

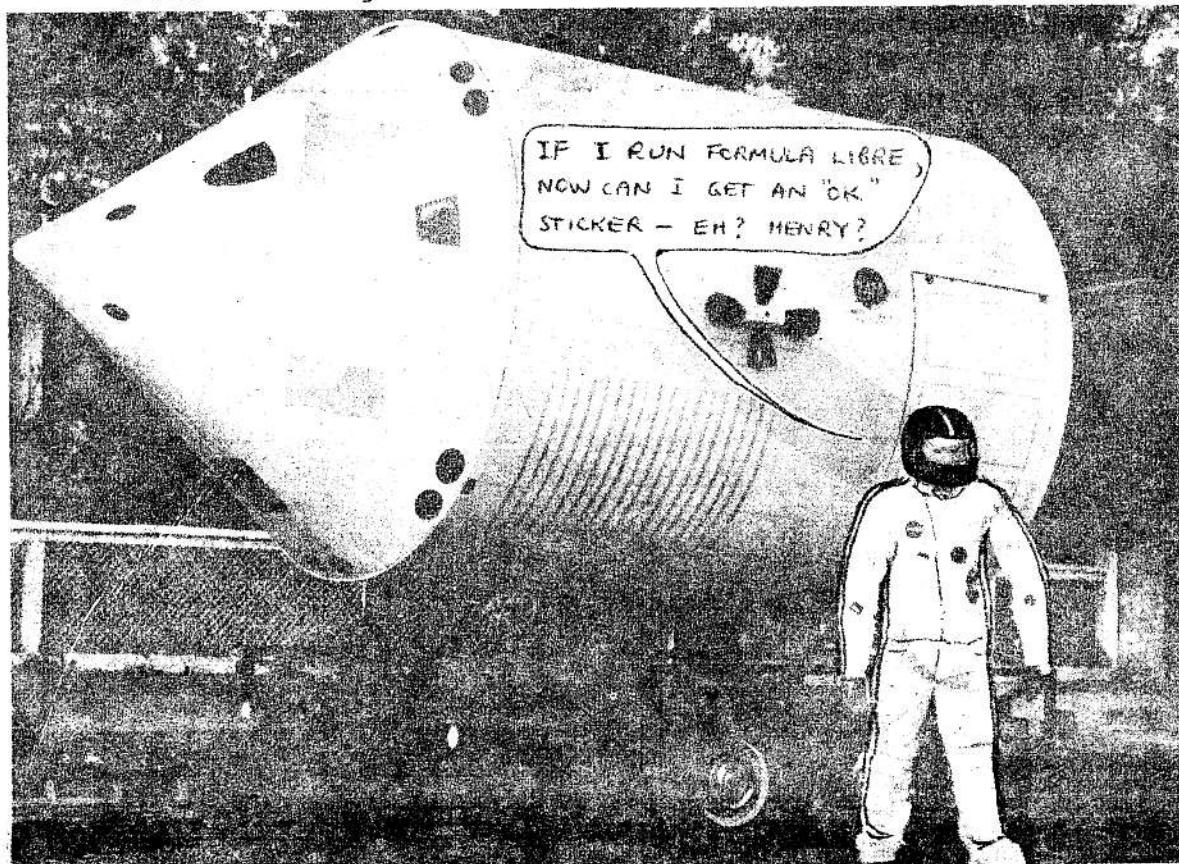
# COMING EVENTS

SEPTEMBER

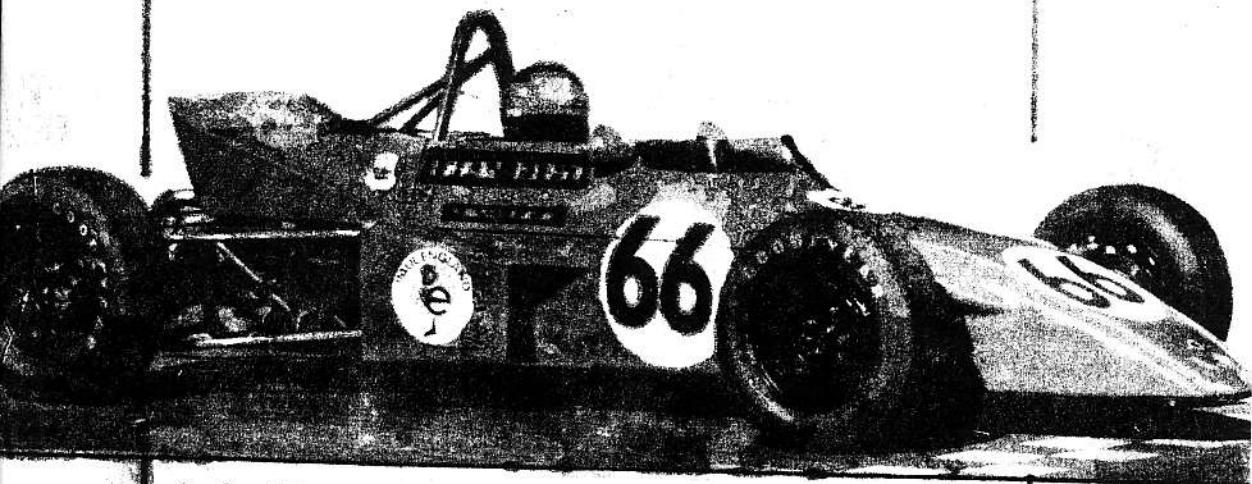
30th All night Run - starts 7.30 p.m. clubrooms.

OCTOBER

6th Card Night  
8th Ladeside  
13th Mt. Cotton Hillclimb briefing  
15th Queensland Hillclimb Championship  
20th Night Run



1972  
QUEENSLAND  
HILLCLIMB  
CHAMPIONSHIP



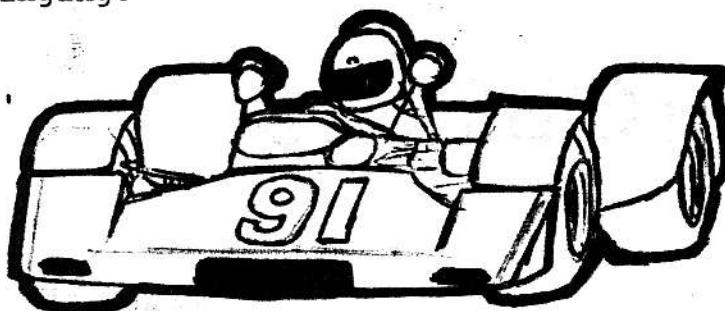
MOUNT COTTON

OCTOBER 15

# Editorial

Hello again MG people. Well it's September already - three quarters of the year gone - exame time approaching for quite a few, I guess, so good luck with your preparation. May be that's a reason for the fall-off in attendance of many Club affairs.

The hillclimbs have still attracted the usual high numbers but night runs and Friday Night activities have been poorly attended - considerably fewer numbers than early in the year. If you've been bored or cheesed off by what's been presented to you and that's what's keeping you away then tell someone on the Committee - or better still make a suggestion of something you would like (within reason of course!) No doubt pleasing to Ray Quinn and wife Helen are the high attendance figures at motorkhanas - the last one had something like 40 cars and 25 competing - a lot of people, and good fun for all. But pity the night run planners when they are rewarded with just 5 or 6 cars competing. Are some of you unaware that TROPHIES are awarded each year in many facets of Club activity? Are you aware that they are going with monotonous regularity to much the same small group of people? They are NOT superman. They are NOT faster than a speeding bullet. They cannot leap tall buildings. But they do compete regularly and it is often consistency, not Flash Harry Brilliance, that puts a good-looking cup on the mantelpiece for a year. So get amongst them - break up the hard core "Silver Hoarders" - make you presence felt- compete regularly, enjoy yourself, and get the club swinging.



# president's report



It's old news that the Queensland Hillclimb Championships are to be held in October, and the committee have for some weeks now been preparing for this event. We need your help also if this meeting is to be successful, so be ready to help, as much as possible both now and during the Championships.

We are very pleased to report that we have enrolled our 200th member recently, making this year one of the best the centre has had for some time - lets be sure this trend continues next year by giving your support to the club.

It's not very long now before your Annual General Meeting, so have a look around the club and see who is on or off the committee and decide for yourself whether or not any changes are necessary. Being a member of the committee is quite an honour, and requires considerable work, and we therefore must be very careful who we choose for the position.

It is with great sadness that I write of the passing of one of our newest members, Richard Jerrems, who was killed in a motor accident on Sunday, 10th September. Richard will be remembered for his very spirited driving of an immaculate Fiat Lombardi (which he had rebuilt himself) at our Mt. Cotton Hillclimb. As a motor enthusiast and as a keen competitor, he will be sadly missed within the MG Car Club. To his family and friends we extend our deepest sympathy.

HILLCLIMB APPEAL:

Although we still need more money, the Trustees of the M G Car Club, in consultation with Mt. Cotton Hillclimb Ltd., have decided that enough money has been collected/promised for us to keep going.

Next month, donors should receive receipts and some details concerning allotment of funds.

We now have \$1502 in cash and \$1458 promised over the next 2 years. This may look as if we're in clover but think again- we still have to repay \$700 annually plus interest, so not a great deal of Appeal Funds is available for the more urgent work about the track.

Many members, both old and new have not yet subscribed. We hope that they realize our plight and come to our assistance. Those holding back might just be the few who could swing the balance one way.

Donations since last issue:Members:

G. Beaumont

D. Black

Centaur Developments (T. Harlock).

G. Gettons

R. Gill

G. Paskins

M. Payne

R. Quinn

Non-Members:

M.G. Car Club (Newcastle Centre).

