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coming events  
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November

Friday 7th

Sunday 16th

Friday 28th

Film Evening

Closed Hill Climb

Annual General Meeting

December

Saturday 6th

Annual Presentation of

Trophies - Royal Queensland

Yacht Club

Sunday 14th

Lakeside (Club Meeting)

Sunday 21st

Christmas party cum

Bar-b-cue

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editorial

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Before we all run off at half-cock, I think its time I said a few words about the 'unfortunate incident' at the last closed Climb at Mt. Cotton.

In any competitive event, where the object ahead is to beat a previously recorded time, then to have even the slightest chance a competitor must try. When Kevin Bartlett tries too hard he goes off the track too.

In a Hill Climb, through the very nature of it, there will be a drop on one side of the track, and a bank on the other. This simply means no place to 'safely' spin. And thereby is the rub. No place to 'safely' have a lose.

If we are to call an accident on the Hill Climb a 'sin' then it is one of Omission rather than comission. Omission in the fact that, through lack of experience, the driver forgot the penalties of the unforgiving nature of a Hill Climb. Lack of experience is not really a 'sin'. Any first-timer at the Hill, naturally has that lack of experience.

Are we then going to tell all first-timers not to 'try'? Must we then suppress all the enthusiasm that made them enter? Novices enter to 'have a go' primarily the gaining of experience that their entry gives them is purely secondary.

However, it does no-one any good to see enthusiastic newcomers writing off expensive machinery, let alone the risk to life and limb, at the Climb. Consequently the suggestion is that all newcomers to the Hill will have a 'Driving School' on the morning of the Event to familiarize them with the dangers and pitfalls of the Hillclimb course. A suggestion much needed, and one all members must support.

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an octagonal self advertisement

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If you read the Braille version of this magazine then you'll have missed the new cover. Pictorial yet.

The TC chosen to star on the cover of your mag is that of David Miles, taken at a Hillclimb this year. Understeer seemed to present a problem.

But this is not an article on Dave's problems, or even those of the TC. It's an article on Magazine Cover problems.

The cover is run off on a special stencil called a 'Gestofax'. It reproduces photographs reasonably well, and is a 'cheap' way of getting photos in the 'Octagon'. However, these special stencils do cost money.

The one for this cover was donated by Will Charlton and the photo donated by Peter Geran (Ace Motor Racing Photog). Money may be the 'root of all evil' but it also pays for 'Octagon' cover stencils.

I'd like to keep up the pictorial cover, but Will can't keep on donating cash towards it. But, there's a back cover which can be used for advertising purposes. So how about those Club members who have a business to advertise buying the next stencil in return for the complete back cover?

In the terms of advertising its very cheap really, and I feel the Members who appreciate pictorial covers would remember the firm who made it possible, and support that firm.

So how about it, MGCC members? The circulation is not large, but it would get your ad right to the heart of the enthusiast body. See the editor for prices. Cheap.

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Mt. Cotton Closed Hill Climb  
by Super Snoper  
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Being my first run at Mt. Cotton, I lay awake most of the night listening to the heavy rain and thinking of innumerable spins. But Sunday dawned bright and clear as had been the occasion for all hillclimbs so far. I arrived at the Hill - late - nervous- and last to assemble at the scrutineering pad.

After a reasonably uneventful practice session, as all bar one unfortunate took it easy sorting out the hill, the official runs commenced on time at one o'clock. An electric air of competition descended on Mt. Cotton.

Sports cars, Group A under 1100 cc were first on the programme and it was Will Charlton in the Centaur Clubman who set the pace with a single run of 53.3. After giving his other two official runs to pit member Dave Tait. As will is still lacking his '12 thou' tachometer, he gave Dave the usual advice of 'keep it till it misses' and following this dubitable advice, Dave turned in a creditable final run of 57.9.

Closest competition in this class was between Ross Davenport in the Bug-Eye and Geoff Hawley in the Mk III. Both sport the 'big heads and webbers'. (They must look pretty silly with Webbers hanging off their ears - I think he must mean 'cylinder' heads - Ed). Their times differing by no more than a second all day with Ross coming out on top with a final run of 59 secs neat. An Unofficial run later by Ross stopped the clocks at 58.5 secs showing Ross will be aman to watch.

