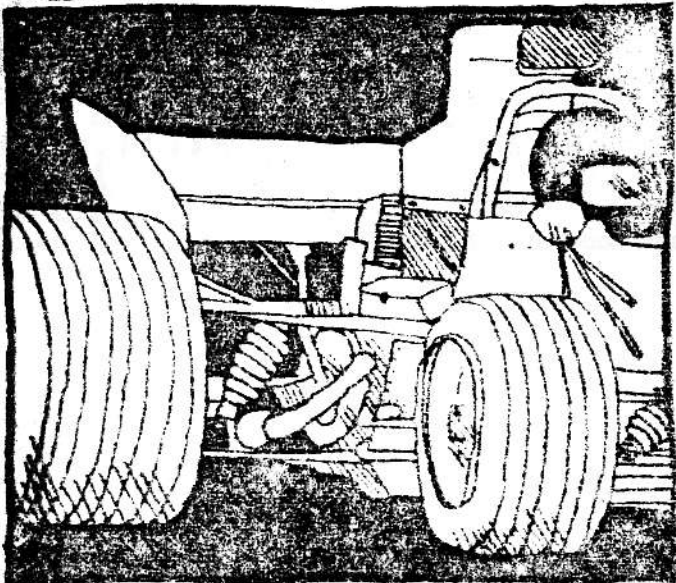


OCTAGON²



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DECEMBER, 1972.

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Editorial

December has come too soon and I suddenly find myself writing my last Editorial. Next year, Paul Valery takes over and I wish him luck and hope he finds the same amount of satisfaction as I did as Editor of THE OCTAGON.

I would like to thank all those who helped make my task so much easier, particularly Libby Sullivan for her splendid job as Chief Typist, and David and Meryl Miles (and Miles & Co) for their great work as Printers of the magazine. Also I would like to thank all those who helped on "assembly and Posting" nights. Special thanks go to Vince and Joan Appleby for their untiring assistance during this year (and many years) of octagon manufacture.

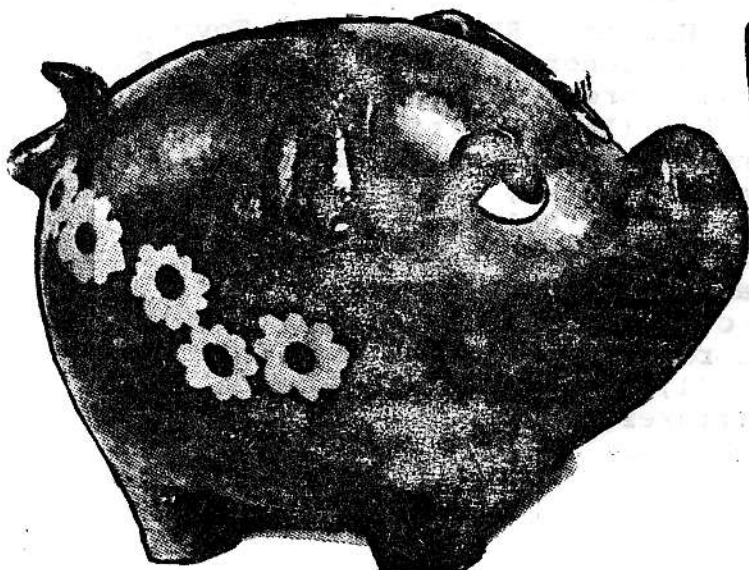
Also extra special thanks go to all those who presented articles for publication, especially the old Regulars, Mal Spiden, Ray Quinn and David Miles. I would also like to thank John (The Perfumed Garden) Fraser (JRF), Tim (the Toyman) Harlock, Allan (The General) Burns, Malcolm (RE) Campbell, Mrs. G. (Gorgeous) Black, Michael (I'm so busy) Keown, Ann (If I get time) Thomson, Bruce (Supertune) Ibbotsen, Brian (The Terrible) Tebble, Jon (Ha!) McCarthy, Chris (I had a TF) Pike, Peter (Black Pete, Post Hole Pete) Rayment, "Lyn and Steve and Rae and Terry", Brier (Click!) Thomas, Loraine (BP) Campbell, Gerry (Beserk) Bezett, Richard (The Iron Heart) Rose, Ken (Honda Super 7) Peters, Paul (Coronary Toyota) Valery, Sandra (Car sick) Tufnell, Keith (Addis) Tufnell, Lester (The Swede) Whittaker, Maisie (Cactus) Humphrys,

Libby (Champion Speller) Sullivan, Speed Jordan, Flash Harry, Jolly Roger, Featherfoot, Merv Payne and Team and the Quinn Orew, for their articles. Whilst I am in the thanking mood, thanks to all the characters (all 200 Odd) in the MG Car Club whose distinctive personalities, characters and what-have-you make it so easy to write up a slanderous and libellous magazine once a month.

