

THE OCTAGON IS THE OFFICIAL JOURNAL OF THE MG CAR CLUB (QLD CENTRE)
 THE WORKS PUBLISHED HERE-IN ARE THE RESPONSIBILITY OF THE EDITOR.
 THE VIEWS EXPRESSED HERE-IN ARE NOT NECESSARILY THOSE OF THE MGCC
 THE MISTAKES FOUND HERE-IN ARE THE FAULT OF THE TYPEWRITER.
 THE COVER YOU SEE HERE-ON WAS NOT THE ONE YOU WERE GOING TO GET.
 IT WAS GOING TO BE A RAVISHING RED HEAD IN LASCIVIOUS POSE, BUT
 WE RAN OUT OF TIME. SO YOU GET THIS ONE INSTEAD. SORRY!

PROGRAMME OF EVENTS .. NOVEMBER/DECEMBER

Friday 5th Nov.	Open Forum
Sunday 7th	Surfers Paradise Race Meeting
Tuesday 9th	T Register Meeting
Friday 12th	Film Night
Saturday 13th	Working Bee Mt Cotton
Sunday 14th	Motorkhana
Friday 19th	Closed Touring Assembly
Sunday 21st	Hill Climb
Friday 26th	Annual General Meeting
Friday 3rd December	Beer and Cheese Night
Tuesday 7th	T Register Meeting
Friday 10th	Gala Film Night
Saturday 11th	Xmas Party
Friday 17th	Free Night
Friday 24th	Clubrooms Closed
Saturday 25th	XMAS!

Well then, Club Members, there's enough to take you right up to Santa Claus time. Which reminds me, heard the one about the Jewish Santa Claus? Came down the chimney on Xmas Eve, tip toed through to the children's room. Woke up the first child and said, "Hey Kid, you vanna buy any toys?".

(Editors Note: any similarity between persons referred to in this Magazine, and persons in real life are totally in your vivid imagination!)

EDITORIAL

Having been dragged out from my lair of sloth and torpitude to Edit this November edition of your Octagon, herewith an "Editorial".

Since I last had anything to do with this worthy magazine, it seems I have lost my favourite poison pen, but do not be dismayed, despite senility and greying locks, I have not yet lost my teeth!

Firstly, where have you all been over the last few months? On the Friday nights I have been down to 620 Wickham Street, there has been a decided lack of M.G.'s. I suppose there is the usual guff coming about all the T-Types being rebuilt, and all the B's being panel beaten, the A's are having the rust taken out of the sills, and the Y's weren't there because the sunshine rooves leak.

One thing is certain, you had better catch a bus down to the Clubrooms on the night of the A.G.M. That night is one of the most important on the Club Calendar. Note I did not say bring your car, it would be too much of a shock to the system!

Secondly, would all those Club Members who can write please signify your skill by either writing an article for this mag, or else send the Editor a letter. Apparently the Gee Club folk of 1971 have absolutely no opinions on anything. Well, don't sit there and bluster, write an abusive letter.

And another thing, you should all know by now, that one of the other major Car Clubs in Brisbane is in all sorts of financial bothers. Many reasons for this I am sure, but one very good one is the troubles they had in promoting motor sporting events. We are also Promoters, with our Mt Cotton Hill Climb. Don't let the Hill Climb slip. Support the working Bees. Or should that be, Support the silly B's working! Maintenance on the circuit is a most important task, and one which needs you all.

Finally, this rag needs an Editor for 1972. Send a telegram, write, or ring the Committee, and the job's yours. The Octagon is an important vehicle in M.G.C.C. life, and can be a most rewarding spare-time (?) hobby. I hereby resign Iain Corness.

CLOSED PUBLIC HILL CLIMB NOVEMBER 21st

Its on again on the 21st of this month! No! Not the AGP at Warwick Farm, its the Hill Climb at Mt Cotton.