Phil Cochrane on his first time at the Hill, was content to learn the course the easy way, and will benefit from this experience in later climbs.

## Mt. Cotton Closed Hill Climb (Cont)

1101-1500 Sports Cars had only one entrant, the ex Barry Lock Lotus Super 7, looking as well prepared as ever, and driven ably by Terry Dowdle. Gear selection bothers, and tyres rubbing on guards kept the times down, but 61.5 is very good for a first-timer.

The Group A 'Bigger bangers' produced the days 'funny car', a V Super Sports driven by 'supersport' Gary Cowan. Power came from a 1600 VeeWee slung in the rear of his yellow glassfibre roller skate. Tyres from an interstate Semi completed a beautifully prepared car. Gary really had a 'ball', hopping around the BMC hair pin as if it were sand dunes. However, he stuck to the bitumen all the way for his final run of 61.6 secs.

Class winner was David Jenkinson (Wish he's grow a beard and then we could call him Dennis Jenks - Ed) in his Cross-flow 1600 Lotus Super 7 with a good time of 58.1. This time will soon tumble when David learns 'where' to sink the boot ..... 180 degrees approaching the second loop is not the place.

Group B Sports Cars Up to 1500 cc had a poor roll up. Bob Mallon was a non-starter, leaving Ross Kruger in the ex Ted Holliday Redsprite the uncontested winner. Another Novice, our Ross, who whittled his times down steadily from 64.9 to 63.8. Realization of the car's potential of 60 sec runs should be seen by Ross by the end of the year.

The over one and a half litre class, and everyone was waiting for the ding-dong battle between Graham Wrights Thoroughbred English Charger and Nikki Manifold's Japanese 'Pretender to the Throne'. Unfortunately Nikki's Slant Eyed friends supplied him with long bealings and the Datsun stayed at home. Undaunted, Graham strapped the Mighty Morgan around in 58.1 secs. Quite a feat looking at the 'Yuk' tyres. I believe he intends to fit better tyres after he beats a certain members white

Mt. Cotton Hillclimb (Cont)

MGB. I wonder if it'll work?

Racing cars up to 500 cc and only three of the "Little Fellows" fronted for Official Runs. Bob Henricks in the Sandian maintained his Championship form with a great 54.5 sec run. The Black Knight in the Shining Armour mounted on his Hunter was next at 59.2, squeezing out Alan Paterson in The Venom at 60.7.

Over 500 cc racers had Demon Dave Gordon in his new creation, Le Petit Chalutior. The stripped Veedub had fuel starvation problems and was disappointing at 71.2 best run. Next outing will see a difference, I'm sure.

The MG Classes had 2 entries. The B's of Steve Booker and Kev Russell, but only Kev's car appeared on the Sunday. His lucky escape in his Practice Run was fortuitous, as Kev had no roll bar. (Although Roll Bars are not mandatory for Closed Events, I think all open cars should have one. For the road too. - Ed)

Touring Cars under 1100 had three Mins, a Fiat 850 Sports and a Corolla Sprinter. Andrew Hockley in the Fiat was sporting Dunlop Racing Rubber, and Whittled his times down to 66.4.

Barry Hardy in a welcome return to competition guided the bogstock 850 round for a neat 72.9, whilst Noel Baker with his 'Works Japanese' Splinter had a few traction problems, but 66.7 is velly good.

This class had the Terrible Twins Johnmalcolm in the days top 'grudge-match'. John in the Littlemore Replica, and Malcolm in the Cooper chased each others times all day, with John the leader (just) on every run. The white Cooper seemed on occasions to have an 8 speed gearbox with malcolm selecting sundry ratios.

Mt. Cotton Hillclimb C ont.

John was the eventual winner with an incredible 58.8 sec run, his Blair Shepherd BMC hairpin technique defying description. His Unisex twin almost equalling this with a 58.9 run on his last final 98 gearchange desperate attempt.

The middle size Tourers was won by Phil Giffin in the Miniess with an excellent 56.4 run. Don Young in 'The Worlds Slowest Cooper S' (just ask Don) was a little off form for a best of 60 secs dead.

Ray Elson on his first run at the Climb showed discretion and safely put the S up in 62.3, but shows lots of promise in his interestingly tired machine.