NEW MEMBERS LIST

The MG Car Club of Queensland welcomes  
with pleasure the following group of new members -

Val Hansen	A/H Sprite
Philip Deacon	Corolla (Beauty)
Richard Whiting	A/H Sprite
John Clark	
Paul Gardener	
Kelvin Taylor	Cooper S
John Foreman	Holden
Bill Foreman	Holden
Greg Marshall	MGA
Kevin Gough	Hey Charger XL
Roy Yetman	GTR XU-1
Peter Mac Donald	Wren
Col Anderson	Sunbeam Alpine
Rod McCulloch	Datsun 1200
Leigh Vine	Manaro (Lotus S7)
R. Dean	Falcon GT

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P.S. Did you all realize that John Campbell can not  
read Road Signs i.e. One Way, No Entry, Reduce  
Speed.

Guess Who

## Letters to editor

The Editor,

Just a few lines from a member living a couple miles from Brisbane, as the plane flies, in Oslo, Norway.

I receive every month's issue of the Octagon, although a number of weeks after distribution and must say how interesting it is to read the club magazine and the activities surrounding the M.G. Car Club (Qld Centre). Although I am not acquainted with many of members mentioned, I follow eagerly the events listed and the general program.

One thing is particularly striking and so much space is devoted to this that one standing outside of the club's atmosphere would have the impression of something of great importance within the M.G. Car Club (Qld Centre).

Well, this something happens to be Mount Cotton Hillclimb and without doubt some members look upon it as being considered as the only thought occupying the committee's and for that matter the club's time. The hillclimb is important, in fact probably holding second place within the club's priorities. Number one is that the M.G. Car Club (Qld Centre) remains being the most member friendly motor sport club and this and consideration for the members, increased where possible.

Retaining this member friendliness is encouraged by willingness to compete and willingness to help. It would appear that willingness to compete is strong within the club, although far from that wished but what about willingness to help.

The number of entries at hillclimb meetings

is certainly growing but there are question marks surrounding the starting list for working bees from what I understand.

As mentioned before and this has always occurred, Some members complain that the hillclimb is the only thing involving the thoughts of the committee and a few others.

Looking from the other side, improvements and reparations must be executed at Mount Cotton with assistance always required. It is the same small group of workers who find their way down to Mount Cotton and carry out the tasks. The same members who probably organize other events. Naturally these members are taken up with the hillclimb and discussions being on the tips of their tongues, although in their thoughts other events are near to hand.

If other members and there are many, would volunteer to participate in working bees and work associated with the hillclimb, then some of the duties of this handful of hard working members would be relieved and they could attend to other activities, with all events receiving full justification and support.

I can remember many humorous experiences at typical hillclimb working bees and certainly many other members share the same memories. It is not only sweat you are sharing with others.

The M.G. Car Club (Qld Centre) does not exist by a badge on the grille of your prized possession but by earnest interest and participation in all of the club's activities.

p.s. About two months ago, while I was sitting and thawing out in a flat in Oslo, there came a knock at the door.

Outside stood two hairy looking, uncertain and almost apprehensive characters. Judging by their accents they were Australians.

The question asked in a apologetic way was  
" Does Lester Whittaker live here?"  
But luckily one could speak Norwegian and this did help.

From what I understand, they gave the impression of being prepared to run in a hurry if necessary as if some six feet high, long blonde haired Viking in full battle-dress should attack, wielding his skis.

There we stood facing each other but not one recognized the other (it is amazing what effect a little hair has !!!!!).

But then it struck me.  
"McCarthy I presume". After which we exchanged Small's chocolates.

Apparently as Jon and I had lost contact over a period of five to six months, he was not too sure of my being here in Norway or the reception of his inquiring after me at this Norwegian home. Jon had calculated that I might have done a bunk, perhaps to Russia to follow up some past history (that is another story), or maybe even back to my beloved home city.

Anyway we sat down to a chat although Jon had some trouble trying to understand me. I don't know whether it was the fact that I kept forgetting and spoke in Norwegian to him or that his hair was (and still is) so thick and long and hearing difficult. His hands were operating like windscreen-wipers to try and brush the hair away from his nose and allow breathing.

We discussed the club at length and also the number of positions John Fraser could manage in an hour, although I would have thought one position which

lasted an hour is a greater achievement (I am afraid we all have much to learn, but time always seems to be running out).

The conversation went further and we talked about Australia, England and Norway and the strict drinking laws in the latter. (I can fully understand why not many Australians were living in Norway and why West Germany will soon overtake England as having the largest Australian colony outside of Australia).

Push bikes will soon be the transport here in Norway during the summer judging by the anti-car, anti-pollution feelings here.

After a few hours chatting, Jon and I agreed to meet in London in mid August and decide the winner of our personal competition. Who has the longest hair? (Each of us are cultivating one hair on our respective heads).



SEPTEMBER, 1972.

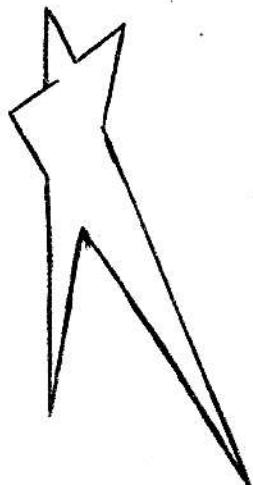
-ALL NIGHTER- - SUPER NAVIGATION RUN-

START: 7.30 p.m. (Clubrooms)  
Saturday 30th SEPTEMBER.

Covers maybe 200, 300, 400? miles

Finish: 65 Tristania Rd.,  
KENMORE .....

FOR BREAKFAST  
AND  
THE BATHURST GROGATHON!

\* MOST IMPORTANT: \*

To start in the Navigation Run, you must have an additional third party insurance policy. You obtain this from the insurer who carries your ordinary third party - and they can't refuse it to you. It costs just \$1.00.

Get it to cover the period 9 p.m. 30th September to 9 p.m. 1st October. YOU CAN'T START WITHOUT IT!

- There are several items that would be most wise to have with you. e.g.
- (a) Some sort of first aid kit (with triangular bandage).
  - (b) Maps of south east Queensland.
  - (c) Torch with good batteries.
  - (d) A few spare pens.
  - (e) A toolkit of sorts (not blondes).
  - (f) Some rope, and chocks if you have them.
  - (g) If you have time, make some safety triangles.
  - (h) A spart tyre, pumped up and in good order - two if you can fit them in. A good jack and wheel brace and piece of board.
  - (i) Headlight covers if you can.
  - (j) Water supply - say 1 gallon - in a can clearly labelled.
  - (k) A gallon of petrol in a can (NOT plastic) lashed in... and well labelled. Maybe some oil too?

- (l) Make sure everything is well secured, especially what's in the cockpit. Think of weight distribution.
- (m) Have a critical look at your tyres, brakes, steering, suspension, battery.
- (n) A fan belt, radiator hoses.
- (o) Any further listing, or items I have missed, could be suggested by people such as Ann Thomson, Ray Quinn, the Wetzigs, etc.
- (p) You don't need all the above but it would be comforting to have at 2 a.m. in the morning way out in the sticks! A farmer wouldn't be too helpful at this hour if you wandered in after a fanbelt for your late 1970,, side valve two stroke supercharged Fandino that has a Lucas generator with oversize pulley and a water pump off some jap car I think?
- (q) P.S. - Take some warm clothing too.

??



# roar..rev..scream....

## THINK ABOUT THIS:-

Which car arouses your attention the most, assuming you cannot see it until the last minute?????

- (a) The Very Noisy one running through the gears.
- (b) The one that appears on the scene quietly and whispers past.

2nd part:- (a) How did you judge the speed of the approaching cars?

(b) Which one, in your opinion was likely to be exceeding the limit???

Right, the noisy one wrapping it out may have gone past you at 10 to 15 miles an hour slower than the quiet smooth one, If you were the LAW which one would you start licking you pencil for???

The point I am making is that even with measuring equipment the human being associates speed with noise after all he has been trained since birth to do so and modern advertising and films and TV constantly reinforce this into the sub-conscious mind. It is a fact that a disproportionate number of drivers gain valuable points driving around the country at much lower speeds than many drivers who regularly make long fast trips, the difference is in the driver and his vehicle. The law doesn't specifically pick on certain sections, the real problem is that too many motorists young and old do everything possible to attract attention, and in most cases that sort of driving requires much greater maintenance and expense all round. The answer:- Keep your car as quiet as possible consistent with efficiency, your A to B times may surprise you by being less than before.

# CTA

It was the night of the Presidential Event which incorporated some "unused" sections of our fair city - and about time too. Only 8 cars contested the event which was tough luck for the Millions who stayed away as it proved to be one the most enjoyable runs organised this year if not the most. With straight forward navigation together with the odd sneaky street it was truely a beginners run.

After leaving the Upstairs Coffee Lounge we ventured past the Kangaroo Point Tech College, went near the fiveways used Dudley street to see the fantastic new uncompleted South East freeway then, whilst dodging a "carefully-driven" Hillman minx, went onto the Brisbane Corso observing the advisory speed limit, naturally .... Eh, where was that?

After following the Bus Routes 6A, 7A and 7B (the sign does exist Richard) the Whittaker/McNeill high-flying B was spied. I'm lead to believe the D.C.A. has approved this Machine. Gary couldn't stop and talk as the B was suffering the effects of a faulty battery connector.

If one went via Fairfield Road the Cash for scrap sign Ipswich Road the Stop sign in Villa street (didn't forget to jot down the height of the rail bridge as one ducked under it) past Kerry Horgan's Pharmacy (free plug), one ended up back at Yeronga outside Jacaranda Park to spy the onfused Renault of Richard Rose/Lorraine Palmer pondering over a Grafton map - "Well, if it's Jacaranda Park it must be Grafton besides I spotted some fresh oil drops at Bus Stop 30". We found Neil Burnett and Rox Golinski in the Mighty Moke also looking for the illusive bus route sign.