Last climb was one of the most successful, and best contested Climbs we have ever had. BSCC came along in force, and took out quite a few Class wins. Let's keep the trophies in the MGCC this time! G Club, get together and mass your forces for a gigantic entry at our own circuit.

Hill Climbing has turned out to be a most competitive form of Motor Sport in Queensland. Who will forget those five battling MGB's last meeting? Or all those hordes of ADO 15's. (For the non-British Leyland Owners, read "Minis" instead of ADO.)

As it is very possible we may be a trifle embarrassed by the large number of entries for this coming climb, make sure you get your entry in quickly. All you need is a valid Club Licence, bash hat and fire extinguisher. (We presume you already have some type of four wheeled motoring device!)

See any Committee member for the full details of equipment required, and get your entry form filled and returned too. As the number of entries may need to be limited, it will be 'First In First Served'.

Remember too, that if you haven't got a car, or a competitive Vehicle for Hill Climbing, the Club is always short of Officials and Organisers for the meetings. See any committee man (or woman) and pledge your support.

Finally bring your friends to the meeting we need the money!!!

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REMEMBER THE ANNUAL GENERAL MEETING NOVEMBER 26TH 1971.

GENERAL NEWS AND IMPORTANT ITEMS

Great "Welcome Back" to the M.G. Car Club scene to our Club President, David Miles. For those of you who have not been around recently, you may not have been aware that David has been dangerously ill in hospital fighting a cancer of the throat. Marvellous to see him home at last, and we hope that every thing goes smoothly for him and his 'Bride-to-be', Meryl.

We need all the workers we can get at the next working B. Reason? We need to fill the hairpin at Mt Cotton with 'nuts'. Queensland Nuts. On Saturday the 13th, a seven ton truck is going to materialize at the Macadamian Nut Factory at Slacks Creek. Time for this apparition is 7 a.m. Yes, little sleepy heads, SEVEN IN THE MORNING! We need all the workers to help shift the nut shells to Mt Cotton. So if you want a nice soft area to land in when you run off at the hairpin, remember to come along on the 13th for the Shifting of the Shells.

One of the best Motor Racing Films that has ever been made is "Tribute to Fangio". It was in this film that they pioneered the 'moving camera' technique, with a camera mounted on the car. Some of our 'older' members (like John Fraser) have seen this film seven or eight times, it is so good. The Club has been lucky enough to secure this film, plus many others, for the next film night on the 12th November. Don't miss it!

Queensland Racing Drivers Association has been formed, in an attempt to help the poor state of the sport at present in Queensland. Many of the local drivers are also MGCC people, and most of them have pledged thier support for the new drivers association.

Beer and Cheese Night on December 3rd sounds interesting. Next day will produce lots of 'sounds interesting' I'm sure.

Ann Thomson, our overworked Treasurer racing a new car at Surfers in the Rothmans 250 meeting. It is a Clubman GT, which she will share with Grand Prix Auto Service boss, Joe Camilleri.

THE GARBO'S REVENGE ... or ... RUBBISH ABOUT CLUB MEMBERS

Congratulations to driver Brian Aldred. Brian has just taken out recently his Provisional Marriage Licence. Best wishes to Carol.

There is no truth in the rumour that Shane is forgetful. He just has lapses of memory.

Ray did not donate his teeth for the cause of Dental Science. It was for Dental sepsis!

Bill Hemming wears an undetectable Sirs.

Ann has a pair of very detectable Hers.

JRF suffers from sexual deviations. He called the last one JoAnne.

Kerry has been to see "Easy Rider". Very impressed. Now rides a bike and pushes drugs.

Will Charlton has been presented by the English MGCC with their annual Billy Bunter Award.

Some members have good sisters. Pity Gay's looks didn't go all the way round the family, Garth!

Despite lack of longitudinal bracing Tim does not topple over. Its because he's properly balanced!

Mal S is actually the leader of a motor cycle gang.

Yellow Plastic award is now owned by John Ward.

Peter Walton left in such a hurry to get to Grafton, he left his brain behind. Worked out well, though, with FTD for the day.

