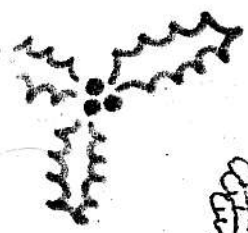


Invitation

to

SOMETHING DIFFERENT!



XMAS PARTY

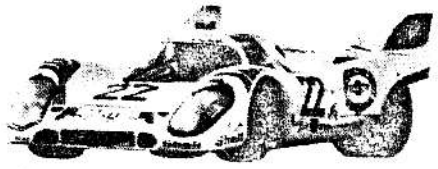
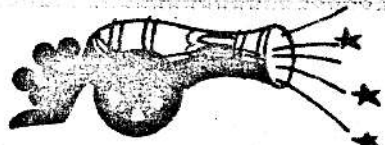
8pm.

be
there



DON'T MISS THIS

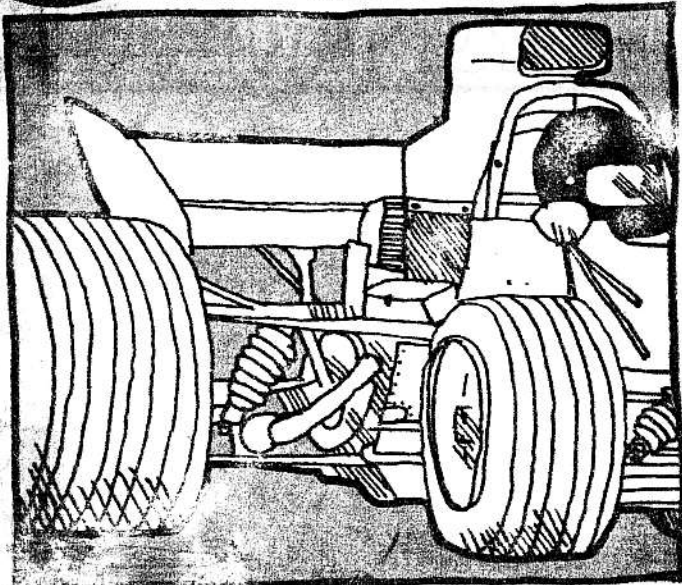
FRIDAY, DEC. 15.
- CLUBROOMS



!!! BANG !!!

Get Away from It All

OCTAGON



INDEX

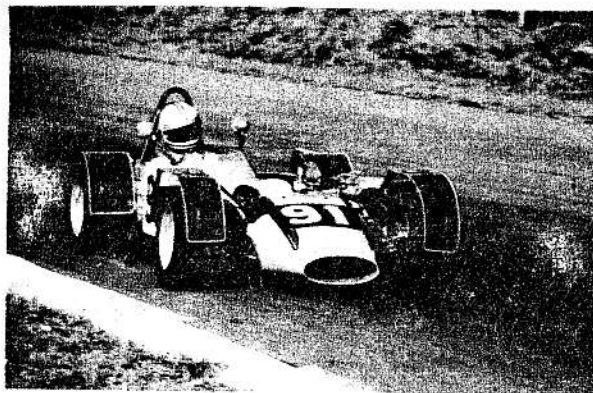
THE OCTAGON

NOVEMBER, 1972.

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EDITORIAL



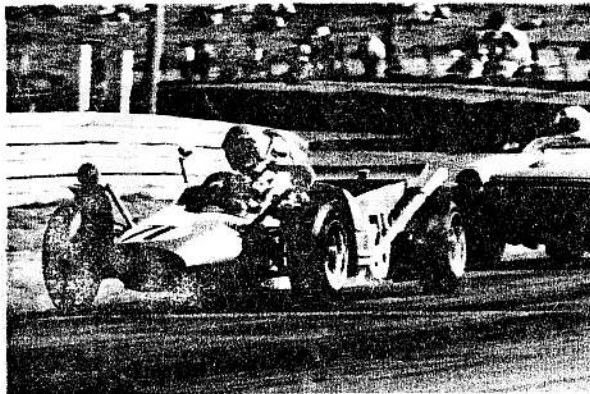
The response to Club events this month has indeed been heartening. Good attendances were seen at both our own Motorkhana and that held by S.P.A.R.C. Indeed, the example of Club spirit set by Surfers was very inspiring. They ran a good event, fielded a large number of entries and, when invited to Tingalpa, produced a very competitive team in spite of appalling conditions.

Our Closed Touring Assembly attendances are slowly rising and even though numbers are still small relative to the total membership, those competing generally have a thoroughly good time.

The Lakeside Sprint Meeting was a success, M G fielding the lion's share of the entrees, and no doubt the Mt. Cotton Practice Day will produce a large number of Club enthusiasts.

The Club Year is rapidly drawing to a close and so our calendar of coming events is small. Maybe we'll see you at the Ten-Pin Bowling night, if not, then how about the Christmas Party?

The event's run this year have been many and varied. Responses too have been varied. With the knowledge gained, the Committee, with your help, should make 1973 a very good year.



president's report

I don't really want to join the lot of those complaining about the low number of really active members we have, but for the sake of those who are working hard, it's about time some of you not-so-active members pitched in to give a hand.

If next year is to be as successful as this, all are going to need more workers. Those who kept the club going this year (ther'd be about one dozen) are pretty fed up with being the only ones doing the ground work for the many events we held. There is no shortage of people willing to run in there Hillclimbs, Motorkhanas, etc, so how about some of the competitors pitching in with some of the organization and working bees for a change. If this can be done, then we can except some really excellent events next year.

