circuits. Cars compete one at a time. Can't enter on the day.

AUTOCROSS

One at a time speed event similar to a Sprint, but on a grass circuit. Not suitable for cars with low ground clearance. Enter on the day.

.....

In the "Many Thanks" article in our last Octagon, we forgot to thank Noel Gibson for acting as Scrutineer for our Rally. Also, Denis Geary for the use of his land for our Motorkhanas.

.....

FOR SALE - "ZA" series M.G. Magnette. Presentable condition. Registered until January, 1978. RWC will be supplied. \$1175. Contact A. Menin, Grensill Rd., Albany Creek. Phone 264 2735.

.....

FOR SALE- 1949/50 PLYMOUTH. Unregistered. Vehicle has been on blocks for several years. Dark Green Colour. At present at St. George. All interested parties to contact John Fletcher, 38 Lilyvale St., Greenmeadows. Phone 3433457.

.....

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

		<u>Phone Home</u>	<u>VBusiness</u>
<u>PRESIDENT</u>	Neil McNeil	266 2800	52 6415
<u>VICE PRESIDENT</u>	Peter Rayment		36 2980
<u>SECRETARY</u>	Joan Appleby	57 1561	
<u>ASST. SECT.</u>	Mike Keown		
<u>TREASURER</u>	Ann Thomson	378 1368	
<u>CLUB CAPTAIN</u>	Mal Spiden	57 7704	33 5011
<u>COMMITTEE</u>	Dale Johnstone	261 2030	358 3062
	Chris Burke		
	Grant Beaumont	391 2631	
	Ross Moir		

-----oo000oo-----

Postal Address;  
Box 1847 G.P.O.,  
BRISBANE.Q. 4001

Address of Clubrooms;  
620 Wickham St.,  
THE VALLEY.Q. 4006

.....

WANTED: One Mini Body ( no not your's Dear) without rust. Unregistered and without motor etc if possible. Please contact Peter Rayment 36 2980,(W).

.....

WANTED BY OUR CLUB - One 7 H.P. Briggs & Stratton Engine Horizontal output shaft, suitable for Rover Rider lawn mover. Contact a Committe Member if you have any leads.

.....

YOUR C.A.M.S. Delegate is Ann Thomson - contact her on 378 1368 if you have any problems in that department.

.....