

P R O G R A M M E.

- 15.11.74 Night Run. Start 8.30 pm. 620 Wickham St, Valley.
- 16.11.74 Working bee - Mt. Cotton.
- 17.11.74 Motorkhana - Start 11.30 am. Near intersection of
Thornside & Ricketts Rds. Thornside.
- 20.11.74 Hill climb entries close.
- 22.11.74 Hill climb preparation night.
- 24.11.74 Hill Climb - Mt. Cotton.
Flea Market - " "
Bar-B-Q " "
- 29.11.74 Annual General Meeting
- 30.11.74 }
1.12.74 } B.S.C.C. Open Rally. Championship & Recognised Series.
- 7/8.12.74 Lakeside Race Meeting.
- 13.12.74 Annual Dinner & Trophy Presentation.
Tickets and Enquiries - ring Libby Sullivan, Neil McNeil
or John Moorehead.

NOTICE OF MEETING.

Annual General Meeting.

Please take note that the Annual General Meeting of the M.G. Car Club (Queensland Centre) is to be held on Friday 29th November, 1974. With this Octagon you will receive proxy voting forms and nomination forms for President and Committee of the Club for the next twelve months.

Nomination forms are to be in the hands of the Secretary not later than 14 (fourteen) days prior to the A.G.M., i.e. 15th November.

Proxy voting forms will be accepted up until the Annual General Meeting is declared open.

Although I hate to admit it, the last Octagon was none of my doing. Your Ed. was out enjoying himself at the Boat Show - and after the Boat Show - so many thanks to those people who stepped in and did your hungover Editor's job.

The sailing season is on again - I even missed the Bathurst grog-a-thon to go sailing - must be some kind of nut, you all say.

NOTHING. That's what happened to Editor Phil after the Myer - Waltons - Valley parade. He dropped off his female passenger at Neumann Oval -(yes, I slid down the side) anyway, I left her at Neumann Oval and went to play that age old game called "engines - stripping, checking and rebuilding." Watch for the fastest Mercury Outboard on the water in a few months.

With this sounding like the first page of "Seacraft" or something, I hope you'll all turn up on 15.11.74 to see if John Kelso can keep his promises - I think he can but we can all help him keep the last one.

I have to stop now - I'm going sailing - see you all next Friday night (and every Friday night).

Phil Heath,
(you're dedicated aichmophilic)

OUR APOLOGIES.

All our apologies for the lateness and the format of this Octagon. Its a long sad story and a nice surprise packet for the Editor. He wont even know what happened till he reads this. Once upon a time an Editor decided to publish an Octagon. He called for contributions in the usual way, and, as is normal, got knocked over by the rush of eager contributors and would be journalists. When he managed to crawl out from under the mound of paper he found that the wicked fairy had done the magic wand job, and all but a few pages were blank - just fancy now! Anyway, he got out his blue pen, his black pen and his purple pen and he edited. Then he illustrated. Then he pushed the whole lot into shape. After that he was told that the Vice Pres. (who prints the pretty picture Octagons) was getting to hell up North as far and as fast as he could go. The Editor unillustrated and pushed the thing into a different shape and then it was ready for typing. The electric typewriter typist was having unsympathetic boss trouble - and you know how nasty that can be - so she couldn't do it. The standard typewriter typist was having wrenched shoulder trouble so we couldn't ask her to do it. However, there was a little old lady with a little old typewriter who could do it if we had an up-and-down newsletter in small print instead of an across-the-page Octagon in large print.

Now comes the nice surprise bit for Phil. Number One Bright Committee Member takes the copy out to the Little Old Lady with the little old typewriter and puts the file on top of her little old bar. But he keeps it a Great Big Secret. Next morning the Famous Rally Navigator arrives and throws a load of maps, rally-roamers, map-boards and concertina files on top of the bar too. Five days later the Little Old Lady asked when the Octagon was being published. We can't decide whether the Bright Committee Member & the Famous Rally Navigator should be allowed to live at all, let alone happily ever after. The moral is that Little Old Ladies shouldn't have bars and if they do they should use them for noggins not maps. Also, all typists should have good shoulders and nice amenable bosses (maybe the two go together).

The actors grouped around a certain brown wooden table, each longing for the moment the producer would call "action" and they would be away down the stairs into the encumbering night, over the cross-roads down past the chemist then to stare at each other as the route instructions failed to correspond with the street layout. Another Rayment Night Run had commenced.

