

LETTERS TO THE EDITOR

Dear Sir/Madam/or whatever,

Just a short note to congratulate Joan and Ann for the admirable job they have done/are doing for The Octagon. It seems unfair though that these two hard working club entities should be additionally "burdened" with such a chore.

Each time I go to the club there seem to be new faces - as well as the old die-hards - surely there must be someone who would like to take on the pose of EDITOR. It's big hero stuff - and it's easy. If Ann and Joan can find time, how come someone else (singular or plural) can't offer to take over. Come on, let's see a NEW Octagon Editor. He/She won't be let down - show yourself and you'll get all the help you need. We need you now!

John Campbell
(Q898)

PRESENTATION OF TROPHIES

The Committee is considering having this year's presentation of trophies BEFORE Christmas and at some function venue in or near the city. In other words, it will be a "BIG DO". Dates under consideration are around the first weeks in December, so keep as much time free as you can around then. We shall be advising you as soon as we can of the exact date and venue.
BE PREPARED.

EDITORIAL

As punishment for not writing a President's Letter for the Octagon for the past few issues, I have received the job of Editor for this issue. Quite a good idea, actually, as I can see more closely the problems our "permanent" Editors must have.

Let's hope it won't be too long before some brave soul volunteers to take on this position. It's a very important job as it is the only way the club can communicate with the members.

Meanwhile, however, we trust you enjoy this edition, remembering as you read it the hard work put into producing this magazine by such a few members of such a large club.

PRESIDENT'S LETTER

It's about time I wrote a letter for the Octagon - there hasn't been a President's letter for quite some time and it's all my fault. Time has been the enemy once more, but everyone has the same amount of time so it's not much of an excuse really.

The Committee has had plenty to do of late. We have just got over the Championship Round at Mt. Cotton and the closed meeting, and now we find the Annual Presentation of Trophies is coming up. The year has almost gone and yet it seems it has only just begun. The Interclub Motorkhana is just around the corner on September 9th, so we have been pretty busy. Add to these the monthly Treasure Hunts, Motorkhanas and night runs and you have a wild panic!

Just glance at the programme and see for yourself.

ENCOURAGE AWARD

The first of these \$20 cash awards, made to M.G. Car Club members competing at race meetings, has been won by KEVIN JOHNSTON with his Datsun 1500 sports car. The award was made at the Lakeside meeting on July 29th, the judges being Des White and David Harding. Congratulations, Kev.

Several drivers eliminated themselves before they even got into their cars - it was reported that their entry forms were not all that could be desired. Two others were not favoured by the scrutineers - nothing that would cause them to be refused their OK stickers - but things could have been better. Other hopefuls spoiled their chances in practice - and then there were 12! Some of these, because of previous competition experience, would have had to put on a really outstanding show to convince the judges that they deserved encouragement! One of the latter very nearly took out the award but a small deviation put paid to his chances.

The judges took a great deal of time and trouble over their deliberations - including an enquiry after the meeting into the mechanical troubles which prevented Kevin from competing in his last races. We thank them very much for their help.

C.A.M.S.

It is with regret that we announce the resignation of Miss Sandra Bennett as Queensland State Manager, as from Monday, August 6th, 1973. We would like to take this opportunity of thanking Sandra for her help to the M.G. Car Club.

The new State Manager is Mr. Bernie Moy. We wish him every success in his new position, and hope he will find it a rewarding one.

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SPRINT/HILLCLIMB WEEKEND.

From the comments we have heard around the place everyone seemed to enjoy the combined event, except possibly the Officials!

We would like to thank Q.M.S.C. for their co-operation and for the very well conducted sprint meeting. We hope we can get together again like this next year.

Our white hopes for the F.T.D. award covering both events were Peter Rayment, Kerry Horgan and David Miles. What Happens? Sprint Day arrives. Peter has to work. David does a clutch. Kerry sits and chews finger nails whilst car madly spits fuses. Never fear! The Nixon-Smith star is in the ascendant, and Barry easily wins two of the three events - Kerry did manage to persuade the green horror over the standing $\frac{1}{4}$ when he turned in a 9.7 second run. On Sunday Kerry drove that beautiful green car to FTD with Barry only .8 behind him.

