

P R O G R A M M E

- MAY:
- |         |   |
|---------|---|
| 7th     | Film Night (Clubrooms 8.15 p.m.)                      |
| 9th     | Open Motorkhana. D.D.S.C.C. Rd. 2                     |
| 14th    | Natter Night. (Clubrooms 8 p.m.)                      |
| 15/16th | Surfers Paradise Races ASSC1                          |
| 21st    | Night Run. (Clubrooms 8.15 p.m.)                      |
| 22/23rd | Renault Rally. Open. QRSII & QRRSII.                  |
| 23rd    | Club practice and Working Bee -<br>Mt. Cotton 10 a.m. |
| 28th    | Seminar.  |
| 29th    | Working Bee - Mt. Cotton 10 a.m.                      |
| 30th    | Closed Autocross - B.S.C.C.                           |
- JUNE:
- |     |   |
|-----|---|
| 4th | Hillclimb Prep Night                                |
| 6th | Queensland Hillclimb Championships -<br>Mt. Cotton. |

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AUTOCROSS. We have been invited to the B.S.C.C. Autocross to be held on the 30th May. As far as we know sump guards will not be needed - though if you feel like going off the air (or into the air) just remember you have to come down again. What about a few of our sports car owners who would like to rally but can't because its too rough, having a go? This may count towards the speed event trophy. If its suitable for Category I and Group A cars it certainly will.

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E D I T O R I A L

First up we must apologise for the lateness of this magazine and the irregular appearances of the Octagon so far this year. No one has said it but everyone must think that this magazine has gone downhill this year, which leads us to this sad decision. As editors we must quit. The pressures of business no longer allow the time that we would like to spend on the Octagon, so we feel we must step aside so as not to hold the magazine back.

As an example of this damage to the Octagon we must tell you that it was intended to be printed on the Wednesday after Easter, featuring the early results of the National Meet. Deadline passed, no time available. New deadline, new idea - will feature Disney characters and parade at Exhibition Speedway. Collected photos from Punchbowl Studios but no time available to go to David Miles to arrange for cutting of stencils for centre feature and cover. You are reading the results of a third time re-hashed Octagon.

It is a very fulfilling position and we would recommend it to anyone with some time. To see a dozen blank stencils become an Octagon through your endeavour and with your personal characteristics added is indeed satisfying.

Step forward future Editor!

ALLAN & COLLEEN CONWAY.

HILLCLIMB REPORT 6/3/76

The opening Hillclimb of the year went with a splash!

The access road was a little difficult to handle but with the help of wirches, three trailers were able to get in. So far as we know they're still trying to get out! Ration drops per wedge-tailed eagle have been arranged by courtesy of the NP & WLS.

The Clerk of Course (with the approval of the Stewards) decided that only cars equipped with either mud and snows or slicks would be allowed to run. It was assumed that those with mud & snows had some chance of getting round ( and back) and those with slicks would dispose of themselves as quickly and completely as possible. This proved to be a very wise policy. Fourteen cars with M & S completed their first run. Fortunately one became immobile on the return road and had disappeared from view by the end of the day. This should improve the road bed considerably and give the grader some hard standing next time it comes in. Three of the cars with slicks served an equally useful purpose by embedding themselves in the banks. They will not only serve as supports but will add patches of colour to the scenery for future meetings. The other two are giving additional strength to the Armco in the first corner and the hair-pin.

Spectators were delighted with the amount of seepage. Drainage had been so arranged that the track was wet at all points where a cars suspension was really working and in all braking areas.

The thirteen competitors who lines up for the second run put in a really great show. They were aided by the complete collapse of the track in the first corner, a small land slip in the second loop and the large lumps of mud all the way up the first hill and along to the finish. We might incorporate this mud in future climbs, it really adds to the interest of the event. On this occasion it was unavoidable. The return road being blocked, cars had to be brought down the track.

Unfortunately it was decided at this stage that the circuit no longer resembled the track for which a licence had been issued and no further runs were allowed.

F.T.D. was 90.2 seconds, set by                      Its a pity we won't see this car in action again. It also holds the record for the most end for ends at the finish and makes a good spectator barricade where we most need one.