Also I'm glad of the calm, peace-loving natures of you 200-odd for in the last 12 months I have kept well clear of my solicitor and I have had no threatening calls.

So now the time has come to step down and I sadly hand the vitreolic pen (still quivering) to the young blood Paul. Long may he reign as Editor (12 months at least) and active may the contributors be, for he is taking on a worthy job in a very worthy club.

Again, thank you, and a Very Merry Christmas and a Happy and Prosperous New Year to you all.



I LOVED THE
LAST MUDERKHANA,
SO DID "BLACK PETE."

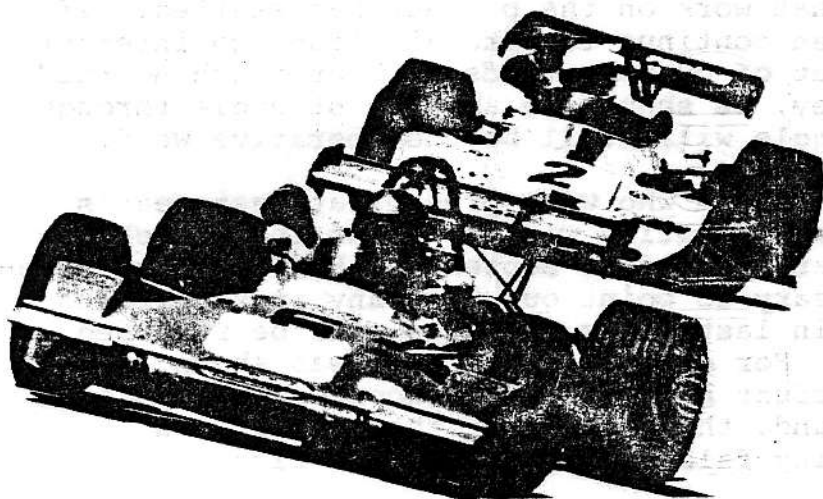
THE PRESIDENT SPEAKS

"Write a Christmas letter for the Octagon", said the Editor, so here I am hardly able to believe its that time of the year again.

Those of you who attended the Annual General Meeting know what a good year the club has had, and how we hope for a better year in 1973. As I said in my report, it's up to you.

I trust each and every one of you will be careful and courteous on the road over the holiday period, and at all times for that matter. We have a reputation of being good sensible drivers, but it only takes one idiot to ruin that, so those of you with club badges on your vehicles have the reputation of the MG Car Club to uphold.

May God bless you all and grant you a very happy, safe Christmas and a prosperous, energetic New Year with the M.G. Car Club.



TREASURER'S REPORT

The presentation of this report will be a very pleasant change for me. Instead of prephesying woe and disaster, I am able to tell you that, financially, we have had the most successful year in the history of our club. Don't misunderstand me. We still have our troubles. Only a few weeks ago we were faced with a situation which indicates what some public companies call "a slight problem owing to lack of liquid assets." In plain language too many bills and not enough cash. The position was relieved by members of the committee who renewed their memberships two months early. To the new committee we bequeath a legacy of a reasonable bank balance and all accounts paid up to date.

In spite of the appeal we have held throughout this year Mt. Cotton Hill Climb is badly in need of further funds. We have slightly in excess of \$1,000.00 to spend and hope that by the end of January we shall have a further \$500.00. If we are to achieve this it is essential that members renew their subscriptions early in the year. We are also hoping that many who have not made a donation to the fund will do so when they see that work on the project has started. If the club can continue to make all loan and interest payments out of current funds without touching the appeal money, we should be able to struggle through - but struggle will still be the operative word.

Those of you who were present at last year's Annual General Meeting will remember that stock was not taken at the end of September 1971. It is therefore necessary to point out that any inexactitudes appearing in last year's accounts will be reversed this year. For example, if a loss was shown in a trading account because of an incorrect estimate of stock on hand, then this year there will be a corresponding falsely inflated profit figure.

