

PROGRAMME

- Oct. 7 Natter Night
8 Working Bee Mt. Cotton
9 Race Meeting - Lakeside
14 Natter Night
15 Working Bee Hillclimb
16 Sprint Meeting - Lakeside
Q.M.S.C.
21 Back Seat Racing Drivers
Club Miss Motor Sport Personality
Quest, Dinner - \$26 Double
Contact N. McNeil for further
information.
22 Q.R.C./Q.R.R.S. Rally I.W.M.A.C.
23 Hillclimb - Mt. Cotton
28 Night Run
29 Working Bee - Hill Climb
30 Open Motorkhana Renault Car Club Qld.
Nov. 4 Film Night
5/6 Surfers Paradise Race Meeting
11 Natter Night
12 Rally G.C.T.M.S.C.
13 Club Motorkhana
18 Night Run
20 Hill Climb Mt. Cotton
25 Annual General Meeting
27 Open Motorkhana
Dec. 2 Annual Dinner Dance & Presentation of
Trophies
3/4 Stones Corner Rally Q.R.C./Q.R.R.S.

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EDITORIAL

Dear Members,

Whatever happened to August - it just went like that - that's what - our apologies for not publishing an Octagon in August. But we still haven't got that most important person here doing his job yet - yes an Editor! Any volunteers?

I'm still willing to do the typing - well until February anyway. That's when Pete, Samantha & I anticipate leaving for our round Australia trip.

Our special thanks this edition, to Dr. Ian Corness, Noel Tuckey, Geoff Smallman and our Club Captain Mal Spiden for the articles which have appeared in same. Further articles and snippets of information most welcome now for our next Octagon. If you have devised some labour saving means for doing something or other - then share the idea with your club members - per this media.

We take this opportunity of wishing Julie (Curtis) good luck in the forthcoming Miss Motor Sport Personality Quest, which will be held on the 21st October at 29 "Murray Street". Our entrant last year - Joan & Vince Appleby's daughter - Robyn won herself and her new husband a trip to Hayman Island.

All members will be pleased to know that the Day Run organised by our Club for the Para/Quads was extremely successful in raising a considerable sum of money for them.

Whatever happened to Bods & Bends - you ask? It's up to you to tell us what's been going on and we'll print it. OK.

We're still trying to collect names of business "houses" that will give our members a discount. All such details to a committee member, thanks.

FIRE HITS MT. COTTON ---- Yes, we regret to inform you that fire has ravished Mt. Cotton recently, and the damage done has been quite considerable. A large number (about 50) fence posts have been burned. But the biggest loss (I feel) is the "nuts" at the hairpin. To replace the fence posts we are calling for all able bodied persons to lend a hand at a few working bees over the next 3 weeks as we have to have the course in tip top condition again for the 23rd October

Cont'd.

The Editor raves on:-

HELP NEEDED!!!.

(see further down). So if you could please contact Neil McNeil (266 2800) or Peter Rayment (362980) at the Club Rooms some Friday night, and they'll fill you in as to when the working bees will be held etc.

Regarding the "nuts" - originally they cost the Club nothing, but to replace them to-day it will cost money - unless some enterprising person can get some for us at the right price (i.e. nothing)

MT. COTTON HILLCLIMB - 23rd October. This next hillclimb is (providing the posts are back) to be one with a difference.

Sup. Regs. are now out and in same the following conditions of entry are listed;-

Entry Procedure;- (g) the only sedans eligible shall be one of the following makes. Triumph, Jaguar, Alfa Romeo, Riley and M.G.

(h) Any Group A sports car must be based on a production body and chassis.

Classes for the day shall be;-

1. Sports Cars (Group A)
 - up to 1300cc
 - 1301cc - 1600cc
 - 1601cc and over.
2. Sedans
 - Up to 2000cc
 - 2001cc and over.
3. Sports Cars (Group D)
 - Up to 1300cc
 - 1301cc - 2000
 - 2001cc and over.
4. Post Vintage & Historic Cars.

Even if you do not qualify to run (car wise) on this day, your support will be welcome. If you're a 'photo enthusiast then the 23rd will be your day also.

Finally don't forget our Dinner/Dance on the 2nd Dec. Signing off, Delia Rayment.