On a brighter note let me thank all those who brought their M.G.'s to Mt. Cotton, only to have Channel 2's cameras locked away because of the rain. It was great to see so many immaculate vehicles, but why can't we see them more often at club events?

The best of NG motoring to you all.

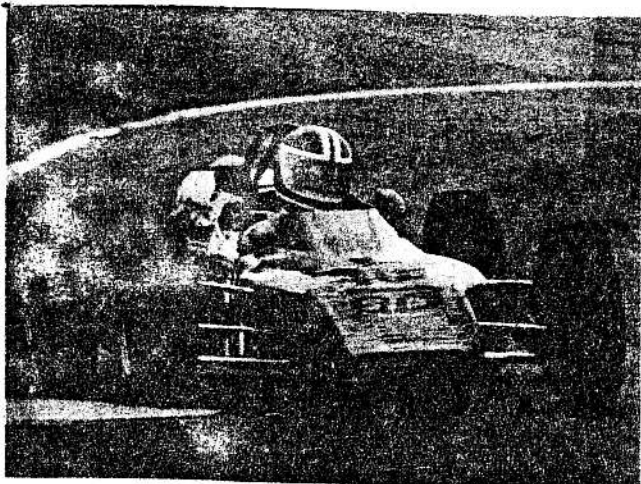
NEW MEMBERS

A big welcome from Committee and Members go to the following now comers -

Mark Laverick
Rodney Worthington
Phil Andrews
Jerry Kent
Jim Bowen
Andy Fearnley
Peter Thorpe
David Ewart.

May your association with the MG Car Club be a long and happy one.





Dear Sir,

After reading the editorial in the Octagon issue of "Octagon" I have been prompted into action.

Firstly to relate one of my experiences in Motor Racing which may be of interest to you, and secondly in defence of my nonparticipation in Club activities since joining earlier this year.

After spending my childhood surrounded by Motor Cars of all makes and participating in the restoration of 3 vintage Cars, I was given the opportunity of attending the New Zealand Racing Drivers School and finding out what Motor racing was all about from people like Roly Levis and David Oxtan (New Zealand's Driver in Europe scheme winner).

I arrived at the Baypark Raceway (the schools scene) on a rather bleak Saturday in late October '71 to find my self confronted with 3 little yellow monsters used for training - 3 Formula Fords.

After spending the morning learning the theory behind the sport it was time to on helmet and do it all myself. The first corner was negotiated, (at 20 M.P.H.)

Ouch!! those gearbox noises. Flat out along the straight (Gee! that corner is coming up fast). So on go the brakes and, to my amazement, I found I still had a lot more straight to go before the corner. (Stopping power was terrific compared with my T.D. M.G. road vehicle).

And so it went of full of mistakes for the first couple of weekends. But fortunately every mistake made was explained by my instructors from their observations on the corners. Eventually I gained more and more confidence, times came down and the car became a real joy to drive.

Unfortunately all good things must come to an end - I was due to return to Australia after my tour of duty in New Zealand. Those days of being strapped snugly in those little yellow cars had ended.

For me, not being a member of the idle rich, I am now working at 3 jobs to earn enough gold to purchase one of those little yellow Monsters and take it to the limit. So here's hoping soon I may be able to become one of those "regulars".

But first of all one must work before one can play.

Club member No. 1275

(Ed. Thanks a lot 1275, for an interesting story and the time taken to write it. I hope the 3 jobs get you the racing car you want, the sport needs your sort of enthusiasm. It's not a cheap game by any means - at least you appreciate that and are still sufficiently interested. Good luck and I hope to see your name on the list of entries of a race meeting in the not-too-distant future).

BODS AND BENDS

• One of the new ideas for next year is a Social Sub-Committee, to be lead by Terry Green - now we can look forward to some good socials!

• Dave and Meryl are moving. They've bought a nice home out at Woodridge. Looks like a bit of gardening to mix with motorsport now Dave.

• Congratulations Mr. and Mrs. Willowghby Charlton. They've settled in their new home at Glen Iris and already Will is an expert gardener. Funny combination, green thumb on Will's arm which was always brown to the elbow. Margaret has been working hard on Will - he's already down 3 stone - could be fretting for motor racing, the sport of his past.

• Congratulations on beautiful brand new babies (one each) go the Mr. and Mrs. Geoff Anderson and Mr. and Mrs. Gary Stubbs.

• Mal Spiden doesn't drive to the garage for a few gallons of petrol for the sprite - he tows it there for a few gallons of oil. G.W. is trying the same stunt.

• SPECIAL NOTE:- If you've a Perpetual Trophy, now's the time to return it to the Club for re-presentation next year. Of course they're better received if clean so out with the elbow grease.

• Saw Libby the other night in her bikini wandering through the bushes looking for her basketball(?!!?)

• Can't get away from MGCC members; Dave and Meryl on a brief holiday at Hayman Island bumped into Geoff Smallman. Later in their trip, they "found" Bob Randle. They passed in opposite directions on the highway ($90 + 90 = 180$). After disappearing over their respective horizons, they returned to chat, amidst the smell of cooked disc pads.

• Dave Miles has the dreaded TYRE COMBINATION on the Magnette. New cross plys on the front, bald Pirellis on the rear - and it UNDERSTERS!

• Gerry Bezzett has a season ticket with the Panel Shop! Out on Saturday, in on Monday. Bad luck Gerry, and on the SLOW DOWN lap after a standing Quarter too!