This gave Barry a well deserved win for the F.T.D. award with 38 points. Paul Valery was second with $29\frac{1}{2}$ points. Barry's times were Standing $\frac{1}{4}$ 14.9; Flying $\frac{1}{4}$ 9.4; Flying Lap 66.5 and Hill 50.7.

The Centaur Developments Trophy for closest estimation of fastest times was won by Mark Laverick who was an incredible 0.2 seconds off. Paul Valery was 0.6 seconds off and Fritz Sorensen and Steve Austin only one tenth behind. These were the only ones with an error of less than one second, but John Moorehead, John Barram, Barry Nixon-Smith, Terry Green and Bill Miles were all under the two second mark. Brian Lange had the least faith in himself, he overestimated by 25.6 seconds. Chris Timms has obviously left the Midget in Moth-balls for too long, because he was 14.1 seconds slower than he expected to be.

LAKESIDE - 28/29TH JULY.

Owing to a lack of roving reporters these comments are going to be even briefer than usual. Saturday was filthy wet. Kevin Johnston was outstanding amongst M.G. Members and, in fact, got himself into pole position under most trying conditions. Dennis Carroll hasn't enough fences in Kingaroy - he has to practice bouncing tactics on ours down here. Barry Wraithe believed to be considering boot straps as well as bonnett straps. Garry Dutton, Lionel Ayres and Peter Walton didn't arrive for practice. Sunday was fine but conditions in the pits were the worst seen in Queensland for a long time. Mud up to the (eye) balls and where you didn't squelch, you slid. A pity if the weather kept spectators away, because we saw some really good driving and racing - not always the same thing - with plenty of dices down the fields.

Trevor Bassett seems to be settling down nicely in the Elan. Our spies say he only had a small motor in. His best time a 1.6.7. No frightfulnesses were reported.

Ian Peters now giving the Super 7 stick. Maybe it got sulky, because it jacked up on Ken.

Kerry Horgan started from the back of the field in his usual retiring manner. He then proceeded to have a ball collecting outright and class placings. Seen in close company with various other drivers - usually to their detriment.

Peter Bull had fastest time in his first race, and one of the nastiest accidents we've seen for a long while in his second. The Elfin Ford was airborne upside down and, thanks to adequate safety equipment, Peter came out unhurt. We think he might have been a leetle stiff and sore next day. Considering the magnitude of the incident the car didn't look too bad. Hope you can get it going again soon, Peter.

Kevin Johnston was driving the Datsun beautifully. The judges for the Encourage Award certainly thought so. His times were very creditable. Unfortunately the Datsun found them tiring to maintain (probably Kevin did too.)

Clive Browne really had the Merlyn on its way now. His times are coming down steadily. Gave the spectators a couple of interesting moments.

Well, George Row! Another Kingaroy customer who wants to destroy our good fencing. A pity this, because George just seemed to be getting the feel of the Elfin.

Leigh Vine must have had troubles in the first race because his times varied from fours to fourteens. Later in the meeting he decided threes were better.

Barry Nixon-Smith is going to drive himself right out of Division 2 before long. Times are now down in the fives. Time you stopped being "Escorted", Barry. (Sorry about that). Unfortunately Barry had troubles at the end of his second race, so that was him for the meeting. We hear a wheel centre came adrift.

Barry Wraith kept on his winning way.

John O'Shanesy keeps on not making mistakes. Is now down to fourteens.

Dennis Carroll also progressing safely, so maybe we forget about the fencing episode.

Either John Fraser or the 47 didn't settle down until later in the meeting. Then times started to come down and placings to go up.

Owing to some rather odd programme arrangements Lionel Ayres had a start in a Division 2 race. Needless to say he won it quite easily off the back of the grid. Judging from his times he had some troubles later in the day though our R.R. doesn't know what.