Meanwhile, over the water, under the bridge to Highgate Hill near 'Would you answer this in the middle of the night?' Terrace following the Shoppers Bus Route into Doris 'Darling' Street came the Works Television Holden of R.E.Q. followed by the Queensland XXXX M.G.C. of Pot Pot with the Rorty Red Pacer lifting its skirt on the way to the 5 am. to 11.30 pm. Laundrymat and to Confusion Point No. 2 near Q.I.C. Back near Marlboro Country, Conway/Conway, Webster/Hughes, and Cowan/McMurdo were engaged listening to or swapping Bathurst yarns with a few sordid stories of 'ye olde' Southern Cross type Rally with Greg Symes (now of R.C.N. fame after the Australian Motorkhana report) and Paul Raper.

Placings of principal contenders:

We welcome you to bring along your wife, husband, best friend, worst enemy, pet crocodile and, in fact, anyone you like, to the last night event of the year (with no errors), on Friday 15th November 1974.

CONGRATULATIONS

September Lakeside Meeting.

The most significant change in the latest Midget is the new 1,451 c.c. engine developed from the Triumph 1500. This power unit, which can be traced back to the 1950 Standard 8 engine, was the most easily adapted to meet both the American regulations and the European exhaust emission limits. There is some power increase with the bigger engine, though not much. Peak power speed is down from 6,000 to 5,500 rpm., and torque is up from 72 lb. ft. at 3,000 rpm. to 76.5 lb. ft. Gearing has not been altered. The 3.9 final drive with 145 x 12" tyres gives 16.4 mph per 1,000 rpm. The transmission has been changed and the new gearbox is derived from that used in the 1.3 Marina, which has wider ratios than the previous Midget box. The propellor shaft is now of single-piece design.

Due to the adoption of the American standard 5 mph bumpers the weight of the car has been increased by approximately 200 lb., the ride height by 1" and the length by $3\frac{1}{2}$ ". For the same reason the shape of the rear wheel arch has been changed.

There have been no changes in the machinery department of the MGB. The collapsible steering column and the V8 instrument pack now become standard for all cars. Like the Midget they have been fitted with the new bumpers, and there will be a consequent slight loss in power due to the extra weight. The 1.8 litre cars are $1\frac{1}{2}$ " higher and the V8 cars are up by $\frac{1}{2}$ ". Both models have been increased by 5" in length.

The American standard 5 mph bumpers are moulded in urethane foam over a steel armature base, and car structure has had to be altered in places to carry through the load.

We have to thank Jon McCarthy for the information from which this article was produced. Hope it's right, but Little Old Ladies are notoriously non-technically brained, geared or orientated. Photos in the next issue, or whenever the Vice Pres. manages to wend his way south again.

£+£+£+£+£+£+£+£+£+£+£+£+£+£+£+£

LAKESIDE, 29th September.

	<u>Class</u>	<u>Outright</u>
Ken Peters Welsor Waggett	1 x 3rd	1 x 3rd
Ian Peters Lotus Super 7	1 x 2nd	
Kerry Horgan MRC Ford	1 x 2nd	
J. Williams A/H Sprite	1 x 3rd	
Graham Buchanan Centaur	1 x 2nd 1 x 1st	
Russ Worthington Mazda	2 x 2nd 2 x 3rd	
Gary Scott Anglia	1 x 1st	1 x 3rd
Peter Lefrancke Corolla	1 x 2nd	
Barry Wraith Torana	2 x 3rd	2 x 3rd
Vern Hamilton Escort	1 x 1st	
Dick Johnson Alpha	3 x 1st	
Barry Lock Kaditcha	3 x 2nd	3 x 2nd
Barry Nixon-Smith Torana	1 x 3rd	

We had our biggest entry for a long time at this meeting - nearly thirty M.G. members were competing, yet result-wise it wasn't one of our brighter efforts. We believe the judges for the Encourage Award had quite a job, four members were so close they nearly had to toss for it. We can't say who the unlucky ones were because it might lead to "discussions" - thats a polite word for arguments.

GENERAL COMPETITION LICENCE (G/C). Two Licences.

1. Competitor May enter a car in all types of open events, closed race meetings and closed rallycross, but not in any other type of closed event.
2. Driver May drive (or if applicable act as crew member) in all types of open event, closed race meeting or closed rallycross, but not in any other type of closed event.

A G/C Licence is further sub-divided into:-

- a) Provisional - may not compete in A.G.P., certain championship events or as specified in Supplementary Regulations.
- b) "Full" - self explanatory
- c) International - valid as above and is necessarily so endorsed for competition beyond the jurisdiction of the issuing A.C.N.