Big Tourers, and the BIG NOISE from Bill Bradford of Lismore in the 5.2 litre Monaro. To get the bulky Monaro round in 54.5 secs he really qualified for the 'Norm Beechey Award', laying rubber all over the course in Oppi-lock demonstrations of controlled power.

The Hawley Shopping Car also contested this class but even with Geoff at the wheel 60.2 is a little slower than the Monaro. However, both he and Kay (68.0) really tried, look at the tyre distortion in some of the Peter Geran photos if you are sceptical, and the times for the Big GS Falcon are very good.

And that was the climb that was, a 'bottler' in all respects. The best Closed Climb we've had at our Mountain so far. Next Climb is Nov 16th and will be another date not to miss, both spectatorwise and competitorwise. If you haven't got the Hillclimb 'Bug' yet, just speak to any competitor from this event.

See you on the 16th November,.

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motorkhana ..... tingalpa  
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Sunday 21st was the 'dust drivers' last crack at Motorkhanas for 1969, and 19 of them braved the blistering sun to compete in one of 1969's best dirt events.

Event 1 was whimsically called the 'Full Clover Leaf' by Ace Organiser Vince. The Cloverleaves most of the drivers tried were more like 'Drunk in Charge' Leaves. Don Young who had the honour of being first to try each event, also had the honour of lousing up each event first too.

At last. A newcomer who looks as if he will topple this years top men. Roger Quinn in the Morris Cooper romped away with this event, and on his total performance should be a top contender for next years trophy.

Nagasaki Manifold appeared with his new tractor/ steam roller tyres (have teeth instead of tread) and seems to have a personal vendetta against MGB's. It may be old Japanese Code. Nikki stalling to tly velly hald at motolkharas.

Riger Tom showed that properly set up sedans can be very competitive, even with RWD. Having been up all night on the Wearyanna Rally, his eyes were hanging down where his belt buckle normally is.

Second in this event was John Campbell in the Red BrickBrick, still looking like a Little Grahamore after the success at the Hillclimb.

Event 2. Forward bending with a difference. In a Vee formation. Only one run at this event caught many napping, especially those who use their first runs to find out the way around.

Tingalpa motorkhana (Cont)

Ross Houghton in the beaut red TF reminded us all of Mort Shearer in the way he threw the T type around. T types don't need a start at motorkhana's, they need to be handicapped.

The other hardy T typer was Peter Rayment, who does have a handicap in the tighter events with the lock on the TC. 'Leaping Lena' looks unburstable the way Peter throws her around.

Winner of this event was 'The Old Doc' in his NASCAR type Mini, proclaiming "4 h.p." and "48 cc" on the bonnet. It was rumoured that a certain MGB had removed the other 30 neddies and the 800 cc.

The extra capacity and horsepower didn't do our Will too much good, though. The B seemed a trifle uncontrollable (Like its owner) and showed a decided pathological desire for poles.

Event 3 The Triple Tri Gate. Should've been the 'Berlei Cross-over Girdle' event ..... it sure was tight.

Although not figuring in the results, the George Medal for Civilian Gallantry must surely go to David Miles, who wheeled that V8 Valiant in and out through the gates with  $\frac{1}{2}$ " to spare each side. Considering that half the Minibin Brigade had to back up for second tries it makes David's drive truly heroic.

Steve Waite had by now taken up the Samurai left by the Jovial Japanese Jester, and tried so hard he ripped off the rear muffler on the MGB. Steve's B has also improved since giving it injections.

Another driver who has improved out of sight is Andrew Hockley in the Little Fiat. The Kamm tail on the Fiat really sucks the dust along behind it, and you literally can't see Andrew for dust.

Tingalpa Motorkhana (Cont)

Peter Mayne in the Morris Minor 1000 showed his mount's suspenders to all, as it rocked and rolled round the course. Its a wonder Peter doesn't get sea sick. Notice the way he seriously adjusts the seat belt before he sets out?

On his second run Iain Corness really had his brain turned off and recorded 19.7 secs in a 'do or die' effort. Hard on his heels was John Campbell again, with a well driven run.

And on to the Autocrosse, or what used to be the Autocrosse before its name was changed. Called the Esses and quite justifiably so, as Vince had devised the windiest (I made that word up) set of esses, one after the other that I have ever seen.