Bob Mallon is a Police "informer".

Peter R and 'lushus' Libby didn't get lost on the Grand Prix Trial. What went wrong, Peter?

INTERCLUB MOTORKHANA by JOLLY ROGER

Downed, but definitely not outed! Our Team was defeated at the Interclub Motorkhana by a hard driving team of 'specials' from the Ipswich and West Moreton Car Club. Congratulations to the Ippy boys on their efforts.

The G Club boys, led by Captain Don, drove extremely well to hold out B.P. Auto Club and the rest of the field.

The events were very competitive and didn't give the Minis as much edge as first thought. On looking through the results we found that most of our team equalled or bettered times they had previously set at Tingalpa.

The M.G. team, which had four desperate "brick" pilots (looking more like the Mini Car Club) and a pretty slack M.G.B. Actually, Garth forgot to pull up the flaps - M.G.B's are somewhat like Fokkers to fly, aren't they?

Peter Wetzig was holding his breath as well as the gear lever as he competed with a suspect gearbox all day and wasn't looking forward to a rebuild on Sunday night. All Pete's attention could not have been on the gearbox, however, as he really flashed around, giving the other Mini peddlers a run for their money.

Russel Black seemed more at home in his rebuilt Mini - boy does it rev now - and spent most of his day chasing Peter Bonenti's times. Seen also amongst the mud, the blood and the beer, was Peter 'negative camber' Rayment's blue brick buzzing around the Serpentine like a bumble bee on L.S.D.

So M.G. Car Club, how about a big pat on the back for your team, they really acquitted themselves well.

P.S.

They all put on a few more pounds over at Appleby's pie stall so they might be a bit slower now. See the notice board for the official results.

COMMITTEE 1971 to 1972

Being close to AGM time, it is now the time to 'think ahead'. At the AGM we will, amongst other things, have to vote in annew Committee for 1972.

If you feel 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 years lot, don't sit there, go and attend a few committee meetings and see how these meetings are run, and get yourself up to date on all committee matters.

Work on the committee is not arduous, but is time consuming. Work on the committee requires 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 and promote it. You need a sincere feeling for the Club, and 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 yourself as being a Director on a Board, responsible to the shareholders (the members), ensuring that the business 'pays off', and does not slip backwards.

It's responsibility plus on the committee. Think hard. If you feel you've got it give it a go. But give it a go, wholeheartedly.

The Octagon requires a new Editor. This one has bleeding fingers from the typewriter keys. Apply now! Liberal Spperannuation and time off. See President David Miles today!

 CLUB ACTIVITIES

October 3rd was Bathurst 500 Day, and those members who did not do the 600 mile hike to get there (seems incredible to travel 600 miles to see a 500 mile race!) arrived at Ann Thomson's mountaintop retreat to watch the telecast.

TV Ace, Quinn, managed to have at least two of the three sets working at any one time, and between fiddling with the electrics dispensed copious amounts of amber clear.

Lunch break was brightened up by a pleasant (?) drive to Lupi's. After artificial respiration by the 'Resident Medical Officer', the motley group were all present to see Allan Moffatt collect his ceremonial bottle of coke.

8th October was scheduled as a visit to members homes to view motoring devices. During the prior week, Iain Corness decided to throw "open back lawn" to the Club, and assorted high performance machinery was on show for members. Dick Johnson's Torana and Bruce Allison's Formula Ford stealing the show.

Again the mighty Quinn amazed all with his prowess with 240 AC. Enjoyable time voted all, other than the last two who were evicted from the premises at 1.15 a.m. Ask Shane Sullivan why he was back at 1.30.!!

COMMITTEE NATTERINGS

The Committee wish to sincerely thank the following folk for their time, equipment and efforts in the preceding months. They represent 'true Club spirit'.