It is satisfying for any committee to be able to say that all major events and most minor events held throughout the year have shown a profit. This year we did it! All the hill climbs, the trial, all social events, the Inter club Motorkhana, the Driver's School and all closed motorkhanas added something to the club's funds. This is due to the hard work of the committee, the generosity of our sponsors and the enthusiasm and loyalty of those members who participate in or assist with these events.

During this year we have even, for brief periods, had funds surplus to our immediate needs. These have been placed on call at rates of from 6½% to 7% and withdrawn as required. You can now go and pat yourselves on the back - then go and look at the state the hill climb is in and weep! That \$1,500.00 won't get far so lets get some more - quickly.

In conclusion, I would like to thank the other members of the Committee for the support they have given me during the year. I ask for a vote of thanks to our Hon. Auditor, Mr. Neville Halligan.

Ann Thomson (Mrs.)



The Clubs coffers are calling for your fees. It's only a few dollars so out with it early, eh, it makes a big difference, believe me.

—THE BEST FEW DOLLARS YOU NEVER MISSED.



lakeside sprints

NEW LAND SPEED RECORD TO FIAT

Can you remember back to the last Sprint meeting attended by the M.G. Car Club? I'm told, from a reliable source, that it was held in February, 1967 - anyway it was a fair while ago. So when M.G. was invited to the QMSC Sprints on 19th November, a reasonable entry was received, mostly the hillclimbers who were eager to try their hand at the "flat circuit game".

As the day broke, (someone dropped it - Ha Ha laugh and the world laughs with you they say - oh well that's one theory disproven), 46 competitors arrived at the Lake to enjoy themselves.

The Standing laps with successive flying laps were run first with everything going smoothly until our man from MGM (John M) decided to entertain the populace with his unusual exit from Shell. Upon being given another chance to perform his previous episode John settled for two smooth laps, both at 1m 20.1.

Four MGB's appeared belonging to Keith and Sandra Tufnell, Dave Ewart and Mario Carlotto. Keith being quickest and Sandra, not trying to embarrass hubby took things easy to circulate in the 1m 40's. Mario wasn't

the happiest with the B's handling and attributed this to his half bald Mud and Snow tyres. Last of the Group D Sporties was Mike Toppin in the "Look out, the paint is still sticky" Sprite which should be a beauty when Mike completes the plans he has for it.

Then came the lousy unspectacular Tin Tops with Terry Green first away. After many secret Celica Mods (Red lining the tacho), Terry surprised many and probably himself with his 1m 21.5, a time that put many to shame. Not to be outdone, new Octagon Ed, Paul Valery, in the 7/8th Corona circulated in 1m 20.6 - I wonder if that is talent?

Interest was taken up by the squealing GT of Carlo Carlotto and the silent Fiat of Mike Keown who was making his competitive debut. The all the attention was diverted towards the grudge match between the Super Standard Min of Pete Rayment and Big Andy, who was actually observed feeding the Trans Am, straight 100% proof Coke (If A.M. ever hears about this... bay...) As the Fiat (which is not a tin top) left the starting line on its 3rd lap journey, to the great olvation of the official Coke cheer squad, it was obvious that we were going to witness a spectacle never before seen. After the first shattering lap of 2m 29.6, it was evident that A.H. really had it wound up. Strong men were fainting, women praying (awk - He's making it up) as all the power was unlesshed to record an astounding 3 wheeling smokeless lap of 1m 40.4.

But alas (what's her name?) Andy was outdone by sheer deficiency in cubic power. Careful examination of the machine later that the rubber band had slipped thus robbing Andy of vitally needed horsepower.

Lindsay Racing, the noisiest street on the South side, was represented by the terrible trio of ex-new Zealander, one G. Bezzett, "fighting" Fritz

Sorensen, and Rod McCulloch. Gerry put up the best performance by a MG member by accomplishing a 1m 12.7 in the street twin cam but was blown off by the Series Prod Escort of Eric Olsen. Meanwhile the Cleanest car, the roaring Fordie of Fritz Sorensen, was making its presence felt, Fritz throwing the Big 6 around in 1M 15.5.

Standing $\frac{1}{4}$ mile times enabled the organisers to divide the competitors into classes.

So finally, M.G. won 4 classes via Paul Valery, Mal Spiden, Pete Rayment and Andy Ho Ho Hockley. Further results see clubroom walls. - You won't find any results there its just that we have a nice wall, we want to show off (It's not true)

Anyway, we would like to thank QMSC for their invitation and we look forward to the next one perhaps with a few more entries?