Noel Bakers white Corolla ("Go on! Ring your head off, you B\*!@&!") has very little sense of direction, because even with all its drivers it still get lost.

Don Young spun on his warm up lap. John Campbell spun within twenty feet of the start. Peter Rayment collected a pole fair and square with the Octagon on his radiator grille. It was twisty.

Robbie Leggatt found a Morris Minor to drive since the MGA is indisposed (really sorry to hear about your bad luck, Robbie) but had difficulty in finding the 'GO' pedal. Minors do not have the power of A's.

Guy Mazzetti seemed not his usual exuberant self. I think he has problems seeing through that real beaut moustache.

On the final count for the Esses, it was our new 'comingman' Roger Quinn who just squeezed out Redbrick John to win the event.

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small torque  
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Congratulations are in order for Chris Timms and Sue Tarrier. Chris has decided to make his pit crew a permanent member.

Also in negotiations for crew are Ross Devencorn and Marion. To finalise it, all Ross did was give her a 'ring'. Congrats also.

Tom Hatton has a disease he is spreading amongst Club members. Latest to catch it is Kerry Horgan. The illness is characterised by the purchase and driving of Kraut Wagons.

When are we going to see the V8 engined TC which is near completion?

Contrary to popular opinion, Dave Gordon is NOT Santa Claus in disguise. Mind you, with a bleached beard he'd be a gas at a Xmas party.

Why was Malcolm Campbell running around at the Hillelimb with sticky tape on his 'sex'? John (male) seemed shy about showing his too.

Sprites when red are always IN, but moustaches when ginger are better OFF.

Jon McC has been in an Architects Office too long. The Centaur accelerates at the same speed as T&G bldgs.

Another member getting a permanent passenger is Kevin Johns. Congrats Sylvia and Kevin.

Should have a couple of new members soon in Fraser Junior and Maynard Junior. Tim is building the Centaur pedal car already. Dave Miles thinks it's his.

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annual presentation of trophies

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The most colourful Night of the year in the MGCC Calendar, to be held this year at the Royal Queensland Yacht Club at Kemp Place.

December 6th is the night, with an early start with drinks on the lawn at 6 p.m.

A great advantage of the Yacht club over last years venue is the availability of drinks at the Normal Hotel price.

Many of you were rather 'stung' last year with the cost of liquid refreshments, but you can rest assured that if 'she' asks for a Pink Gin or Horses Neck, you won't do a week's wages in one fell swoop.

Parking is simple too. There is a large lot behind the RQYC, approached from Ivory Street.

The Smorgasbord is at 6.45, and after this we have the Presentation of Trophies to the lucky members.

Dance on afterwards to the 'state of Mind' a wild group, which will even get Ray L doing the Boogaloo.

Admission is only 6 dollars a double or three dollars single. At that price you can't afford to miss it.

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new fees

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CAMS have increased Capitation Fees by 1 dollar for 1970 but the MGCC will absorb 50 cents of this to only show an increase in fees of 50 cents. From Oct. 1st the fees are : Renewal 8 dollars; new member 10 dollars 50 cents Country member three dollars 50 cents.

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committee 1970  
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It's not the end of the year yet, but it is time we 'thought ahead'. It won't be long before we have another Annual General Meeting of the MG Car Club (Q) at which, amongst other things, we vote in the New committee for 1970.

If you feel that you could do the job of committee man as well as the ones this year, don't sit there and grizzle, start thinking about nominating for a position on the committee for next year.

If you feel you could do a better job than this year's committee, don't sit there, go and attend a few committee meetings to see how these meetings are run and get yourself quite up to date on all committee matters.

Work on the Committee is not arduous, but is time consuming. Work on the committee means lots of thought, lots of ideas and lots of attention to detail.

Being a committee man or woman is a responsible job. You are there, voted in by the members to represent them, to run your club, and to help further it and to promote it. You need a sincere feeling for the club, and a deep desire for a sense of responsibility as to what is best for the interests of the club.

With club finances deeply involved in Mt. Cotton Hill Climb, you have to think of the club as a small business with you as a director on the Board, responsible to the shareholders (the members) ensuring that the business 'pays off', and does not slip backwards.

Its responsibility plus on the committee. Think hard. If you feel you've got it .... give it a go. But give it a Go, Wholeheartedly.

