

CONTENTS

	<u>PAGE</u>
Coming Events	2
Editorial	3
Letters to the Editor	5
Newsdesk	6
The Story of Our Editor	8
Mt. Cotton Hillclimb	11
New Members	13
A Day Trip to Melbourne	14
How to Succeed.....Especially in Hillclimbs	16
Scavenger Hunt	19
Re-Scrutineered	22
What we want you to do!	23
Classified	24

editor : PAUL VALERY

typist : RAE GREEN

assistants :

TERRY GREEN ; JULIE WEBB

coming events

2.

FEBRUARY

16th	Closed Touring Assembly (night run)
17th	Working Bee - Mt. Cotton
18th	Solo Trial at Caboolture (Circular spring on dirt)
23rd	Table top Rally
24th	Working Bee - Mt. Cotton
25th	Working Bee - Mt. Cotton

MARCH

3rd	Presentation of Trophies - 8p.m. at Tristania Road, Kenmore (Ann Thomson's haunt)
9th	Bingo Night
11th	Lakeside Racing
16th	Closed Touring Assembly
18th	Hillclimb
23rd	Free Night
25th	Q.M.S.C. Lakeside Sprint
30th	Proposed Slide Night

EDITORIAL

It is with deep regret that I find myself writing an Octagon Editorial once more, for I'm sure I would prefer to enjoy some extra-curricular club activity (deviation) at this precise moment. However, I feel that it is deemed necessary (but unfortunate) to inform all my devoted supporters of Club deviations in the past few weeks.

Anyway, I'm sorry if I woke you up, but I'd like to follow on and say that I regret that this Octagon won't be of the poor quality of the January issue, as I've rushed off on holidays in mid-January waving gratefully to Terry Green who was 'gleefully' holding up Chief Scribe Crown, which I threw at him in anticipation that he would complete this Octagon. Terry vowed that all would be 'she's right mate', and that he was going to show me up by producing an Octagon instead of that January dribble. Anyhow in this issue you will probably find a giant four page foldout of an 'RS' Celica ('RS' meaning real superb) which you will probably hang up behind THE door for close scrutineering. However, I'm sure that this will be of great technical note, together with the Celica Road Report and Factory Specifications which most likely also will be enclosed herein.

However, I think I'd better mention, to save certain confusion, that all complaints be addressed to Flat 4, 18 Montpelier Street, Clayfield and/or that Terry parks his car in the garage underneath.

Furthermore, on a different note, Steve Laue was in great tearful raptures to receive his first Octagon produced by an 'XUL-er'. Steve commented later in his nicely padded cell, that it was this action that triggered him off to conceive the idea of a Torana movie at Lakeside. This was undertaken on the Sunday morning of the 14th January, the cast being - Eddie Khew (Pink '202' XUL) Steve (Orange XULish GTR) and yours truly (Green '202' XUL) Anyway it was a great day enjoyed by all except for Steve's dad, the

producer, who hung precariously from the sump plug and front number plate screw, while attempting to film the epilogue - "How to Negotiate the Dogleg at Full Chatt". Fastest time of day went to Steve who covered the $\frac{1}{4}$ mile to the 'toot' in 6.4 seconds with a terminal speed of 112 mph, much to the applause of all of us, including Peter Bull and Eric Olsen & Co. who were about deviating in the Elfin.

Nevertheless on another note I wish to extend my apologies to those few members who received make-shift Octagons. This occurred as a result of the fact that we exhausted supplies of some pages and had to photocopy the originals to meet the required remaining numbers. I sincerely hope that this occurrence doesn't formulate itself again.

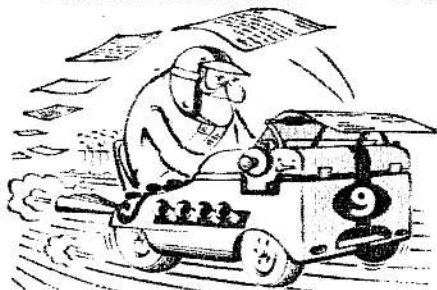
Finally, I would like to express my thanks to those who have already shown eager participation in this year's activity to date. However, I do wish that more numbers will take more detailed notice of Club Events in future to the extent that they are prepared to participate or to just show their faces. I extend also, sincere thanks to all those who have served congratulations upon the January edition, as all on the Editorial Staff have consequently felt that their efforts have been gratefully rewarded.