FTD and Top 4

Eric Olsen	Escort TC	1m 9.4
Gerry Bezett	Escort 1600 GT	1m 12.7
John Lungren	Mini Light weight	1m 13.9
Richard Brabazen	Morris Cooper 'S'	1m 14.6



- TEDDY -

I am a member named Pollard
And every day I have to think hard,
Which car will I drive,
At last count I had five,
And i sold No.6 just for kicks.

When to the opera I go
Then it's the Bentley for show,
Or to work by nine
The the 'B' will do fine.

For a trip to the sea
I'll take M.G. P.B.
To fish a mountain stream
I'll take the Sunbeam.

For some milk to the dairy
I'll drive Turcat Mery.

Paper reads "petrolstrike to remain,"
Oh Well, off I go,
I'll travel by train.



TED THINKING
OF A NUMBER
BETWEEN ONE
AND SIX.

WANTED DEAD OR ALIVE TEAM CAPTAIN FOR LOSING THE
TEN PIN BOWLING MATCH.

REWARD \$2.56 "Sour" Lemons?

The Bowling natch arranged on Friday 8th Dec. at Exhibition Bowl turned out to be a beauty. As members arrived at lanes 17 and 18 Spider picked the teams making sure he got "the Cream" with Dave Miles handicapped with the "also rans" and didn't they get done - Miles' lot won!

Actually the Match was fairly even as all showed their style at scoring strikes, bouncing balls, bowling them off the lanes and into the channels. Some even rebounded off the pins and returned to their startled owners.

Your've probably heard about the dozen or so balls being stuck in the underground return shute (no joke) - It wasn't my fault so don't believe those lies that have been spread around.

Big Andy was there in an official capacity to ensure any NCR rule was not breached, but hastily rewrote his insurance policy as he was almost a victim of a hit-and-run ball (is that like the animal that eats, shoots, roots and leaves).

Through all this nonsense and hot drinks, the scores continued on their merry way and by the end of the night the score stood at 748 to 747. We all hope there will be a return match in the not too distant future.

Top scorer in the main game was of course Dave Miles while Col Sands showed them how to do it in the preliminary game. But wail till next time!!!

London Letter

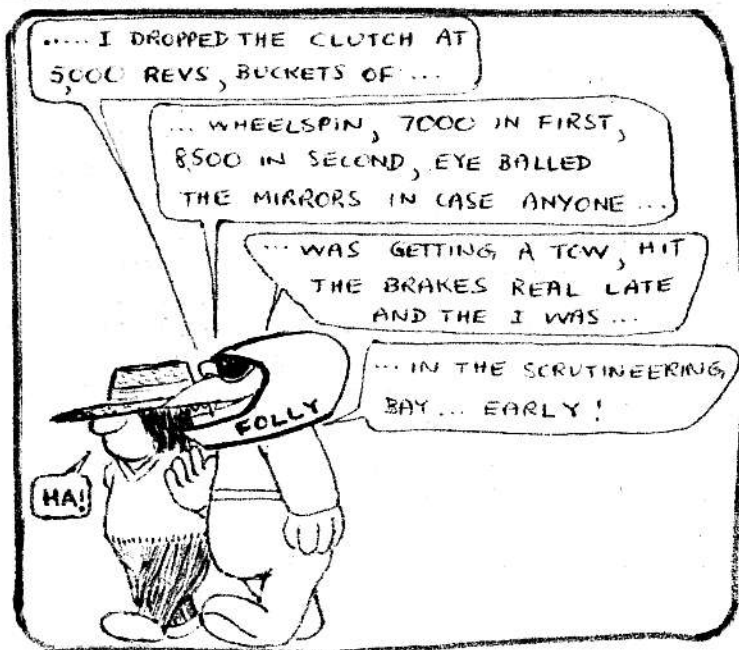



The following is a short jotting from JMCC in London, a quote from his letter to me.....

"I've had interesting motoring week. John Weinthal came around on Sunday and Monday nights (3rd & 4th December.) with a 350 SL Mercedes and an XJ12 respectively. John gave them obth the big squirt around here - they fly - particularly the XJ12 - it's faster than the 350 SL and dead quiet - no engine noise at all but the suspension is not as smooth as the 350SL. It was uncanny around corners - no tyre noise, no fuss, no roll - the 350 SL just flies around at speeds which would have my alfa all twitched up! When the XJ 12's are a few years old second hand they'd be great!! - start saving!.