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the great road safety seminar Mk II  
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Ladies and Gentlemen, we present to you all,  
the great spectacular, the Second Road Safety Council  
Seminar. HOOGRAY: TSCCHH : PFFFFBBBBB:::

All please bow your heads and say after me :  
"SPEED KILLS"

BANG !!!!!!!!!!!!!

They're off. The Annual witch hunt is now in  
session. Get those young Hot-rodders and their Bombs  
off the roads. Stop production of 'killer' cars that  
top 130 m.p.h.

Can't you see it all happening around us? Those  
deaths, I mean. Its always the Naughty Hot Rodders or  
those Falcon GT's who are involved.

Like some queer Cult or Religion, the 'experts'  
on Road Safety drag out the tattered scape goats for  
their annual public whipping.

There were only Four types of people present:

1. THE STIRRERS: being Mr. B.M.Tebble, Dr I.D.G.Corness  
and Carole, and Mr. J.R. Fraser, hereinafter called BMT, UDG, Mum?  
and JRF.
2. THE THINKERS: who were to the order of 40-50% of  
the delegates.
3. THE DO-GOODERS : mainly from the various Country  
branches of the ORSC (Read Speed Kills)
4. THE 'GOVERNMENT TYE': who spent all day being either  
totally negative, or passing the buck or both.

The day started cheerily enough with Mr.  
E.A. Huxtable, Chief Traffic Engineer with the NRMA

delivering a paper on 'Training the Driver'. He dealt with the subject of High School Driver Education ..... Classroom, and Behind the Wheel. Mr. Huxtable made a good case for classroom education, with practical training deferred until the U.S.A. people can conclusively prove the worth of the system. At this stage, some studies show positive results and some do not. As an alternative, he suggested that properly trained commercial driving instructors could handle this part of the training.

Then to the astonishment of all, a Mr. Roberts (read Govt. type) arose and quoted studies which de-bunked the whole High School Driver Education set up in America, but instead of saying that the system should be overhauled, improved, or updated, he attacked the whole concept of education which seems odd for a man in his position. He then launched a strong attack on the younger generation - their love of power, speed etc., and even claimed that skill was not a factor in safe driving. How about that? I wonder who wrote his little speech for him?

He was supported by a female high school teacher, who said that high school teachers could not handle practical driver training (Huxtable never suggested this anyway) and that commercial driving schools should look after this aspect of driver training. Her husband is the proprietor of a commercial driving school. HMMMMMM.

Then came the first 'Blue' of the day at B.M.T. replied to Mr. Roberts comment on speed. The first thing old B.M.T. mentioned, was that half the delegates to the conference had arrived that morning sans seat belts, including Hon. Ministers chauffeur. (One driving school proprietor also did this, besides missing an easy reverse park outside the building), He then went on to issue a challenge to Roberts, the Q.R.S.C. and in fact anyone who was interested. Briefly he stated

## Road Safety Seminar Cont.

that a properly trained driver can tailor his speed to the prevailing conditions and that he could, and would demonstrate how to drive safely at high speed.

This brought the Do-Gooders to their feet. Ashen faced and shouting angrily they denounced B.M.T. as a "speed demon". who lusted after the false glory that speed brought. Oh, it was beautiful. I.D.G.C. and Mum were seen to be rolling their eyes in disbelief and if the Doc had pulled out his Blood Pressure Meter, I'm sure that Carole would have read 180 plus.

The 'Thinkers' shook their heads in disbelief the 'Government types' muttered "Rhurbarb, Bhurbarb" into their long beards, and Mum rose to her feet and asked them who in the devil in the whole room was qualified to talk about driving at 'high' speed. Well, that did it. Uproar, pandemonion (Tut, Tut from the Govt. types)

Then JRF calmly pointed out the work the RACQ was doing, and the success it was having. He challenged the Govt. to allow his organisation into one or two High Schools to prove the point. No comment. The Govt. types were playing dead (playing?)

So endeth the First session.

And on to the Second session of the day. Mr. Warden author of "Juggernaut" to speak on 'The role of the Journalist'. He managed to completely ignore the title, and proceeded to give his book a big FREE PLUG. He was upset because only 500 copies had been sold in Qld. He cannot understand why? Would someone care to enlighten him?

In any case, the usual lecture ensued about Groggos and Anti-Socials, with the only bright spot being his defence of the Hot Rodders.