TORANA THE GREAT

THE ULTIMATE POSE

LETTERS TO THE EDITOR

5.



Dear Sir,

I read the Octagon sent to the N.S.W. Centre and may I offer my sincere congratulations on your first issue.

The presentation is vastly improved and while still informal and chatty you've lost the 'boy racer' image unbecoming of an M.G. Journal.

Please keep the M.G. content as high as possible and use our 'opposite lock' if you want to.

We look forward to many Queensland Octagonists at Easter.

Kind regards,
Rob Dunsteville
Ex T. Register Capt. 1971
Ex Public Relations Officer 1972
4 Natmeet Worker

SCOOP!

8

page 11



1. ___ Neil Burnett getting married in the near future.
 2. ___ Larry Corhran bought Ann Thomson's 1500. He will be rallying it this year.
 3. ___ Remember - Grafton Hillclimb - Weekend after Easter.
 4. ___ 18th March - First Closed Hillclimb
HOWEVER, ONLY IF TRACK CAN BE PREPARED.
 5. ___ Richard Rose is leaving us to return to Hobart to work. His many services have been sincerely appreciated and and his departure will be a true loss. (Some say that he's not used to Brisbane's weather yet for he was seen 'red as a beetroot' at the Motorkhana towards the end of the afternoon — mightn't have been the weather though !)
 6. ___ Bulldozing starts at Mt. Cotton on Saturday 24th February and shall continue also on the Sunday. Member's help is a must on these days to help in a speedy recovery of the track. The shed is also intended to be shifted.
 7. ___ 'Black Pete' is off to Mackay for 4 weeks in April.
(Ed. — We finally got rid of the blighter by palming him off to a Hippy Commune up there. I must say that they were a bit reluctant to take him at first but we did persist.)
 8. ___ LATE NEWS ! The Editor is back ! from beautiful upatown Sydney and already I have detected signs of 'Green' deviousness, and speaking of Steve Laue — it's funny how he went down there after I came back — can't make that out.
-

3RD MARCH

*Annual Presentation of Trophies
and Dinner Dance*

' big band '

\$ 7.50 double

\$ 4.00 single



8 o'clock at

Ann Thomson's Place

TRISTANIA ROAD

KENMORE



Dress : LOUNGE SUIT

THE ~~STORY~~ OF OUR editor....

6.



You really don't know who or what puts together our salubrious magazine.....Do you!

Well now it's all told in this sensationally revealing story. Now grab a drink (you'll need it) and read on.

Name - Paul Valery
Age - In his twenties
Sex - Ask Julie

Paul Valery was born (much to the surprise of his parents) on a balmy spring morning just after the war. He was what you might call a "different" baby. Instead of crying he made strange sounds that resembled (according to the nurses) a car horn. Beeeeeep! He was always laughing, in fact he was laughing hysterically between beeeeps until they extracted the birth control pill that he had held tight for more than 9 months.

At the age of two, Paul had a strange desire. At the park one day, he jumped out of his pram and pushed it around the park. By the end of the day Paul was circulating the park in 5 min. 18 sec!! What speed! Upon evaluating the handling he pumped up the front tyres to 4p.s.i. (to reduce understeer he said) put on a pair of wide soled shoes and BAM 5 minutes flat. Wow what an ace. All the kids were jealous because Paul could really make that pram fly.

One day Paul was negotiating the dangerous "Statue of Captain Cook" hairpin when he hit a melting Pauls (curses) ice-cream and spun

more

off into the bush. His pram burst into flames but he was wearing his Nomex Nappy. No sweat! Paul didn't race his pram after that.....anyhow the gearing was wrong. He needed size 4 shoes to negotiate that dangerous hairpin instead of size 2 which caused tremendous over-stomping of his pistonised feet.

During the years Paul graduated from pram to 3 wheeled scooter to pedal car and then to bicycle (with 5 speed continental type stick shift) until finally he turned 16 and 9 months.

Paul went and got a Learners Permit (otherwise known as an excuse to thrash permit) Actually he already knew how to drive because each morning since the age of 12 he stole his father's F.J. and learned the fine art of clutch starting an F.J. $\frac{1}{2}$ a mile from home at 4 in the morning. Yes, people, pram pushing had finally paid off for Paul!!