• Will the oily Sprite ever return to active Duty?

• When will Ann Thomson return to Tingalpa to compete? - now that would be a sight worth seeing.

• Rumour - Richard Rose is boring out and turbocharging the French Feline (his car, you idiots!) Yes - big capacity, wide wheels, lowered, spoilers and wings, roll cage, and gutted interior. He will be using it solely for luxury racing in the Ivory Street Underpass. Now isn't that a ridiculour rumour!

• Another Rumour - Though we're not sure of exactly who it is, we hear that one of the Davids in the Club is taking on a course of Tact and diplomacy. He was expelled from the last one.

• Kees Koppennoll is going onto oxygen like Moffatt. Seems all the hot air he has to put up with is making him faint.

• Flash News - The General got out of motor racing "JUST IN TIME!" oh, wasn't he just super IN it! When will he return? When can we start GIGGLING again?

Come on Muffie, we need you.

• John Campbell killed the ZX's on his Sprite. It's great being a "sponsored" driver.

• I was asked not to mention Sandra Tufnell's abortive attempt to get on TV the other weekend. The rain messed up her hair too.

• And speaking of the Tufnells - they're off to the U.S. in January for a few weeks holiday and a stop-over in Honolulu. Well some of us have it and others don't. Have a good time, Keith and Sandra.

• There are two new brands of deodorant soap about, "Tact" and "Stuft" - both are equally effective. So remember, if you can't get Tact, get Stuft.

• Observed at the recent Surfers Seep Week Motorkhana was a group of Club members attacking a $\frac{1}{4}$ " ANF bolt with an 18 inch adjustable wrench. It must have worked as the car was driven home!

• Ever seen an Escort with a private bar? - an R.S. one.

• Marinas have rather strange electrical system, Don't they?

• Bryan Kayser feeds the Hillman jumping beans. (Ed. Is that what goes in the gearbox, too?).

• Who was that bag I saw you with at Tingalpf? Oh, it's all right you say, it was CANS approved.

Tractor tyres go well on Minis. I wonder how turbo-charging would go?

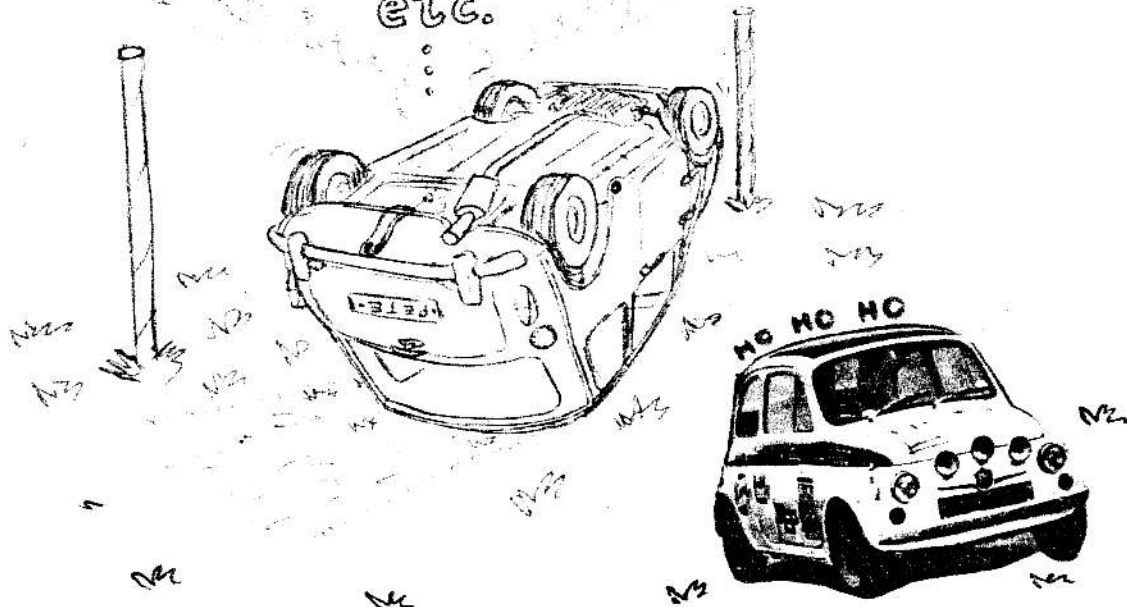
• How much is John Campbell's touch worth?

• Who had the dirtiest car at Tingalpa? Was it the Moorehead MGM, Quinn's Datty, Rayment's Shoebox, the Randle Blue Sprite, or Mario Carlotto's MGB? We all know who had the cleanest.

• Mario thought the Lakeside Sprints may have included an off-road section. That's the reason for the winter tread "racing tyres".

• Vince Appleby has the HOTTEST Torana going - and it still is going.

BLACK PETE'S BLUE BUZZ-
BOX DOWNED! HO! HO!
FRANKLY,
etc.



GYMKHANA

Thursday night of November, 2nd saw a hardy band of MGCC members facing the opposition on the main straight of Surfers Raceway. No, not a drag meeting but a bitumen motorkhana. The team arrived around 7.30 p.m. though one of the luckier members arrived about midday to swim, sunbake and dine - and still arrive at the track late.

The first minutes our presence was taken by entry fee payments, handbrake mods, and lashing down loose gear. We then practised a few handbrakes in the pits, Quinn starring on the bitumen and Campbell spinning on the grass (as usual).