Dickie Johnson - this had to be his meeting. He won a race, ran some places, beat Colin Bond, broke his own lap record and had a lose. Should be enough for one man on one day. The new record is 1.1.6, which is 81.6 m.p.h.

LAKESIDE PLACINGS

| | <u>Outright</u> | <u>Class</u> |
|-------------------|------------------|--------------|
| Trevor Bassett | | 2 x 2nd |
| Kerry Horgan | 1 x 1st. 1 x 3rd | 3 x 1st |
| Peter Bull | 1 x 3rd | 1 x 3rd |
| Kevin Johnston | | 1 x 2nd |
| Leigh Vine | 1 x 3rd | 1 x 2nd |
| Clive Browne | | 1 x 3rd |
| Barry Nixon-Smith | | 1 x 2nd |
| Barry Wraith | 1 x 1st | 1 x 1st |
| Dennis Carroll | | 1 x 3rd |
| John Fraser | | 1 x 3rd |
| Lionel Ayres | 2 x 1st | 1 x 1st |
| Dick Johnson | 1 x 1st | 1 x 2nd |
| | | 1 x 3rd |
| | | 1 x 2nd |
| | | 2 x 2nd |

We do not guarantee that these are correct. They are taken off the information sheets and have not even got to the stage of being provisional.

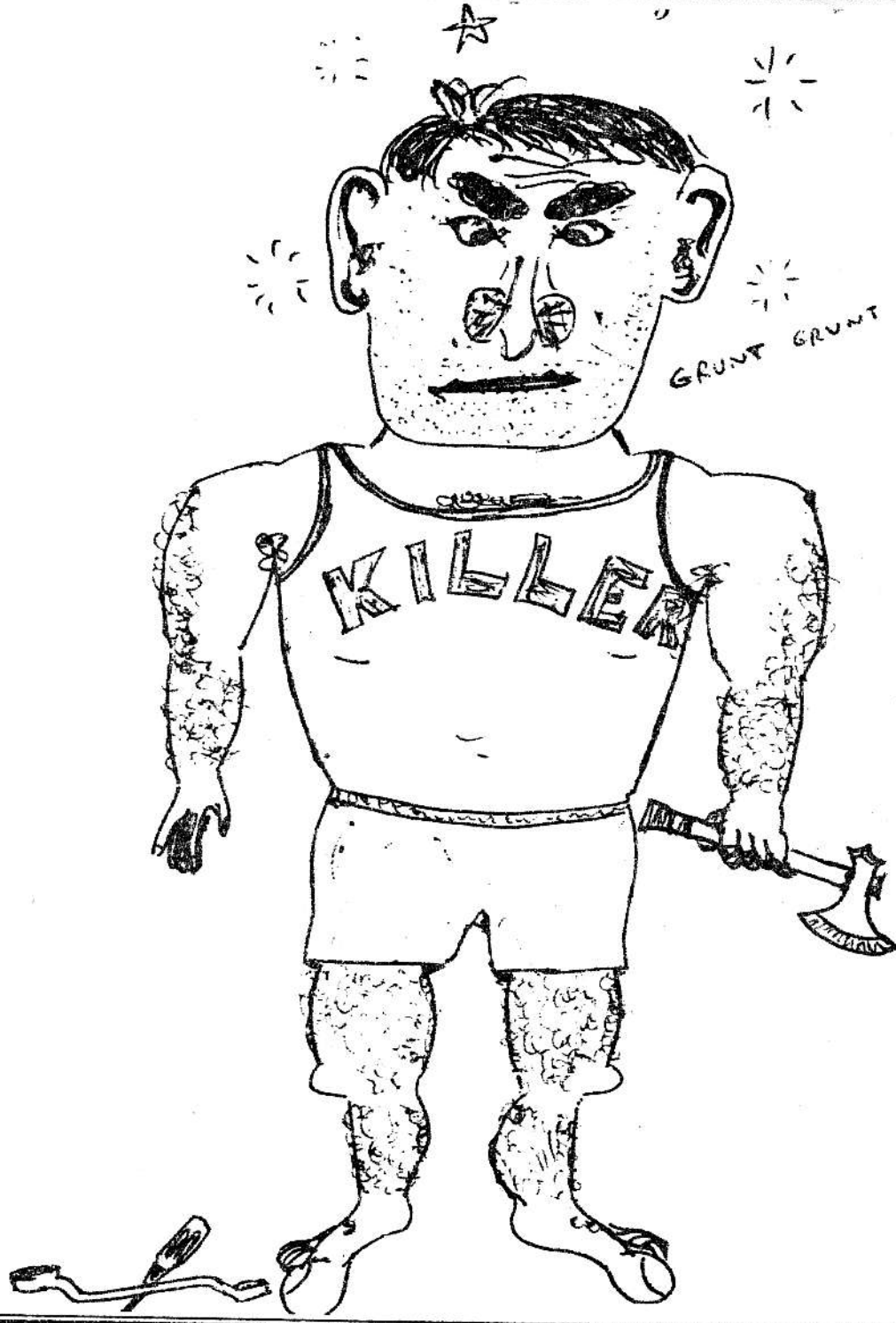
NEW MEMBERS

The Committee welcomes the following new members:

Kitty O'Shanesy
Terry Deegan
Mark Jackson

Darryl Markwell
David Pearl
Tim Brown

We hope you'll take part in the various Club events. Don't worry if you come last. We've all been through that phase - some of us are still going through it!



T H E M O W O G

Mowogs were first bred in the Abingdon Laboratory of noted mad scientist Cecil Kimber. Though first conceived as a helper for Kimber in his diabolical experiments aimed at making every nut and bolt on a Morris inaccessible, the mowog, with its glimmer of intelligence, soon began to make its presence felt. Its first known interference was in the dipstick altering section - and even today on your MG dipstick are the readings "M1 - L2 - MOWOG".

Kimber's original mowogs rapidly inbred, their numbers soon infiltrating the main Morris Factory. They have since led a rat-like existence at this Factory, all attempts to exterminate them having failed. Some have even found their way to B.L.M.C. dealers world wide, the largest infestation in the Southern Hemisphere, being at U.F. Motors. Their presence can be detected at these dealers by