Vince & Joan Appleby
 Shane Sullivan
 David Tait
 David Matley
 Peter Wehl
 Don McKay
 Merv Payne
 Mal Spiden
 Russel Black

Garth Walker
 Andrew Hockley
 Nick Manifold
 Geoff & Kay Hawley
 Helen Quinn
 Ian Gravely (Tasmania)
 Libby Sullivan
 Iain & Carabe Corness
 John Clarke.

CHARGER

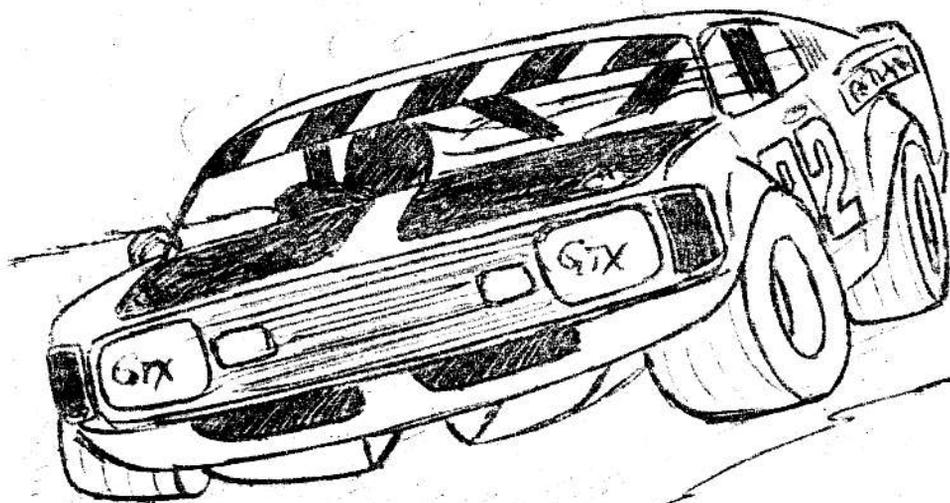


I WONDER HOW HE'LL
GO WHEN HE TRIES
A REAL JUMP ...