LIMITED COMPETITION (L/C) One Licence.

May enter and drive or act as crew member in open and restricted competitions as follows:-

- a) One car at a time speed events and autocross
- b) Road Events
- c) Motorkhanas.

ROAD EVENT (R/L) One Licence.

May enter and drive or act as crew member in open and restricted competitions as follows:-

- a) Road Events
- b) Motorkhanas

CLUB

Issued by a club as part of the membership card.

Must be presented with the G/C Licence at closed race and rallycross. Is mandatory for all other closed competitions - a higher grade of licence may not be accepted instead.

NOTE. Corporate Bodies are only eligible to hold a G/C Competitors Licence. They may not, therefore, enter a vehicle in closed competitions or have an entry attributed therein.

MINIMUM LICENCE REQUIREMENTS.

CIRCUIT RACES & RALLYCROSS - open G/C Licence (competitor) for entrant
G/C Licence (driver) for each driver
G/C Licence (competitor) attributed entrant

CIRCUIT RACES & RALLYCROSS - closed As above plus club membership card for each person.

AUTOCROSS - open L/C. Licence. Two licences if driver not entrant.

HILLCLIMBS, SPRINTS, etc. - open. L/C Licence "

TRIALS, RALLIES, ECONOMY RUNS - open. R/E Licence for driver and each crew member.
Licence for entrant if not in the car.

MOTORKHANAS - open. R/E Licence. Two licences if driver not entrant

CLOSED EVENTS - except circuit races and rallycross Club Licence .

ATTRIBUTION OF ENTRY.

This is purely an advertising outlet for the competitor or his sponsor. It allows the name of a person or body, other than the entrant (who is the bona fide legal owner), to appear in programmes and result lists. This person or body must hold a G/C Licence (competitors), therefore an entry is not attributed in closed events.

We now have details of the new CAMS charges and fees. No responsibility taken for any errors or omissions. It is interesting to note that the rises are, in most cases, far less than those recommended by clubs and State Councils.

	<u>Was</u>	<u>Will be</u>
Club affiliation	\$20	\$25
Club association	10	20
G/C Licence -International Driver	6	10
G/C " National "	4	5
G/C " " Competitor	4	5
G/C " Entrant non-individual	25	50
G/C " Public Co.	25	100
Limited Competition Licence	2	4
Road Event Licence - club member	2	4
All licence fees shown are exclusive of the cost of the Manual.		
Track Licence "C" Class	6	10
Log Book	2.50	5
Open Speed Event Permit	10	20
Closed Speed Event "	7.50	10
Open Road Event "	7.50	15
Closed Road Event "	2.50	5

PERSONAL ACCIDENT INSURANCE RATES.

Compulsory Insurance

	<u>Competitor</u>	<u>Officials</u>
Open Race Meetings	\$5	\$2 per entry
Closed Race Meetings	4	1.50 " "
Open Speed Events	3.50	1.00 " "
Open Rallycross	3.50	1.00 " "
Open Rallies per crew of 2	4.00	2.00 " "
Additional crew members \$2 each		

Voluntary Insurance

Closed Speed Events	3.00	12.00 per event
All Motorkhanas	3.00	4.00 " "
*Closed Rallies per crew of 2	8.00	12.00 " "
Additional crew members \$4 each		
All other events	3.00	4.00 " "

* NOTE. If the whole field is insured in a closed rally the rate will be as for open events.

The rates for race meetings, rallycross and speed events cover one driver and three pit crew.

If you read our previous comments on C.A.M.S. fee structure you will probably agree that the rises are long overdue. The question is whether it is better to get the rise in one hit or spread over the years; also would it have been better to have had a bigger increase whilst we were at it. Certainly M.G. Committee wishes it had raised club membership by a greater margin this year, obviating the necessity for a further increase in '75. At least capitation fees have stayed put - \$2 per member goes to C.A.M.S.

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SPORTS CARS IN '75.

We've mentioned that there were to be alterations in the Sports Car Championship next year, but we don't think we gave you the details.

The Australian Sports Car Championship will be held at Philip Island on 12.10.75. Eligibility - all sports cars (Groups A and D).

The Australian Tourist Trophy will be held at Calder on 5.5.75. Eligibility - Production Sports Cars (Group D).