such signs as ignorance among staff, minimal supply of spare parts (Mowogs feed on BLMC Spares, and are voracious eaters) slow and expensive service (to offset the loss of capital on spares), and a general apathy toward the customer in general. These dealers, however, try to sell as many new cars as possible, hoping that some of the mowogs will leave to follow a square meal. This explains the high incidence of breakdowns among BLMC cars, in fact, the 176's huge boot is simply to accommodate more mowogs.

There are rumors that mowogs will soon expand their activities, so that not only will their name appear on Blocks, conrods and the like, but also carved deep into the external body panels. Therefore, if you see a mowog, DESTROY IT!!! We, as M.G. Car Club Members, should lead the fight against this deadly enemy of our vehicles, and we will eventually triumph in the name of peace, Justice and the American Way.

BODS & BENDS

Barry Purdy says he's going back into rallying. If so he'd better stop gloating over competitors who fall into creeks. Who knows whose turns it next?

Vince Appleby getting into the vintage car restoration game. He and Joan will be on holidays from August 11th for a fortnight.

Rolf Vine will be getting slicker on slicks.

Russell Worthington heard to give sigh of relief after recent novice rally. Hadn't smashed Banks BA3, so he could face the Boss on Monday! incidently, he turned up at the motorhana a few hours after the rally finished. Keen or crazy?

Neil McNeil and Garry Whittaker back from their round Australia track. We think they should write it up - they don't.

LOST - One Member. Can anybody let us have Richard Brabazen's address. We know he's down the coast, but his mail just gets returned to us.

John O'Shanery's sister Kitty has joined us to see what all this motor sport bit is about.

Is Mario Coletta getting married, or is it just a rumour we hear?

Quite a few members are heading for Newcastle for A.H.C.C. Round 2. John Moorehead, Peter Rayment, Libby Sullivan, Terry and Rae Green, Keith and Sandra Tufnell are just a few. Why not join them - the date, 1st and 2nd September.