At the tender age of 17 Paul set out to get his Driver's Licence and (according to the tester) passed with flying colours on his 9th try. You see Paul thought a 3 point turn meant using the handbrake, he also thought a hill start was that practiced by the Mt. Cotton HillClimbers. Oh, Well, we all learn. Paul now had his "P" for Paul Plate and finally ventured out onto the road (he called it "The Track") by his lonesome.

In a fit of depression he bought a Blue Toyota Corona with Special Japanese Works prepared Oval Drum Brakes guaranteed to help you miss any obstacle in front of you if you brake in a straight line.

His father loved the Corona and showed his love by sneaking out for a joy ride every morning by clutch starting the beast $\frac{1}{2}$ a mile from home. For he was once a Pram Racer too!"

You all know the story from here on in. He joined the M.G. Car Club so he could compete against all comers in the Mighty Blue Boner-Corona. In HillClimbs he fained very well because the hair-pin suited his works oval "I'll steer you" type brakes. He excelled at Lowood by being the first person ever to lift the inside front wheel of a Corona. Unfortunately it happened going down the straight "curse those oval brakes".

Then it happened. Paul had a VISION. An angel with wings appeared and said "Go ye Paul to ye General and get your own wings". Paul half shaken jumped into his Corona and blasted down to the Holden man and bought his own winged angel. It was green and called XU-1. "Hooray yelled the angel, Go to it kid".

So now Paul leaves black foot prints all over our Council's roads and has a far away look to his eyes which remind you of the look of men who are about to depart and complete a GREAT MISSION (Violins Please) like Sir Edmund Hillary when he conquered Mt. Everest, Paul has his own Mountain to conquer - Mt. Cotton.

**Uncut, uncensored
and unsilenced.**



"I said, 'I think I hear a funny noise!'"

MT. COTTON HILLCLIMB

Where did it all go ? \$\$

Coupled with the urgent appeal for funds to keep the Hillclimb going, the Committee has encountered rumblings from certain Club Members who appear to be quite disturbed and inquisitive about what the Club has done with, or how they utilized the 'bloody big loan', that most Members of the Club are helping to pay off.

To give members a rough idea of how the aforesaid 'bloody big loan' has been used some approximate figures, being part of the costs incurred are detailed hereunder:-

Drainage Pipes	\$324-00
Chain Wire	\$1200-00
Bulldozing	\$1900-00
Roadworks	\$4080-00
Surfacing	\$1500-00
Timing Hut	\$300-00
Armco Fencing	\$250-00
P.A. Wiring and Timing Gear	\$80-00
Starting Pad	\$60-00
Spectator Fence	\$100-00
TOTAL	\$10294-00

Questions Answered - Right then dig deep - either in your pocket or with a pick and shovel at Mt. Cotton.

The Working Bee !

The Committee and the Club in general are receiving a few queries as to what is required to be done at the working bees at Mr. Cotton.

Evaluating on this, you are required to arrive around 9a.m. (do not confuse with 3p.m.) bringing pick, shovel, crowbar, slasher, wheelbarrow, hammer - in fact any implement which you may think will be useful, knowing full well that blisters, sunburn, mosquitoes and thirst are only part of the day's entertainment. It is preferable to bring your own lunch, however it is possible to obtain this near the circuit.

JOBS ON HAND

1. Dig out and clear all table drains.
2. Dig new drains 20' back from top of cliffs
3. Remove tractor shed and rebuild
4. Lay agricultural drain between 2nd loop and hairpin.
5. Patch Track
6. Re-surface large areas of track
7. Re-fence track when heavy machinery has widened finish road.
8. Reform terraces in top spectator area
9. Put in bridge or culvert at bottom spectator area
10. Large scale clean up after tractor shed has been moved
11. Smooth out and turf area in front of timing shed

Listed above are eleven points on work to be done, however the point to remember is that, if you do not help, there will be no Hillclimb in March. In fact there will be no Hillclimbs until the required work has been completed.

Can *YOU* get ?-----

1. Loan of a three ton truck
2. Loan of a bitumen sprayer
3. Loan of a vibrating roller
4. Loan of a chain saw
5. Loan of a post hole digger
6. Cheap or free cement
7. Cheap or free yellow or white paint needed to redo the lines round the circuit

If it is at all possible to beg, borrow or steal the above, then please ring Peter Rayment, John Moorehead or Mal. Spiden at the numbers shown in the back, to find out if and when we need them.