## Road Safety Seminar Cont.

This led to the next 'Blue' when the Do-Gooders rose as one to claim that the Hot Rodders and their souped up bombs should be removed from the road. IDG pointed out the difference between Hot Rods and 'Bombs', and was rather well supported by a Motor Cycle Cop in the audience.

All to no avail, as the DoGooders arose again to solemnly tell us that lowering the rear springs took the weight off the front springs. IDG leapt to his feet and said the first thing he did to Super Bee was to lower the rear springs, and he suffered no loss of traction at the front.

Roars of disbelief.

Then came the climax. Up stood Chief DoGooder to denounce IDG :- "These track fellers shouldn't be here. Come round the back of the Police Station and I'll show you the wrecks of Hot Rods. You stick to your tracks.... etc. etc. etc..." Frothing at the mouth, he was carried away by several Road Safety Officials.

To rub salt into the wounds, JRF quoted the Adelaide Accident report where the average speed for fatalities was 31-36 mph. He and Prof Whitlock also blew the 'Accident Prone' theory of the DoGooders to pieces.

Ding. Lunch.

IDG was absent from the lunch table for quite some time, and it was feared that his mutilated body would be found sitting on the 'Toot', but he returned safely.

During the lunch break, the Hon W. Knox came back to the Seminar and ate lunch with BMT and JRF. A reasonably sane conversation followed. Our Hon. Minister

## Road Safety Seminar Cont.

and some of his fellow Mr's made some good points about either legislating cars or people off the roads.

One MLA brought out the difficulty in defining the 'anti social' members. Is a divorcee anti social? What offences constitute a 'criminal background'? Quite so.... but terribly negative.

The third session was hosted by Prof Saint of the U of Q, assisted by Prof Whitlock. Very interesting and great to hear Prof Saint say that skill was an important factor in driving. pity Mr. Roberts had gone back to black-board thumping and didn't hear him. The prof also claimed that all drivers should be able to handle emergencies, and that proper training was essential for safe driving.

He went on to relate the latent aggression in some young people to their driving, and suggested that the 'Hoon' should be given a place they could race their cars in safety, to allow harmless release of their aggressions.

Prof Whitlock put up a suggestion for "everyone to hawl down", and that was to confiscate the vehicles of drunken drivers. There wasn't a murmur.

Finally Sir William Hudson his paper on 'Safety in Industry' and included the story on how he had all the vehicles in the Snowy project fitted with seatbelts, and how he enforced the wearing of same. Tremendous results. 30,000,000 covered without one serious injury. pity the chauffeur wasn't there.

and so it ended.

To conclude on a constructive note, I say that if Mr. Knox ever reads this would he please be assured of the following :

## Road Safety Seminar Cont.

1. We realise the Electorate must be handled carefully.
2. The Federal Government is obviously not behind the States in the matter of Road Safety, as is the case in the USA (Who are getting results)
3. We don't expect a relatively Junior Minister to change the Govt. overnight.

However, may we respectfully suggest that you:

A. Please 'Get with it' over seatbelts, and see that the various Govt Depts wear the belts which are provided in their vehicles. As Sir William Hudson said, "Example must start at the top" and that is where you are. At present, the Police Force are setting a shocking example to the public.

B. Stop trying to scare people into driving safely. The public are sick and tired of the 'Be A Good Boy' approach, to the point of regurgitating every time they see a Road Safety Ad on TV and in the Commercial Press. Stop preaching; start teaching. Use the Defensive Driving films of the QRSC on TV. They are at least constructive.

C. Get some of the 'stirrers' from the Racing Driver ranks on TV. The 'Hoons' are more likely to listen to someone who knows what 'speed' is.

D. At the moment the QRSC Seminar is a place for the DocGooders to throw themselves about without endangering the Electorate, a pop for Public Conscience. Not surprisingly the 'thinkers' are soon sickened by this attitude and drift away and much good is lost.

E. Give the RACQ a 'GC' in a State high school. Nothing but good can come of it, providing that a properly controlled study is done.

Finally it is obvious that the Yanks with their thorough approach are getting somewhere with this gigantic problem. They must lead the world in its solution, Won't someone tell Canberra what's going on?