OR A
REAL
BIKE

TIGHE
CORNESS
HAMILTON
ETC

CHARGER

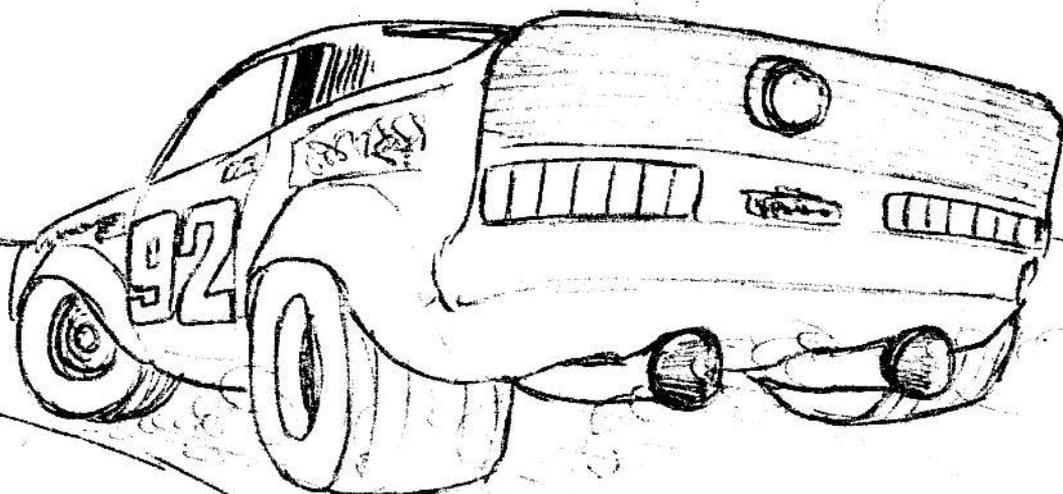


MG CAR CLUB RACING TEAM 729

LEFT OUT CENTRE-FOLD

NOVEMBER 1971

CHARGER

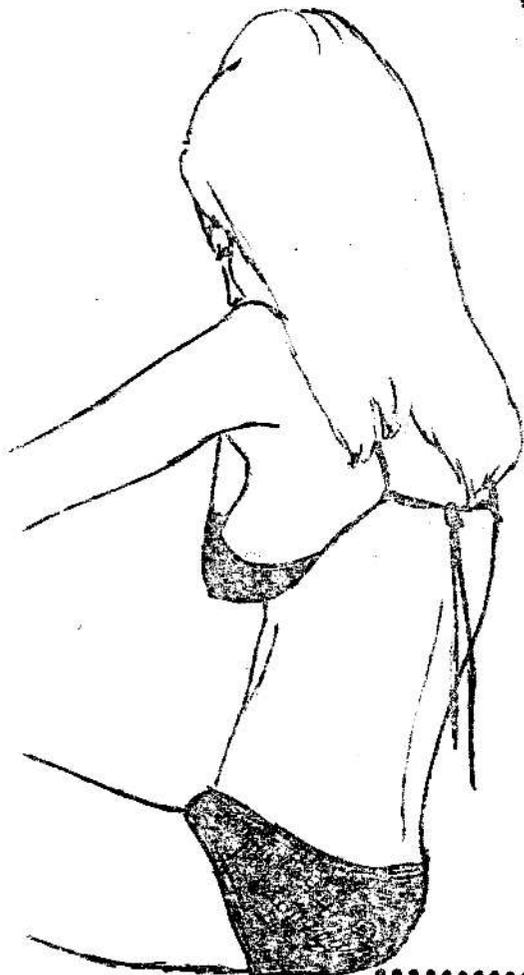


GUESS WHO.....
.....IN '72?

DON'T PAY CASH.....

JUST SAY

CHARGE



..... A STUDY IN SUSPENSION ANGLES.....

(Pinched from the Pirelli Calendar 1972)

BELT UP!

If you think this is an article to convince you that you should wear a seat belt at all times when in a motor car, then you are totally wrong.

As a member of the MGCC it is presumed (perhaps wrongly) that you already realise the great advantages of seat belts, and you, no doubt, already wear one. If you, as a motoring enthusiast, have not yet installed belts in your car, you do not have the general public's excuse of 'ignorance'. The statistical evidence has been presented to MGCC members many times.

It is a certainty that compulsory wearing of belts will be legislated by our local government soon. As representatives of a sporting car club, you will be asked about seat belts by the members of the public. Will you be able to answer their questions? And be factual with your reply? (Leave the 'Fairy Tale' rubbish to those who write to the papers calling themselves "Disgusted Mother of 12, Moorooka")

The complete details on belts are at your disposal. John Fraser is a Queensland authority on their use, and is only too willing to give you all the details you want.

Another argument you most certainly will get rammed down your throat, is that compulsion is an Invasion of Civil Liberties. This is, gentle reader, hogwash! The death and injury toll on our roads will most certainly fall if everyone wears belts. If they won't wear them voluntarily, then they need to have it legislated. Literally protecting the public from themselves.

Make sure you are a 'Good Disciple'.

LATE CLASSIFIED ADVERTISEMENT. Racing Tyres! YB 11 Firestones. 500/950/13 size. All-weather tread type R 125. Other than ultra low profile tyres requiring special suspension and rims, these are the most up to date of the softer compounds available. Unused, these are offered to Club Members at cost price. Contact David Hoare Phone 31 1671 or Tim Harlock Phone 444 843 .

 UNFINANCIAL MEMBER WINS MOTORKHANA

The heading on this article looks like something from the 'Sunday Sun'. Another frank expose of our nefarious underworld dealings! Melbourne 'Truth' would have a buxom wench with the title as well.

So? Am I trying to introduce pornography into this hallowed publication? (Have you seen the centre Lift-Out? Ed.) Will The Octagon become a book to be read in bed, under the sheets, in case a younger sister catches a glimpse of Sin or Sex? Stop looking so hopeful you're not that lucky!