Mumble Mumble "Oh where the !!?? are we". Enough of this the sheet says go to the Clarence Corner Pub so where the hell is that. Oh, there it is ahead quick driver - but not all is that rosy as our hero discovers no front brakes which is quickly followed by an astronomical rise on the pulseometer connected to his Navigator, The "Hairy One", still supporting injuries received from the Great Postage Stamp Snatch - apparently looked up at the WRONG time. . .

If that wasn't enough excitement for the night, Autocrosser and Leaper Supreme, Bryan Kayser, tried to make the Old Girl yump the gutter outside the clubrooms but only succeeded in breaking the sterring box - he was probably out of brakes too.

That's one good way of getting a new car - replace everything on the old one. Latest additions are twin over head chrome dipsticks, high impression head, disc wheels and wire brakes).

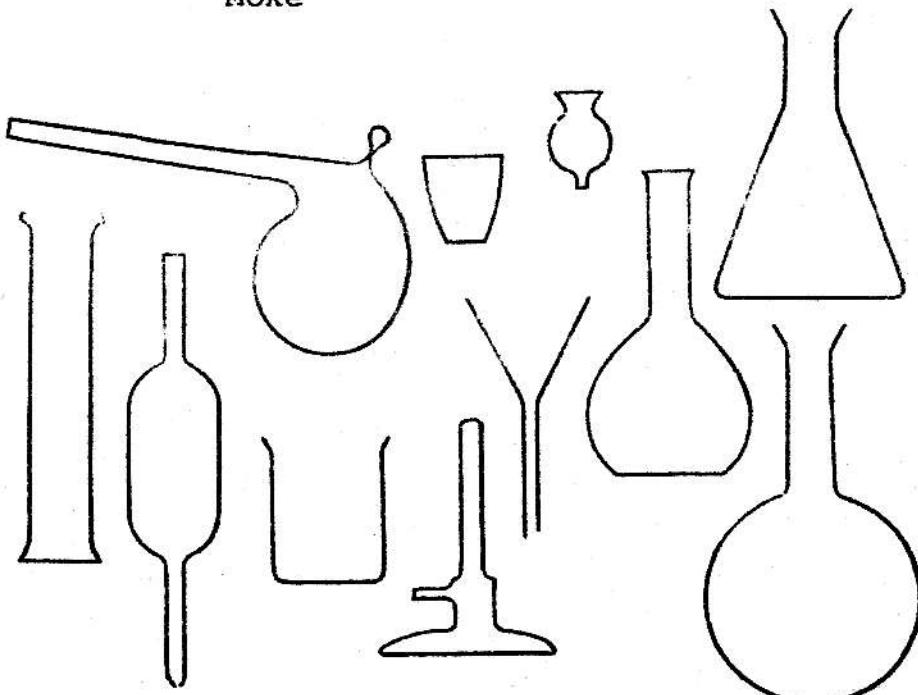
So there it was, 2 winners - It could of been 3 but Malcolm Campbell can't read signs even when he finds them. Congratulations go to Thurlow/ Murtagh for their fine first win and REQ puts another chalk mark on the wall and "the hairy one" gets further ahead.

After it was all over and after a great deal of running around by various clubmembers, messers Kayser, Sands and McNeil went to awaken the tow-truck man. - he's never awake!

Late news item is the Super Hillman will be in yumping form for the next one but what of the Nudgee nudger?

RESULTS OF NIGHT RUN 18/7/72.

		Points lost
1.	QUINN/SPIDEN / Thurlow/ Murtagh Datsun Holden	0
3.	M. CAMPBELL/ L. CAMPBELL Mazda	1
4.	L. SULLIVAN/P. WETZIG Corolla	7
5.	B. KAYSER/C. SANDS Hillman s/w	30
6.	B. Rose/ L. PALMER Renault	37
7.	G. WHITTAKER/N. McNEIL MGB	38
8.	N. BURNETT/R. GOLINSKI Moke	63



SEPTEMBER, 1972.

IGNITION SYSTEMS 1920/1970; WHY CHANGE THEM?? THEY COST ALMOST NOTHING TO PRODUCE & STILL DO THE JOB, PLUS THE ADDED BENEFIT OF KEEPING SERVICE ORGANISATIONS IN BUSINESS!!!!!

This article is not intended to give a description of either the traditional (still used on all normal production units) or solid state ignitions, but rather is intended to give the reader some of the advantages/disadvantages of all systems in popular use.

Basically the ignition system of today is little better than the original except for better design and materials over the year; (since the 20's & 30's) in fact, it is my opinion that the Distributor is indeed the most primitive component of the modern car (those used on racing cars are not much better). The standard coil ignition system has been adequate for production engines of 6 or less cylinders and for normal production V8's. They provide adequate energy for long periods at little cost. PROPERLY MAINTAINED. The limits of performance depend on the number of cylinders, the distributor, the coil and plugs.

For the normal system (coil and distributor) performance limits are around 8,000 RPM/4; 6000/6 and 4000/45000 for the V8, above these limits the system is usually marginal. These figures apply for a well maintained and adjusted unit, they would decrease as points pit & wear and plug 'carbon buildup' increases and because this happens gradually performance drop is not felt until after a tune up when everything seems better than before. This is indeed the worst feature of normal ignition; the slow continuous fall off in performance (and economy) and the frequent maintenance necessary to

keep up performance.

To improve this problem "Sports Coils" are used these provide more energy but draw more current via the points so that while performance is better points wear and hence maintenance is increased. (It is worth noting here that as the points wear the gap changes and worse still due to the hill and dale effect can vary with revs so that the engine timing will wander as well as becoming less than optimum.)

In the 50's the yank's started using Power Transistors to replace the switching done by the points; this allowed much higher currents to be used as the points only had to switch a low current to control the Transistors and thus did not wear or exhibit the usual problems, points bounce was not necessarily removed. To improve results special coils were designed 5 amps to over 15 amps; this had a problem in that Transistors failed due to current and temperature and when this happened the system could not readily be converted to normal, most mechanics are not familiar with electronics so many stuck motorist's at great expense. These transistor ignition systems therefore never became popular as they were not very efficient did not really provide a better system as far as the operation of the engine was concerned and their only benefit was to over-come points and, to a lesser extne, plug maintenance with a slight improvement in actual performance.

As 2 strokes grew in size and complexity some considerable work was done to try to overcome cold start plug fouling plug oiling up etc. (a serious problem with these oil in fuel polution specials). The out-board people, as a result, have all adopted various designs of Capacitive Discharge Systems (C.D.I.) so also have most bike designers (Kawasaki etc.). Most of these disigns use special distributors and do not have points or any other primitive leftovers and as a result seldom if ever need maintenance; once the timing is set there is no reason for it to change and because of the

different principles involved in CDI plug fouling is eliminated. The modern outboard (1 HP per 10 c.c., claimed?) would not be a reality if the owner had to remove the covers, fit warm up plugs, warm up then fit normal plugs every time he started from cold; with conventional ignition this would probably be the case. It is not so long ago that the big outboard boys always carried a spare set of plugs, now they probably don't know how to remove the motor covers?

CDI is a different principle and while it has been possible for years the electronics were not available for production use, that is not the case today as witnessed by the popularity of the 2 strokes on the road and in the water. Some U.S. cars are now fitted with CDI as standard particularly the high revving V8's.

A properly designed CD system will provide more than sufficient energy to run a 4 cylinder motor above 20,000 RPM and an 8 above 10,000 RPM (will even allow a frantic mini to run to the limit) also these units are very efficient drawing a primary current of less than 1 amp at stall and around 5 amps at 6,000 RPM with a 6.

Generally CD systems have the following features:- Because of a better voltage waveform (not possible with normal system) a more stable flame front is generated in the combustion chambers, giving better combustion, and improving engine performance particularly at high revs..

Starting is easier as full ignition is available down to 8 volts; if the starter will turn the motor over it will run.

Performance can be maintained at maximum for very long periods, as only  $\frac{1}{4}$  amp flows in the points there is no wear and consequently no need for adjustment once set up. Due to the different waveform plug fouling is eliminated (warm up plugs are not required in highly tuned motors) and timing is not effected by plug gaps nor is ignition. (I have run my motor from cold with a table spoon of

oil in each bore and plug gaps over .060"). Actual plug wear is increased due to the greater energy but as fouling is eliminated actual life is increased by a factor of 3 to 5 times. (I still like to replace plugs at 12,000 15,000 mile intervals).

Points bounce is eliminated by the system (not in many commercial units) so that misfiring and secondary firing is eliminated. (Cooper "s" have special points with a very heavy spring to over come this problem with consequent higher rubbing block wear, and need more frequent adjustment as a result.)

Points can be replaced with a magnetic or optical pickup to operate the system; but should one experience trouble converting to normal would be a big deal!! and well nigh hopeless! unless the owner was the fitter and mechanic (Imagine rolling up to a garage at Maleny and showing the local mechanics a distributor full of coils and magnets, He'd run for the Hills, sorry! he's in the Hills. Welll would you believe take off for the city.) The system can be returned to normal operation by a non technical person in less than a minute, should it be necessary, as the normal coil; points and capacitor are retained, so are the points gap and plug gaps. The only change from teh normal is to retard the ignition 2 to 4 degrees because of the faster ignition pulses.

In practiceCD ignition does slightly improve performance overall but if the normal system is adequate probably by only 1 or 2%. Economy is improved by up to 5% in most cases. Pulling from cold is greatly improved and choke is only used to start if at all. The greatest advantage is the elimination of almost all maintenance.

