

PROGRAMME

- AUG. 30 Navigation Run. (Held by Morris Mini Car Club; starts their Clubrooms Caxton St., Petrie Terrace).
- SEP. 4 Tentative date only for lecture on Brakes by Lucas
8 Closed Hillclimb, Mt. Cotton
15 Lakeside Sprints, Q.M.S.C.
20 Hillclimb Lecture (Follow-up by the Harlock/Turner team)
22 Motorkhana, Tingalpa
27 Navigation Run
- OCT. 5 Concours D'Elegance
6 Inter-Club Motorkhana
11 Film Night
13 Closed Race Meeting, Lakeside
20 Hillclimb Practice, Mt. Cotton
25 Navigation Run
- NOV. 3 Motorkhana, Tingalpa
8 Film Night
10 Lakeside Sprints, Q.M.S.C.
22 Annual General Meeting
- DEC. 1 Closed Hillclimb, Mt. Cotton
7 Presentation of Trophies, National Hotel.
(This is a supper dance so keep the date free.
Tickets will be available soon).

"LITTLE ACORNS FROM GREAT OAKS MAY GROW.." (Fred)

The old maxim proved true in reverse for the Mount Cotton Hill meeting, August 4th. From 2,000 viewers at the Queensland Championship meeting down to less than 300 - enough to throw any proverb into reverse gear!

Ofcourse we did not have Leonard Teale, which may account for the absence of perhaps 1000, or Glynn Scott, John French, BMC's Midget and the visiting NSW and Victorians. Then again someone did forget to run our adds on 4IP, and only the Motor Sport aware Telegraph saw fit to run any sort of story. So we got what we deserved ;.. a small crowd!

Those who stayed away missed our most incident (kind word for accident) packed meeting. To start the weekend well a few louts had been out and broken into the store shed, and left their trademark by tipping over our toilets. Ah well, each to his own!

Practice times promised a duel from the 1500 sports racers. Kerry Horgan's 1500 'Sprite', Vern Hamilton's Centaur and Ann Thomson's Lotus recorded 54.3, 54.2 and 53.6 respectively. Will Charlton, running his MGB in open class instead of MG managed a very respectable 57.5 secs. Tim Harlock had reason to be pleased with his Cooper Ford, which was aspirating somewhat cleaner than ever before, and gave him an easy 54 seconds practice time which he improved to 52.9 later in the day. Pittsworth member, Ray Jorgensen made fastest practice time (51.6) and fastest time of the day on official times (50.7).

Note to T Type owners - keep reading! Dave Miles and Brian Tebble (TC/TD) battled merrily all day, both breaking the long awaited 60 seconds easily! Except for one run when Tebble lost the TD in a spectacular spin under brakes into the BMC hairpin, Gertie beat the minute every run, the final and best being 58.3! Miles drove the beaut looking TC like a champ, and finished the day with a time only one tenth behind the TD's best, so unless Gertie has any secrets up her ancient sleeves, our money is on the TC for next meeting.

Barbara Dare had her first bash at Mount Cotton in her MGB and although Tom Hatton and Jon McCarthy both put up faster times, neither could imitate the squealing noises the Dare MG made around the Hairpin - maybe it was the driver!!!?

John Blake's quick Mini de Luxe which doesn't sound like one, beat Ann Thomson's Morris Cooper which does, even though Joe Camilleri pedalled the Thomson Min hard. Blake's best to win was 59.5 seconds (so rush to your friendly BMC dealer etc. etc.)

What about those accid-sorry, incidents?

Come along to the next meeting, we hope you won't see for yourself.

Fastest times for each class are as under:-

SPORTS CARS - Group A

1100 to 1500 c.c.	V. Hamilton	Centaur	51.7
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SPORTS CARS - Group B

Up to 1500 c.c.	BP Toowong	A/H Sprite	56.9
1501 c.c. and over	Kirkmichael Motors	M.G.B.	56.8

RACING CARS -

Up to 500 c.c.	B. Henricks	Sandian MkII	54.6
501 to 1500 c.c.	Centaur Devpmnts.	Cooper Ford	52.9
1501 c.c. and over	R. Jorgensen	R.J. Repco	50.7

M.G. CARS

Up to 1500 c.c.	B. Tebble	M.G.T.D.	58.5
1501 c.c. and over	T. Hatton	M.G.B.	55.9

TOURING CARS

Up to 1100 c.c.	J. Blake	Morris Deluxe	59.5
1101 to 1500 c.c.	W. Blater	Morris Cooper S	57.9
1501 c.c. and over	T. Thomas & Son	Holden 186S	59.0

Fastest Time of day	R. Jorgensen	50.7 seconds.
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BITS AND PIECES

The Committee recently announced that Mrs. Nessie Hunter and her daughter Nan have been made our first Honorary Life Members. Nessie was for many years Treasurer of the Club, Nan was Assistant Secretary. Congratulations Hunters!