Bob Randall is back in Brisbane and buying a house at Woodridge?????

The President and Vice ~~have~~ ~~each~~ have each bought a brand

new TC - in pieces in cardboard boxes down at Customs?
No! They are now available for around \$8.00 at your
local hobby shop. Who bought the TC for the President?
Ask Him!

The Q.M.R.O.A. dinner at Tom Jones Tavern was
excellent. Some of the Club Members seen enjoying
the food wine and company included, Malcolm Spiden,
Tom Hatton, while Mr. & Mrs. Ian Peters, Dick and
Jill Johnson, Brian Tebble, Val Hansen, Ann Thomson
and David and Meryl Miles shared one large table. A
terrific night was had by all.

We didn't know Col Somers could be so funny! Maybe we
could charge him with a few drinks before the next
hillclimb!

David Lee said to have acquired a house at Camp Hill -
good clean garage in which to park Magnette, of course.

The Exhibition Grand Prix was a "bottler". David
Miles in a "Ferrari 500" won easily, but protests
regarding "biffing" are still being heard by the
stewards. Neil McNeil demonstrated some fine
manouvering, both on the track and afterwards on the
Octopus with Libby.

What shade is green, Libby!!

Uncle Horgan came along for a look, but did not enter
as he felt he was not used to handling machines of
that power.

Why was David Miles seen displaying his domestic
ability last Monday night? You are reading the reason.

Vern and Elaine Hamilton have produced the Hamilton
Mark 1. Congratulations!

Congratulations also to Jan and George Row, no faulty
preparation there, I bet!

HILLCLIMB

The Hill climb on July 22nd made up for some smoothly run events in the past. If it could go wrong, it did. Firstly we had a steward muddle (nobody's fault), Ian Wells stepped into the breach here, and we were most happy to have someone with such an equable temper and so understanding. Then it was born in upon us that our scrutineering arrangements might have been better. This error resulted in Barry Purdy having to scrutineer all the cars on Sunday morning. Next we find that the Secretary of the Meeting had committed the unforgivable crime of losing an entry form - that was all right eventually because the entry had been delivered by hand in front of witnesses. At this stage we started to wonder why no practice - easily solved - no Ambulance. Clerk of Course, Andy Hockley is looking a little worn. Send David Lee off to phone Ambulance. Message comes back that all phones out of action over a nine mile radius. David steering for Cleveland or usable phone - whichever happens first. Entrant has burnt Club Membership card - straighten out with aid of Club Register and keeper thereof. Scrutineering problem raises head - get the Clerk of Course, call the stewards! Missing one Assistant C. of C. Where, oh where? Digging out the caterers truck which is stuck in the middle of the access road. Andy sitting in corner threading straws through hair. Message from Meryl Miles - just arrived in Magnette minus oil pressure. Hasty departure of President to inspect his property. The Ambulance? Harold Brooks is a qualified St. John's man and has his kit with him. Further conference between stewards and C. of C. Purdy - can you find the C. of C. I want to see him about this car? THE AMBULANCE! It's here! Kindly gentleman wrote time of start down as one o'clock instead of nine o'clock. Well, they've never let us down before, and that's not bad over six years.

Practice will start, gentlemen. First car on the line please.

LAKESIDE JULY - (From John Campbell - Spectator)

Clive Browne gets the Gate Shutters Trophy.

Kerry Horgan glad of his (the car's) short nose.
Kev Johnston phenomenal in practice - wet weather radials - WOW!

Lionel Ayers just too good - even on about 100 HP - at least that's all it sounded.

Trevor Bassett hard to see in the Elan - that's the trouble when you suddenly get a roof.

Very bad luck for Peter Bull - fortunately it was just the car that got hurt - rolling on the fastest part of the circuit is no fun.

George Row still crashing his stable - one by one - George, I know where you can get a few more cars when you need them.

Dick Johnson a joy to watch in the XU-1. The best drive of the day without doubt, especially after his lost in BP. The well chosen words he mouthed as he rejoined the race were most appropriate (seen by binoculars) - that official was lucky he wasn't run over, whatever he was trying to do?