TEST MATCH REPORT.

First motorkhana (held before the wet) saw Roger Thompson wrap it all up with some quick precision driving in the MGB.

Meanwhile, back at Woolloongabba, W.A. sent Queensland in to bat.

Roger was followed home by Malcolm Spiden of all cars of the road fame and Ken Potter in the now empty of wine - Galloping Car.

Valda Thompson, whose driving has improved immensely since commencing motorkhanas, filled fourth. Actually, Valda downed hubby in the 4th event by two seconds (1975 was International Womens Year).

Neil slotted the GTR in ahead of Greg Findlater, Greg - like Valda - improves with each event he enters.

Although the series has just begun, an exciting season appears to be ahead of us. It appears the rest will be chasing Roger for the motorkhanas award this year if he retains his present form.

RESULTS:

1)	R. Thompson	MGB	120.9
2)	M. Spiden	Assortment	122.0
3)	K. Potter	Galant	123.7
4)	V. Thompson	MGB	129.8
5)	N. McNeil	Torana	133.3
6)	G. Findlater	MGB	135.3

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SIGN LANGUAGE

A notice in a campus cafeteria stated: "Shoes are required to eat in the cafeteria".

Someone wrote below: "Socks can eat wherever they want to".

Notice in a church hall: "Will ladies responsible for making tea kindly empty teapots and kettles, then stand upside down in the sink".

In a barbers window: "Absence makes the hair grow longer".

THOMAS AVAILABLE IN THIS YEARS COMPETITION.

Bar mark one for your mantle piece now by competing in the required events:

BEST ALL ROUNDER: member who has competed in at least

- 2 night runs
- 2 motorhans
- 2 speed events

BEST LADY COMPETITOR - member who has competed in at least

- 1 night run
- 1 motorhans
- 1 speed event

member who has competed in at least two types of the following events:

BEST TYPE }  
BEST MG }

- night run
- motorhans
- speedevent

BEST NAVIGATOR:

BEST TRIALS (NIGHT RUN) DRIVER.

8.15 pm. FILM NIGHT 7A MAY

These films together with any others we can obtain will be shown in the clubrooms on our next film night.

TRIBUTE TO RANGIO  
VINTAGE YEARS PART III World War I to 1920  
LONG WEEKEND AT LONGFORD (1964 Goldstar)  
SIX HOURS OF SANDOWN (1965)  
RACING GEOGHEGANS  
MOUNTAIN LEGEND  
HIGHLAND FLING (RAC Rally)

FOR SALE:

Tonneau cover as new - Suit M.G.B. - \$40.00 Rack &  
Pinton steering MGB (damaged) - offers. Rear bumper  
bar & over ridges (slightly damaged) suit MGBL - offers.  
Please contact Phillip Murphy on 397 4597 - 10 Sorbiston St.,  
Wellers Hill 4121 BRIS

FIRE RISK AT M.T. COTTON

You may or may not know that for several years the committee and officials have been worried over the possibility of a serious fire at hillclimb meetings. Flames from fuel, oil or hydroelastic systems can project themselves a considerable distance. They can burn out fences and nutshells and get into the spectator areas. The conformation of the track is such that in many places it is completely blocked by a couple of service vehicles. At a bad accident you will probably have the ambulance, crash rescue truck, fire fighters truck, tow truck and Clerk of Course car. This, to put it mildly, would hamper the fire fighters and slow down both preventative and curative measures. If the fire is through the fences and in the spectator areas there are many places where you can't get a vehicle there at all.

One of the most serious aspects of the business is the possible loss of the nut shells. Ray Quinn and the Beenleigh Police will tell you that you can cart water from the dam until your arms fall off, although the shells look safe, they're still smouldering underneath. Removal of the top layer and a strong jet of water is the only way to deal with the situation. We used to get our nut-shells for free. Now that they're commercially valuable there's no way we could afford to replace the tons we'd require if they got burnt out again. Back we'd go to the bad old days of cars slamming into the catch fence.

What we badly need is a pump, motor, tanks, pipes, hoses and fittings. In the interest of safety the Back Seat Racing Drivers Club have offered to supply the pump and motor if we do the rest.