To complete the story, Nan has announced her engagement to Denver Beanland, and the happy couple will write the sequel during November. Congratulations twice!

About forty club members attended the EMC brawl (sorry Geoff) Ball Saturday August, 10th. All looked to enjoy the night and they won a special prize of a bottle of champagne for their artistic entries in EMC's 'Biased Art Show'. The Mini Club won one too! (That's not much bubbly for so many.)

Have heard that Saint Christopher is wearing a Tom Hatton medal.

Malcolmjohn and Johnmalcolm Campbell now have a Mini each, so it'll be harder than ever to tell who is who.

Chris is also wearing a Graham Littlemore Badge.

Many people have suggested what Chris Timms could but with his \$100 win. He still has the money.

Ann Thomson wants to know what sort of badge she needs.

Bradley Hart was recently leading a Go Kart race - spun on the last lap, lost the race and his lead in the Division One title. We still reckon he's too heavy for that poor little car.

Ex President Ron Davis and wife Del came out of social retirement to join the MG group at the BMC ball.

Bradley Hart took along two girls - one to dance with, one to drive him home. These Breathalysers.

Jon McCarthy is drawing up elaborate plans for a nine story air conditioned timing tower at Mount Cotton.

AUGUST, 1968

Wasn't there some comment in a previous "Octagon" as to the 'outsize coathanger on Tom Hatton's B? The necessity for roll bars, at least in competition, has certainly been proved as both Tom and Merv Damrow will tell you.

Our Treasurer has added another new vehicle to her stable, this time a replacement for her previous V8 tow waggon.

Dave Miles also has a new V8 to haul the TC to and from Mt. Cotton.

Talking about new cars, Garry Cowen has swapped the big Mercedes for an Austin 1800 while David Statham was seen at the last Lakeside sprints in a Fiat 124.

--- oOo ---

Rumours about Leonard Teale having 'written off' Old Gertie on the fence at Mt. Cotton must have been dispelled with its appearance at the next climb and going faster than ever. Brian Tebble tells us that the sum total of damage was one nearside lower control arm, a steering rack (could have been repaired, but was replaced), an off-side steering arm, a radiator and two bent wheels.

Len has written offering to pay for the damage. Brian, and all others who met and talked to Teale were impressed by his keenness for Motor Sport, his self-effacing manner, and the fact that he obviously had 'no tickets' on his driving ability. He spent much of his time at Mt. Cotton asking questions about driving techniques, and at one time was helping patch up our return road with pick and shovel. We are just as sorry as he that he bit out a lump of fence having completed a very creditable run in the TD on his first drive.

Bruce Ibbotson has at last taken delivery of his MGC Coupe. He must like it judging by his comments to date.

--- oOo --- oOo ---

MOTORKHANA - HEAT FOUR

Sunday 20th July, marked the day of the fourth Motorkhana of the year and due to recent rains, weather was ideal with very little dust and temperatures in the low seventies. Fifteen cars competed namely 7 Minis, 3 Sprites, 2 M.G.'s, 2 Fiats and one Valient V8, aimed by "Brave Dave" Miles.

First event of the day was the cloverleaf which resulted in a clean sweep for the Minis, fastest time being recorded by Malcolm Campbell with a run of 23.3 secs, one and a half seconds quicker than Warwick Mules' Cooper S, who took second slot ahead of Noel Baker, Don Young and John Campbell.

Event 2 was anew one for this year consisting of an octagon marked out by poles through which drivers had to propel their cars in a manner not unlike a circular slalom, finishing their run neatly parked in a garage placed at 90° to their line of travel. First under way was Geoff Gettons who recorded a very creditable run of 15.6 secs, fastest of all runs until Warwick Mules clipped 15 sec off this time. Geoff's second run was an improvement at 15.4 sec but not to be outdone, Warwick duplicated the time of his first run.

At this stage Malcolm Campbell and Terry Garred decided to make the scene with equal runs of 14.8 secs well ahead of the opposition. Geoff Gettons took an immediate dislike to these times and got the whip to his old 850 to turn in a time of 14.4 secs. At this stage, Toni LeFranke made a colourful appearance. Having picked up considerable time advantage in a rally she was on with Ann Thomson she quickly commandeered the nearest car (Noel Baker's Deluxe) to turn in a time on this event of 15.7 secs, .1 sec. quicker than Noel's fastest time but still .7 sec. slower than the intrepid Kay Hawley, who's starting to look very much at home in her new toy.

Back to the leaders again, and Malcolm Campbell, with Geoff's best time of 14.4 secs in the back of his head, got settled down to things and recorded fastest time with a smooth run of 14.2 secs.

Third event of the day was an intricate garaging event which, too, was also making a comeback after over a year. This, due to configuration naturally favoured Minis but it was amazing to see all those afraid to try reverse spins. In this case, it should have been

the S's that romped home but it was still Campbell's Cooper, Baker's Deluxe and Getton's 850 that led the field after the first run with times of 31.5, 33.1 and 35.1 secs respectively. Praise in this event however must go to Dave Miles who piloted his block of home units, thinly disguised as a Valiant V8 to an amazing time of 41.1 secs.