My unit was fitted in April 70 and has not been out since then, I haven't touched my tuning except to check (no change in settings) mixture and timing over 18 months and have had optimum performance all the time. The unit cost \$35 for parts and used about \$40 labour to build and install. Points and plugs have not been changed for 18 months and generally I feel the saving

in time and trouble has more than justified it's construction.

In my case the system is mounted in a die cast alloy box near the distributor and in my car with very high under bonnet temperatures has performed perfectly through two very hot summers and long fast trips. It gets degreased with everything in the engine bay without problems.

Should readers be interested in more detail on this subject please tell a committee member and if there is sufficient demand a lecture night could be arranged along with other speakers on other subjects to provide a more varied programme.

Club member 600

IF THESE GARAGE FINISHES  
GET ANY TOUGHER, QUINN  
CAN STICK HIS MOTORKHANAS !!



CLOSED HILLCLIMB SEPTEMBER 3RD.

WEATHER: Sunny with threatening Cloud

TRACK: Good (i.e. not wet)

SPECTATORS: Fair-sized crowd happily quaffing ale on the hillside (much to the Chargin of the Clerk of Course)

COMPETITORS: Fighting fit and rearing to go (except for Mal Spiden who was at home cursing his fuel pump)

Laurels of the day went to David Miles in his Centaur, who set a new record of 51.3 seconds for his class; this also being fastest time of day. Meryl was very pleased, and positively beamed for the remainder of the afternoon.

John Moorehead, in his immaculate special conglomeration, showed us a very neat few runs, while Mr. Brabazon took Class honours with consistently fast runs. Kevin Johnson avoided the fence admirably this hillclimb and clocked the good time of 53.1, to make the Top Six Eliminator and take out honours as the moistest car of the day. The Datsun 240Z, a pleasure to the eye, was less spectacular and faster, this hillclimb.

In the Touring Car Class 1300-2000, we doff our hats to Gerry Bezett for his new record of 55.8; very fast indeed for a Ford Escort TC. Gerry also came second in the Noise stages, and celebrated with bubbly after the Trophy presentation. Group C seems to be the consistene Class, with Terry Green and Brian Lange improving consistently over the day.

Perhaps their cheering squads in the pits helped? Then to the 500cc Racing Cars (the ones that sound like Motor mowers) where the Sandian recorded some very fast times, and also completed all runs, (Something of a Class record?)

Ian peters in his Mini-din-flying-bedstead made the top Six Eliminator and won his class by 2.5 seconds from the

Mini Special of B. LeGarde.

The biggest class always seems to be the Touring Cars up 1300cc. Here we saw some of the best driving of the day, handled by J. Silk in his Cooper S, with L Trapp's Cooper S snapping at his heels. This class also seems to have an attraction for the nuts, and wakes the tow-truck driver out of his snooze.

Now to the MG classes, which to my mind are the most interesting. Mr. Rayment will no doubt vouch for this. Peter has made a resolution to cut the grass on the circuit more often, and to remove all logs and boulders before the next meeting. However, despite bad luck, he recorded a quick time of 60.2. Keity Wasley sailed the MG Magnette around the course very creditably, taking full advantage of prevailing winds to negotiate the hairpin.

In the MG Class 1501cc and over, it was heartening to see so many B's competing. Keith Tufnell improved his time consistently under threat of no lunch, to win his Class from Steve Austin, W. Cope and M. Carlotto on their first hillclimb. Sandy Tufnell proved to be the Fastest (would you believe the only) lady competing, and made a stand for Womens Lib.

Steve Booker took honours for the big Touring Cars after a late start, and Mr. Ferguson woke the tow-truck man Twice.

The trophies were ably presented by Alan Peters and the hillclimb finished quite early. The day was thoroughly enjoyed by competitors and spectators, all very dust-covered and full of Fresh Air.

OO

Unfortunately nobody reported the August 6th Hillclimb so the following is a comparison of Class Winners .... August 6th versus September 3rd.

	<u>AUGUST</u>	<u>SEPTEMBER</u>		
<u>Touring Cars:</u>				
Up to 1300	P. Griffin Cooper S	55.6	J. Silk Cooper S	56.5
1301 to 2000	G. Bezett Escort T/C	56.3	G. Bezett Escort T/C	55.8
2001 to 3000	F. Sorensen Capri V6	57.6	F. Sorensen Capri V6	57.8
3001 and over	S. Booker Falcon GT	56.7	C. Carlotto Falcon GT	57.1
<u>MG CLASS:</u>				
Up to 1500	P. Rayment MGTC	60.0	P. Rayment MGTC	60.2
1501 and over	K. Tufnell MGB	61.4	K. Tufnell MGB	60.2
<u>SPORTS CARS A/B:</u>				
Up to 1300	D. Miles Centaur	52.6	D. Miles Centaur	51.3
1301 to 1600	K. Peters Lotus S7	54.8	R. Brabazon Cooper S	55.6
1601 and over	K. Johnston Datsun 1500	53.8	K. Johnston Datsun 1500	53.1
<u>SPORTS CARS D:</u>				
	T. Best Lotus Elan	58.5	T. Best Lotus Elan	58.3
<u>RACING CARS:</u>				
Up to 500	R. Henricks Sandian	55.2	R. Henricks Sandian	54.8
501 and over	D. Tait Cooper Ford	50.5	J. Peters Mini Din	55.0
<u>FASTEAST TIME OF DAY:</u>				
	D. Tait Cooper Ford	50.5	D. Miles Centaur	51.3
<u>TOP SIX ELIMINATOR:</u>				
	D. Tait Cooper Ford	51.3	D. Miles Centaur	52.0

SEPTEMBER, 1972.

A SHAKING (?) BLACK HAND - NEVER

This Romance with Ten Six Four  
Is wearing me quite thin.  
Now "that weight" is just no more -  
I'm down to nine stone ten.

He said he'd meet me at the Fair;  
Of "talent" he did boast.  
Wonder if it was all hot air?  
Or if courage he had most?

Is he fat or is he thin?  
Are his eyes blue or brown?  
Were his pockets lines with tin  
To take me "on the town"?

I'm mother of two past their teens,  
Greying, wrinkled, plump.  
Eyes all shaded of brown and greens -  
In fact, I'm just a frump.

It's just as well this "Mag" was late,  
(Blame poor John, the Student),  
For if at the Show I kept a date,  
How unseemly, so bold, and imprudent!

Tell me, please Ten Six Four,  
Do you think this better stop?  
It gets involved, more and more,  
Till our reputes must flop.



-HINTS ON DRIVING-

from The Motor Mechanic's Handbook, 1913 Edition.

1. Beware of women drivers.
2. Beware of dogs; motoring is past their ken in the scheme of life.
3. Always give cyclists plenty of room; some are nervous.
4. If there is an opening and you must get through, don't hesitate, especially with traps.
5. Slow down for cattle or sheep, fowls and take care of themselves.
6. Never drive in the dark on open roads by guiding yourself by telegraph poles; sometimes these cross over the road does not.
7. Remember it is you, as a motorist, who must observe the rule of the road; others may if they like.
8. When driving in mud beware of the dreaded sideslip.
9. Beware of driving instructions from passengers; use your own eyes and judgement.
10. If a smash is inevitable, take out your clutch and duck your head.

-DECISION-

"The percentage of mistakes in quick decisions is no greater than in long, drawn-out vacillations, and decisiveness itself makes things go and creates confidence."

-TEMPTATION-

"Temptation is an irresistible force at work on a moveable body"

# 100 KILLS TO PEDESTRIANS

More than 100 motorists were killed last week, with pedestrians being the main cause.

Drivers seem to ignore the walk signals at our main intersections and try to drive in between pedestrians, only to come to grief. One driver said yesterday, "They just walk right over the top of you."

A pedestrian replied, "Those drivers take a risk trying to drive into us a some 35 miles per hour, and they get what's coming to them."

Our reporter said it is not always the fault of the motorist that they get in the way. At a certain intersection a points duty policeman will go through his daily ballet lessons, forgetting that traffic is around him, and call on pedestrians to cross the roadway without looking to see if any motorists exist.

Our spy team was out in force last Saturday morning, and we all think that if some motorists were to walk the streets, the same way they drive, the streets would be in chaos.

They make last-minute dashes against the lights, making it even more dangerous by threading their way through pedestrians and other motorists.

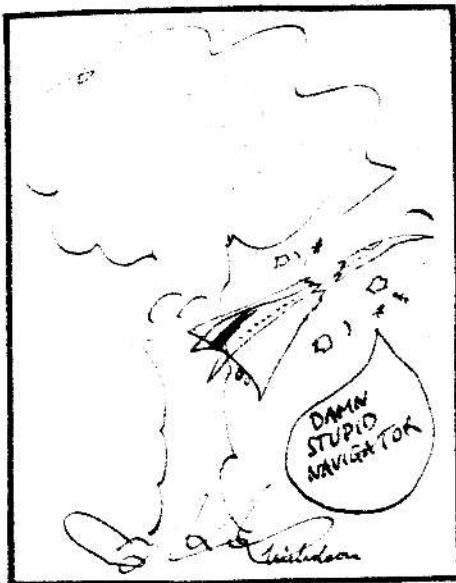
One motorist was booked for escaping from pedestrians at a zebra crossing near the zoo. The zoo keeper was taking the zebras for a walk and

although we all ran across the roadway, the motorist escaped unhurt.

Many motorists don't realise that pedestrians travelling at 35 m.p.h. need over 100feet (or 50 people) in which to stop. Motorists on the other hand need only a full second in which to drive from danger.