New Members

Julie Miles

R. Carter

J. Kelso

L. Hastie

Bevan Batham

Tom Yates

Earle Bridgen

Ian Fitzgerald

Chris Fitzgerald

Renault 10

Cooper 's'

Centaur

Ford Zodiac

MGB

Anglia Sports Sedan

Cooper 's'



Announcement

..... a day trip to Melbourne

Well not quite a day trip perhaps, from midday thursday to 5p.m. Friday, but then there was a reason for that. (Ed: Please note times and mileage have been suppressed to protect the not-so-innocent) Fuel consumption on the trip, which was down the inland route, was rather poor at 29.1 m.p.g. Warwick provided the first incident of note when a house was met proceeding majestically down the road at a steady $1\frac{1}{2}$ m.p.h. However, as the streets are approximately 3 times as wide as Brisbane's this was no great hold up!

The section from Warwick to Goondiwindi was quite interesting as the road is being reconstructed in several places and on thundering down a gravel stretch at approximately 70 one tended to come across the tail gates of semi-trailers about 3 feet in front of the bonnet. Incidentally petrol bought at Inglewood proved to be the most expensive of the entire journey. Inglewood was also the place at which I observed a small pool of oil under the car so checked the dipstick which proved to be dry. As there appeared to be about half a gallon coating the engine compartment this did not cause great surprise. Topping up with the yuck muck purchased on another great occasion the feline and I continued southward amid resolves to check oil as often as petrol, (for the other 2,000 miles it used/lost/burnt/spewed precisely 1 pint)

Moree was the next full stop, 10 minutes for $5\frac{1}{4}$ gallons and a window wash becoming 70 minutes due to "Our Jo's" independence, and on to Narrabri for something to eat 370 miles and $5\frac{3}{4}$ hours from the start.

The next stage of the trip provided a free car wash but Coonabarabran was quickly passed and it was down the steep descent to Gilgandra for another quick fuel stop, Dubbo was so interesting that it put me to sleep and after a couple of hours

snooze it was on to Forbes for another sleep.

Half an hour after setting out again the battery decided that it was sick of doing all the work (the alternator having packed it up some hours previously) and in order to keep moving I was forced to switch off all lights. At 4a.m. in central N.S.W. there is not a great deal of light even in early December, but after a short time spent pursuing the white line by means of a torch held out the window my right arm was anaesthetised so I continued by star light into West Wyalong - a mere 66 miles which took 72 minutes.

Pulling into West Wyalong at 5.20a.m. in a "foreign debbil" with a defunct alternator I didn't expect to be able to do more than buy a battery, but it took only 2½ hours after the auto-electrician opened at 9a.m. to repair, replace, refuel and depart. Unfortunately this 6 hour delay completely disrupted my schedule which allowed for reaching Melbourne at midday but I was still hopeful of doing the other 353 miles by 5p.m.

When the first 103 miles to Tocumwal were achieved in 83 minutes this looked easily possible but alas the roads on the other side of the border proved as dangerous as a certain old motor racing track to windscreens. Just south of Shepparton I found said item sitting in my lap instead of the more conventional position (Ed - Deviations again - hmmm!)

As there appeared to be a 50m.p.h. headwind I was somewhat restricted in the progress I could make for the rest of the trip and the final 113 miles took no less than 139 minutes although it must be admitted that the last 5 miles of this was through Friday peak hour Melbourne traffic.

***PLEASE Return any perpetual
Trophies ----- POLISHED !***

how to succeed ...

especially in HILLCLIMBS

So you want to really succeed in Hillclimbs do you Well it just so happens that I have, in my tiny undernourished nut shell of a brain, some very interesting ideas.

First up, you need a car. Yes a CAR, got it Right! Now don't do anything silly in getting this car, stealing one for instance brings a lot of attention from the Police (That's ECILOP for people who look in rear view mirrors) and gives them more work to do. We don't want our poor, overworked, underpaid fuzz (oops I mean Police) to have more work to do you know.

Now when getting this car, make sure it has all the really good extras you'll be needing for hillclimbing. Like an engine, and wheels, that is. Also you will probably need a gear box, differential, steering wheel, etc., but let's not quibble over minor details.