The opposition was very tough. The Surfers boys are real experts and have about a hundred Minis with diffs and trick tyres and everything and boy can they drive them. Telling the end first, Surfers of course won.

Now for our tale. Whilst we all had a ball, those who had run at Ipswich soon found that Surfers wasn't near as slippery as expected - no sir! the grip was unreal and conventional techniques were almost useless.

The first event was a conventional Forward Bending with garage finish. In this we all soon discovered how difficult the 180 at the end was and how rapid anybraking was. The early runners soon got the word to the following members and nobody stopped short of the garage. This adhesion was pleasing and even Fritz Sorrenson kept the Capri within the garage poles (at last!).

Andy had trouble getting all the power down on the HO but still scored admirably.

Event Two, the Double Garage and Pole Bending trick,

1971

ASSETS

CURRENT ASSETS

283	N.B.A. Limited	47.43	
20	Cash on hand	20.00	
	Sundry Debtors & Prepaid Expenses	31.00	
107	Stock on Hand (At estimated cost)		
	Badges	292.29	
161	Canteen	42.97	
36	Octagon	16.34	
12	Stationery & Post-ages	58.98	
78	Speed Events Stationery	49.07	459.65
55	Deposit - Qld Building Society (on Call)	600.00	1,158.08

FIXED ASSETS

At Cost

	Mt. Cotton Land & Improvements -		
	Land	1,276.10	
1,944	Clearing	667.50	1,943.60
11	Deposits		11.00
	<u>At Cost less Depreciation</u>		
484	General Equipment	442.00	
54	Furniture & Fittings	50.00	
111	Timing Gear	94.00	586.00
	<u>At Valuation</u>		
100	Trophies	100.00	2,640.60

LOAN

4,121	Mt. Cotton Hillclimb Ltd.		5,545.78
<u>\$7,577</u>			<u>\$9,344.46</u>

REVENUE AND EXPENDITURE ACCOUNT

<u>Last</u> <u>year</u>	<u>EXPENDITURE</u>	
20	Affiliation Fees	20.00
28	Bank Charges	41.50
57	Club Room Expenses	61.57
15	Canteen - Loss on Trading	-
164	Capitation Fees C.A.M.S.	204.00
110	Depreciation	96.15
10	Equipment, Running Expenses	-
64	General Expenses	26.40
82	Insurance	10.90
-	Octagon - Loss	143.93
129	Postages, Stationery & Telephone	122.98
480	Rent - Club Rooms	480.00
19	Repairs and Replacements	-
34	Social Events - Loss	-
34	Trials - Loss	-
		<u>1,207.43</u>
	Surplus of Revenue over Expenditure transferred to Accumulated Funds	1,781.59
69		<u>1,781.59</u>
<u>\$1,315</u>		<u>\$ 2,989.02</u>

AUDITORS STATEMENT

I have examined the Books of Account and vouchers 30th September, 1972. Satisfactory information and explanation

Subject to the foregoing, in my opinion the attached Revenue and Expenditure Account for the period ended that date are a true and correct statement of the Club's affairs as at 30th September, 1972.

BRISBANE, 21st November, 1972.

QUEENSLAND CENTRE)

FOR THE YEAR ENDED 30th SEPTEMBER, 1972

<u>Last</u> <u>Year</u>	<u>REVENUE</u>	
1	Badges	44.24
-	Canteen Trading	253.17
75	Donations	347.76
22	Motorkhanas	129.00
14	Octagon	-
-	Social Events	388.42
1,183	Subscriptions (Members)	1,704.50
20	Sundry Income	55.73
-	Trials	66.20

\$1,315

\$ 2,989.02

of the M.G. Car Club (Queensland Centre) for the year ended
tions have been obtained by me.

ed Balance Sheet as at 30th September, 1972 and the Revenue
properly drawn up so as to give a true and fair view of the

(signed) D.Halligan (Accountant)
Hon. Auditor

BALANCE SHEET1971LIABILITIESCURRENT LIABILITIES

91	Sundry Creditors	128.87	
	Subscriptions in		
52	advance	<u>-</u>	128.87

ACCUMULATED FUNDS

7,365	Balance 1st October,	7,434.00	
69	1971	<u>1,781.59</u>	9,215.59
	<u>Add</u> Surplus for year		

\$7,577\$ 9,344.46

had everyone scared of the Armco. Especially the McInerney Charger (Hey!) - boy ! and didn't he have a lose. Mal Spiden wasn't going to lose his way and had three thousand candle power blazing out front. Ray Quinn had this event all worked out and, through his pointers, John Campbell got in a really fast run. Of course not as spectacular as the spectacular Bezzett, but then John isn't one of the Big Guys. Neil Burnett had the Moke wound up and at least had a handbrake this time. The performance of Datsun 1200 Coupe of Rod McCullough showed that this new member has both enthusiasm and a high standard of driving. In fact MGCC knocked down fewer poles than any of the other Clubs. Richard Rose purred around the whole night in grand style luxury.

Event Three was a Forward and Reverse Bending with a Spin Garage. MG thought they might have this one after a very fast run by the Campbell Sprite. But then Phil Griffin appeared and Surfers got it. Or did we? Phil is also a MGCC member. Oh, well- freedom of choice. The top Surfers Minis were a pleasure to watch (see Tingalpa report). Gary Whittaker was trying hard but not as hard as in "private practice". Gary put the B through the motions earlier in the night when he slide sideways into a sewerage ditch. A snorkel saved him from throat infection but we noticed that he wore his seat belt very tightly for the rest of the night. His B was the smelly red one.