No, this is written to remind you all that the time is here again for all members to renew their membership fees. If a member did not, and wound up winning a motorkhana, he could not be given credit for it, as he was not financial.

To be able to run sporting events, the Club has to pay Insurance Premiums through CAMS. Obviously we cannot afford to have uninsured members running around on a CAMS sanctioned event. So don't be disappointed if you don't get a start in 1972 Club events, if you forget to renew your subscription.

MGCC is still one of the cheapest CAMS affiliated Car Clubs around, and the value you can receive from the Club is the best there is, dollar for dollar.

'Nuff said, I feel, rush the Secretary today with your money. Fees are :

Renewal	\$ 8.00
New membership	\$10.50
Associate	" \$ 2.00

(Remember too, that a member joining this month actually gets 13 months for his money, as renewal is not required till January 1973!)

NOVEMBER IS BARGAIN MONTH AT THE BAR!

Get your Grille Badges before Xmas! These delectable items are available on loan issue to members. The cost of the Loan is \$ 3.50, and covers the use of the badge all the time you are a member. The beaut little stick-on type of badges are available too for 40 cents.

 NIGHT RUN, 15th OCTOBER with FEATHERFOOT

Pete's Backyard Special.

Peter Rayment says, "All you need is a navigator who can count to four, a driver who doesn't pick on VeeDubs, and you can gain a place in my Night Runs". So all the Queen St rally crews departed from 620 Wickham St on Friday the 15th, to prove that if Colin Bond could do it, so could they.

This "relatively easy" run had cars going Left, Right, Up and near QMSC House. However, those who threw caution to the wind, not worrying about technicalities got through without losing too much time. So down to Hamilton we go (Do I hear, Oh, Not again!) trying to find Cooksly St, a telephone box, then following White Lines to Bartley's Hill Lookout. There we had to look for a NO, which turned into a No Right Hand Turn. Unfortunately, there are NO No Right Hand Turns on the Pedestrian Walkway at the Eagle Junction Railway Station

..... "We will be able to rejoin at Bus Stop 36"

"Are you sure its the correct one?"

"Who cares, the instructions are working out" (WRONG!)

Seems to be quite a few green Austin A70's around the Clayfield area all looking for Post Box 316.

Really in the groove now, the weary travellers found Banyo High School, Cribb Island, Myrtle town, and Roly handing out free autographs to those who stopped and asked.

Onward into the wilderness we ventured, to turn Left at an MRD sign posting Right! According to the navigators 'pace Notes' this was the right road - he claimed he knew by the number of pot-holes - but grave doubts were expressed by all. Mainly because we were travelling down this smooth, wide, bitumen road and some character was coming towards us at 150 mph. "Don't 727's have low beam (weakly) I think we're on the wrong road!"

Continued on Page 12.

 Night Run, 15th October... Continued

Heading for Home, we were diverted to Rayment Territory where there was NO PARKING on the lawn near the Tall Trees, intricate manoeuvring around traffic islands, past Final Filters (Is this a new CAMS regulation?), over bridges, down lanes, up stairs to be greeted with "Where the heck have you lot been?", followed by "You've got some very strange answers".

The general opinion from those brave members who returned (we have been unable to get opinions from the many who have yet to return) was *=-?&@%*⁵/₈+⁵/₈'%C***. However, it was congrats again to the Sullivan / Tait combo.

Only one Closed Trial left before the end of the year now, on 19th November. This one will be set by Black Pete the Terrible as well, so come along and join the fun.

RESULTS

1.	S.Sullivan	D.Tait	Corolla	39 points lost
2.	D.Young	P.Wetzig	Cooper S	44
3.	R.Quinn	M.Spiden	Datty 1600	51
4.	I.Gravely	R.Hetherington	MGB	61
5.	D.Finter	M.Finter	Austin A70	81
6.	G.Perrins	G.Littlewood	Violent	106
7.	H.Rickards	J.Cane	Holden	115
8.	L.Sullivan	J.Cabanan	Corolla Coupe	124
9.	R.MacFarlane	G.Walker	Escort	129
10.	P.Kirk	M.Rapley	DeLuxe Min	140
11.	P.Vallerie	D.McKay	Corona	178
12.	S.Reimers	J.Hughes	Rotating Mazda R100DNF.