The minimum useful length of pipe and hose required will cost about \$170 at an average price of 27c per foot - we'd like to have quite a lot more hose than this. We also have to get the fittings. We suggest that members and competitors (especially those who've used the nut shells most often) might like to donate cash to purchase X feet of hose and pipe. Committee members will collect the money from you if you don't have the time to post it. This cost works out at 3.7 feet per \$1 donation.

Sincere thanks from the Club and its competitors to "The Girls" whose hard work and initiative have made this project possible.

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INTRODUCTION - Rattle clang clang - Thank you.

The second motorkhana (21/3/76) produced some good mud performances from younger members, all beginners at this particular brand of the sport. Yes these lads and lasses captured 2nd, 3rd, 4th 6th and 7th pushing the "oldies" down the list.

Malcolm Spiden in his new toy scored on the day but Tony Scott in his clean yellow Corolla and Peter Frazer in the MG. Midget shadowed him all the way - sounds like there's some talented youngsters around.

Meg O'Shanesy (Honda Civic) now residing in Brisbane was first lady and F.W.D. car ahead of Black Pete (but that day he was white). Sixth saw the Mk 2 Sprite (Hooray) of Dan Mayer ahead of Glen Mayer (Ex Barry Smith Cortina). Delia led home Neil McNeil (spinning GTR) with Barry Smith, Paul Raper and late entry Tony Jay.

The first event was held in the dry until somebody opened his mouth about the weather and Surfers lived up to its name.

A battle seemed evident with Peter Rayment, Neil, Peter F, Tony Scott, Don & Glen all within a second of the leader. Then came the mud which slowed Neil & Glen but allowed Meg to come "abreast" of the field.

As the ground became sloppy the understeer and slides increased in intensity.

Paul ended up sideways when a 'helpful' pusher leant a little hard on the Mazdas rear section. OH! what fun.

Neil and Dan Mayer received a free beauty mud bath from Barry Smith - yes those happy memories.

Back to the events - the newer competitors certainly proved they could handle their machinery in the far from perfect conditions and if they continue in future motorkhanas - will certainly be included in the interclub team.

On the final events the positions remained constant and the events developed into a driving lesson for the entrants.

MOTORKHANA 21/3/76 - cont'd:

Lets hope for fine weather next time.

RESULTS:

1)	Malcolm Spiden	148.2
2)	Tony Scott	158.3
3)	Peter Frazer	160.6
4)	Meg. O'Shanessy	163.4
5)	Peter Rayment	169.4
6)	Dan Mayer	175.1
7)	Glen Mayer	181.6
8)	Delia Mamanu	186.0
9)	Neil McNeil	192.5
10)	Barry Smith	214.1
11)	Paul Raper	214.6
12)	Tony Jay	229.6

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Very topical with the bottom dropping out of the sky is the story of the Chartered Jumbo Jet, employed by a well known Japanese Car Manufacturer to bring spare parts for their vehicles to Australia. While flying over the Brisbane Cricket Ground the Cargo Hatch accidentally opened and in an instant it was raining "Datsun Cogs".

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THAT IRONMAN CONTEST.

FRIDAY 9th July - Treasure Hunt cum Scavenger Hunt cum Navigation Exercise.

SATURDAY 10th July - Sprint Meeting - Lakeside.

SATURDAY 10th July - Motorkhana - Lakeside.

SUNDAY 11th July - Hillclimb - Mt. Cotton.

You may enter for all the events or only those that particularly interest you.

All events will count towards Club trophies.

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D I S C U S S I O N      G R O U P

So far nobody has told us they will be attending the meeting on 28th May. In case you missed page 8 of the March Octagon we repeat the essentials here:

A N   E X C H A N G E   O F   O P I N I O N S   B E T W E E N  
F O U R            R A C I N G            D R I V E R S

SUBJECT:    THE CAR I WOULD CHOOSE TO DRIVE IF I WAS GOING TO START RACING IN QUEENSLAND AT THIS TIME.

You are asked to be seated by 8/15 p.m.