After all this buying of cars and extras however, you may be a bit broke, but don't worry though, if you sell something (girl friend for instance) you should be able to afford the \$4-00 entry fee.

Having now completed your preparation for this event, the next thing you need is a hillclimb track. You think I'm joking don't you I'm not though! We may have Mount Cotton now, but have you noticed how rough the surface is getting and how bad the return road is

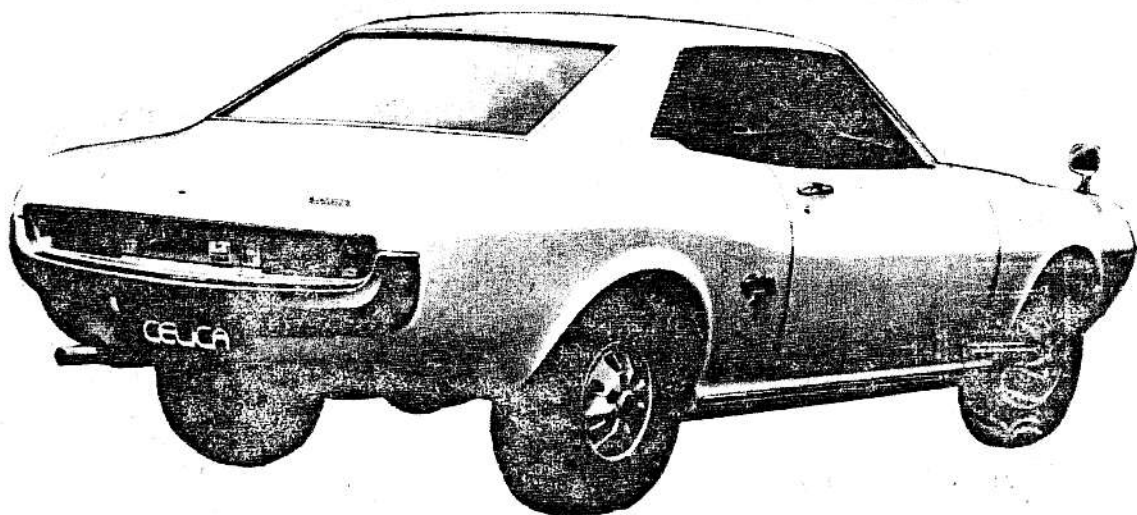
Ah ha, you say, everybody puts in donations for the Hillclimb, where does all that money go Well we have money enough for most

of the materials we need to mend the track etc., but do you know how much it would take to have the work done A lot more than we're likely to raise I'm afraid.

So if you really want to hillclimb that car of yours how about coming along to the working bees, you never know, you might even like working to help your Club.

Member No. 1256

**YOU OUGHT TO HAVE
ONE OF THESE.....**



MOTORKHANA RESULTS

1.	Phil Griffin	Cooper 'S'	108.5
2.	Jerry Kent	Cooper 'S'	109.6
3.	Les Hastie	Cooper 'S'	111.9
4.	Peter Rayment	Mini	117.6
5.	John Bowen	Cooper 'S'	121.6
6.	Rob Guyden	Mini	122.3
7.	Spencer Reimers	Mini	122.8
8.	Stephen Reimers	Mini	124.7
9.	Ray Quinn	Datsun 1600	125.6
10.	Rolly Wetzig	MGB	125.6
11.	Bill Randle	Sprite Mk II	125.7
12.	John Moorehead	Mini	127.4
13.	R. Worthington	Capella	127.4
14.	Mal Spiden	Escort	127.7
15.	John Heath	MGA	129.1
16.	Andrew Hockley	Lil' Fiat	129.2
17.	Robert Rees	MGB	130.1
18.	Don Mackay	Mini	130.8
19.	Carole Griffin	Cooper 'S'	131.7
20.	Libby Sullivan	Corolla Coupe	133.8
21.	Bruce Biggs	Cortina	134.3
22.	Brian Kayser	Hillman	136.2
23.	Richard Rose	Renault 16	136.4
24.	Gary Whittacker	MGB	137.3
25.	Lorraine Palmer	Sprite Mk III	140.2
26.	Sandra Tuffnell	MGB Mk II	142.4
27.	Mark Laverick	Charger	143.3
28.	Russell Black	Thames Truck	144.2
29.	R. Keeble	Mini	145.0
30.	Warren Ormsby	TR3	146.1
31.	Keith Tuffnell	Falcon	146.9
32.	Paul Raper	Volkswagen	155.9