The final event was the customary Double Scissors. Again Bezzett and Fritz were spectacular, Andy was tidy, Quinn tried hard, Spiden tried not to get lost, and Campbell tried. McCullough, Burnett, Whittaker, and Rose were also trying. Yes, folks, we were all trying.

Came 10 p.m. and no one had crashed. Then it happened. With a clapping report like the heavens

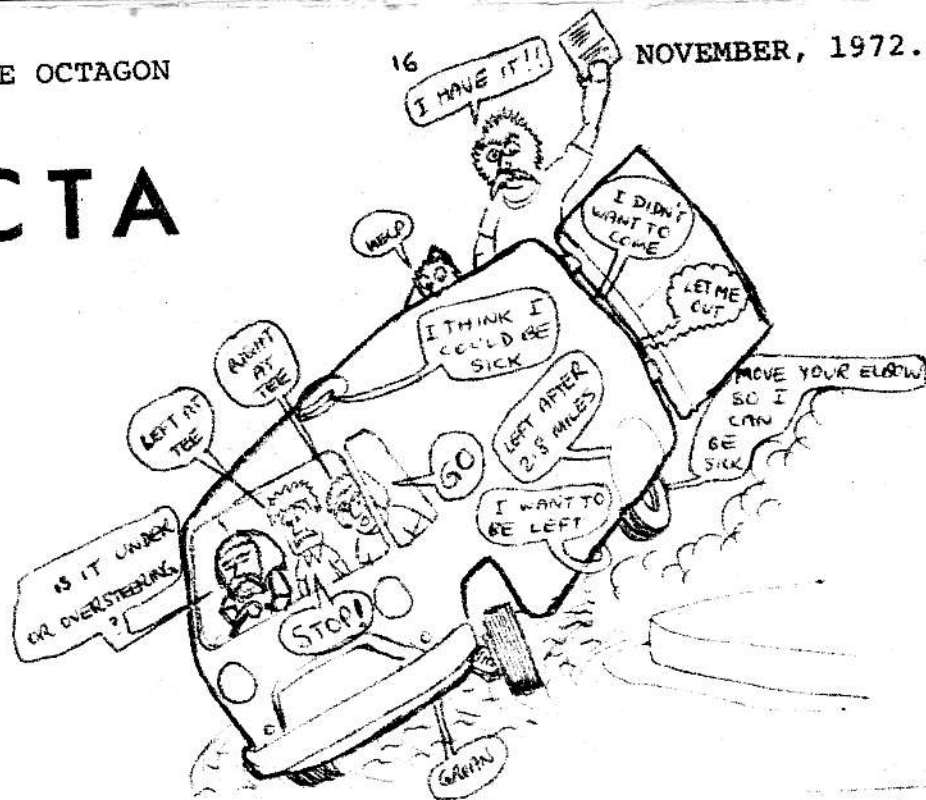
above opening forth, the front suspension on Neil Burnett's super Moke exploded, showering spectators for miles around with abuse from Pilot Neil. But he made the finish, limping like a battle-weary spitfire, one wing down. Roz was not happy with the prospect of lying over the bonnet for 50 miles, holding a broken radius arm in place. And then along came Rose (sing along folks!), carrying a nine foot adjustable wrench that he uses to keep all his nuts tight (Skite!). This fixed everything and we all retired to the Clubroom bar for bull sessions and trophy sling-outs.

The Mighty Quinn scored well and won a big trophy for first in Class B (Medium wheel base). Grins from Quinn and a speech. John Campbell managed a third in the short wheelbase class (A) and thus scored a third outright. This netted him a cute little egg cup and, as he's a non-drinker, that's plenty big enough to knock him out.

And so ended a great night. Thanks to Surfers for their beaut hospitalily and a ton of fun. I believe there'll be another early next year. Join the rush.



CTA

AT LAST, THE 1959 SHOW

The most-talked-about Navigation Exercise occurred on November 10th. The route instructions were found in The Back Room under a pile of Strathpine (!) Sprint results by an old timber-getter who had lost his glasses. Also discovered was an 1894 photograph of JRF (in his younter days) pursing his usual practice.

"It's all lies!" he cried, "we're just good friends."

Anyway, I told you that story to tell you this one. You see, this run was devised in 1959 - the roads haven't changed that much, only the potholes; there are more of them and they're larger - and made use of cumulative mileages which put a number of people on the wrong route. Like the guys who almost made it to Toowoomba looking for Kciwsnurb St (??).

Or the Triumph crew of Foreman and Singleton who were lost in their own street but read on in the instructions and headed for Ipswich so they could cross the Bremer River, Oh, well.

The instructions were all Dutch to Keith (just call him 'lefty') Tufnell so he stopped at a phone to (a) dial a prayer, (b) change into his Super Addis clothes, (c) abuse the director. If you guessed (c) you were correct, but he couldn't find 5 cents so, not to be beaten (quote - "we shall never surrender"), quickly attached himself (no! not that) to the RS Escort of Spiden/Rose.

While all this was going on, John Heath (with beard) was steering his stolen GTR van with 2 dozen navigators - actually there were only 6 - but they were using all kinds of maps, 2 stopwatches, theodolites, geology picks, and a cassette recorder to find out what Joy was like - which sounds very much like a deviation.