ON MG'S AND OTHER THINGS

I remember well the first time I drove an MG, on a day that has burnt it's memory deep into the scarred cowhide of my brain, for the grey matter that once inhabited the insides of my skull has long since deserted me. I used to watch the funny little square angled cars with no hoods and spidery wheels bounce along the tram tracks, pukka drivers in tweeds, cap and briar flinging the things from rut to hole with twitches of the fingers and wonder why, why any grown man would suffer the burns of summer and the chill bites of winter to drive around in an overgrown billycart. They didn't seem to be any great asset as crumpet catchers either, for the intermittent female that was to be seen passengering could always be spotted 300 yards away, by the dazzling colour of the hands wrapped around anything that could be hung onto - panic white, even to the nail paint - and the large scarf knotted in four different ways around the head. Dead loss, these MG things.

And then I drove one.

In that particular phase of my existance I worked in a service station as a mechanic, doing very little and pretending to be God of Motoring, earning a reputation as a fixer of motor mowers (grease behind the rings boy, that fixes anything) and resident genius for the blowing up of pushbike tyres.

One day a misguided chappie left his velocipede to have the engine tuned, and I had my first good look at an MG TC. It was pale yellow with skinny wheels, leaked oil from every joint, possessed an asthmatic starting device and made dreadful rattly gnashing noises from the engine. My opinion of these things - never very high - dropped to below zero as I fought with the mechanicals and pretended to tune it.

Eventually the beast ran after a fashion, so I ventured to drive it upon a main thoroughfare. Finding that it had an alarming tendency to use all the road and parts of the pavement, whenever the surface deteriorated a fraction from bowls green smooth - without moving the steering wheel -

Cont'd..

On MG's and other things Cont'd.

I forsook the highways for the much less populated side roads, for I always did have a healthy respect for my person. After a while I got used to rattling around in the cockpit like a proverbial pea and the wind in the face was starting to feel, well rather exhilarating. I had been reading the exploits of Moss and Fangers and it didn't take much before I became the great master, laughingly blowing Nuvolari to the weeds as I waved gaily to the adoring throng.

One of the adoring multitude was waving at me, a rather delightful darling who was leaning over the front fence with an expectant look in her eyes, to which I turned around and smiled for several seconds as I passed by, before getting back to the business of serious driving.

Omigod! Aaaaaargh! Instantpanichelpmotheromygod! I was in the middle of the tightest, nastiest, car munchingest S bend that has ever been created and doing a good fifty knots into the bargain, or it, or whatever! Nuvolari evaporated, my bowels turned to water and I stared straight at an enormous solid grass wall, cheerfully studded with broken bricks and empty bottles, waiting to claim the TC for lunch.

I still don't know whether I twitched the wheel from fright, or 'twas a bump in the road that did it, but that glorious motorcar went through that bend and never left the road once, and I found out why people drove them.

That expectant look from the darling wasn't for me, she was just waiting for the crunch, and the police, and with a bit of luck, an ambulance.

But TC's just happen to like going around corners, not on the door handles, not backwards or upside down and on fire, just going around with a minimum of fuss like a proper gentleman's carriage should.

..Cont'd..

On MG's and other things Cont'd.

Why that cart suspension and skinny wheels behave the way they do is beyond me and most other mortal men, maybe they make the tyres from Brazilian leeches and the springs from the bones of chameleon lizards.

But corner they do, at alarming rates; forever destroying the myth that family sedans are fun to drive and sports cars terrifyingly unsafe.

TC - I will never forget you, for you made me discover what driving is all about.

Noel Tuckey
Q.H.R.R.

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FOR SALE -

- . MGA 1500 & 1600 parts.
incl. 1600 eng/gearbox suspensions.
- . Close ratio gear set "A" & "B"
large layshaft, \$120.
- . 7½ Bell Star \$30
- . Mini Guard Flares BMC Set \$25
- . See Grant Beaumont at the Clubrooms or
'Phone 391 2631 (AH)

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RE -- GC LICENCES

As from '78 to obtain a GC Licence you must have a civil licence-if you lose the civil one you can still retain the GC one.

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MORE UNDESIRABLE NEWS!!

Well after the last article under the same title, life has been a little quiet - to say the least - I mean, it's a bit pointless striking up a sparkling conversation if everyone just sniggers and turns their backs, apart from that, those T.V. tycoons have seen fit to take the only bit of culture off the idiot screen, yes you guessed it - the Muppets have gone.