Well, have a merry Christmas and all the best for 1973.

Jon."





Here's mud in your eye

MOTORKHANA - TINGALPA - NOVEMBER 12.

A brilliant report was being prepared for this issue on the very day of the event, in fact, during one of the events. But unfortunately Jolly Roger, in the last of his innumerable spins, spun into a large bog of the dreaded Quick Mud. A diabolical slurry of wet dust and froathing exhaust marked the spot where the Jaffa went down. A search party was quickly on the scene but it just seem hopeless. Black Pete was having a ball, up to his arm pits in mud - he just loved it. Richard Rose was trying hard not to get his white shirt dirty and we were all wondering where the bloody hell the Jaffa had gone. And then--- wobbling out of the mud was seen this strange rod thing poking up. As rude and phallic as it appeared, we knew we must at least check it out for the sake of Jolly Roger - and on closer examination, the characteristic sloppiness of a Quinn Weld was verified. We had located the Jaffa. A tow rope was attached from Quinn's rod to Neil McNeills A95 back bumper (cop THAT, JRF!) and Neil dropped his clutch (good lord!). The bumper fell off, then the A95 "Healey" bogged. We attached the RS Escort - it spun. So, in a last ditch (pun! pun!) effort, we hooked up the mighty MGM and told John it'd be the whip if he didn't succeed, (Anything but the whip). He Tried. The MGM strained, and strained and gradually, but only slowly, the Jaffa rose. More and More became visible. And then we saw good old Jolly

Roger - still writing his report. He leapt out of the window and breast-stroked (his favourite sport) in the direction of the little huts at Tingalpa. As he began to run on reaching dry mud, we realized he had lost his notes. A valiant search by Big Andy in the HO HO (it floats on mud) failed to find any trace of the report. And Jolly Roger wasn't too keen on going through the motions again. So here it is - all we have - the full list of results. P.S. And if the above sounds like one of those crappy "Parker Points", you can blame her for writing it.

•• SLIPPERY SLIDE

OFFICIOUS RESULTS:

<u>PLACE</u>	<u>DRIVER</u>	<u>CAR</u>	<u>POINTS LOST</u>
1	P. GRIFFIN	COOPER 'S'	196.3
2	J. BOWEN	COOPER 'S'	234.6
3	P. RAYMENT	MINI	236.7
4	J. MOORHEAD	T.F.	244.1
5	A. HOCKLEY	FIAT 500	246.5
6	N. KENT	COOPER 'S'	256.8
7	R. ROSE	RENUIT	259.6
8	J. KENT	COOPER 'S'	260.0
9	M. CARLOTTO	M.G.B.	262.0
10	P. FARDELL	BRISTOL 403	262.8
11	B. BRIGGS	CORTINA	280.8
12	M. SPIDEN	ESCORT	282.4
13	J. CAMPBELL	SPRITE	286.1
14	R. QUINN	DATSUN 1600	296.3
15	W. RANDLE	SPRITE	329.7
16	R. HEATH	CORTINA	334.2
17	J. WORTHINGTON	MAZDA	340.6
18	N. McNEILL	AUSTIN	343.0
19	B. SMITH	CORTINA	384.5
	other entries		
	C. GRIFFIN	COOPER 'S'	219.0
	J. MOORHEAD	MINI	261.0
	P. RAYMENT	T.F.	262.5

QUINN'S QUICKIES Vs. RAYMENTS ROCKETS

2091.2

1986.4

BODS AND BENDS

● OH NO!

Jon McCarthy as bought an Alfa Romeo (the ugly one) and - worse yet - has joined the Alfa Owners Association. Sacrilege! almost. At least he still owns a Y and a TC.

● It was great to see Bob Mallon at the Sprint Meeting. After a recent illness, Bob is making a quick recovery and should be returning to the fray very soon.

● The adventures of a Vauxhall Viva owner (correction from "Torana", Nov. Octagon) could shape up into a best seller. Vince and Joan have commenced work on theirs.

● I hear they're sending up a rocket to discover the other side of Stu Rice.

● Wait until John Campbell receives my account for the hiring charges (Ed. I beg your Pardon ???)

● If right is wrong and left is right, which one should you change? Three times proves it.