John Fraser practices "defensive driving" in the Europa. As soon as the gross oversteer sets in, John's on the defensive. At one stage, the offensive showed but there were too many laps in the race. But watch him next meeting.

Clive Browne's springs collapsed - maybe that caused all the vibrations preventing him from seeing that green MRC in his many mirrors.

FOR SALE

Remnants Sale:

4.2 LSD Diff. (BMC); Anglia Gearbox; Set of full cast magnesium racing wheels; 500L 13 Demlops; Balanced set of GT Cortina pistons; Cortina Cosworth valve set; set of Spitfire disc pads; Weber O-rings, chokes, linkages; Lotus high pressure pump; 40 mm Webers; full set of Nomex Overalls; Cortina extractors and SU inlets; Sprite headlight; BMC wheel brace; screen protectors for Mini, HD Holden, 69 Holden, and Sprite; Mini mesh sun visor; Mini towelling seat covers; Cooper hubcaps and badges; wheel boss for Mk 111 Sprite, towbars for EJ and HD Holdens.

Ring 974884 - After Hours.

Mini Cooper S 1971 Mk 11, Mag Wheels, 165 x 10 Radials, Perfect condition, \$1,600. Ring Rob on 98 2985 or see Col Sands.

GOOD WORK - Q.M.R.O.A., Q.F.F.C.

The Officials who were caught in action in the "Australian" can be truly proud of themselves and the job they did. Those drivers and spectators alike who saw the photographs of the officials in action even before the cars had come to rest can be sure that they are being watched over by some of the best teams in the Country, probably the world. Lets see this standard persist at all flag points all year round - Congratulations!

FILM NIGHT

We have obtained the following films for our film evening:

Million-Dollar Moment

The Longest Road

Lap of the Gods

Brands Hatch Beat

Championship Chase

~~Million-Dollar Moment~~

Spirit of America

Promises to be a long, but enjoyable night. Bring your girlfriend/wife/boyfriend. Refreshments will be on sale.

PHIL GRIFFIN WINS ROUND TWO

Second round of the Queensland Motorkhana Championships was held in the Serpentine area at the Renault Car Club grounds, on July 1st. Of the 27 entrants, eight were MG Members. The only person not to arrive was Bruce Biggs - We missed your sideways motoring, Bruce.

The field was lead by John Wilson in Cooper "S" at No. 1 followed by the Escort of Mal Spiden, with Class C victor R.E.Q. at No. 4. First person to fumble was the big chief Huff and Puff himself - yes, Rayment found a pole, which cost him 4th place to Rob Keeble. Les Hastie was penalised for discovering the wrong way around Event 2.

On Event 4 Phil Griffin and Ray Quinn became T.V. stars on opposing channels. Phil continued on his merry way capturing 6 of the 8 events, gave two events away to keep the opposition happy, being content with a narrow winning margin of 14.1 seconds.

The third round will be at the same grounds, organised by Brisbane Sporting Car Club. Entries close on Monday August 6th.

Phil Griffin has entered the Australian Motorkhana Championships at Melbourne on August 5th. We wish

you all the best, Phil. It is about time a Queenslander had that title.

RESULTS

| | Class | Overall |
|---------------|--------|---------|
| Phil Griffin | 1 | 1 |
| Bob Keeble | 4 | 4 |
| Peter Rayment | 5 | 5 |
| J. Wilson | 8 | 10 |
| R. Quinn | 1 | 12 |
| M. Spiden | 3 | 16 |
| L. Hastie | 11 | 23 |
| B. Briggs | D.N.S. | |

TREASURE HUNT - by Mal Spiden

The Octagon Staff have complained that my regular stores have not been received of late. News has filtered back that my agent, who has the Royal Mail contract seems to be bailed up by a certain Mr. Ken Kelly. I have been conferring with two young brothers, Wilbur and Orvill who seem to be convinced they have discovered the "Wright" form of transport. So, once again my precious manuscript will grace this tremendous magazine to bring news and enjoyment to the awaiting audience. (Coughs loudly and exits left)

Treasure Hunt Number 14B was held in the 13th month of this financial year. Set by a Digger from the outer Dalby Goldfields, over the usual streets, now the resting place for my radar traps.