DOUBLE

ENTRIES

Robert Rees	TR3	135.0
Warren Ormsby	MGB	135.0

by courtesy of Mal Spiden

Scavenger Hunt

ANY RELATION BETWEEN CHARACTERS MENTIONED IN THIS STORY
AND REAL LIVING PEOPLE IS PURELY COINCIDENTAL

After my last report in the December Octagon, I swore that I would never be responsible for anotherso here it is folks.

As usual, the first gathering was to give Club Members the opportunity to fill the sacred rooms with junk found whilst scrounging around their favourite nooks.

Each were issued with a piece of crumpled up paper with a few items hastily scribbled upon in Greek. Ah but there was no call for alarm as organiser Pete R. hired out Greek/English dictionaries at very reasonable rates, for millionaires. So first thing to do was to rob Mother Earth of Mangrove leaves. Did you know they're out of season-well they are at least where I looked. Those in the "know" went to the swamp eh. sorry that's Breakfast Creek, where Brian Kayser suffered a lossage ending up in the Murky depths.

In trying to beg borrow or steal a leather type bootlace the next object, our ever kind and gentle Stu. Rice rolls this poor innocent drunk to get at his army surplus footwear. As this immaculate specimen of Aussiemanship stretched out before our hero, Stu noticed the Frangipanni Flower worn in the lapel of the former's suit - it isn't there now. Neither is his left boot. Lozzy Palmer arrived on the scene with Don Mackay and Rolly Wetzig and took the boot - cos she couldn't separate the lace from the boot.

more 

Upon investigating a disturbance at the front door of Newspaper House, the nightwatchman was knocked over by a desperate Neil McNeil who charged into his place of work in search of the illusive items. In his desk drawer he found pens, rubber bands, brass bands, empty coke cans, but no can cans playing cards and a picture of Raquel Welch in the bath - culture is all very well but this was not required on the night.

Scattered around Brisbane were the others including "Hogan" driving the Limousine while the M.G.M. is in pieces. After digging up a newly re-surfaced area, John found his piece of true blue metal. Rob Gill, driving his immaculate Jaguar XK120 (he doesn't like me referring to it as an enlarged M.G.A., so I won't) discovered that he had women, sorry but no wine. Not being one to waste an opportunity, he visited the nearest roadside establishment to acquire a bottle with a cork. That's killing two birds with one stone or bottle (I know it's a lousey pun, but I'm still getting over the effects of New Year)

But now to get an ice cream in a cone - that was fairly difficult. After many stores were raided this rowdy crowd descended upon the 1947 established corner grocery store of one Mr. Albert Stevenson. Now poor Bert is an old age pensioner and you can imagine his horror at the sight of this thundering herd charging through his front door. In they came throwing balls around, popping corks, wearing flowers, mangrove leaves, ribbons and boots. Last one in was Paul Raper who couldn't drive his Joe Furts tuned V.W. (Joe Furts you say, I wonder if he is any relation to Frank) as quickly as before as he was suffering from a severe case of Crab bite inflicted upon his small toe.

When the police arrived on the scene, they arrested the whole lot, no not for disorderly conduct but for dribbling ice cream all over the foot path -that's a very serious offence in these parts.

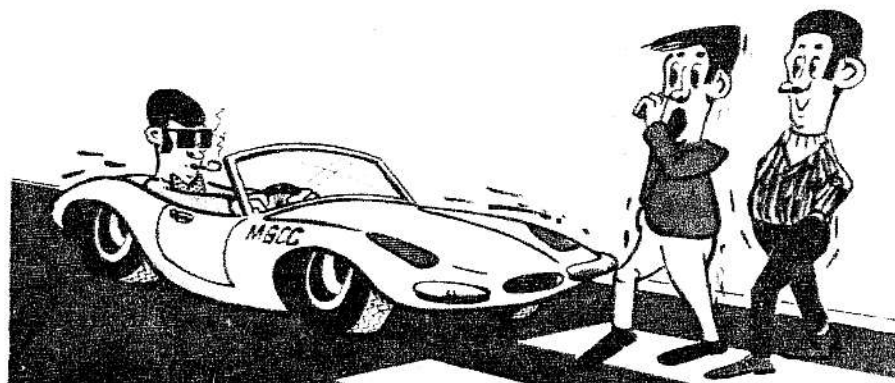
Anyway they were all released on a good behaviour bond, all that is except Dave Robinson who being a commercial traveller, had,

surprisingly just those items in the boot of his car.