It was, at this stage that the field incurred a few casualties with Graham Wright's amazing little Fiat 500 out with no gears, Don Webster's TD out with no clutch and Rolf Vine's Fiat 1500 retired with fan problems. Fastest time in this event went to Malcolm Campbell with an excellent second run of 30.8, ahead of Warwick Mules with a run of 32.2 and John Campbell's 850 with a best third run of 32.7 secs.

Last event of the day was the traditional Autocrosse and once again competition was extremely close. Terry Garred's Sprite and Don Young's Cooper S had the ball at their feet with first runs of 19.5 secs. On to the second runs and Malcolm Campbell got his Cooper going again to return a quick run of 19.2 secs, .2 secs ahead of Noel Baker's time. Onto the last and Geoff Gettons returned a time of 19.2 to equalise Campbell's best time. At this stage, it looked like Campbell had taken out a hat trick, but Don Young was in a position to think otherwise. Coaxing his additional 20 h.p. into action he went out to take Fastest time of the day with a very smooth run of 18.9 seconds.

As darkness descended only two weary souls remained to offer their cars to the Bob - a - Ding. They were Gordon Spiden, whose Cortina turned in a time of 20.6 and Malcolm Campbell whose Cooper failed to go any quicker than the 19.2 secs returned in the Autocrosse. And so ended another successful Motorkhana, admittedly without the number of competitors expected but still a day enjoyed by all. September 22 is the day set aside for our second last Motorkhana during which we intend picking drivers for the Inter-club Motorkhana on November 6 - so let's see a big roll up!

For the results of the day see over
the page.....

The results for the day were as follows:-

CLOVERLEAF:

1.	M. Campbell	M/Cooper	23.3 secs
2.	W. Mules	M/Cooper S	24.8 "
3.	N. Baker	M/Deluxe	25.0 "
	D. Young	M/Cooper S	
5.	J. Campbell	M/850	25.4 "

OCTAGON:

1.	M. Campbell	M/Cooper	14.2 secs
2.	G. Gettons	M/850	14.4
3.	T. Garred	A/H Sprite	14.8
4.	W. Mules	M/Cooper)	15.0
	K. Hawley	A/H Sprite)	

GARAGE:

1.	M. Campbell	M/Cooper	30.8 secs
2.	W. Mules	M/Cooper S	32.2
3.	J. Campbell	M/850	32.7
4.	N. Baker	M/Deluxe	33.1
5.	G. Gettons	M/850	35.1

AUTOCROSSE:

1.	D. Young	M/Cooper S	18.9 secs
2.	M. Campbell	M/Cooper)	
	G. Gettons	M/850)	19.2
4.	N. Baker	M/Deluxe	19.4
5	J. Campbell	M/850)	
	T. Garred	A/H Sprite)	19.5

BOB-A-DING

1.	M. Campbell	M/Cooper	19.2 secs
2.	G. Spiden	F/Cortina	20.6

/COMMENTS WE HAVE HEARD DEPT/

The MG Car Club is a Hillclimb Club only. RUBBISH

Our Club has and where possible does organise all possible motoring events. It is an astonishing fact that only a small percentage of our members actually take part in organised events and as the hillclimb is given considerable publicity this majority which represents non-competing members could form the impression that the club is primarily interested in hillclimbs.

Actually, the majority of club events are set out and designed so that the normal member can use his car to enjoy weekend and Friday night motor sport without going to any unnecessary expense to do so.

Due to Lowood being sold, we no longer have available to us at reasonable cost a track on which to conduct Sprint Meetings and Driving schools. But, in the past, the only members interested in these events were the same ones that now enter at Mt. Cotton or at Q.M.S.C. Club meetings at Lakeside.

Looking at our club programme, we can see at least 50% is taken up with Navigation Runs, Motorkhanas, Club Runs, etc.. These are events that are open to all and provide worthwhile experience to all -- if you don't think so, try the next Motorkhana, or ask your friends what they thought of this year's All night run! Generally, the same group of people turn up at all events except for film nights where the Clubrooms swell to capacity.

If you feel that there are events that the club should conduct but don't, then come along to an open forum and let us hear about them. Strangely enough, open forums seem to be the one time that you can hear a pin drop when suggestions are asked for.

CHIEF STIRRER

--- oOo ---

Kay Hawley's only comment throughout her stay at the B.M.C. Ball was tee-hee-hee-hee-hee. Geoff also was in fine form trying to convene a committee meeting on one occasion during the night!

NIGHT NAVIGATION RUN - 19.7.68
(or how to get lost with Phil Claxton)

Those who fronted for the Navigation Run of Friday night 19th July, were promised something different from the normal type of event.

Phil Claxton was the instigator of all the trouble and had apparantly been spending every night for the past fortnight preparing instructions to confuse and lose everyone. This he almost achieved, for only three competitors lasted the full distance.