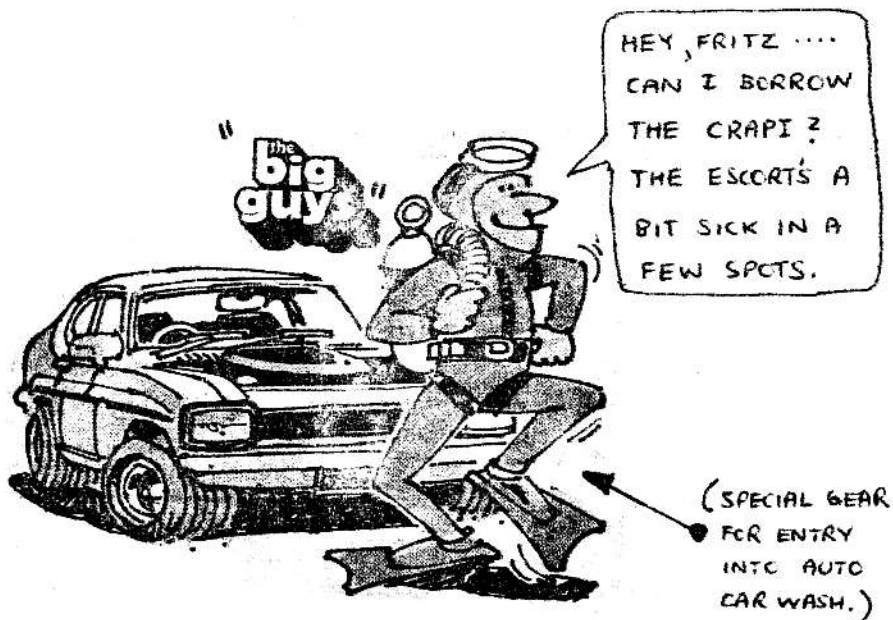
Anyhow John, with Navigator-in-Chief Rob McMurdo (with kilt and pipes) and associates, went on to win.

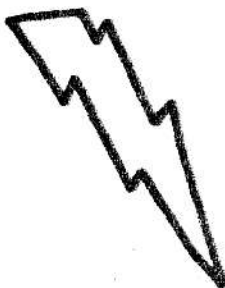
Hard-trier, Bryan Kayser was Stuhl using the 8 grand Hillman together with navigator Gairdulla, and eventually found the 19th hole near the 1936 steps and eventually untangled the Irish to arrive back at the Clubrooms, eventually. Soon to return there after were Mike Toppin and Arlene Wallace in a borrowed and thrashed "S" type which had been around Brisbane twice.

So there it was - a new beaut run from out of the past. I hear that Pete has a few more around the place but newer models - about 1960,61. It will be interesting to see what they are like.

LIST OF RESULTS

<u>Place</u>	<u>Team</u>	<u>Car</u>	<u>Points Lost</u>
1	John Heath/Rob McMurdo and associates	GTR van	21
2	Keith & San Tufnell	Addis MGB Lefty	33
3	Mal Spiden/ Richard Rose	Escort RS	40
4	R. Wessling/C. Manson	Holden HQ	56
5	Gary Whittaker/Neil McNeil	Red B	57
6	Bryan Kayser/Gairdulla	8 grand Hillman	80
7	Mike Toppin/Arlene Wallace	Golden Fleece "S"	86
8	Foreman & Singleton Ltd.	Triumph	2000



NEWS FLASH**DATSUN 'QUINNS'
AGAIN!**

C.T.A. 17th November

The old firm of Quinn and Spider Ltd., (very) are at it again. Oh, no - not that - eh, I mean winning night runs.

Now that I've got that straightened out, Quinn won his second successive run being the Navigator. You mean Featherfoot drove? And won? Impossible.

Speaking of Runs from Out of the Past, this one - from 1971, designed by Post Hole Pete (the mudakhana expert?) - was destined. to tangle with the Mums and Dads conspiring against us by creating traffic jams under the pretence of "going to see Santa". Good Lord! some people will stop at nothing to cause a stir.

Out-manouevring these peasants, charging down Walker Ave, past the phone box with the new number, to mess around the Wool Shed area, followed by a trip past Cloudland where Lozzie Palmer was using every street possible to try to find her way out of the place (the Sprite was waltzing all over the Ballroom). The next casualty was found in Day St. All one did was follow the oil slick out of Fox Street. No, it was not from a Sprite (it is in jail). The victum was Gary Whittaker, his NGB was suffering Spidensprite-itis, a filthy disease. You took the wrong B that night, Gary. (For the purists, he had blown an oil line).

At this point the NGTF of Boothby and Potter (new members - sounds like an English comedian duo!) was sedately touring to the tea party, hotly pursued by Dave Robinson and Neil Smith in the "Holden Dealer" entry.

So the merry group (ha, ha, ho, ho, hee, hae, ha, ha, oh). tottered off to Nudgee, Northgate, Banyo (definitely Moorehead territory) but not to Crïbb Island - once you get there, you've got to wait for the tide to recede. The only car in real trouble was the Worthington /Kayser Rotary - their ballpoint pen had run our of ink. The other Rotary, that of Campbell, Campbell, Campbell and Humphrys, was going around in ever-decreasing circles with torches flashing in every direction. A quote from within was, "Shut-up Everyone! I want to think!!!" ho, ho, ho!

Already on the way home was the powerful GTR of Swiney and Heath (this time with only ONE navigator) dodging in and out of lanes, overshooting one in particular, past the Toyota Dealers, up to Wellers Hill (Wellers Hill! your're kidding??!) to check out the action (must be Bartley's) - it was a dull night - and return to the clubrooms early, to find the "Director" hiding at Mt. Cootha behind Aunty's skirt-wouldn't blame him.