Anyhow, those who enjoyed the night were -

Dave Robinson/Earl Brigden	Holden
Gary Whittaker/Neil McNeil	NGB
John Moorehead/Mal Spiden	Mazda
Rob Gill/J. Ahrndt	Jaguar XK120
Paul Raper	VW
Stu. Rice/T. Yates	Holden
R. Crosten	Fiat 124C
Don McKay/R. Wetzig/L. Palmer	Mini

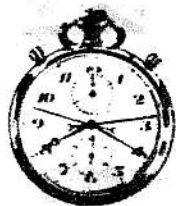
The end of this tale is happening now. I don't know how I get away with this crap.



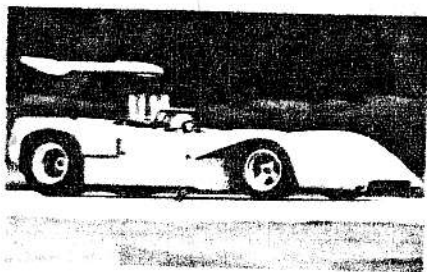
MY SISTER CALLS HIM "SHORT STROKE"
BECAUSE HE'S SUCH A BIG BORE...!!

re-scrutineered

22.



1. ____ How come Ann and Black Pete spent so much time walking in the bush at the last Hillclimb working bee.
2. ____ John Moorehead actually dug a drain that flows in the right direction!
3. ____ Pete Rayment found that during a sudden heavy shower the driest place was in one of the drains.
4. ____ Don Webster should have been a Pest Exterminator, just ask him how to get rid of wasps in Timing Sheds.
5. ____ Just how long does it take for John and Rae to get lunches for several hungry workers.
6. ____ It would appear that Ann's old 1500 cc kettle does not boil any more, now that it has got a new owner.
7. ____ The chief Octagon typist has discovered that when she hits the question mark on the Editor's enigmatic electric typewriter it automatically spells out rude words.
8. ____ Russell Black picked Mal Spiden at Working Bee. Mal was leaning on shovel and Russell 'picked him'.



WE WANT YOU!

TO PAY YOUR FEES NOW !

•
•
•
•
•
•

RENEWALS _____	\$ 8.00
NEW MEMBERS _____	\$10.50
T TYPE OWNERS _ New membership _____	\$ 8.00
_____ Renewal _____	\$ 8.00
Country Members Renewals _____	\$ 8.00

CLASSIFIED

FOR SALE - M.G.T.C. - Engine fully rebuilt, Diff and Gearbox rebuilt, Chassis straightened, Panels panelbeaten, Sprayed Maroon, Upholstery renewed, Rewired, Rechromed, Instruments checked, Carpet, Tallow Timber renewed, Frame and Hood.

Also 6½" Morgans Rims on Pirelli Tyres - New Spare.
Contact Don Campbell, 1/14A, Woodland Street,
Ashgrove. Telephone 385430.

FOR SALE - M.G.A. - Fair - Good Condition - 1500c.c. - not registered. Ideal car to get on road with minimum of work.
Contact David Miles, 160 Ewing Road, Woodridge.
Telephone - 212749 (Work)

FOR SALE - (a) 5 only MGB knock off wire wheels
(b) All those tricky bits of trim for M.G.B. you can't find anywhere else.
Contact Steve Booker - Office 684418 Home 625476

WANTED - For 1966 MK II A Sprite bonnet (aluminium or fibreglass)
Hood - rag or hard top.
Contact Steve Booker as above.