Proceedings began with a tour of Albion Heights then on to stir the lovers on Bartleys Hill where a nice new blue and white Cooper S was found handing out free mud maps. All went well until the mud map said turn right into the river. Now, ofcourse this could not be right so back a bit and try again. Anyway, to cut a long story short let's stick our necks out and say that most people skipped the remainder of this section and headed out to Hendra where instructions could be picked up again.

Things ran smoothly as the hoarde set out across Nundah to Kedron, where a nice man stopped everyone, that is those who made it that far, and played Mr. Policeman - checking lights and all that jazz. It was then off to Stafford for some more fun and games and then over to Ashgrove for the final 'round the houses' thrash. Of the nineteen cars that started, six did not return and as these six had male drivers and female navigators, their fate is left to your imagination.

Thanks to Phil Claston, Don Young, Noel Baker and their helpers for an interesting and well run event.

Results are as follows:-

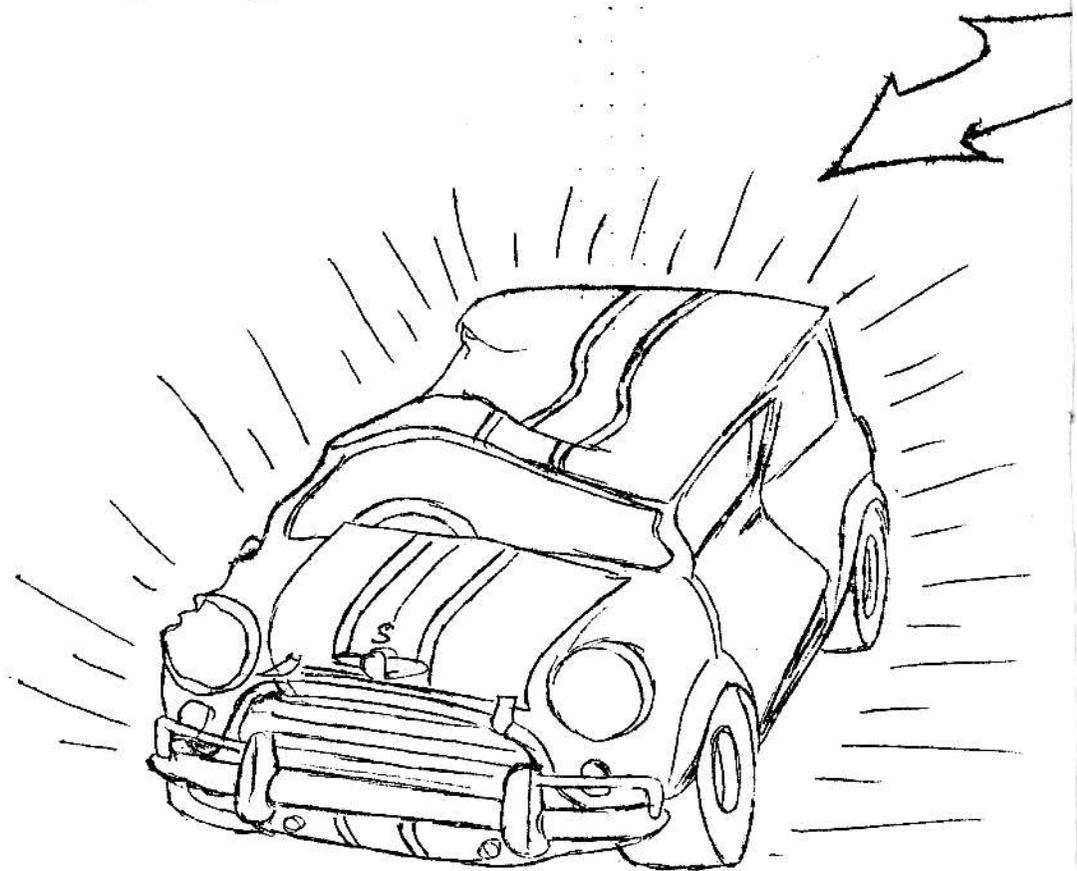
1. A. Thomson/T. LeFranke	7 points lost
2. T.Garred/G.Gettons	7
3. N. Tranter/S. Harvey	8
4. D. Webster/G. Wright	10
5. D. Thomson/L. Veitch	16
6. D.Mills/G. Gilmore	16
7. B. Hart/R. Wetzig	19