NIGHT RUN RESULTS FROM 17th SEPTEMBER

1st eq.	M.Campbell	L.Campbell	Capella RE	Nil lost
	H.Rickards	J.Cain	Holden	
2.	B.Mallon	M.Spiden	Escort	1
3.	J.Campbell	M.Humphreys	Mini	7
4.	S.Sullivan	D.Tait	Corolla	9

 CLASSIFIED ADVERTISEMENTS

RICE AN' CARS

Centaur Clubman 1500. This must be the most reliable racing car in Queensland. Minimal pre-race preparation required, and yet has always been placed in its races. (3 wins from 3 starts at Lakeside). Best laps to date, with myopic driver, Lakeside 63.7, Surfers 1 min 26.2, Mt Cotton 51.9, Oran Park 52.5 (first attempt). Ideal opportunity for success for a newcomer in this very competitive car. Sale price is fixed at a realistic (i.e. "real" money) \$2000, complete with 'trailer'. Further full details from John Campbell. Phone 97 4884.

PRE-RUN ROADIES

Red Mini Brick. Balanced 1098 cc engine, Sprite head Stage IV, 10:1 CR, strengthened centre main, light flywheel, diaphragm clutch, good cam!, Cooper S dizzy and oil pump, 1100 cooling system, twin S.U's, ex-tractor, plus a host of etceteras! Full instrumentation, 4 point harness. Leather bound wheel (steering), 5" rims, guard extensions, external Cooper S trim. Has just received 2 new tyres, 4 new shockies, new water pump and generator, new coil, condensor, points and plugs. This car does consistent 58's around Mt Cotton, despite its rattles. Insurance costs me only \$39 a year, compare Cooper S quotes! A steal at \$600. John Campbell. 97 4884.

PRE-RUN SPARES

"Clear out the garage or get a divorce!" Divorces cost too much these days, what with increase cost of living, so will someone please buy some bits? I have a host of MGB clutches, all competition types with lots of life left in them. About \$20. The extra grouse, you beaut, mickey duck factory cam for a B, C-AEH 770. Also an experimental 770/863 cross breed..... power from 0-9000 rpm. Hot head for MGB as well. 1 $\frac{3}{4}$ " SU Carbs, one pair of. Assorted MGA Twin Cam bits, block, pistons, crank, manifolds. Assorted MGB Valves and Valve springs. 145 BHP pushrod MGB 5 Brg engine, all Factory steel bits. One wife, 1966 model, never been thrashed (maybe thats the problem!). Four standard Valiant wheels. One set FC Holden rear springs. Make an offer, if its not too ridiculous, you may have made a purchase. Iain Corness. Phone 99 2481.

CLASSIFIED ADVERTISEMENTS

RACING CARS

Up to 2 Litre Sports Racing Datsun for sale. Well known Queensland car with two years of development. Fitted with 2 litre engine with output of 140 bhp, and further development possible. Laps Lakeside in 65 sec 8" rims fitted with latest racing rubber fitted. Price includes good trailer. Hagglng begins around \$1700. Kev Johnston. Phone 95 2701.

RACING TYRES

Many old cases to be got rid of. Firestone, Dunlop and Bridgerocks. 13" diameter. \$5 and \$10. Kev Johnston. Phone 95 2701.

PHOTOGRAPHY SERVICES

For all the action prints of your favourite Road Racing Stars, Club Members, or even yourself, see Club Member Peter Geran. Phone 36 4329.

Photos always available from all Hill Climbs, Race Meetings and Drags. Any sizes you like, it all depends on your pocket! Proofs available at the Clubrooms. See Brier Thomas. Phone 59 8268.