CHANGES that will affect you or your club:

1. Rule 12(ii) (e) the deletion of the word 'three' and insertion of the word 'six' and the deletion of the relevant footnote on page 130 of the Manual. This means that up to six clubs may participate in a closed competition (host club and five invited).
2. A new category will be printed in Appendix C and will be entitled "Historic Cars". It will serve to fully define the vintage, veteran and historic car situation in so far as competition is concerned.
3. Oil coolers and oil radiators are the subject of a moratorium until 31st December, 1974. Until that time the provisions of Group C, Section 4 (v) have been suspended and oil radiators are free.
4. The rules relating to close of entries will be changed in the following manner:-

Rule 60 will be amended by the deletion in line 9 of the words "two days after the" and their replacement by the words "not later than 7 days before the meeting."

Rule 66 will be amended by the deletion of the 2nd and 3rd lines, and the substitution therefor of the words "shall, in the case of International and National Open race meetings be not later than 10 days before the date".

Rule 77 will be amended by the deletion of all words after 'competitor' in line 2, and the substitution therefore of the words "not later than 7 days prior to the meeting, the official list of entrants and drivers".

Should we CHANGE OUR MEETING NIGHT?

It has been suggested that we should change our meeting nights from our traditional Friday to Wednesday. Some of the reasons given have been:-

1. Fewer social engagements on week nights.
2. People going away for weekends on Friday.
3. Baby sitters easier to get on Wednesday.
4. Fridays before races and rallies are bad.

Reasons given against the change have been:-

1. People who are studying less likely to come.
2. It's always been Friday.
3. Rally scrutineering usually Wednesday.
4. We have to WORK on Thursday - this is the main "anti" reason.

The only people who can advise the committee are the members. Please let us know how you feel about it.

Neither rain, mud nor horse (I'm not allowed to use that word), can stop the Polebenders from their chosen brand of motor sport.

From the first event it was evident that David Pearl and NSW. member Monique Vanstaden were going to be the people to watch.

David had his new immaculately prepared Mini Van there and will certainly be a force to contend with as soon as he adapts himself to the car. Monique, who has come from South Africa via N.S.W. arrived with his beautiful Red "A", giving all a demonstration of his driving talents. We might add that it was the second ever motorkhana he has competed in.

In the small touring car category a three way tussle developed amongst Bruce Briggs in his Cortina (showing evidence of his last 1650 motor - the bits are more interesting to view than those on the clubroom shelf), Phil Heath in Mother's Cortina (complete with beach umbrella in boot) and GTR man Neil McNeil. Bruce was able to capture 3rd place with his usual exuberance, while Phil and Neil continued an all out battle right up to the last event. Neil succumbed to an attack of the dreaded understeer disease and the GTR went bush, thus giving the victory to Phil.

Whilst that lot were carrying on, the brothers Whittaker (Gary and John) sharing John's true blue Pacer were stirring the dirt. Each was keeping alive the tail-out tradition with spectacular displays of flying divots.

Only woman competitor for the day, Christine Baumann, steered the less powerful Bruce Briggs Cortina. Christine improves every outing and certainly enjoys these events.

Derek McGreary and John Moorehead unfortunately couldn't stay for the finish. Derek was having his first run. With his newly acquired "beast" (which has a locking handbrake), he should soon prove an embarrassment to a few experienced competitors. John came down for a look, couldn't resist the temptation to have a couple of runs and then had to rush home to continue work on project "M".

Results.

1.	M. Spiden	Sprite	164.7
2.	M. Vanstaden	MG 'A' 1600	169.5
3.	B. Briggs	Spare Cortina!	178.0
4.	D. Pearl	Blue MiniVan	191.8
5.	P. Heath	Mother's Cortina	194.4
6.	N. McNeil	Torana GTR	196.8
7.	G. Whittaker	John's Pacer	203.3
8.	J. Whittaker	Pacer	213.2
9.	C. Baumann	Other Cortina	236.5

BODS & BENDS.

Hey there! Did you hear about John Moorehead? Ambling round Lakeside at about 40 mph. when he tried a mild inspection of the Armco - the result was a very small gap in the fibre glass and considerable damage to John's ego. The car? John Fraser's of course - he always was lucky.

Next time you're at S.P.I.R. and you're wondering why the pits look a bit chewed up ask Malcolm or Ann or the Marina.

Barrie Purdy luvs big dogs. Big dogs bite Barrie Purdy. So far as we know he hasn't got hydrophobia yet.

Yes Malcolm a very good night run story, keep it up son, keep it up.

Have you heard about John Moorehead? Doing about 70 mph. at Lakeside in Fraser's car and he wiped out the fibre glass right down one side on the Armco.