Only 97 people decided to enter so naturally the organisers were reluctant to run with such a small field, but their sense of fair play and corruption prevailed. They all set out past eight post boxes for a quick trip to Ballymore, followed by a tour of the higher class slum areas of the fair city. Galant driver Pot Pot took Pat Pat for a ride

The following part numbers may assist if you are searching for MG Wheel Bearings, Oil Seals, etc.

| Model and Application | CBC Reference |
|-----------------------|---------------|
|-----------------------|---------------|

MGA 1955/59
MG ZA MAGNETTE 1953/57

FRONT WHEELS

| | |
|-------|---------|
| Inner | 23/MJ30 |
| Outer | 9/MJ20 |

(Optional on MGA with Disc Brakes from October 1957)

| | |
|-------|-----------------|
| Inner | LM67048/LM67010 |
| Outer | LM11949/LM11910 |

(Magnette Mk III and Mk IV 1959 on)

| | |
|-------|-----------------|
| Inner | 406270 |
| Outer | 406271 |
| Inner | LM67048/LM67010 |
| Outer | LM11949/LM11910 |

OIL SEALS

| | |
|---------------------------|-------|
| Standard Model (1955/62) | C3128 |
| All Round Disc (1960/62) | C4506 |
| (Alternative Rubber Seal) | |

REAR AXLE AND DIFF. ASSEMBLY

| | |
|-----------------|--------|
| Pinion Front | 15100S |
| | 15250X |
| Rear | 31885 |
| | 3120 |
| Pinion Oil Seal | C3509 |

in his Putt Putt. Also on their first outing was Spencer Reimers and Liz in the 'S' who shadowed Alan and Colleen Conway in the Renault. Speaking of Renault, how could we forget Kelso and Rose who seemed to have a bit of bother looking for who again, but eventually meandered up stream to come home.

Russell Black with the 2 plus 20 Ute found that Brisbane lanes are great for keeping Bob McMardo, Phil Heath and an MGB behind him especially if the 'Olden is sideways.

With the residents of Rednexela Door lamenting the missing leaves from their one and only evergreen tree, all made it back safely to tie for First place. But said organiser did not like this so we drew straws and reduced the people tying to six.

Official Results can be found on the back of the advertisement for Womens Corsets in the March edition of the Women's Weekly, 1927.

If some of you believe my stories are becoming more abstract in creation as I age - Your right!!!

PROGRAMME

| | |
|---------------|----------------------------------|
| August 17th | Treasure Hunt |
| 24th | Bowling Night (Clayfield - 8.00) |
| 25/26 | Round 5 Qld. Rally Championship |
| 31st | <i>Film Night</i> |
| September 1/2 | Surfers Paradise Racing |
| 9th | Interclub Motorkhana |

| | |
|---------------------|-------|
| Diff. Side Carriers | 7208 |
| Rear Wheels | 4208 |
| Oil Seal | C4506 |
| Rear Hub Flange | C5017 |

M.G.B. 1962 on (1800cc)

FRONT WHEELS

| | |
|------------|-----------------|
| Inner | LM67047/LM67010 |
| Outer | LM11949/LM11910 |
| Oil Seal | C3933 |
| Water Pump | |
| Oil Seal | C2619 |

REAR AXLE AND DIFF.

| | |
|--------------------|----------------|
| Bevel Pinion Front | 15100S/ 15250X |
| Diff. Rh and Lh | 7208 |
| Pinion Oil Seal | C3509 |

| | |
|---------------------|-------|
| REAR WHEEL BEARINGS | 4208 |
| Oil Seal | C4506 |

F O U N D

One Mini Wheel found at Lakeside Sprint Meeting.
 Owner may claim same by ringing Joan Appleby
 Phone 57-1561 and giving a description.