Motorists are now asked to drive at the average speed of 4 m.p.h. with pedestrians to walk at four feet per second.

This will mean taht everyone will be at the intersection at the same time and this could give the motoriest a chance of survival.



-WHAT'S UP DOC?-  
- - - - -

There is a young fellow  
Who lives on a hill,  
He has so many cars  
He knows not what to do.

But the young lad got to thinking -(he does too)  
If you cannot reduce then you add -(you do too).  
But what do you add?  
That's the question my lad.

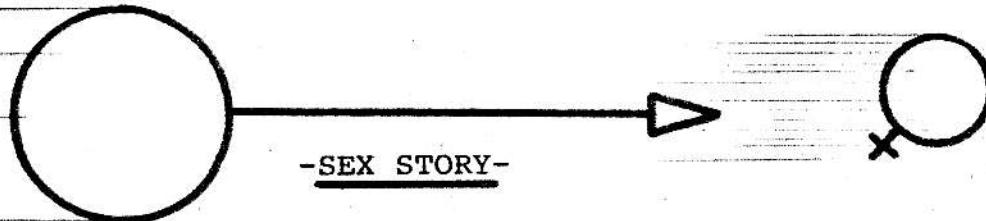
It's got to be good  
'Cos the rumours are flying,  
Did you say 55's at the "Lake"?  
You must have been lying.

I hear ther's a Healey  
Rotting in the U.K.,  
It ran at Le Mans,  
So it must be O.K.

He thinks he might have it  
To accompany "Blue Max"  
(Which has a B type)  
Whilst this has a Climax.

Good Luck.

SEPTEMBER, 1972.



Now that I have your attention allow me to tell you that the Golden Pash Kid has done IT again, and at Tingalpa of all places (Oh! no! I think I'm going to deviate).

But no! this isn't the intimate details of Pete Rayment's sordid forays into the land of Freud but rather a story on the Motorkhana held on the 10th September.

The tale begins with the Forward Bending and the debut of the Super L/W Black Mini that shattered eardrums and minds with its tremendous noise and acceleration. Everyone really got with the swing of things and, when the dust had settled, Peter R had the first event in the bag with only 3 other drivers getting under 20 seconds to keep him honest. These being the red Sprite of infamous editor John Campbell, new member Kelvin Taylor (a staunch QMROA supporter, and "Big Guy" Bezett.

Event two, which always follows Event one, was the difficult double garages and all that reversing surely did upset a few pilots. Unfortunately the exciting ex-Neptune Racing blue Cortina of Bruce Briggs was retired with a dud tyre. The event was closely contested with the Quinn 1600 just heading off the flying Burnett Moke and the blue buzzy box (just 6 tenths further back).

Next up was the three leaf clover and with the Brigg's Cortina sidelined, the sideways motoring was left to the big-moving V6 Capri of Fritz Sorrensen. Fritz was almost outdone by Mario Carlotto having a

crack at motorkhanas for the first time. Mario loaned the "B" to Bob Randle who soon decided he was not designed for B- driving, preferring the vague excitement of the rotor scatterer. Black Pete again won (still) from the hard-charging Big Boy who was getting a big hurry-up from that race-track terror (especially at Lukey Mufflers Corner) John Campbell.

The fourth event, shaped like a "Hey! Charger" sign, brought out some starry hand-braking. The biggest and quickest belonged to Kelvin who showed all how it's done to clean up the event AND Black Pete and a coupla' dozen other screamers. In fact the entire field of 29 cars was blanketed by a 4 second spread! Man, that's close! Seen trying really hard was the Bob Guyder Mini and the very neatly driven Toyota Crown of Warwick Ormsby. Needless to say the "new" 1966 Hillman Minx S/W of and higher each run (and get MORE deviations).

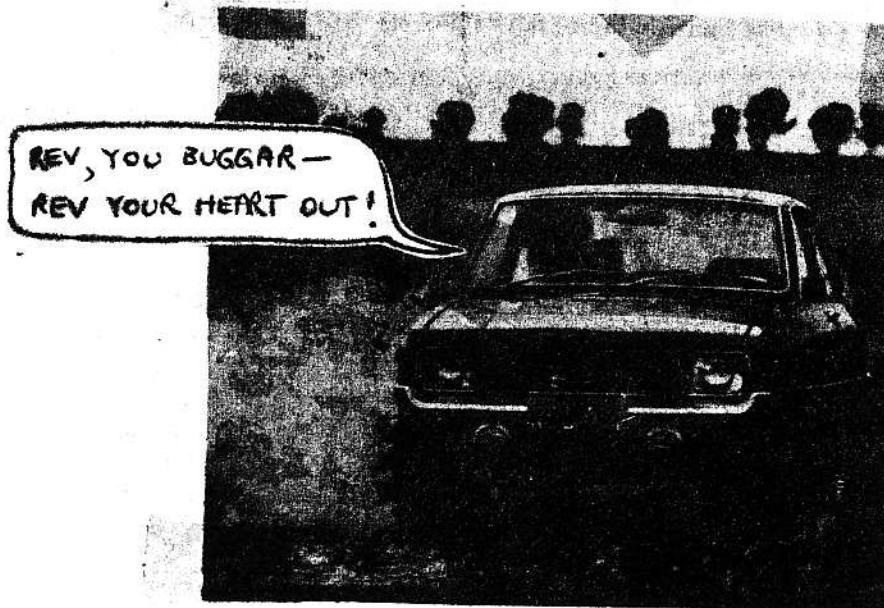
The Serpentine ranged from very quick to dead slow depending on who you asked. Andy Hockly had the Fiat 500 T/A really tweaked up and was giving her the big gun (who was she anyway?) (Quinn now totals 10 deviations - enuff is enuff). The groovy Datsun coupe of Rod McCullough went well in this event and could become quite competitive when Rod sorts out this dirt track madness. The Rees Valiant Ute revelled in the strights but got to be real Handful when the corners came up. Poor young Col Sands couldn't get the Mini 850 to do naything right (and the stopwatches weren't on his side either). However its automatic windows and jettisonable exhaust were functioning perfectly. It was also noted that Spider had left the racing Sprite at home and had the Tourer out for a cobweb shakedown - and didn't it go wheel-lifting and all. But we know why it's going quicker - good old Fluffy Toes has had a haircut and can now see where he's going.

And so the day drew to an end with thirty-five

bob-a-dings and a real fun day behind us. To check how well Black Pete goes, consider if he was pilot of the Moorehead MGTF - he could win twice over and give himself a beating (oh no! not another one). At last, we print place getters below - a full list can be found in the Clubrooms. See you at the next motorkhana (Clubroom calendar).

#### Jolly Roger

1. Peter Rayment	Mini	131.3
2. Ray Quinn	Datsun	139.5
3. Neil Burnett	Moke	140.9
4. Rob Guyder	Mini K	144.8
5. John Campbell	Sprite	145.0
5. Don Black	Mini L/W	145.0
7. Mario Carliotto	MGB	145.3



**ON YOUR MARK...****GET SET...****GO...****BASIC ROAD TUNING MGB'S**

This is relevant to all 3 bearing and early 5 bearing motors, it may not apply to later cars.

The original carb needles were type 'MB' these changed to #5 in the 5 bearing 'GB' motors. Little difference can be noticed on the road but the improvement against a watch at 'Sprint' meetings shows the difference. Better still is the Rich Needle #6 which makes quite a difference and more surprising improves overall economy; by tuning for correct idle slightly on the lean side. I would suggest trying a pair of #6 needles. If running without aircleaners (sprint meetings, hillclimbs) richen up your mixture by turning the jet adjusting hexagons down 2 flats (1/3 of a turn) i.e. clockwise looking from the top.

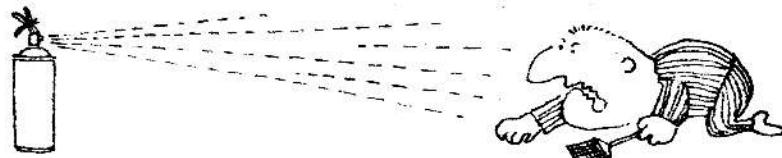
These motors are also quite sensitive to ignition timing, while 1 or 2 degrees retard will not affect them greatly 1 or 2 degrees more advance will drop performance against the watch. Not all motors are the same and the nominal 10 degrees BTDC may not apply to all motors due to differences in machining compression etc. I would suggest that static setting of 10° be used followed by trial and error adjustment. For those distributors fitted with

vernier adjustment 11 clicks =  $1^{\circ}$ . I once tried using sophisticated tuning equipment and although we disconnected the vacuum tube, slowed the idle down. (to overcome the mechanical advance mechanism) and took all normal precautions I could barely drive the thing home ( and the equipment operator was considered an expert) on checking the static setting I found it almost  $20^{\circ}$  BTDC.

Downton (BMC road tuning specialists in the UK) suggested that after all the only way to obtain optimum timing in their opinion "is by trial and error". Leave the complicated gear to the family hacks they wouldn't notice the difference anyway.

Standard points setting of .015" plug gap of .025" is the best generally. Plugs are another story altogether:-

The standard Champion N9Y's are ok when the motor new and clean inside. However pinging increases and it's then a case of more 'Methyl' or more retard to reduce the pinging. A better way is to throw the N9Y's away and use BOSCH W240T2 or if these are too cold (tendency to misfire on very light throttle) W225T's. Since my 'B' Bosch have released an extended nose plug (may be hard to come by or will need ordering) W230T30 which I use in the 'C' with excellent results. I would expect this plug to be absolutely ideal for all MGB's, and any other motor having these pinging problems and using N9Y's as the standard plug.