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motor racing round-a-bout

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The most important local news is the additional Sportscar Race to be added to the programme of the October 26th Surfers Paradise Meeting. This extra race is a Ten lapper and will be for Div I and Div II Sporty cars. Prize money is generous being down as far as 5th or 6th place in the Div II bracket alone. It is to be called the Surfers Paradise Trophy Race for Sports Cars. This addition is a most welcome sign from SrIMC and the organisers are to be applauded for their foresight in this matter. So you can't say there isn't a race for you now, Sportscar drivers.

Last Race meeting at Lakeside saw the MG Car Club tent, and thanks are in order from us all to Will Charlton who conjured up the tent. It certainly was a great fillip to the Club members to see the Gee Club flag flying proudly from the flag-pole. Remember that ALL club members are welcome to enjoy the amenities that such a tent provides.

Still at the last Lakeside, Kerry Horgan had the most trying day. With his new 'slippery' in, he stripped a star wheel in the diff on the line in the first race. Nothing daunted he had another diff brought up from Brisbane in a cab. Hard work by his pit crew Paul Wilson and the willing band of helpers had Kerry on the line to contest the 10 lap feature race.

All the sweat and tears was not in vain, as Kerry came home 3rd outright, narrowly beating Iain Corness in the MGB after a race-long duel. That's motor racing spirit.

The Corness 'Super Bee' also had bad luck in the last race, the motor moving forward and the fan chopping up the radiator. The Doc has sent the Bee to hospital.

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 classified ads  
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For Sale

Tim Harlock offers for sale the ideal opportunity to go Hill Climbing cheaply. The well-known Cooper-Ford must go to a new home. Included with the car are delectable items as spare (wider) alloy wheels and numerous spare parts. Reason for sale is obvious the Designer and Builder of the Centaurs cannot be seen running around in a 'Cooper'. Even though it has Centaur modified suspension. Phone Tim at 4 4843 and be amazed at the low purchase price.

.. .. .

FOR SALE

Do-It-Yourself Scribe Award Kit . This reliable kit comes for the price of 1900 dollars O.N.O., OR, if you want to give it your own brand of motivation, it can be purchased for a lot less.

In other words, Vern Hamilton is offering the Highly Successful Centaur III either complete with trailer and spares, or will keep the 1500 motor and sell the car less engine for a proportionately lower price.

For anyone considering starting off in Motor Racing, Vern's car is a proven winner (Scribe award in this car 1968) and interested parties should ring Vern at 96 4764, or write to 113 Greta St., Manly.

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ENTERTAINMENT

The Wing-Ding of the Year will be the Annual Presentation of Trophies at the Yacht Club, Kemp Place. Date? December 6th. Cheap Drinks. Reserve a seat today. See Lester Whittaker.

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 classified ads  
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MOTOR SPARES AND SUNDRY ASSORTED PARTS

One only windscreen to suit MGTC for . 15 dollars  
 One only Cylinder Block to suit a lucky TD 10 dollars  
 Sidescreens, a pair of, Austin Healey Sprite for the  
 use of, at the ridiculous price of only 5 dollars  
 And, if you have a Wolseley or Austin Freeway and you  
 require a windscreen protector ... Buy mine at 12 dollars.  
 See Allan Dulley, 6 Lemos St., Wavell Heights  
 Phone 67 3126. or at Clubrooms Friday nights..

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MORE SPARES

Come to Campbelltwins for the best deal on Used Mini  
 parts. Clapped out tyres a speciality. But the cases  
 will retread. Jokes aside, we have lots and lots of  
 Min bits, each part with interesting history, and we  
 have to clear the garage to allow father to get his  
 car in again. So call round and see us, bring a truck,  
 and help get the garage clear. Ring John or Malcolm  
 at 97 4884, or at Clubrooms Friday Nights.

.. .. .

AND EVEN MORE BITS

Refer to last month's Octagon and see all the Superb  
 TC go-faster bits I have for sale. Some of these items  
 are still available, and are 'up for offer'. See David  
 Miles at the Clubrooms any Friday Night.

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SITUATIONS VACANT

Inexperienced Octagon helpers required. No wages offered.  
 Needed to put mag together once a month. See the Editor.

The Official Magazine of the M. G. Car Club (Q'ld Centre)

Affiliated with the Confederation of Australian Motor  
Sport

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