NEW MEMBERS

John Hall	M.G.T.B.
Neville Tranter	M.G.A.
John Romano	M.G.A.
James MacKenzie	M.G.A.
John Green	M.G.A.
Terence Risby	M.G.A. Twin Cam
Peter Walton	M.G.B.
John Stanborough	M.G.B.
Peter Mellor	M.G.B.
Brian Silk	M.G.B.
Barbara Dare	M.G.B.
Svend Peterson	M.G.B.
David West	M.G.B.
BRUCE Tronoff	A/H Sprite Mk I
Darryl Carsburg	" " "
Stephen Nott	" " "
Anders DeFrancis	" " "
John Reid	" " Mk IIA
Graeme Cusack	" " "
David Mills	" " "
Robert Gillespie	" " Mk III
Stewart Moorehead	A/H 100/4
Keven Johnston	Datsun Fairlady
John Wiggins	Morris Cooper S
Barry Mann	" " "
Ian Morris	Morris Minor
Paul Wilson	" "
Roderick Townsend	Ford Cortina
Stephen Murray	" " GT
Rouston James	Triumph Herald Coupe
Rolf Vine	Fiat 1500
Gary Littlewood	Holden E.J.
Ronald Love)	
Robert Mallory)	Holden powered
Ray Fennell)	Hillclimb Car

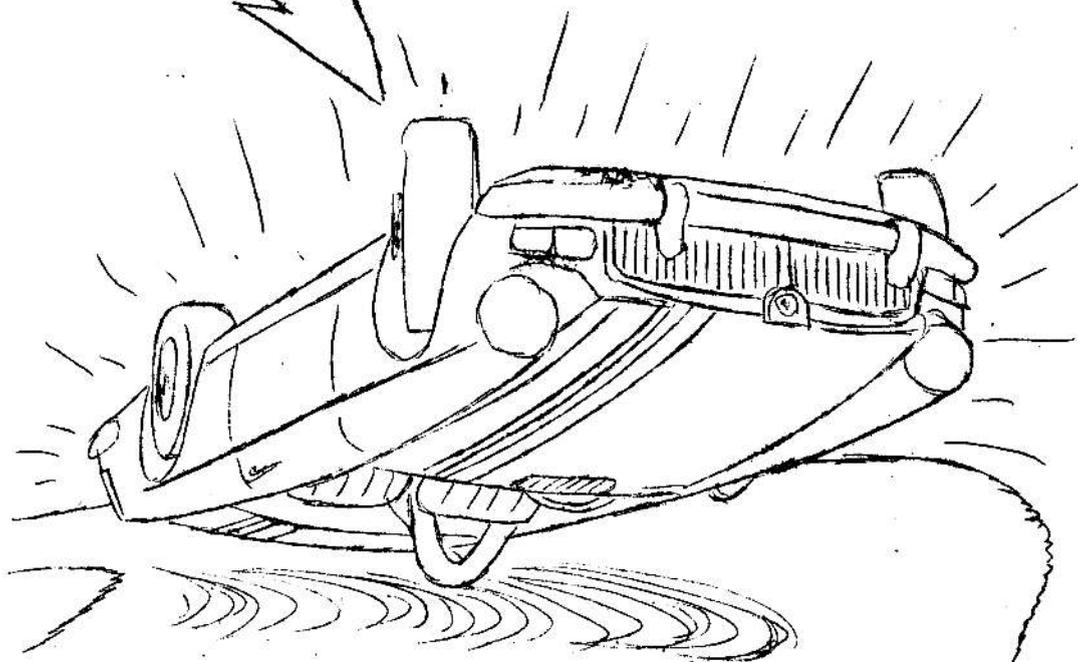
We have much pleasure in welcoming the above members to the Club and hope they will have a long and enjoyable stay with us.

NEW EXCITEMENT FROM



GREAT NEW
LOWLINE
MINI

BMC



MIGHTY **MG B**
INVERTIBLE

SOUTH OF THE BORDER --- to gamble and play....
alias Grafton H/Climb W/End ... 20/21.7.68

As usual, about this time of the year, a dozen or so members and their assorted machinery headed for the midwinter hillclimb at Grafton in this case the Craven A round of the N.S.W. Hillclimb Championships. It is the weekend trip to Grafton (240x2miles), that adds spice and interest to the actual event.

Apart from a lost petrol cap on the Storey Bridge, the trip down in our case was rather routine, the only interesting incident we had was trying to pass Mr.SLOTH in his King of the Road HOLDEN PREMIUM 68 $\frac{1}{2}$ who was not going to be passed by anybody in one of those.."should be illegal, banned even b... sports cars". once past, this slow moving portable road-block, a hard dab of the brakes got rid of it quite effectively; wonder what its owner said to his wife when two more B's appeared in its rear view mirror?

This time most people managed to make scrutineering on Saturday afternoon and this meant getting up at a more sensible hour on Sunday morning. As a break from tradition, most of us stayed at Key Lodge Motel across the road from the BP Grafton S/Station. Unfortunately, we were kept awake most effectively by the Air Conditioners (not Will for once) which gave one the feeling of being on a stationary ferry or something. Meanwhile, at the Crown, Kerry Horgan was kept awake by the people next door - as we had all been to the Grafton RSL Club until midnight, there was no excuse for ANYbody not sleeping soundly-Will excepted.