# flash

## COOPER "S" Points Sets:-

For owners of these cars having trouble locating the correct points they are available despite what LUCAS and UK's tell you.. In a BOSCH box marked LUCAS GL-568. You will find the good two piece old type points. Quickerfit type points as now normally supplied, these are BLOODY USELESS DEVICES to anybody who is interested in maintaining any sort of reliable optimum tuning.

\*\*\*\*\*

## FUEL:-

BP NUNDAH have a BP100 pump, 100/130 octane at 58 cents a gallon. It is better and cheaper than a 7/98?? Super plus much fiddle with methyl or benzol. I believe ther are 1 or 2 other 100 pumps around also. The extra 8 cents a gallon works out at about 3 cents extra in high compression cars as because they can develop more power the foot isn't down as long as often. The point to remember with Methyl and 100 is drums is that the first Gallon out is great! What about the last Gallon out? when the drum stands in the sun with bungs loose for days? I would think that because the more volatile components of the fuel have evaporated the last Gallon maybe no better than Standard Fuel!

# boom

\* TO NAME A FEW ....

---

There is Robert "The Thumb" Randle  
A Rotary Mazda he handles,  
Or does it handle him  
At its slightest whim?  
Handle Randle Randle Handle.

---

At Manley we have the Mightly Quinn,  
Often at night runs he has a win,  
Motorkhanas he runs,  
So we can have fun,  
I believe his car's for sale - cheap to run.

---

Have you met Scrambling Wetzig Rolly?  
His backyard's dup up and Holey,  
From his scrambling attempts  
There are holes in the fence,  
When Rolly goes hither from whence.

---

At Indooroopilly is Keown's  
You should see all the V.C.'s he owns,  
"V.C." stands for vintage car  
Collected from near and far,  
MG's and Daimlers, etcetera.

---

To West End you go for a balance job,  
Pretty cheap, good results for your coupla' bob,  
and whilst you are there  
Check the clouds in the air,  
For the charts on the wall to compare.

---

David Miles has an MG Magnette  
But he's got more than one you can bet,  
Through his ads all around  
Many parts he has found  
And his Magnette spares would astound.

---

You may ask what he does at his home,  
What he does in his B on the roam,  
What he does at the pub,  
When he's at the car club,  
If it's Shane you seek? - he's asleep

John Moorehead he hails from Nudgee  
and His TF don't squeak like a budgee,  
It's motor is Jap  
And it sure packs a whap,  
So don't at the lights take a nap.

Near JMCC lives "The Hairy One",  
CTA's? - he tries to win every one;  
His Min's well equipped  
And Does it get whipped  
On CTA's, "khanas, and Childers runs.

Kerry lives in a house at Yeronga  
His gearchanges take longer and longer,  
The more gears he fits,  
The more are the bits,  
That inhibit the speed of his mitts.

The Peters They bought in a Lotus  
"Good name, shouldn't give us to much fuss",  
No it doesn't give much  
But it's sure out of touch  
With the rivals in their "backyard buses".

Rolfie Vine spins a Farrell about the track,  
Brother Leigh went down south - brought a Lotus back,  
Now they've both got a "NAME"  
And they're out to seek fame  
But racing each other? - they're game!

---

Centaur 91's driven by Campbell,  
At Lukey it often does ramble  
Off into the scrub  
The earth bank to rub,  
And over the fence scrambles Campbell.

---

The chappie who tartaned "his asset"  
Got blowed off by Lotus and Bassett,  
His car must be a log  
For its lap times don't jog  
The trot and a Scottie dog.  
ANGRY REPLY: HOOT MON!

We pulled the motor out and down  
It's innards were a mess,  
We put in transistors  
And "CRO'S" and resistors  
And now its times'll be less!

---

Frazer bought a "Baker's van"  
It came straight from our Lotus man,  
It should go like hell  
But first up it "fell"  
"Better luck next time from your fans."

---

There goes a Sprite pouring out oil  
And after all poor Malcolm's toil,  
It made rotten messes  
Of his lovely tresses,  
So he chopped it all off as a foil

---

Libby races a Corolla Coupe,  
To and from work everday,  
She "sleeps" on the job,  
Still collects a few bob,  
So basketball she can play.

---

Col Sands drives a red and white Min  
The one that makes such a din,  
The "red and white rattle"  
That has such a battle,  
Col never knows if it's comin' or 'bin'.

---

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---

Steve and Lyn drive a groovy Terana,  
It's coloured just like a banana,  
Its handling's unnerving  
When Steve starts a-swerving,  
Than most women Lyn must be calmer.

---

Terry and Rae drive a lovely Celica  
They say it's really much sleeker  
Than Steve and Lyn's T'rana  
(The one like a banana)  
But his driving's a little bit meeker.

---

You've heard of "Mr. MG" -  
You haven't? You should have - you see  
He's owned more than most,  
That's no idle boast,  
It's Tebble the Rebel (BMT).

---

In the "C" GT by "young" Bruce  
The tappets are always so loose  
The timing is shocking  
The motor is knocking -  
- After that, my head's in a noose.

p.s.  
All that said above is so wrong  
Bruce has been an enthusiast so long  
His C is a beauty  
And his constant duty  
Is keeping it perfect and strong.

---

At Surfers not long ago  
A group of "tourers" moved on so slow,  
They got in the way  
As the staged their play  
This sort of nonsense must GO!

---

# nippeee

SO YOU THINK YOUR CAR IS HIGHLY DEVELOPED!!

Looking at sales blurb on the Honda fours (no not cars) revealed the following data which to say the least is impressive.

HONDA CB-500 4 cylinder 500cc Superbike

50 BHP(DIN) @ 9,000 RPM

Compression 9:1 4/22 mm carbs. OHC.

HONDA CB-750 4 cylinder OHC.

67 BHP @ 8,000 44ft-lb torque at  
7,000 fuel consumption 56 MPG.  
Std.Qtr, 12.6; Braking 36ft at  
31 MPH

Max. Speed in Gears:- 1/40; 2/60; 3/80; 4/100; 5/125.

Why can't sports?? cars have  
ratios like that??? Front Disc  
brake 11.7" Rear Drum 7" Total  
weight 481 Lbs.

A friend at the police barracks told me that on one of these 750's checked after 10,000 miles of testing in normal police use not one item of the motor had worn and all components met standard production tolerances. There's nothing like innovation to lead the field.

**You meet the nicest people on a Honda**



SEPTEMBER, 1972.

C.T.A. - 15.9.72

The third last night run for 1972 was shaping up as a typical Quinn-Rayment (just back from Childers) affair so Ann Thomson came out of retirement for the "last fling" in the "everything's automatic" S' wagon. Deviot of deviots (now there's a deviation?) one M.R. (short for mister) Campbell, who is in the new telephone directory, gleefully accepted tokens from 13 competitors who staged a "back to the clubrooms night"

After running out of the clubrooms and getting completely confused or flustered at the strange sight of Section 1 (Ha! won't work - can't be done - HA) we went to Willmington Street, follow Bus Routes 20/21 4.5 miles past 7 telephone booths and 3-oops, sorry - 4 Post office boxes to find a little old lady in a very large type car neatly parked, blocking our desperate drivers. So gently nudging her out of the way just after shooting out of Fiat Avenue (Hello, Andy!) we ducked under a 10ft rail bridge and into a closed down Service Station to top up. (as this was Flacon territory and we didn't have one, we couldn't get served).

The Kuskopp/Murtagh Datsun 1200 ute was soon leading the pack past St. Mathews C. of E. Church then onto the dirt where he wrong slotted and let the flying Q-car with Zx's past.

At this stage last month's co-winner Gary Whittaker trying his hand at navigation after leaning the B against as moving Mini. But up front the 2 Datsun drivers were engaged (oh' congratulations) in a duel which took them past No. 64, that's where Hallstatt lives (who says this magazine doesn't teach you anything?) by the Upper Kedron Public Hall to a telephone box where devilish Don McKay was disturbing the Hire man from his usual Friday evenings' entertainment. Oh well, this was more important. I wonder how many wrong

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numbers were dialed looking for Fred, Malcolm, or George or Henry or the Party?

The instruction to stop at No. 4 was noted but all we got was "a signature" and a "good bye" - what! no cup of tea - oh!. With the worst still to come those who made it so far, deviated past Jeenong Way, messed about on the dirt for a while, passed the E. & J. Gibson sign, to count the 18 trees - No, not 5, Pete - outside No. 56, where Rever Kayser and Col Sands were using fingers and toes to keep tally. After a series of disappointing runs these two triers eventually finished 4th without breaking car or getting lost - well done!

At this stage poor Pete Rayment had no idea where he was and was only worrying about his poor foot after 613 gear change within 160 yards.

The rest was rather straight forward for the survivors found they couldn't dump soil etc in the rubbish dump near the Everton Park State School.

After a series of extremely complicated calculations (only used 1 set of fingers and toes) we discovered to our complete amazement we had 49 minutes left Ah! so around the Bus route again, zoom past the Black's residence, beep the horn thrice, to the end of Section 1 and back to the clubrooms. It ended up being a Thomson/Quinn draw with our illustrious Ed third (how about that, illustrious Ed.).

Black Pete (who was feeling poorly) is doing the next one so those of you who are staying away come along and battle your wits against Pete!