The panel will consist of John Fraser, Vern Hamilton, Kerry Horgan and

Refreshments will be served after everyone has run out of words

The discussion refers to the novice driver who is not a millionaire has no sponsorship and can't do all the work on his car himself.

PLEASE give the committee a call or put your name down in the Clubrooms if you are going to attend.

690<sup>2</sup> PROBLEM  
Dear Myrtle



Dear Myrtle,

My mother will not allow me to carry out dissections of live cobras in the kitchen. What can I do, I'm heart broken.

Signed - Morticia.

Dear Morticia,

Adolescent communication problems are extremely common. Pacify the old twit. Move the operations to the laundry or dissect dead cobras.

Dear, dear, Myrtle - I've been invited to a reunion of my kindergarten class. Should I wear purple lurex or orange and green velvet & also would a hat be in order.

Signed - The Wild One.

Dear Wild One - Yuk, No.

NEWMEMBERSNEWMEMBERSNEWMEMBERSNEWMEMBERSNEWMEMBERSNEWMEMBERSNEWMEMBERS

Barrie Gorner  
Peter Frazer  
Paul Buda  
George Robbs  
Barry Badger  
David Gooch

Dale Jeffries  
Lynette Hopcraft  
Peter Pommaranz  
David Gillespie  
Pat Nixon Smith

Sorry about any mis-spelt names as with Tom Storrie and Mal Hopcraft in the last issue. If the Treasurer, even in her old age, could learn to write legibly it would help the editorial staff considerably.

Note from Hon. Treasurer: If the committee members who write receipts (a) weren't so bloody lousy with carbon paper and (b) didn't behave like sixteen legged spiders that have fallen into an ink well, it would help the treasurer considerably.

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#### BODS & BENDS

Barrie Purdy scores again. Got pulled up at a radar trap for doing 68 kph down Moggill Road. Understand he was training for Olympic selection as he was on his push bike.

Vern Hamilton in presenting his new Barrie Lock designed racing car announces his retirement to the ranks of "gentleman drivers". Nothing very gentlemanly about the way he was chewing Gary Scotts rear tyres. The Kaditcha looked most impressive - so did Vern.

Happy event due in the Timms family, but did they have to schedule it so that we lost one of our best timekeepers for the Queensland Hillclimb Championships.

M.G.'S were on parade again. This time for the Childrens Hospital Benefit at the Showgrounds. Many thanks to those who gave up part of Easter to help out.

More congratulations to Bruce Allison. He is to drive in the U.S. this season. What a pity we can't keep our more promising drivers here. Sponsorship is the name of the game, and America is where you can get it - if you deserve it.

J U N E      C A R      D I S P L A Y

JUNE 1st to JUNE 5th we have a display at the Sunnybank Plaza. We urgently need volunteers to staff this and to see that the cars don't get leant on or otherwise mauled. You don't have to answer a lot of questions about the cars, because you'll find that the public are all experts! However, you should be able to give intelligent replies to queries about THE CLUB, other clubs and the sport in general. THIS IS URGENT. We have a great chance here for some publicity and the committee will be tied up, as it is the week before the hillclimb championship.

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BOIS & BENDS

Would our members please note that little matters of jumping starts, losing documents and arriving late inhibit their chances of winning the Encourage Award at race meetings.

HOOP - LA! Certain new member enlivened the rally scene by end for ending on his first competitive outing. Minimal damage - the worst was a hammer through the windscreen. Tools should be tethered - next time there might be a head in the way. Naughty, naughty, Tony.

Happy rally-setting scene. One white car sand bogged in middle of creek. Only available tree surrounded by stinging nettles. Ross trying to attach winch to tree. Extraordinary language you can hear in the country on a beautiful Sunday afternoon.

Dickie Johnson came up with a terrific performance at Lakeside. He won two of the three Rothmans Challenge heats and came third in the other one. What's more, he came 2nd to Bond in the Metro Ford Touring Car Race. Believe it is a record for the Falcon to finish one race at Lakeside, let alone three!

Don Milner and Ian Friar have decided they each want a rally car for this season. Believe Don has the Cortina and Ian is looking for a new mount.