Actually, the climb is only the excuse to go there, the real reason is the enjoyable weekend including the RSL on Sat. night. During dinner Will and Peter (the latter now having Berris Jorgensen's Healy 100/4 WHICH WILL OUT-ACCELERATE FLASH HARRY) Charlton kept disappearing from the table with hands full of 5 & 10 cent pieces; I believe they both have weak right arms and thought the exercise would do no harm. It is not true that Jorgensen's were trying to take home a Poker Machine in their utility. For those of us who were not absorbed in the machines, there was an abundant supply of whatever one wanted to drink at well subsidised prices - a good night for all concerned. Most of us were up with cars washed before Will saw light of day. Sunday morning was fine and fresh as we set out for the climb, about 7 miles from Grafton. Following Will's 'B'with his hard'shocks' over

the last $\frac{1}{2}$ mile of corrugated gravel was interesting - sort of like following a car sprung with pneumatic drills.

Practice got under way without incident, in the timed practice runs Will's B was within 1/100 of a second of Bruce Powell's 4.2 E type (pity Fraser wasn't there) but this was not to last. Powell set a new class record of 34.48 (34.90) on his third official run. "Will he try Harder" managed a 35.40 against "it'll never work"s best time of 36.48. Barbara Dare was disappointed at not breaking 40 secs but in a perfectly standard car managed to improve each run which is at least the right approach. Kerry Horgan's YUK GREEN Sprite was frightened to death by, of all things, an ordinary little REGISTERED Renault 750 (commentator's quote, this car has a perfectly standard 1100 Gordini motor) the racing tyres didn't look that standard either. The Renault 750 took the class record with a time of 33.79 (34.13) Kerry turning in a 34.18 on his second run. Vince Carsburg in the up to 1500 cc Racing class, turned in a best time of 32.74, the old record being shattered by Peter Cohen in his Jolus Minx with a run of 31.10. Ray Jorgensen was plagued with carby trouble in his RJ Repco Holden. Most drivers in the over 1500 class had their troubles and nobody got near the record of 30.52.

Dick Johnson turned up later during the day as a spectator -- "There's nothing to do in Brisbane on Sunday" says Dick. The trip home this time was rather quiet for a change; dinner at Ballina on the way then, once over the border 40 and 60 eyes glued on the speedo for the rest of the trip. Only saw one sneaky cunningly placed black box, didn't worry though, we just happened to be within the law-- who says the points system has no effect?

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ATTENTION ANY CLUB MEMBER WISHING TO:-

- (i) Make use of the Octagon's free advertising service for the buying and selling of motoring needs,
- (ii) Forward an article for publishing; whether technical, comical, re past or coming events, or any article which may prove interesting to Club members,*

PLEASE POST SAME TO: Malcolm Campbell,
15 Marriett Street,
COORPAROO, 4151

*(Any articles ex other magazines, must be accompanied by magazine name and date of publication).

WHEN HORSES HAD THE RIGHT OF WAY

We are obsessed these days with the beauty and speed of cars and the desirability of being car owners. But cars were not always so popular. Although the first cars seldom reached more than 15-20 mph they did provide faster travel than walking or bicycle riding. However, they were noisy, smoky and often difficult to control, which made them fearsome to many.

The first adventurous drivers had much to contend with. They faced the hazards of mechanical breakdowns, bad roads, lack of protection from the elements, and often tough rural committee regulations. A memorable sample of such regulations is given in the rules made by the Farmers' Anti-Automobile Society, and which applied to certain areas of rural Pennsylvania, the United States:

"Automobiles travelling on country roads at night must send up a rocket every mile, then wait 10 minutes for the road to clear. The driver may then proceed, with caution, blowing his horn and shooting off Roman Candles, as before."

"If the driver of an automobile sees a team of horses approaching he is to stop, pull over to one side of the road and cover his machine with a blanket or dust cover which is painted or coloured to blend into the scenery, thus rendering the machine less noticeable".

"In case a horse is unwilling to pass an automobile on the road, the driver of the car must take the machine apart as rapidly as possible and conceal the parts in the bushes.

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TO SELL:

Walnut Dashboard - suit Mini 850/Deluxe,
dozen tyres suitable for retreading.
All cheap. Ring John Campbell 97 4884

LETTERS TO THE EDITOR.....

The Surfers Paradise Beer Gardens,
Cavill Avenue,
SURFERS PARADISE 0410E

The Hon. Secretary,
M.G. Car Club (Qld, Centre)
G.P.O. Box 1847W,
Brisbane.

Dear Secretary and Members,

With reference to the misuse of the "law enforcement establishment of this community, we would like to enlighten you regarding the procedure required when advising these esteemed gentlemen of apparent misdemeanours.

To quote an example of the abovementioned:-
On 10th June, a member of the club (abovementioned) namely No. 948 reported to the Constabulary at the tourist resort of Surfers Paradise that his H'Automobile, a 196-Sex hole-den invertable sedan had been purloined.

Owing to the imbibement of copious quantities of inebriating liquor, the principal character of this missive had mislaid his horseless carriage.

The principal, on discovering this misplacement, proceeded on foot to the nearest point of communication to 000. This action produced an immediate all points alarm.