Just for a change I decided that in this issue I would give a complete, detailed, accurate, enthralling summary of the John Humphries Memorial Rally, QRC 3, and after many hours of research the report is as follows ---- it was good.

Now that the report is over and done with, a quick summary of what the M.G.C.C. Rally enthusiasts have been up to - unfortunately the unabridged version can only be read over the border.

Congratulations to Norm Singleton, who was obviously doing everything right, Norm won the Novice/Clubman section and also finished 6th outright, prior to that he also picked up 2nd place in the Kriticos Rally, I like Norm (now) because with all that prizemoney he could certainly afford a shout or two or three.

Ross Moir was up to his old tricks, this time navigating for Fearless Fred Thomson in the RS200, some people are just a little more open and go out and buy leather whips and boots Ross, as it was the terrible two ended up down 83 points and 11th.

Neil Swaysland and John Hall kept with it all night and finished 5th outright, down 63 points, it wasn't a night for navigators as John's seat disintergrated underneath him when Neil did his thing over a yump (sounds like you've been keeping with ^{company} Ann Thomson Ed.) - it left John swinging on the roll cage, I haven't worked out a similarity yet, he either looked like Tarzan or Jane - I'm not sure which.

Cont'd....

More Undesirable News Cont'd..

I don't know what happened to Ann and Neil (who?), they were car 74 and I think they started the following Tuesday I know Ann was very ecstatic about the draw, absolutely bubbling over with glee, and I think starting an event in that position is a feat in itself, let alone finishing - as they did down 151 points (thanks to a sand bog) and 32nd.

Meg and John O'Shanesy were another M.G. crew with one of the luck draws - car 65-, if Meg would talk to me I'm sure I could be more informative about their efforts, however, by looking at the results I would say that some of the dubious route instructions caught them out along with 90% of the field, but once again at least they did finish in 42nd place down 203 points - and didn't end up like all the other George's and Rodger's (as in Tury and Clarke) wrapped around solid trees and banks.

Oh dear, nearly forgot - snigger snigger - yours truly and Navigator Laurie Garth finished 3rd Clubman/Novice and 10th outright - you see Ross and Fred finished 11th - one minute behind us - and Fred is buying a 1600 motor for his escort - and Ross has left town in disgust - and I am still grinning from ear to ear - and everyone is getting sick of me, but let me have my moment of glory - it may never happen again - and probably won't.

It was good to see so many M.G. Car Club members at the start of the Rally - and even better to see them all at the finish, who said we weren't "stayers".

Just to liven a Friday night at the Club up a little eves-drop over at the leaning post and find out which Car Club member wears a Kaftan, eye make up, face powder - and upswept blue tinted hair - and doesn't go to Lennox, I'm sure as the night goes on it will prove entertaining - won't it Neil.

Also there is a story floating around that some guy who was left to fend for himself for a few months, decided to return to his flat and needed a street directory to find it, he also hasn't been seen around since the return of the better half - and doesn't want to be.

Cont'd.

& More Undesirable News Cont'ds.

Clarrie Harrison has the Lancer up for sale, "as is" - it would have been a good buy if he had left the Gravel Truck in the engine compartment where it landed a few weeks ago. If anyone is ever silly enough to doubt the worth of full pages in a head on collision go and talk to Clarrie and Judy and family - they are still walking about thanks only to the full cage in the Lancer. Clarrie now being Neil Swayslands official Circuss - er - crew is thinking about a cage for the Escort Van, it's a change because Clarrie normally only thinks about that other thing.

Another brilliant piece finished, come back Ross and bring your Paint thinners with you - all is forgotten.

Geoff Smallman

(Our apologies Geoff - last Octagon we typed you in as being Geoff Smallmor - or was it Morsmall - what-ever we're sorry. Ed.)

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FOR SALE - MGB Rollbar - suit early model \$100
Contact Peter Rayment at the Clubrooms or leave a message with his Mum on 268 3196.

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WANTED TO BUY - MGA . This add has been withdrawn as the Club member's wish was granted last week and he now wears the biggest smile ever as he drives around in his A.
Good luck Barry. XXXXXXXXXXXXXXXXXXXXX

FOR SALE - GROUP "A" Sports Car. Front Engine Holden Motor. MG Gearbox. ZF Slippery Diff. Slicks and Wets. Trailer. \$2,550 ONO. Contact Dale Johnstone at the Clubrooms or Phone 261 2030 A.H.