Paul Raper taken to remodeling Formula V engines. Quite involuntary we understand.

Barry Singleton won the Sportscar Race at a recent Amaroo meeting. Seems he's getting used to the monster. Hear a rumour that brother John is to start racing soon.

C.A.M.S. OFFICE.

New C.A.M.S. office hours are:-

Monday - Thursday 12 noon to 3 p.m.

Friday 12 noon to 4 p.m.

You are asked to conduct as much of your business as possible through the mail. However, our own experience indicates that this might cause delays. We sent a cheque to Australia Post at the G.P.O. on 17th March. To date it has not arrived. If these monuments of inefficiency can't even deliver letters to themselves, what chance have the rest of us got?

It appears that Formula Pacific will be with us as from 1.1.78. 1600cc stock block with pushrod or single OHC motor. Further details as soon as we have them.

LAKE SIDE RESULTS 5/4/76

	<u>Class</u>	<u>Outright</u>
G. Russell	3 X 1st	
C. Wensel	1 X 1st	2 X 1st
D. Carroll	2 X 3rd	
J. Richardson	1 X 1st	2 X 2nd
	1 X 3rd	
D. Johnson	2 X 1st	2 X 1st
	1 X 3rd	1 X 3rd
		1 X 2nd
I. Peters	1 X 1st	1 X 1st
R. Tomkinson	1 X 3rd	
I. Tighe	1 X 3rd	2 X 3rd
	1 X 2nd	
G. Scott	2 X 1st	2 X 1st
P. Bull	1 X 3rd	
V. Hamilton	1 X 1st	2 X 2nd
	1 X 2nd	1 X 1st
J. Campbell	1 X 1st	
J. Fraser	1 X 2nd	1 X 1st
	1 X 1st	
K. Peters	1 X 1st	1 X 3rd
B. Singleton	1 X 1st	1 X 2nd
	1 X 2nd	
K. Peters	1 X 3rd	

POINTS SCORE AS AT 31st March 1976.

(Ed. not responsible if you disagree)

<u>TRIALS</u>		<u>NAVIGATORS</u>		<u>MOTORKHANAS</u>	
A. Conway	28	C. Conway	28	M. Spiden	36
P. Rayment	26	D. Mamanu	26	R. Thompson	20
M. Boothby	23	N. McNeil	24	T. Scott	16
K. Potter	23	R. McMurdo	23	K. Potter	12
H. George	22	B. Vahdenberg	22	P. Frazer	12
M. Spiden	14	P. Simpson	13	V. Thompson	8
T. Scott	6	M. Spiden	10	M. O'Shanessy	8
D. Morgans	5	D. Flockhart	6	N. McNeil	6
D. Webster	3	A. Clarke	5	P. Rayment	6
I. Abercromby	1	P. Raper	3	G. Findlater	4
G. Whittaker	1	P. Florian	1	D. Mayer	4
		D. Johnstone	1	G. Mayer	2

BEST M.G.

M. Spiden	24
P. Frazer	14
G. Findlater	6

MORE BODS & BENDS

Not a happy time for M.G. members and push-bikes. Don Webster recovering from a nasty spill. Hope it won't be long before we see him and the TD back in competition.

Hon. Sec. now the proud owner of a very good looking M.G. Mquette.

Gary Scott ate the Formula III record at Lakeside. Knocked 1.1 seconds off it.

LET THE BUYER BEWARE. M.G.B. owner more than a little upset to find his pride and joy was powered by an Austin 1800. This sort of performance gets the whole marque a bad name. If you know of any guilty dealers we suggest you warn your mates.

John Frazer with ear - to - ear grin at Lakeside. He beat that magic minute.

THE OFFICIAL MAGAZINE OF THE M.G. CAR CLUB (QUEENSLAND CENTRE)  
 AFFILIATED WITH THE CONFEDERATION OF AUSTRALIAN MOTOR SPORT.

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CAMS DELEGATE	Ann Thomson		

CLUBROOMS

620 Wickham Street  
 Fortitude Valley,  
BRISBANE.

POSTAL ADDRESS

Box 1847, G.P.O.  
Brisbane 4001

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