Meanwhile, two other party members on tour of the terrain surrounding the waterhole discovered the errant two-toned projectile 1000 yards short of its launching pad. The discoverers of this misguided missile, determined to uphold the morals of the community, reported the reappearance to the "Fuzz".

The rediscoverers of the vehicle were then transported to ground-zero by orbital craft piloted by a P.C. of dubious nature, who unfortunately was subjected to an uninhibited attack by the owner of the car.

The two good samaritans, who discovered the errant vehicle-vehicle, were also subject to a severe attack of radiation burns from the radio-active tongue of No. 948

It is to the eternal credit of the "Demon" and the good samaritans that the unbridled rantings and ravings of 948 did not involve all civilians in the general area, ie the garage attendants, bus passengers and customers in a store on the opposite side of Ferny Avenue in a demonstration that could only have had its parallel in the bloody riots of Paris.

It should therefore be pointed out that, if in the future one should think his car has strayed, please make sure of all the facts, and check if all keys are on ones person before reporting the matter to the Police, as they are not really appreciative of false alarms.

In concluding, we do suggest that these outbursts should be contained and used only during moments of extreme stress, as when negotiating B.M.C's multiG corner at Mount Cotton, so No. 948 how about it?

Yours in Excrusiation

THE TWO GOOD SAMARITANS.

Dramatis Personae

No. 948		Martin Gale
Good Samaritans)	Keith Turner
)	Jenny Thomson
Fuzz		P.C. 007
Onlookers)	Brian Tebble
)	Peter Lefranke
)	Toni LeFranke
)	Brad Hart
		& several citizens & tourists of Surfers Paradise

BODS.......... AND BENDS

Here tell that after Kay Hawley recently had won a Brabham Safety Award, it had gone so far to her head that she wore the sticker on her forehead for a couple of days.

Jenny Thomson and Mrs. Ray Atkinson thought they had broken out in a type of Iceland Measles after spending a Sunday at the Hillclimb painting the "Thinking Houses", white.

The Atkinsons must really be congratulated as they made the day a family affair by bringing along their extremely quiet little one.

When some of the participants arrived back late from John Reid's rather difficult Navigation Run, they must have thought the MG Car Club was running a Disco, judging by the music coming from within. Actually the tune, aptly named "Keep on Running", was from a Pirelli film that we were enjoying at the time.

Seems Kay Hawley is becoming rather mechanically-minded since taking delivery of her rather warm (Geoff took out the really hot cam".....whatever than is - Ed) Sprite. Competing at the latest motorkhana she was plagued by the beast's habit of stalling. Kay was not worried. She used her head. Cured it alright - ran the whole afternoon with the choke out! "Gives the boys at the lights something to think about", said Kay.

WANTED: Car to drive at Mt. Cotton Hillclimb. Must not be Sprite of MGTD as these cars are too tricky. Would help if car is insured.
Apply C/- Local T.V. Station as driver is star of officious T.V. show, but is not likely to take the law into his own hands.

I wonder what T.V. show Tom Hatton was watching on Saturday evening. It must have been "Flipper" judging by his antics at the last hillclimb.

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DON'T FORGET!!

CLOSED HILLCLIMB ---- MT. COTTON
closed hillclimb ---- mt. cotton
SUNDAY 8th SEPTEMBER ---- BE THERE !!

COMING IN ON THE CAM...

(comments by Clive Tricket, extracted from
June 1967 edition of Car & Car Conversions)

It is not my intention in this article to deal with camshaft design on a "Do-it-yourself" bases. Nor is it my intention to delve deeply into the actual design of modern camshafts. Such considerations are in my opinion unnecessary (though I grant Interesting) information for the amateur enthusiast and I do feel that my literary prowess is rather inadequate in this case and any attempt by me to expound my somewhat limited theoretical knowledge would only serve to confuse other than the best informed, who would doubtless spot too many inaccuracies anyway.

In this article I will try to throw a glimmer of light on the less obvious problems associated with camshaft design. These problems are best explained if we first consider the simple or old fashioned principals of camshaft design, which were carried out with regard only to geometrical limitations.

Early camshafts consisted in profile of three separate radii or arcs. One had the base radius, one the flank radius and the other the nose radius.

Unfortunately, these early ideas (still used by many) break down in several respects, and really show their inadequacies at high rpm. Even at low rpm, the valve gear was noisy and needed constant adjustment due to heavy wear. This could be tolerated on a racing engine but as engine speeds rose breakages occurred, regardless of the simple geometrical changes that were made. The basic problem was that designers started designing with completely the wrong approach. Cams were designed with little regard to the forces which they generated in the valve gear. They should be designed after first studying the forces which would be generated. The more enlightened did (and still do) this and it was a big step forward, but was still too elementary in that one vital factor was still ignored. Valve gear flex. Theories were all based on the assumption that the valve gear was rigid. How can it be when to start with you have a stationary tappet gap of say 12 thou? Further, under heavy loads such as experienced when using very strong springs and "diabolical" cams, flexing occurs, especially with pushrod set ups.