Eventually all returned for Roll Call after enjoying themselves in various ways - that is, all except John Campbell who, after being a navigator for the first time, looked rather pale - even his torch was white (A light "torch" of humour there - ho!)

As you can see from the list of results, the newer members are doing exceptionally well in the navigation exercises. Good work. This run was the last for 1972.

I would like to take this opportunity to wish you all a Merry Christmas and a Prosperous New Year. Just be careful not to get too tipsy if you're driving because we want to see you in 1973 - we're that sort of club. "Feather foot"

LIST OF RESULTS:

<u>Place</u>	<u>Crew</u>	<u>Car</u>	<u>Points lost</u>
1	Mal Spiden/Ray Quinn	Escort RS	0
2	M. Boothby/Ken Potter	MGTF 1500	30
3	W. Swiney/John Heath	GTR Lane Hooper	45
4	Dave Robinson/Neil Smith	Holden On Hard	78
5	R. Worthington/Bryan Kayser	Rotating Car	83
6	Roland Wetzig/Don McKay	MGB Extraordinaire	108
7	Malcolm & Loraine Campbell with passengers	Another Rotating car	158
8	Lozt Palmer/L. Ainsworth	White Sprite	410 & 3 Policemen
9	Gary Whittaker/Neil McNeil	Oily MGB	D.N.F.

AH, WOE! ALAS! ALACK! SOB!

For all those who have been complaining of lousy Night Run Stories (Ed. none that I know of), I would like to point out that this "honour" was bestowed upon me many months ago by a Committee member who appealed to my sense of Club Spirit (Bacardi) - as he forced money into my opened hands - ah, spoken like a true public servant.

These sensational reports were scribbled onto old blood-stained butcher's paper via a broken Quill pen (Ed. I thought "featherfoot" meant you wrote with a duck plume using your toes) by the flickery light of last year's Birthday candle, generally at 3 a.m. on Saturday morning - which explains my perpetually bloodshot eye (candle over left shoulder). Most people thought I'd been hitting the berry juice.

Now I'm happy (elated, thrilled, overjoyed) to put my position up to the highest bidder. So just make those cheques out (in multiples of \$100, minimum of \$1000), payable to me.

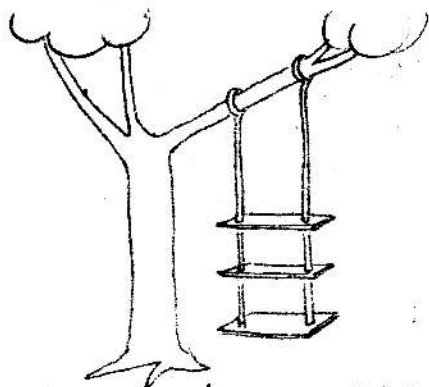
At last the Octagon might receive a few decent, honest, and factual C.T.A. reports.

P.S. Please send good cheque with Koni shockers - I hate bounce.

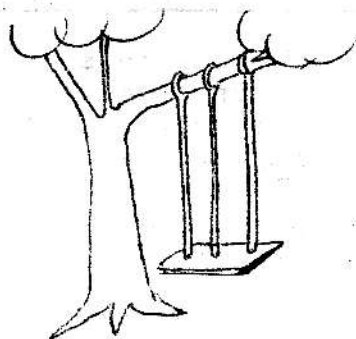
P.S.S. It was fun being an Ace Reporter.

"FEATHERFOOT"

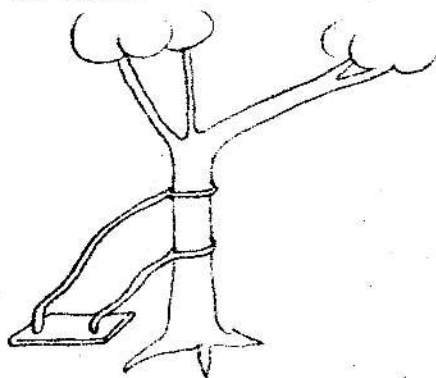




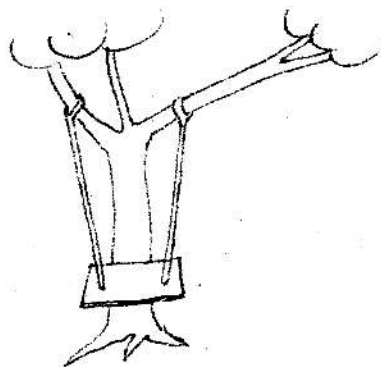
AS 'MARKETING' REQUESTED IT ...



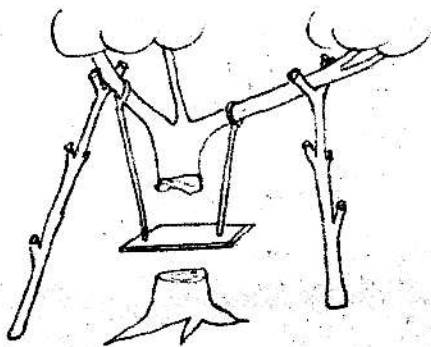
AS 'SALES' ORDERED IT ...