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C.T.A. 15.9.72

			Points lost
1	A. Thomson/L. Barron	Valiant	0
1	R. Quinn/M. Spiden	Datsun	0
3	J. Campbell/M. Humphrys	A/H Sprite	30
4	R. Kuskopf/M. Murtagh	Datsun Ute	40
4.	B. Kayser/C. Sands	Hillman Minx	40
6.	R. McTaggart/D. McKay	MGB	47
7.	W. Easton/N. McNeill	Datsun 1600	52
8.	P. Rayment/S. Rice	Mini Deluxe	89
9.	L. Palmer/R. Wetzig	A/H Sprite	97
10.	H. Richards/J. Cane	Holden 179	116
11.	N. Burnett/R. Golinski	Mini Moke	150
12.	R. Ward/G. Whittaker	Holden EH	171
	J. Thurlow/V. Duskopf	Holden Premier	DNF



"... and next year I plan to get a set of new XV-inch wheels!"

SEPTEMBER, 1972.

A BIAS SHOWS .....

We are now attracting huge hillclimb entries, good crowds, and great enthusiasm on the day BUT .... what has happened to the working bee hoardes. They have dwindled to an all-time low. How many of you attended the October 24th working bee? Come on, let's see a bigger roll-up of new faces in the future.

NO TRESPASSERS:

In case you didn't know, the Mt. Cotton hillclimb track is absolutely out of bounds to all, except when such use is authorized, hillclimb days, official practice days, and working bees. Any club member caught "illegally" using at least exclusion from Hillclimb participation for the rest of the year.

TOURING CAR REGS

Ann Thomson has a copy of the 1973-75 CAMS Touring Car Regulations. As there have been a number of changes, you would be wise to read them if you are / intend running a Tourer next year. Space and the nature of this magazine prevents us from printing them - also it would only concern a handful of the club's members. I will endeavour to have a photocopy made of the set for the noticeboard.

INTERCLUB MOTORKHANA CHAMPIONSHIP .....

..... saw one of the most spectacular motorkhanas ever in Queensland. The event held at "Big W". Booval, attracted 85 wheel-spinning tyre-smoking competitors. Like you couldn't see the cars at times for SMOKE! The competition tests were tough driving exercises but fairly obviously favouring smaller cars.

Despite a couple of attempts by unsporting(?) drivers to spoil it, the day went off quite successfully for the organizers I.W.M.A.C.

The final results showed S.P.A.R.C. had taken out the honours with some very good consistent driving from their team members - congratulations, S.P.A.R.C.!

M.G.C.C. (I) team lived up to expectations and came in a good second place overall, just 19 seconds (in 5 drivers for 5 events) behind . The club members fortunes were mixed however. Old hands Peter Rayment and John Campbell gained the best times for the team with both of them really trying and doing magnificent handbrake turns all over the place. Right behind them we had the two new chargers of Bob Guyder (who really had the Mini cracking) and Neil Burnett, fighting like anything to get the uncooperative Moke to do anything resembling a handbrake turn. Then came our man Russel "big revs" Black in his L/W Screaming Brick. Actually the car accelerates so hard now Russ has to learn to drive it all over again - but he improved with each run and had to be our most spectacular driver!

MGCC (II) team was far from disgraced. Led by John Moorehead's MG Mazda, they kept the other teams honest. John found that the T.F.'s handbrake finally works and put it to good use, especially in the "Vee" bending event. Big Andy literally threw the little HO HO Fiat around flat chat and had it lifting wheels and s smoking tyres (see movie film for proof).

Must have had the GT spring in it for the bitumen. One of the "big boys" (just check the waistline for proof) really turned ti on as usual. Gerry had the tacho living at 8 grand all day with bits of tyre tread going all over the place. Real big-hearted stuff whilst his running mate, automatically clean Fritz, hurled the V6 around and reminded me of the Redcliffe Ripple Riders Drag Team doing wheelies up and down the Bruce High way. Fritz seemed to have a distinct dislike for the ends of the garages and was seen consistently knocking them out. Thence to Mighty Merv (Fagan the bearded one) who continues to freestyle the motorkhana courses. He always tries a different way to the one set just to confuse the time keepers and opposing teams. Like he might be lost but he sure is making quick times!

And so the day ended with everyone quite pleased with their performances, except perhaps Bob Randle who, as Reserve Pedalist, sweated the whole day on someone breaking down - but, as no one did, Bob remained an interested, joke-cracking spectator. I would say that our crew of 11 drivers would thoroughly recommend to all who didn't run to try a bitumen motorkhana some day. They are a (tyre) scream!

#### Jolly Roger

Full results can be seen on the Club noticeboards or scribbled on Black Pete's forearm.



# ha!

The two stoned drunks were staggering along a railway line when one tiredly complained to the other, "I sure wish we'd get to the bottom of this flight of stairs." "The stairs aren't the worst of it," grumbled the second. "It's the low handrail that bugs me".

+ + + + +

There was a pussy cat who ate cheeses, so he could peer down rat holes with baited breath.

+ + + + +

Splish! Splosh! at the Olympic Pool.  
"Gosh, he's a terrific swimmer. Where did he learn so well", asked one.  
"He used to be a mailman in Venice".

+ + + + +

Malcolm Aldred was tuning in on a shortwave radio when he got a sudden twinge of pain in his back.  
"I believe I'm getting lumbago," he said.  
"What's the use", said his wife, "You won't understand a word they say".

+ + + + +

As he massaged the pretty girl's sore knee, the doctor asked, "What's a joint like this doing in a nice girl like you".

+ + + + +

Tyre man said to the customer, "How did you puncture your tyre?"  
"Ran over a milk bottle," customer replied.

"Didn't you see it?" said the tyre man.  
"No, replied the fellow, "The High School kid  
had it under his coat".

+ + + + + + +

A doctor got a telephone call from an attractive young woman that he had examined that morning. "Doc., would you look around you office, I.....I..... I left my panties there." The doctor looked. "I'm sorry. I don't see them." "Oh, well", the girl sighed, "I probably left them at the dentist."

+ + + + + + +



SEPTEMBER, 1972.

SPARKS OF WISDOM

CONVERSATION - The trouble with telling a good story is that is usually reminds the other fellow of a dull one.

STUBBORNNESS - Stubbornness does have its helpful features. You always know what you are going to be thinking tomorrow.

IGNORANCE - If ignorance is bliss, why place such a bright light above the mirror?

● Blonde, when asked if she like cocktails, replied, "Oooo, yes- tell me some".

● Groom: "Darling, I think you should know I spent 10 years in the Navy".

Bride: "My goodnes! I don't know which way to turn!"

● Mactavish's grocery order included a toilet roll and as it was placed in his basket his thrifty scots nature got the better of him and he asked "If the visitors no come, d'ye mind if I bring it back?"

---

# BODS AND BENDS

- Ann Thomson can blow off Mini de luxes.
- P.G.R. changes gear every 150 yards but valiants do it automatically all the time.
- John Campbell hits earth banks on night runs. Saves getting it dirty at Tingalpa.
- How many different people live at 555313?
- Rayment crashes - got tipsy on Creaming Soda - or at least that what it appeared to be.
- Green cars attract a lot of attention.
- This magazine needs a new "young 'fella" - very soon! The present Editor cannot continue over into 1973 and the December Octagon will be his. He hopes that the December issue will have joint-editorship, i.e., his contribution being "assistance only" to the new Editor. So, New Editor, make yourself known - phone 974884 or see a committee man. If you've the time, it's great fun - you don't need talent - just a bit of spare time once a month.
- Note - all the black marks in "The Tunnel" belong to J.W.M.
- Who took home all the brass on the famed "bingo night"?
- I believe Graham Buchanan has developed some transistor ignition system that has a built-in safety feature - should the circuit fail, it reverts back to standard ignition - and he claims he can make the deal at about \$22. See him if you're interested.

SEPTEMBER, 1972.

• Hold me back! The new MGB-Rover V8 is but a month away. The new motor is 27 lbs lighter than the old unit and the carbs are set at the back of the motor for better weight distribution - now about 50/50. The handling is superb, assisted possibly by wide mags and LSD. There are no ugly bonnet bulges and it comes in the 4 seat GT shape also. Could it run at Batherst?!!? An unreal motor car and well priced at around \$5000.

• Peter Rayment's new motorkhana wagon will be the improved 1972 Holden - in PMG red, of course!

• And when will Tim H return to the Hill? I suppose when JMcC sends over the glue.

• I didn't know REQ wanted to buy the Gmmini. Rumour has it that he's making noises around the McCarthy car.

• And what of Iain Corness? What's that you say? Who is Iain Corness?!!??

• Ian Gordon rides again!!

• MISSING PERSON:

Mr. G. Denovan,  
ex 4/138 Hamilton Rd.,  
MOOROOKA.

Contact a committee man if you know his whereabouts.

• Everyone had a smashing time at Surfers recently. What do they mean, John, John, Kerry, Vern, Brian, Dennis?

• Tuning Tips:

When trying for maximum power in your Twin Cam, make sure your spark plugs are tightened down - seems this particular breed is not too keen on going too far with loose sparkers.

\*CONGRATULATIONS TO MR. AND MRS. TERRY GREEN  
(Nee Rae Cramb).

• Quote of the Month:

In Brisbane, if you drive on the streets the only thing you will hit is a radar trap.

• For the Swingers:

The In-Drink is now CREAMING SODA, so throw away those cans of Golden Pash.

• Mike Keown has bought the ex-Campbell Mini X - now the fastest thing in Indooroopilly between the Toll bridge and Nudgee Junior.

• John Fraser is still around and getting older by the minute.

• Ray Quinn almost lost the night run- seems he's not his usual self without the aircraft landing lights.

• George Row on the way home from the August hillclimb, demolished a myopic scrub turkey - but George is a "situations man", and he made the most of it - with a bottle of good wine. Well, it was taster than a trophy!

• Shane has a new handling technique for the B. Only one hold-up though - got to get DCA approval.

• Poor Dave Tait should be good at building Cortina engines by now - almost as good as Mal Spiden who builds Sprite motors.