● See PGR went out and bought himself some talent - about 1½ inches of it. But I'm not worried because I've got plenty of grit. I've got 2 sacks of it in the car.

● But I've never done it before.

● Overheard in the pits last Surfers Paradise meet - "Now, Dad, you will try, won't you".

FAMOUS QUOTE: "I'm glad when it rains it doesn't rain oil".

● The social scene should really swing in 1973 with a big Social Subcommittee bombing. Lyn and Steve Laue are in close cahoots with Terry and Rae Green (the fiendish schemers in the screaming Sleeker), whilst the Tufnells (Sandy and Keith) are jetting over to the U.S. for a three weeks "facts-finding" tour.

● Yes, 1973 should be groovy alright with Mal Spiden as Club Captain (also a big oil magnate) and Peter G. (for super G -roove) Rayment as President Vice.

● When will Superbrick return to the hill or Tingalpa?

● Yes, Yes, Yes! it's true!. I saw it with my own eyes! an incredible sight. There, in true-to-life full size, three-dimensional reality was Black Pete - in LONG trousers and, wait for it!....SHOES !!! But calm down, we are promised that, for the 1973 Motorkhana Series, Post Hole Pete will resume the bare foot and shorts guise so well known to us all. It's just that, as Pete put it, "It's time".

● Oh, and yes, a Merry Christmas and an interesting (to help me) New Year.

● How would you like the best-breaking, most-handled chassis available?

— THE BENT BOD.—

SPECIAL NOTICE

CLUBROOMS CLOSED OVER CHRISTMAS AND NEW YEAR WEEKENDS.

The Winds of Change

NEW FACES

Hardly new faces, but new jobs will be handled by the following next year.

CLUB CAPTAIN - Malcolm Spiden

VICE PRESIDENT - Peter Rayment

CHAIRMAN, SOCIAL COMMITTEE - Terry Green

The position of Club Captain has not been filled for some time, but in 1973 we have the familiar face (yuck?) of Malcolm Spiden who will be the chief "stirrer into action". It will be one of Malcolm's jobs to see that attendances at all our events and functions are at a maximum, so his will not be an easy task. Or will it? Come along all - help Malcolm, help YOUR Club, Help YOURSELF!

HEY! YOU WANNA
BUY SOME FEELTHY
PICTURES ?!



FREE

THUNDERING GOOD

CLASSIFIED ADS.



WANTED: Any parts at all suitable for building up a Mini Lightweight. Things like suspension mod gear, wheels, 45 Weber, factory extractors, light-weight panels and seat, tyres, roll cage, even a spare motor and gearbox. If you've got anything suitable, contact Gary Dutton, 5 Lana Street, Tarrangindi. Phone 484606.

For sale: Still available is the mighty ultra reliable Gemini Clubman. {See cover-Sept. Octagon) A great car, easy to drive and cheap to maintain. The PERFECT introduction to motor racing for those who think first. Unsuitable for anyone who wants to be a hero immediately. Capable of 10's at Ladeside and 56.0 at Mt. Cotton. Available for immediate delivery in ready to race trim, complete with innumerable spares. Phone Ray Quinn on 965256.

Nothing could be put on the track with anywhere near its performance for the price Ray is willing to haggle around. Try him.

CENTAUR 3A CLUBMAN: Up-dated with considerable untapped potential (See front cover) Ultra reliable 1520 push-rod Ford. Very competitive yet very easy to driver. Surfers 1m 21.1, capable of low 60.'s at Lakeside and under 50 sec. at Mt. Cotton. Adjustable suspension with front and rear sway bars. LSD, Henderson harness, YB11 Firestones (6 spare, 3 new), new paintwork, registered trailer. For just \$2.000 you can have one of Australias fastest Clubmans. Phone John Campbell A/hrs. 974884.

COROLLA CLUBMAN: Rolf Vine offers his Farrell for sale at a reasonable figure. Claimed to be the best handling, best-braking chassis in the Clubman field, this must be a good buy. Check Rolf on the deal by phoning him on 485748.