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COVER PHOTO THIS EDITION

THE GARY SCOTT STORY

Gary has been driving for 3 years - 1½ years with the cheetah prepared by himself, until the help of John Bert-ram came along at Easter this year. He has lap records at Surfers Paradise, Amaroo, Lakeside and Oran Park. The series - held throughout the year.

Seems as if he will be very busy over the next few months - Adelaide in October and on the Queensland scene he will be planning activities for next season.

Driving at Bathurst with Peter Williamson in a Toyota Celica - with high intention of being the dark horse of the race. Also driving a Proshce in the last few rounds of the Australian Production Sports Car Rounds.

From a series of disappointing setbacks last year, Gary has emerged as the winner of the Goodyear Formula 111 series held at Amaroo Raceway - unofficially considered as the 1977 Australian Championship. The series attracts all the top names in this highly competitive class. Gary clinched the title with a one point margin over Brian Shead.

In his path he also gained a 2nd in the New South Wales Championship to Brian Sampson. These three now hold the lap record.

The development that's gone into the cheetah and it's engine through the aid of Jim Bertram is starting to pay big dividends.

In July a trip to Sandown resulted in a 2nd and a dead heat with the locals.

Good luck from your fellow members Gary on all future races.

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Continued from last Octagon

LIMITATIONS ON ALTERATIONS TO MOTOR VEHICLES.

11. FUEL SYSTEMS;

Multiple carburettors may be fitted to motor cars manufactured prior to 1st January, 1974. Fuel systems fitted after that date are not to be altered from the vehicle manufacturer's standard. Fibreglass fuel tanks are not to be used.

The petrol filler pipe inlet and cap must be located on the outside of the vehicle unless originally fitted inside by the manufacturer. (Volkswagen cars an example.)

12. PROTRUSIONS (INCLUDING BUMPER BARS AND BULL BARS);

No motor vehicle shall be equipped with-

(a) any object or fitting, not technically essential to such vehicle which protrudes from any part of the vehicle so that it is likely to increase the risk of bodily injury to any person, or create an unsafe situation;

(b) Any object or fitting technically essential to such vehicle unless its design, construction and conditions and the manner in which it is affixed to the vehicle are such as to reduce to a minimum the risk of bodily injury to any person, or other unsafe situation;

(c) Any object or fitting which, because it is pointed or has a sharp edge, is likely to increase the risk of bodily injury to any person, or create an unsafe situation;

(d) Any bumper bar the end of which is not turned towards the body of the vehicle to sufficient extent to avoid any risk of hooking or grazing. This also refers to a bumper bar that forms an integral part of a bull bar assembly;

Cont'd...

Protrusions Cont'd.

(e) The use of vertical supports forward of the windscreen for use in conjunction with overhead carriers is not permitted. No attachment is to be fitted in such a manner that it will affect adversely the vehicle driver's forward field of view. This includes the mounting of additional lights on bull bars and bonnets etc. Bumper bars are part of the safety system of a vehicle and are required to be fitted at both front and rear.

13. LIGHTING SYSTEMS:

All lighting systems must be fitted strictly in accordance with the Traffic Regulations requirements, and all lamps are to be of a type designed for automotive use. Lamps designed for marine and aircraft application are not permitted.

14. GLAZING: (WINDSCREENS AND WINDOWS)

The use of reflective material on windscreens and windows is not permitted. No material or other object is to be located on the windscreen or windows which will interfere with the driver's vision. The primary vision area of a windscreen shall include the whole of the windscreen other than the area within 64mm(2½") from the upper or lower edges and 89mm(3½") from the outer edges of the windscreen.

Should a person require approval for alterations contrary to, or additional to those specified or for any vehicle not defined, it will be necessary to submit to the Chief Inspector, P.O. Box 229, Brisbane North Quay, full details of the proposed alterations together with detailed plans and specifications, including all departures from standards and the method of construction and assembly to be submitted to this Division for consideration.

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And that's it on this subject folk.

Anyone with something they want to print
then see a committee member now.