• Dave did well to win his class and come third outright in an Australian hillclimb Championship round at Newcastle. Shand rolled but righted again, later to come a battered third in class.

• I believe Ann Thomson has a copy fo the 1973-75

CAMS Touring Car regs. Space doesn't permit copy.  
See her if you're interested.

• Oran Park Raceway in Sydney was a home away from home for MG car Club members recently.

August 6th saw the final round of the Australian Touring Car Championship (race won by Moffat, but Jane is the Champ), and members Dick Johnson and Steve Booker competed amongst the frantic NSW racers. Dick scored an outright fourth in the main race and Steve third fastest lap in his race although he got held up on the start by a stalled car, and had to fight through 14 cars to finally score seventh place.

Also there were Kees Koppenol, Leigh Vine (who had just bought a Clubman to beat brother Rolf), Brian Tebble, Kerry Horgan, John Fraser and Peter Walton. Fraser was looking starry eyed at the beaut Lotus 47 he had just bought from Leo Geoghegan and its pretty nice too.. Anyone who has not seen racing or who has not raced at Oran Park should do so. Compared to the dull open spaces and distant viewing provided at Surfers, Oran Park is Utopia and it doesn't wear tyres!

• Don't miss the great Lakeside revival - October 8TH!

• Iain Corness has been very quite lately - any ideas about what he is up to?

• Very pleased to see Graham Maynard at the September hillclimb - suming up the opposition with the thought of running the Centaur?

• Peter Walton is on the mend again after a rather unpleasant illness - worst part is to follow; no beer for twelve months!!

♦ Who killed the carpet snake at Mt. Cotton?

• How many people know that the Moorehead Mazda -TF breaths through a single downdraught YECH carburettor. Watch out when he fits twin Webers!

• Meryl Miles won some extra housekeeping money at the clubrooms on Friday 8th. Helen Quinn (via Ray) lost some housekeeping money!

• Crazy Crasher Campbell did at Surfers - in the same spot .... exactly! Third race, first lap, first corner!

• Kerry Horgan is slowly going insane. His big yellow Camaro is attracting, from the little (and not so little) kids a combination of "two-ups" and -you guessed it- "Hey! Charger!"

• What Discovery. Mazda Rx2 Rotary Capella uses a 100% SP Supermix blend. By the smell I'd say BP is next.

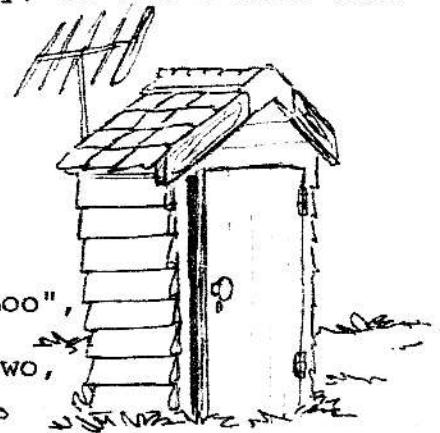
• Russ Black continues with his hard work both at Mt. Cotton and the Clubrooms. He is doing a restoration job on our furniture, a job most appreciated by all.

• Mario Carlotto followed good Mt. Cotton runs with a real stir in his first Motorkhana - a future threat? Watch out, Pete!

• Who's the navigator who uses black-out curtains to navigate for a certain Datsun driver so he can't see it coming when it comes.

• Keen competition between the Black brothers to see who gets to drive "the beast" - made all the harder since Don beat Russ in Russ's own car at recent Motorkhana!

• Stu Rice's Bingo Night was a real success despite the small number of players. And we're promised another one after Stu's holiday (Ed. that sounds suspicious). Hey Stu, who was the beaut-looking bird turning you handle? - don't worry, we won't tell Val.



You now will see another "Loo",  
Up on Mount Cotton Hill.  
It rests beside the other two,  
The ladies for to fill.

Someone has given you their old "Toot".  
It's not much - better than nil.  
We hope others will follow suit,  
Don't wait to bequeath in Will.

It's very old and got white ants,  
But it is another "Office",  
More convenient than "that Insurance",  
And didn't bust the coffers.

ADVERTS

- WANTED: Good MGA Phone David Miles with details - 212749, 912206 (A/H)
- FOR SALE: Four (4) Goodyear (it was) Grand Rally tyres (groovy!) - near new - (7000 laps around Surfers by Allan Moffat) - E70HR14 size. Suit Falcon GT, Monaro, Charger (Fiat Bambino), etc. \$110 the set. No offers. Ring Allan Burns (he's at it again) 97156.
- WANTED: Set of four (4) radial ply tyres - good condition either 175 x 14 or 185 x 14 size. Ring allan Burns - 971356.
- 1969 Toyota Corolla SL, very good condition, radial tyres, Smiths Racho, radio, heater/ demister, carpets, \$1550 O.N.O Apply: K. Hutchinson, 79 Woodend Road, Woodend, Ipswich, 4305.
- Mini parts ... set of Cooper hubcaps, windscreen protector, windscreen (standard type), as new Dri-clad towelling seat covers (orange). Towbar, suit EJ Holden. Phone 974884 (A/H).
- Centaur Ford. A race inner is a fraction of cost - John Campbell offers his 1498 c.c. Centaur complete with trailer and some spares. New motor only just run in. Has recorded a 1 min 21.1 at Surfers. Capable fo low 60's at Lakeside and under 50 sec. at Mt. Cotton. Reliable Ford power, LSD, R125 Ybll Firestones, adjustable front and rear sway bars, six-point Henderson harness. Just repainted. You can have one of the fastest Clubmans in Australia for just \$2000. Phone 711377 (8189) or 974884 (A/H).
- 4 Magnesium racing wheels - suit BMC, 2 suit Triumph - complete with long studs and nuts. The lot with 7x 500L Dunlop racing tyres and tubes \$160. Phone 974884.

Still Wanted :-

M.G. Magnette body parts,  
especially chrome trim -

Contact David Miles

91-2206 (home)  
21-2749 (work)

• For Sale

2 X 10" WIDE FULL CAST MAGNESIUM WHEELS (ES-WREN)  
FITTED WITH 600-1200 X 13 DUNLOP RACING TYRES (CR65/184).  
ALSO A PAIR OF SIMILAR 8" WIDE WHEELS.  
CONTACT PETER MACDONALD, 20 HARTFIELD DVE., BARBON

SEPTEMBER, 1972.

The Official Journal of the MG Car Club (Queensland Centre).

## **the committee**

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<u>Treasurer:</u>	Ann Thomson	781368	-
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	Malcolm Spiden	-	335769
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	Peter Wetzig	593072	-
	Terry Green	-	213028
	RICHARD Rose	-	411318

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VALLEY BRISBANE

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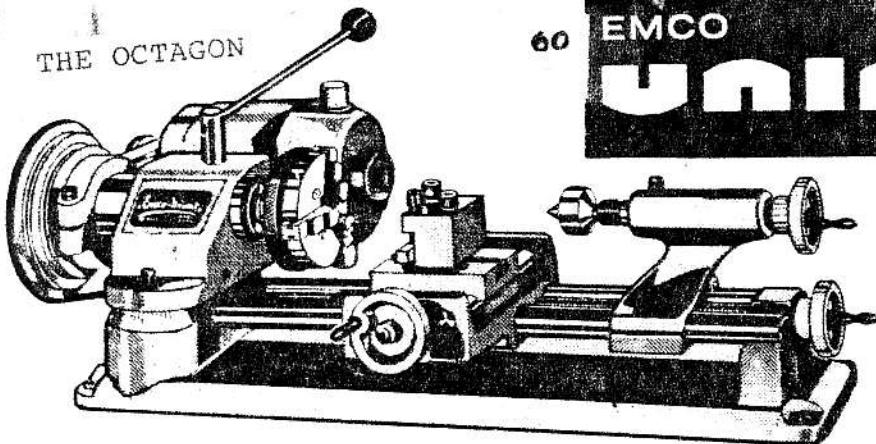
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THE OCTAGON

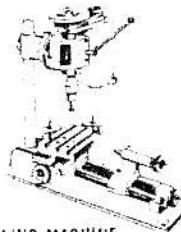


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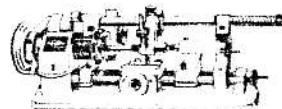
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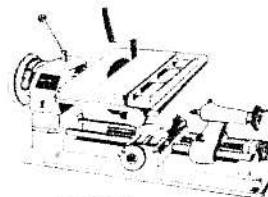
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Working height, 5"; reach, 3 $\frac{1}{2}$ "; quill stroke, 3"; spindle head can be fixed at any angle.



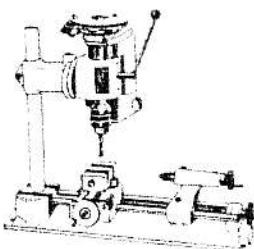
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Cutting metric threads having pitches from 0.5 to 1.5 mm., and of Whitworth having 56 to 16 threads per inch.



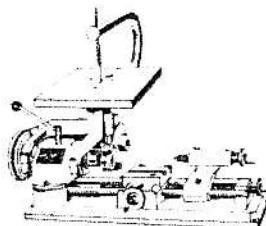
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For cutting metal, wood and plastics with appropriate saw blades. Depth of cut, 1" with 2 $\frac{1}{2}$ " dia. blades or 1" with 3 $\frac{1}{2}$ " dia. blades.



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With vertical column for use as bench drill; drilling height, 5"; reach, 3 $\frac{1}{2}$ "; drill travel, 3". Drill attachment can be used separately as a hand drill. Drills up to  $\frac{1}{8}$ " in metal and up to  $\frac{1}{4}$ " in wood.



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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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(circular, fret  
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