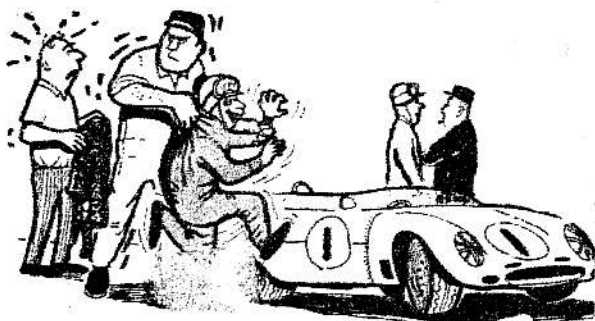
FOR SALE - (3) 45mm Webbers on Manifold suit any RED Holden Motor \$250-00 - Assorted jets for same. Contact Peter Thorpe, Esso Servicenter, Moggill & Rennies Roads, Chapel Hill. Phone 782242

WANTED - Navigator for Notice Rally Series and Queensland Championships to navigate in cortina 1600. No previous experience necessary. Apply Kelvin Taylor M.G.C.C. Rooms, Friday Night.

FOR SALE- 2 Brand new SP44 145 x 12
Ring Ann Thomson 781368

FOR SALE- Cooper 'S' 1971 Mk II. Good Condition. 25000 miles. 5 Dunlop Alloy Wheels. Wired for extra lights and other extras if you want them. Going cheaply at \$1500-00 to make way for new addition to family and other excuses.
Ring Grant Beaumont 912631.

FOR SALE- 1972 M.G. Midget. 9 mths. old. 7000 miles. 1 owner. Owner going overseas. \$2400-00 O.N.O.
Phone - Miss Chilvers - Office 218622
Home 594078



"You'd out his straitjacket on
— t someone notices!"

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

the COMMITTEE

	<u>Home</u>	<u>Business</u>
<u>President</u> - David Miles		212749
<u>Vice-President</u> Peter Rayment	683196	
<u>Secretary</u> Joan Appleby	571561	
<u>Assist. Sec.</u> Mike Keown		217886
<u>Treasurer</u> Ann Thomson	781368	
<u>Club Captain</u> Mal Spiden		335769
<u>Committee</u> Terry Green		213022
John Moorehead	667129	213899
Richard Rose		411311

CLUBROOMS

620 Wickham Street,
 Fortitude Valley.
 BRISBANE.

POSTAL ADDRESS

Box 1847, G.P.O.,
 BRISBANE. 4001

— CONTRIBUTORS —

Richard Rose
 Ann Thomson
 Terry Green
 Steve Laue
 Malcolm Spiden

EMCO

UNIMAT

A. MILES & CO

179 EDWARD STREET
BRISBANE

27

a whole workshop **in one tool!**

METAL? — PLASTICS? — WOOD? — CERAMICS?**You can make it with UNIMAT!****Does everything full size machines will do —
at a fraction of the cost.**

With UNIMAT you can do any machine shop operation. UNIMAT changes in seconds from a lathe to a vertical or horizontal milling machine, to a drill or a grinder. Change it back to a lathe again just as fast. Accurate to within .0005". Adaptable to any small parts machining. Besides this, just with some slights of hand you can transform your EMCO-UNIMAT for thread cutting, polishing, wood turning, circular sawing, jigsawing and for various work with a flexible shaft.

Used in thousands of industrial plants and by hobbyists all over the world.

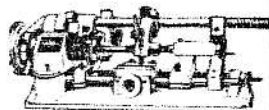
UNIMAT is made for designers and engineers who want to make a model of the parts they draw; for laboratory technicians and experimental workers and also for the home hobbyist who want to create parts or models that are accurate as well as ornamental. UNIMAT is not a toy but a precision instrument to do precision work.

Already for little money you can get the tools and accessories in order to execute the operations shown at the following pictures. But further more you can learn about the EMCO-UNIMAT when it is practically demonstrated at your dealer or when you ask for the new 6 page UNIMAT brochure, which will likely be sent to you free of charge.

Building up from the EMCO-UNIMAT machine set as basic equipment, you can adapt a complete workshop for any job and any material.

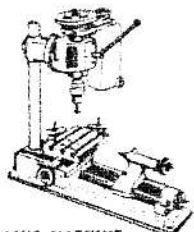
grinds
threads
sharpens
polishes

sawing
(circular, fret
and sabre)

**THREAD CUTTING MACHINE**

Cutting metric threads having pitches from 0.5 to 1.5 mm. and of Whitworth having 56 to 11 threads per inch.

turns
drills

**MILLING MACHINE**

Working height, 5"; reach, 3 1/2";
quill stroke, 2"; spindle head can
be fixed at any angle.