HOW DO YOU STAND FOR A TROPHY AT THE END OF THE YEAR?As at 12th August, 1977

(By Club Captain - Mal. Spiden)

MOTORKHANA

1. P. Rayment	44
2. N. McNeil	40
2. M. Spiden	40
4. G. Findlater	30
5. P. Frazer	20
6. B. Harvey	18
7. H. George	16
8. A. Jay	12
8. D. Rayment	12
10 G. Fahey	8
10 D. Webster	8
12 J. Curtis	6
12 R. Ritchie	6
14 V. Appleby	4
15 B. Vanderburg	2

BEST "T" TYPE

D. Webster	69
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UNDER 1300cc SPEED
FOR PRODUCTION SPORTS CARS

1. P. Frazer	50
2. M. Spiden	40
3. R. Cossor	1
4. B. Cossor	1

Cont'd...

CLUB RESULTS CONT'DNIGHT RUNSDRIVERS

1. P. Rayment	42
2. G. Findlater	37
3. N. McNeil	28
4. D. Webster	20
5. R. Ritchie	16
6. A. Randall	10
6. A. Thomson	10
6. A. Scott	10
9. P. Frazer	8
10. R. Cossor	4
10. H. George	4
12. G. Fahey	3
13. B. Harvey	2
14. J. Jones	

NAVIGATORS

1. D. Rayment	43
2. J. Curtis	38
3. R. Ritchie	20
4. H. George	18
5. L. Barram	10
5. M. Spiden	10
5. B. Vanderburg	10
8. N. McNeil	8
9. B. Cossor	4
10. J. Jones	2
11. R. Moir	1

BEST M.G.

1. G. Fahey	84
2. G. Findlater	83
3. M. Spiden	80
4. P. Frazer	78
5. H. George	72
6. D. Webster	69
7. P. Rayment	44
8. R. Ritchie	37
9. B. Harvey	32
10. J. Laub	20
11. N. McNeil	16
12. A. Randall	14
13. D. Rayment	10
14. B. Nixon-Smith	8
15. J. Curtis	7

LADIES TROPHY

1. D. Rayment	55
2. J. Curtis	46
3. B. Cossor	34
4. J. Jones	24
5. M. O'Shanesy	17
6. A. Thomson	10

Cont'd....

CLUB RESULTS CONT'D.SPEED OVERALL

1 V. Appleby	80
1 J. Heffernan	80
1 A. Jay	80
4 R. Cossor	72
4 G. Fahey	72
6 P. Rayment	62
7 D. Vidler	56
8 H. George	52
9 P. Frazier	50
10 D. Kemp	44
11 A. Telfer	42
12 M. Spiden	40
12 D. Webster	40
14 J. Pidgeon	38
15 G. Wright	36
16 R. Jones	32
16 E. Thomas	32
16 B. Vanderburg	32
19 B. Cossor	28
19 M. Rissman	28
19 B. Smith	28
22 T. Gillespie	24
22 B. Nixon-Smith	24
24 J. Jones	22
25 S. Austin	20
25 P. Aldridge	20
25 L. Barram	20
25 D. Gillespie	20
25 L. Hastie	20
25 G. Symes	20
31 P. Cross	18
31 J. Laub	18
33 G. Findlater	16
33 G. Mayer	16
33 M. O'Shanesy	16
36 R. Ritchie	14
37 B. Harvey	12
38 J. Finn	8
38 L. Garth	8
38 P. Laub	8
41 J. Hall	6
42 A. Randall	2

BEST ALL ROUNDER

1 P. Rayment	149
2 A. Jay	93
3 H. George	90
3 M. Spiden	90
5 V. Appleby	85
5 G. Fahey	85
7 G. Findlater	83
8 J. Heffernan	80
9 R. Cossor	78
9 P. Frazier	78
11 N. McNeil	76
12 D. Webster	69
13 R. Ritchie	57
14 D. Vidler	56
15 D. Rayment	55
16 J. Curtis	46
17 D. Kemp	44
17 B. Vanderburg	44
19 A. Telfer	42
20 J. Pidgeon	38
21 G. Wright	36
22 B. Cossor	34
22 B. Harvey	34
24 R. Jones	33
25 E. Thomas	32
26 L. Barram	30
27 M. Rissman	28
27 B. Smith	28
29 T. Gillespie	24
29 J. Jones	24
29 B. Nixon-Smith	24
32 S. Austin	20
32 P. Aldridge	20
32 D. Gillespie	20
32 L. Hastie	20
32 J. Laub	20
32 G. Symes	20
38 P. Cross	18
39 M. O'Shanesy	17
40 G. Mayer	16
41 A. Randall	14
All Rounder Cont'd..	