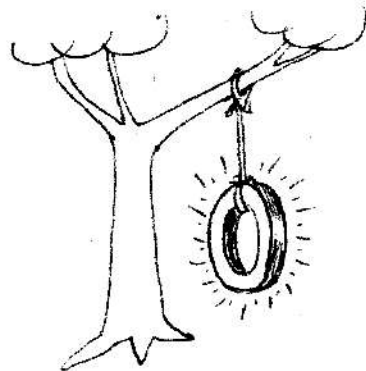
AS 'PRODUCTS DEVELOPMENT'
DESIGNED IT ...



AS 'PRODUCTION' MADE IT ...



AS 'TECHNICAL SERVICES'
INSTALLED IT ...



WHAT THE CUSTOMER WANTED.



WANTED Any parts to suit French Feline 16 (Renault, you clods) at a reasonable price (say 10 cents). Ring Richard Rose 411311 (Business).

FOR SALE BRG MGB hard top. Rush Gary Whittaker with your offers, ring 673727 (but don't slip in the oil).

WANTED Sprite motor for Mal Spiden. Also bucket to put under old motor.

FOR SALE 1. Ford Falcon 351 GT, yellow with black trim and mag. wheels, 1700 miles.

2. One hot VW motor.

3. One 1100cc Ford racing engine, fully balanced, set up for dry sump, Globe alloy head, 104 A Wade cam, 2" tailor made exhaust system.

Prices subject to negotiation, will accept mini bike as trade for engines. Contact Richard Croston, C/- Commercial Bank, 239 Queen Street, Brisbane.

The Official Journal of the MG Car Club (old centre)

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<u>Assist. Sec:</u> Mike Keown	-	217886
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OCTAGON STAFF

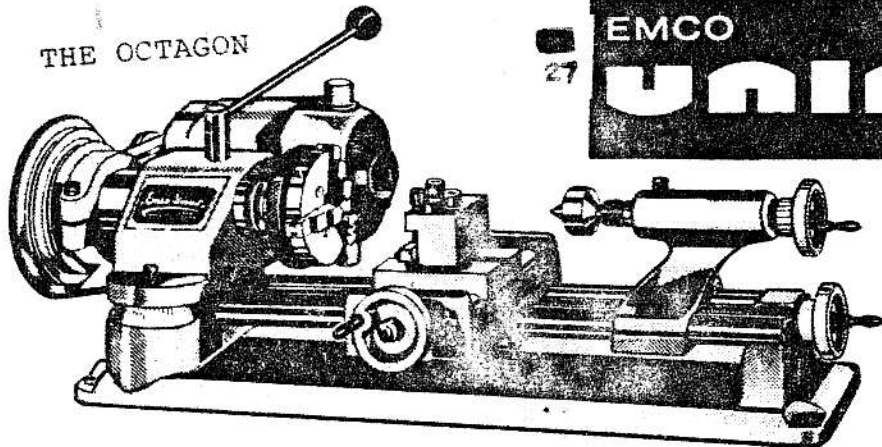
EDITOR: John Campbell
Typist: Libby Sullivan
Contributors:

Dave Miles
Richard Rose
Mal Spiden
Tim Harlock
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Gary Whittaker.

AND, IF YOU'RE IN MELBOURNE...

CENTAUR CLUBMAN 111B. Will Charlton's bright yellow Clubman is up on a forced sale charge, due to the purchase of a house and marriage. At \$1850 a forgiving well developed Clubman, never pranged and will suit driver up to 6 foot 2 inches tall weighing 220 lb. Phone 630-471 ex 523. AH 254-738.

THE OCTAGON

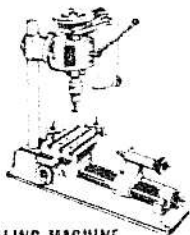


EMCO

UNIMAT

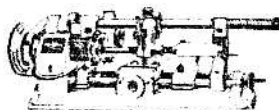
turns
drills
grinds
threads
sharpens
polishes
sawing
(circular, fret
and sabre)

Over 80,000 UNIMAT MACHINE TOOLS are in use by PRECISION MECHANICS, OPTICIANS, TECHNICIANS and HANDYMEN throughout the world—surely enough reason for you to investigate what the UNIMAT can do for YOU . . .



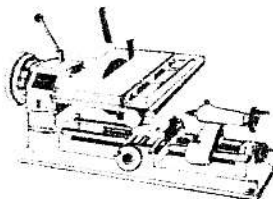
MILLING MACHINE

Working height, 5"; reach, 3½"; quill stroke, 1"; spindle head can be fixed at any angle.



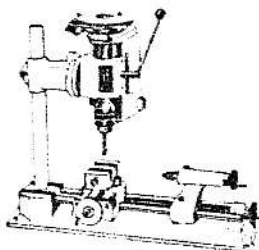
THREAD CUTTING MACHINE

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



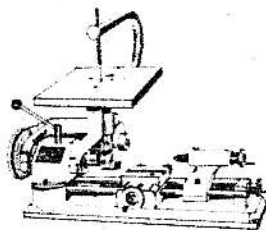
CIRCULAR SAW

For cutting metal, wood and plastics with appropriate saw blades. Depth of cut, ¾" with 2¼" dia. blades or 1" with 3¼" dia. blades.



DRILLING MACHINE

with vertical column for use as bench drill; drilling height, 5"; reach, 3½"; drill travel, ¾". Drill attachment can be used separately as a hand drill. Drills up to 7/16" in metal and up to 1/2" in wood.



JIG AND SABRE SAW

For wood, plastic and metal work with appropriate jig saw blades. With the saw frame removed, can be used as a sabre saw.

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