Camshafts whip, rocker shafts whip, push-rods and rockers bend and flex, valves wobble, and fixing studs and pedestal bend and flex. (Shudder!! Ed)

Let us take a closer look at wear on the valve gear.

At low engine speeds, say 4000 rpm, the forces imparted to the valve are not very great, (the valves acceleration is quite low) and the springs keep the valve pressed hard down on the camshaft face with considerable force. This force is greater at the sharp cät point and hence it is the nose radius which experiences the greater wear and racing engines that are habitually under-revved often show severe pitting at the nose radius. The reason for these forces being greater at the nose is that being a small radius only a small part is in contact with the valve or its extension (the cam follower) at any one time and hence the full force of the strong valve spring is transmitted through a small point. This is the same factor which causes the 10 stone "Girl Friends" stiletto heels to make dents in the floor whilst 15 stone boy friend does not even leave a mark. Also, the valve spring is fully compressed at the nose. On the other hand, at peak rpm, as explained earlier the valve is tending to bounce or "float" and this is particularly noticed at the sharp nose, and hence this point tends to be more lightly loaded and experiences less wear. At the same time, it is the flank radius which is actually pushing the valve open and since this is a very large radius or flat, like the boy friends boot, one finds a very heavy weight, but spread over a very large area. Again wear is consequently not too much of a problem.

Supposing one considers the problem of valve bounce.

The valve fails to touch the cam nose and floats on past it. Eventually it is stopped and immediately whipped back into contact with the cam, and bounces off it again and unless engine rpm is reduced may continue to bounce for the whole 360° rotation of the camshaft.

Fortunately the initial greater landing shock is usually taken by the flank radius, due to the camshaft's continued rotation, the load is spread, and with "luck" the cam suffers few ill

effects. On the other hand, terrific shock impulses are transmitted to the reciprocating valve gear such as push-rods, valves, springs, collars, sprockets and chains, and breakage often occurs. These forces or shock impulses arise from the continued sudden changes in direction (negative forces becoming positive forces and vice versa) of the valve gear.

Before I really get carried away and confuse myself, I would like to consider one other problem, the static tappet clearance.

As can be seen from old fashioned camshafts all the time the valve is closed the camshaft follower and or pushrod are resting on the base circle, a fixed gap of say 15 thou exists. Suddenly, the flank radius is reached and the follower and push-rod are suddenly accelerated to maximum speed. At this speed, it strikes the rocker arm with a tremendous hammer blow and or the rocker strikes the valve an equally "heavy" blow. Forces exerted on the valve gear are momentarily enormous and everything bends and flexes. Like an elastic band with a weight on it, it straightens up but rebounds and continues to flex on a diminishing scale. Again a factor causing unreliability. These flexings naturally are transmitted directly to the valve springs and cause them to "surge". This is understandable when you consider that it is the valve spring which is endeavouring to dampen down or prevent the initial and secondary "rebound flexing".

Such computerised modern advanced camshafts are known as POLYDYNE Camshafts, and explain why the Americans for many years continued to use push-rod engines to great effect.

B.M. C. Camshafts are known as Sine Wave Camshafts and although partially effective are not as good as Polydynes.

Just in case anyone writes and asks me to explain where these names originate, I (and me..to..Ed) will say only this. The terms are derived from the type of curve obtained when we plot graphically on paper the forces imparted to the valve gear, the rate of lift of the camshaft, degrees of camshaft rotation and r.p.m.

As I have said before, there are many advanced volumes written by brilliant mathematicians on this subject. If curiosity leads you

onwards, read them, if you can.

I never intend to design a polydyne camshaft, but I do appreciate the problems associated with camshaft design, and valve gear.

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T- TYPE _ _ REGISTER

Due to the ending of supplies of T-Type Register badges and the need for a new supply, a competition is being held to design a new badge, the prize being FREE MEMBERSHIP of the M.G.C.C. for 1969.

The design must include :-

1. The words "T series register".
2. The M.G.C.C. Badge in the same colour, but not necessarily the same size.

This competition will end on Friday September 6th and will be judged by the M.G.C.C. Committee. In the result of two or more people submitting the same winning design the names will be placed in a hat and the winner drawn out.

Entries may be handed to Grahame Wright, or any other Committee member or posted to the M.G.C.C. Box 1847 W, G.P.O., Brisbane, 4001.

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On 30th July a small bunch of T Series Register members attended a meeting at the M.G.C.C. Clubrooms and discussed what they required from a T series Register. As a result of this it was decided that the M.G.C.C. Queensland Centre T-Series Register would meet on the first Tuesday of every month.

The first meeting is to be held on Tuesday 3rd September and all T-Series M.G. owners are invited. There will be a short talk on the aims etc. of the T-register, then there will be slides shown and photographs available of all types of T-series cars. So come along and see how your T-type should look.

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