The excuses which Joan used in her "a few comments from the typist" in the last Octagon are direct quotes from Phil Heath - copyright is reserved - therefore no-one else can use them and SO DON'T.

Would those favoured few who managed to attend Bathurst and the Southern Cross please WRITE IT UP for the Octagon, so we can all know what went on. We don't mean the competitions either, we've read all about them.

Vince has a new rotary Honda in his car. All he can do is go round and round and round. Never knew anybody could fall off Lakeside so often in three laps - of course the circuit might have been a bit damp.

Talking of Lakeside, have you heard about John Moorehead? Drove Fraser's car slap into the Armco, wiped out the front end and most of the fibre glass. Poor old Fraser.

Would Trevor Bassett please report his whereabouts? The last few Octagons have been returned.

Ross Horton has rejoined the club. Hear he may be getting a drive in a Group C Mazda.

Kitty O'Bhanesy seen in the pits at Surfers. Tells us she now spends more time flying planes than driving cars.

Talking of driving, have you heard about John Moorehead? Took John Fraser's Lotus out to Lakeside. Rolled it three times at 120 mph. and then went backwards through the Armco. Car's a total write off. They were picking up the fibre glass with a vacuum cleaner.

Quite a new idea. Get the local prowler car to help you find the streets in a night run. Quite takes their minds off what they really stopped you for, doesn't it Ian?

John Fraser doing his best times ever at Surfers, with the Lotus in its usual immaculate condition - well not quite as usual. Believe there was a 1 cm. patch in the 'glass.

Ah me! What would we do without rumors?

Ross Moir just back from a quick trip to the U.K. If we can teach him to write you might be able to read about some of the cars he drove - never yet seen in this country.

Seen in recent rally. Ann, sitting beside the service car and washing mud out from between the toes.

Mario Carlotto having a tough trot. First the welders tried to burn his car and then he holed the radiator in the first section of a rally.

Hear that your President has just found nest of small birds in his beard.

How dare Grant Beaumont drive anything but an MG - with an address like Abingdon Street.

Black Pete
Faith Tufnell
Phil Griffin
Hot Lips Sullivan
Revvin' Russel Black

please return the Perpetual Trophies, polished, for this years
Annual Dinner Dance & Presentation. Thank you.

CLASSIFIEDS.

Wanted .040 or .080 in Flat top pistons suit 5 bearing MG B, and
any tuning parts at all to help me modify the engine and
gearbox.
Ring Grant Beaumont 912631

For Sale MGA 1500 Diff Centre 4.3:1
MGA 1 $\frac{1}{2}$ " SU Carburettors and Manifold
Some assorted MGA Mechanical bits
Ring Grant Beaumont 912631

For Sale Marina T/C Rally Car. Fully equipped except fog lights.
Some spares. 5th/6th 1973 Queensland Rally Championship.
As is condition. Good novice car.
Phone Ross Moir 590544
Ann Thomson 781368

R E M E M B E R:

Closed Hill climb 24th November
Trophies for all classes
For entry forms and enquiries contact Neil McNeil 672800
Entries close 20.11.74
Be There.

AND ALSO NOTE CAREFULLY

The Annual General Meeting will take place at the clubrooms
on Friday 29.11.74

AND WHATEVER YOU DO DON'T FORGET

The Annual Dinner Dance & Presentation of Trophies -
WHEN? 13th December, 1974
WHERE? I.O.O.F. House, cnr. Allenby & Leichardt Sts.
Spring Hill.
WOT TIME? 7.30 pm.
HOW? Semi Formal.

NEW MEMBERS.

The committee welcomes the following new members. We hope to
meet you soon, either in the club rooms or at one of our events:

J. Whittaker	D. Milner
C. Wenzel	B. Singleton
G. Townsing	I. Friar
A. Murray	
R. Horton.	
D. Geary.	
I. Tighe	
G. Bennett	

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		<u>Home</u>	<u>Business</u>
President:	Peter Rayment	683196	
Vice President:	David Miles	874976	212749
Secretary:	Joan Appleby	<u>571561</u>	
Asst. Secretary:	Mike Keown		217886
Treasurer:	Ann Thomson	781368	
Club Captain:	Mal Spiden		335011
Committee:	Tom Hatton	882328	783482
	Neil McNeil	672800	526415
	John Moorehead	667192	596488
	Gary Whittaker	673727	

Clubrooms

620 Wickham Street,
Fortitude Valley.

Postal Address

G.P.O. Box 1847,
Brisbane,
Qld. 4001.

*For - make sure M.G.C.C. regis with head office
in U.K.*

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