FOR SALE: Four full cast Lolita magnesium racing wheels plus long studs and nuts to suit. Also available seven 500L Dunlop racing tyres (184 compound) to suit. These wheels would be idel for hillclimb special. Phone John Campbell 974884 (AH)

WIDIES: Four 7" steel wheels, suit Falcon 5 - stud Complete with Fairlane hubcaps. \$60 the lot . Phone 512728 (AH)

FOR SALE: HD Holden special, Feb. 1965 model, 149 manual sedan, white over aqua, Excellent condition 4 seat belts, good tyres. \$975 Phone 974844 (AH)

ODDS AND ENDS: Four Cooper hubcaps, mini screen protector, mesh visor, windscreen, new seat covers (orange towelling). EJ and HD towbars. Make an offer 974884 (AH).

WANTED: One set of radiator Grille bars for MGA. John Heath 955913 (a/h).

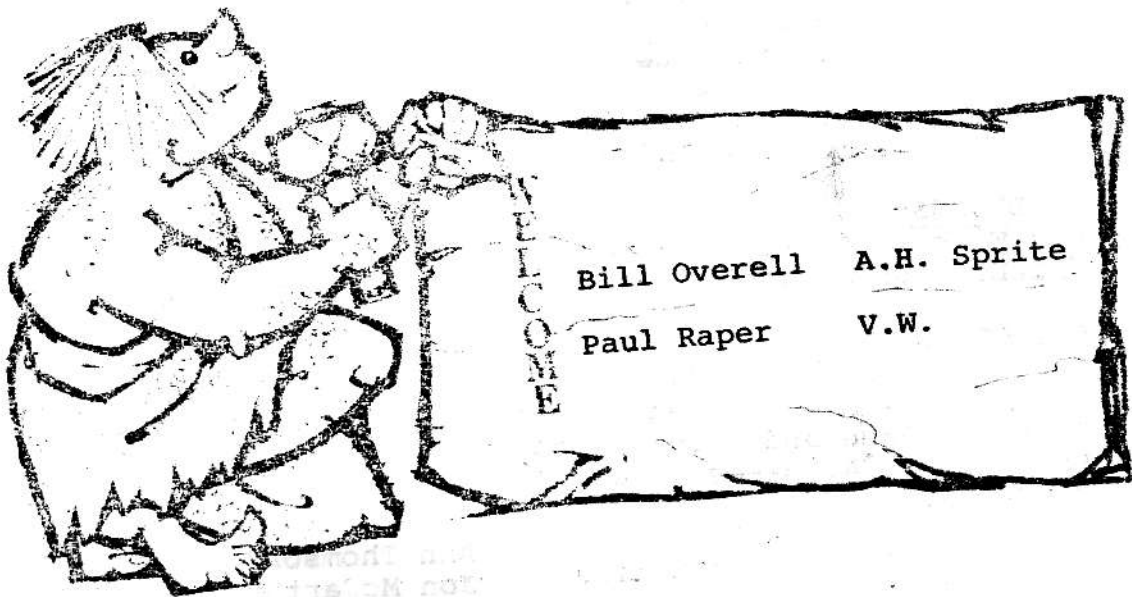
SELL: Four 13 x 6" 4-stud wheels to suit early Falcon, Sprite, etc. \$20. Austin A50 parts - 1500 "B" series engine gearbox, and diff, suspension (Hillclimber?), seats and body parts available. Phone John Heath (955913 A/Hrs)

CHRISTMAS PRESENTS?

Why not buy your mate (if he's a Club member) an MG Car Club badge - stick-on or metal. See them at the Club Bar.

Why not put a friend (if he or she's a non-member) INTO the Car Club

We welcome new members



The Official Journal of the M.G. Car Club, Queensland.

COMMITTEE

President: David Miles

Vice-

President: Peter Rayment

Club Captain: Mal Spiden

Secretary: Joan Appleby

Asst. Sec.: Mike Keown

Treasurer: Ann Thomson

Social

Convenor: Terry Green.

Committee:

Mal Spiden
Peter Rayment
John Moorehead
Richard Rose
Terry Green

Social Sub-Committee:

Terry Green
Rae Green
Steve Laué
Lyn Laué
Keith Tufnell
Sandra Tufnell

CLUBROOMS

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VALLEY. BRISBANE

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BRISBANE. 4001.