Best All Rounder Results Cont'd.

42 J. Finn	10
42 A. Scott	10
42 A. Thomson	10
45 P. Laub	9
46 L. Garth	8
47 J. Hall	6
48 R. Moir	1

DON'T FORGET OUR SOCIAL EVENT OF THE YEAR

THE PRESENTATION DINNER/DANCE

INDOOROOPILLY GOLF CLUB - 2nd DEC.

MAKE IT A MUST ON YOUR CALENDAR.

ARE YOU:

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BORROWED ADVICE

Are you an active member, the kind that would be missed?
 Or are you just content to have your name upon the list?
 Do you attend the club and mingle with the flock?
 Or do you stay at home to criticise and knock?

Do you take an active part to help the work along?
 Or are you satisfied to be the kind that just belong?
 Do you voluntarily help at the grinding stick?
 Or leave the work to just a few and talk about the clique?

Come to the meetings often and help with hand and heart?
 Don't just be a member, but take an active part.
 Think this over, member, you know right from wrong -
 Are you an active member, or do you "just belong"?

From Queensland Morris Mini Car Club Magazine.

FOR THOSE OF YOU WHO MISSED, DR. IAN'S TALK (+ THOSE WHO WANT TO RE-CAP), AT THE CLUBROOMS ON ROADSIDE 1st AID ---

THE ACUTE MANAGEMENT OF ROAD TRAFFIC ACCIDENTS

INTRODUCTION

Many of us will have seen or may statistically be expected to be involved in a motor car accident. There is even a higher chance of witnessing an accident, and in some cases may be first to arrive on the scene. Unfortunately, the average motorist knows little of elementary first aid and sometimes either by ignorance of his actions, or being unable to help at all, may jeopardise the life of an injured person.

THE FACTS

Following a severe motor accident a person may be either killed or alive and injured to a variable degree. If alive, his chances of safe arrival at a hospital and subsequent recovery are high. That is, most of the damage occurs at impact and our aim must be to minimise any further injury to that person.

Most subsequent injuries to a person are thus due to negligence of bystanders - such as leaving an injured person to lie in the centre of the road where another car may run over him, allowing him to bleed to death or cause a delay in calling an ambulance.

GENERAL PRINCIPLES TO MINIMISE INJURY

1. NOTE TIME AND PLACE OF ACCIDENT ACCURATELY :-

This ensures that the ambulance will arrive as quickly as possible and inform doctors of the time elapsed since the accident.

2. PARK YOUR CAR CORRECTLY:-

Make sure your car is protecting any injured people lying on the road. At night stop the next car and use his lights to illuminate the accident scene. Turn your engine off and leave your indicators flashing. Leave room for ambulance to pull up.

Cont'd.

The Acute Management of Road Traffic Accidents Cont'd.

3. ASSESS THE SITUATION RAPIDLY AND WITHOUT PANIC:-

- Determine -
1. the number of people injured
 2. the number of people unconscious but breathing.
 3. the number of people unconscious but not obviously breathing.
 4. the number of people actively bleeding.

4. SAVE LIFE:-

Conscious injured people (eg talking, crying or moaning) may be assessed later more carefully. Initially simply see that they are not bleeding to death from a severed artery (vide infra).

Look at the unconscious people. If they are breathing they are alive! (ie. a person may appear dead but be breathing quietly). Look for the slightest movement of the chest as an easy way of checking this. Establish that air can enter their lungs easily. To do this, place a finger in the side of their mouth and make sure that the tongue is lying forwards in its normal position and has not fallen backwards down the mouth (this may happen in an unconscious person).

Remove false teeth and any blood or vomitus in the mouth with your finger. Loosen any constricting clothing around the neck.

If a person is unconscious but not obviously breathing then you must apply mouth to mouth resuscitation.

To do this :-

1. Close the person's nose with the fingers and thumb of one hand.
2. Place the index finger of the other hand inside the mouth and gently pull the lower jaw towards you and upwards so that the patient's head is extended. This opens the airway. If this is difficult, or any cracking noises are heard or felt in the neck, then do not bend the neck back any further.

Cont'd.

The Acute Management of Road Traffic Accidents Cont'd.

It may mean that the victim has a broken neck.