POSITIONS VACANT

President required for top Brisbane Sporting Car Club. Apply 620 Wickham Street Valley, November 26th.

Vice Presidential seat open. Interested parties write to Box 1847 GPO Brisbane. Applicants must be motoring enthusiasts.

Editor. Great chance for a career in Journalism. Limited circulation magazine needs new boss. Ability to write and spell an advantage, but not a necessity. Two fingered typing skill, with speed of at least three words per minute required. Apply in own handwriting to "Editor", The Octagon, Box 1847 GPO Brisbane.

Do you wish to make \$15,000 per year? Have you the ability to lead men? Are you brim full of energy and dynamism? Then you are the most unlikely Committee Member I've ever heard of. However, if you are weighed down with the above qualities, then don't despair. Apply now for a job on the 'Select Committee'. Applications should be addressed to David Miles, President MGCC, 620 Wickham St Valley.

First Aid Man. Experienced in motor bike injuries. See Keery Horgan or Vern Hamilton. Phone 48 5607 or 96 4764.

 CLASSIFIED ADVERTISEMENTS

RAISIN RUBBA!

Set of four (4) brand new, untouched by human hand, genuine, all latex, DUNLOP (as used by J. Stewart esq) RACING TYRES. These tyres are sized 180/560 x 13. I paid \$46 each for them, and now they are surplus to my requirements. Price? \$160 for the set, but I will haggle. See Allan Burns. Phone: 97 1356 A/H.

Several hundred assorted, completely worn out Firestone and Dunlop racing tyre cases. 13" and 14" diameters. Tread width 6"-7". Suitable for retreading only. Ideal Beach Buggies or Salloon car (Sorry about that spelling, but I've run out of correcting fluid) at the Ekka. \$5-\$10 each. Iain Corness. Phone: 99 2481.

RAISIN CARS

Ideal way to go motor racing on a shoestring! I offer for sale my fully modified shoestring. Yellow paint. Four Wheels!! (Some of them circular!) Engine! Wire brakes and woodrim pistons. Actually, I am hoping to move up into something faster, and will offer my Gemini sports car to any Club Member who wishes to get into Motor Sport cheaply. The car, whilst no Match eater, is fast enough to learn with, and has given me 12 months of fun at very little cost. It is safe, and even if a wheel did fall off, it has a gigantic roll bar! Price? \$1000. Cheap! See Ray Quinn at the Clubrooms any Friday Night.

Super Bee must go to new owner. Well known Lotus Elan eater is to be sold to make way for new tin-top. Modifications too numerous to state. Full details on request to genuine parties. Choice of engines, 145 BHP pushrod, or 190 BHP Twin Cam (now sorted). This car holds lap records at Lakeside and Amaroo (NSW). With good driver, the car is eligible for British Leyland Works Team Contract for 1972. \$2500 (Pushrod tune) or \$3000 (Twin Cam Tune). Iain Corness. 99 2481.

PERSONAL

Remember the Octagon in your will and be blessed.

Forget the A.G.M. and be damned!

The Official Magazine of the M.G. Car Club (Queensland Centre)
 Affiliated with the Confederation of Australian Motor Sport.

OFFICE BEARERS AND EXECUTIVE COMMITTEE 1971.

		Business	Telephone Private
President :	David Miles	21 2749	48 4128
Vice-President :	David Hoare	31 1671	36 1169
Secretary :	Rob Gill	51 6435	71 1936
Assist. Secretary :	Mike Keown	21 7886	
Treasurer :	Ann Thomson (Mrs)		78 1368
Committee :	Ray Quinn		
	Peter Wetzig		59 3072
	Peter Rayment		68 3196

CLUBROOMS

620 Wickham Street
 Valley.
 Brisbane.

POSTAL ADDRESS

Box 1847 GPO
 Brisbane, 4001.

The OCTAGON is produced approximately monthly (or when the spirit moves the Editor).

November Editor : Iain Corness

Staff!?! : Carole Corness

Ray Quinn

Mal Spiden

John Campbell

David Miles