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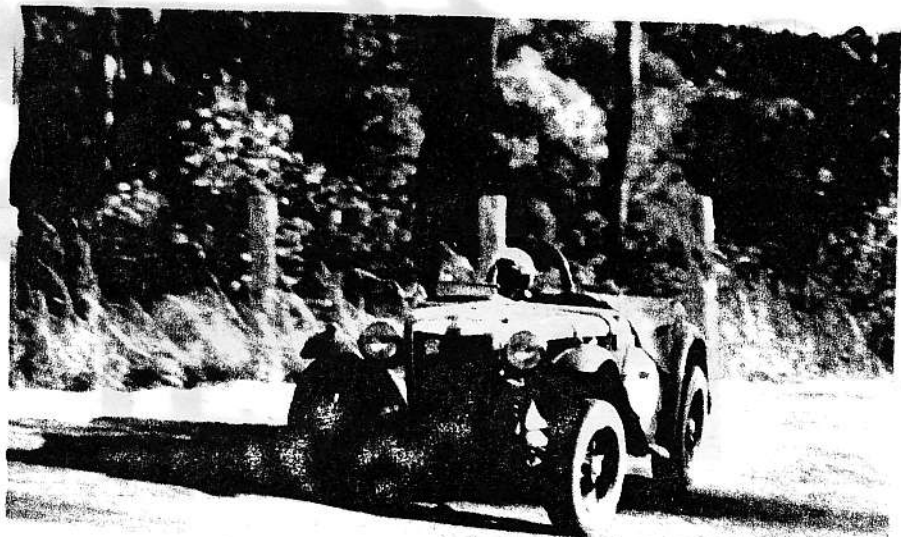
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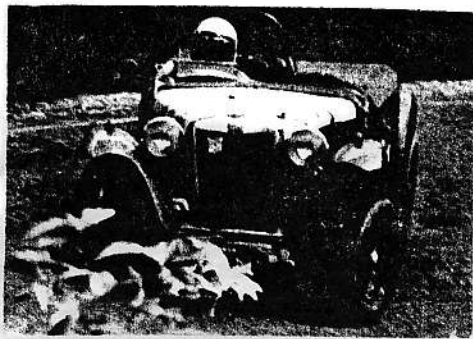
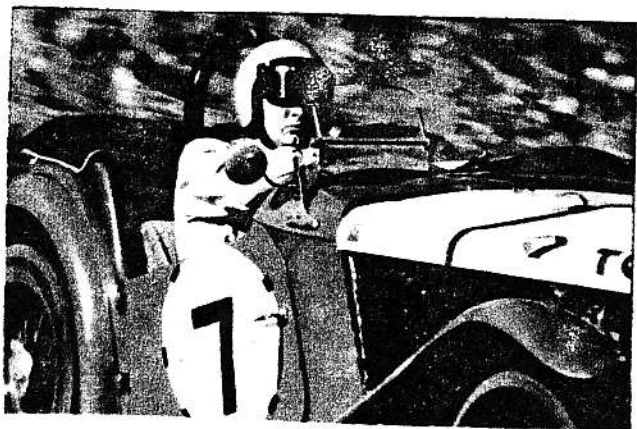
CONTRIBUTORS:

Mal Spiden
David Miles
Mike Keown

Ann Thomson
Jon McCarthy



Flying



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grinds

threads

sharpens

polishes

sawing
(circular, fret
and sabre)

a whole workshop in one tool!

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at a fraction of the cost.**

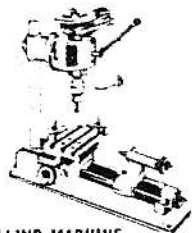
With UNIMAT you can do any machine shop operation. UNIMAT changes in seconds from a lathe to a vertical or horizontal milling machine, to a drill or a grinder. Change it back to a lathe again just as fast. Accurate to within .0005". Adaptable to any small parts machining. Besides this, just with some slights of hand you can transform your EMCO-UNIMAT for thread cutting, polishing, wood turning, circular sawing, jigsawing and for various work with a flexible shaft.

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Already for little money you can get the tools and accessories in order to execute the operations shown at the following pictures. But further more you can learn about the EMCO-UNIMAT when it is practically demonstrated at your dealer or when you ask for the new 6 page UNIMAT brochure, which will likely be sent to you free of charge.

Building up from the EMCO-UNIMAT machine set as basic equipment, you can adapt a complete workshop for any job and any material.

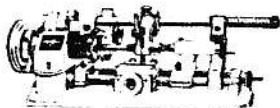


MILLING MACHINE

Working height, 5 1/2"; reach, 3 1/2";
quill stroke, 3"; spindle head can
be fixed at any angle.

A. MILES & CO.

179 EDWARD STREET
BRISBANE



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.