3. Apply your mouth over the person's mouth to make an airtight seal and blow gently, almost emptying your lungs. Remove your mouth and the person's lungs will expel the air. Repeat this every five seconds or so till the ambulance arrives.

It is a good idea to possess a special tube that may be inserted into a victim's mouth and blown upon. Tubes are easily obtainable at chemists. It is most important to hold the head up to allow air into the lungs. If there is no obvious obstruction then feel for the carotid pulse at the side of the neck just below the ear at the base of the jaw, by pressing with a flat portion of three finger tips. If you are certain that this is absent and the victim is not breathing then that person is probably (but not certainly) dead. If you are in any doubt then commence mouth to mouth resuscitation until the ambulance arrives. If you know what you're doing, commence External Cardiac Massage until a pulse returns.

All the above measures may be instituted in seconds if you know what to do. One important point must be mentioned here. It must be assumed that all unconscious patients will vomit and inhale the vomitus thus drowning rapidly in their own body fluids.

To minimise this very real danger an unconscious person must always be placed on his side or chest so that vomitus will not fall down the wind pipe, and his head held in the normal position and moved as little as possible. Thus a victim should only be moved when necessary following a road accident (e.g. if they are lying in the middle of the road) vide infra.

BLEEDING

Bleeding from an artery will occur in spurts and a person may rapidly lose enough blood to cause death in the case of large artery. In the case of any serious bleeding the easiest and best way to control blood loss

Cont'd.

The Acute Management of Road Traffic Accidents Cont'd.

is to apply a clean (if possible) handkerchief rolled into a firm pad over the bleeding area and press firmly until the ambulance arrives. Tourniquets are dangerous so forget them! Direct pressure over the bleeding area is quite sufficient.

5. GET HELP

Send a person to the nearest telephone with the details of the time and place of the accident and the number of persons injured and, if possible, how severely. Have these written down on a piece of paper (not all people will be cool as you). If possible send two people in opposite directions to find a telephone. Dial, 000, the number on page one of the telephone directory, call firstly the ambulance, then the police and fire station if necessary.

6. REMOVE DANGER

Turn off the engine of the involved car if still running and see that no one smokes. (i.e. 'ow ya going mate, puff, want a hand).

7. REMOVE VICTIMS FROM DANGER

If a person is lying in the middle of the road he must be moved. To do so required three people. You cannot do it yourself. One person supports the head and prevents movement. The second person clasps the victim around the chest and lifts, while the third person lifts the legs together. Alternatively, one person may support the head while others firmly grasp the victim's clothing and lift together. Place the victim on his side or chest so that he will not inhale vomitus.

If a victim is trapped inside a car and breathing satisfactorily leave him there unless there is a real risk of fire or he is bleeding profusely, when he should be removed as above.

Keep victims warm with one blanket (too much warmth is bad as it makes shock worse) and give nothing to drink or smoke

Cont'd.

The Acute Management of Road Traffic Accidents Cont'd.

- especially alcohol. Do not put a pillow under the head - it helps to "kink" the airway.

When the ambulance arrives you have fulfilled your duty and may well have saved a life. Assist the ambulance officers if requested. You may then speak to Tom Jones from you know where and tell how you saved.....

- DO
1. Note time and place of accident.
 2. Park to minimise danger.
 3. Assess victims rapidly.
 4. Apply respiration if necessary.
 5. Call an ambulance.
 6. Stop bleeding by firm pressure with a handkerchief.

- DON'T
1. Panic
 2. Smoke
 3. Move victim unnecessarily.
 4. Leave unconscious victims laying on their backs, with pillows under their heads.
 5. Leave victims in danger of being hit by other cars.

FINALLY. DO a First Aid Course to become proficient at life - saving - you might even require skilled help yourself one day.!

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FOR SALE: M.G.B. Head, less valves etc. \$100 ONO
Contact Robert Swain, 1 Title Street, ALEXANDRA HILLS.
4157.

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ATTENTION BOOK-WORMS! The Club has received a comprehensive list of books for the Auto Enthusiast from McGill's Authorised Newsagency Pty. Ltd. with prices etc. They are offering Club Members a 10% discout on their books. You will find the list attached to the Club Rooms wall for your perusal.

Ed.

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)

YOUR COMMITTEE FOR 1977

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YOUR C.A.M.S. Delegate is Ann Thomson - contact her on
378 1368.

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