

The official magazine of the M.G. Car Club (Qld Centre) affiliated with the Confederation of Australian Motor Sport.

Office bearers and Executive Committee, 1971.

telephone
business private

President:	David Miles	21 2749	48 4128
Vice President:	Jon McCarthy		68 3474
Secretary:	Robert Gill	51 6435	71 1936
Treasurer:	Mrs. Ann Thomson		78 1368
Asst. Secty:	M. Keown		21 7886
Committee:	Ray Quinn		
	Peter Wetzig		59 3072
	Harry Gardner	51 1461	38 4487
	Ray Lovejoy	21 2411	55 4047
		(Ext 391)	
	Bob Randle	21 2777	81 6892
	Peter Rayment		
Past President:	Will Charlton	4 5391	68 2601

oOo

Clubrooms
620 Wickham Street,
Fortitude Valley,
BRISBANE

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

oOo

It takes 36 muscles to frown and only 14 to smile -
why waste energy?

oOo

APRIL, 1971.

WHAT'S HAPPENING

EASTER	National Meeting	Melbourne
Friday 16th	Closed Touring Assembly	
Sunday 18th	Lakeside Races	
Sunday 25th	Hillclimb - Mt. Cotton	
<u>May</u>		
Friday 7th	Western Film Night	
Friday 14th	Tour Night	
Sunday 16th	Surfers Paradise Races	
Friday 21st	Closed Touring Assembly	
Sunday 23rd	Motorkhana	
Saturday 29th	Party Nite	

These activities are selected for the various tastes of our members. Surely there must be something here to interest every member of our club. Don't Dip Out. Bring along your nearest or dearest (we don't mind which) you could be in for a surprise.

--- oOo ---

ARE YOU:BORROWED ADVICE

Are you an active member, the kind that would be missed?
 Or are you just content to have your name upon the list?
 Do you attend the club and mingle with the flock?
 Or do you stay at home to criticise and knock?

Do you take an active part to help the work along?
 Or are you satisfied to be the kind that just belong?
 Do you voluntarily help at the grinding stick?
 Or leave the work to just a few and talk about the clique?

Come to the meetings often and help with hand and heart?
 Don't be just a member, but take an active part.
 Think this over, member, you know right from wrong -
 Are you an active member, or do you "just belong"?

From Queensland Morris Mini Car Club Magazine.

--- oOo ---

LET'S HELP THE HILLCLIMB

As you know, on 25th April we scheduled a closed hillclimb event at Mr. Cotton, also on Sunday 21st March, there was a working bee called for the hillclimb. The MGCC (Qld Centre) enjoys(?) the position of being the largest marque car club in this state with over 100 financial members. On Sunday there were 6 people at the working bee, 5 prepared to work and one just to watch. On enquiring at the club on the previous Friday night I was informed by various people present that:

- (a) They were already going somewhere else.
- (b) Because they were there at the last working bee and nobody else turned up, they did not see what use it would do to go down and waste another day.
- (c) I consider the next reason the greatest LULU of them all, to quote "I can't get down for the working bees because I am too busy preparing my car for the Hillclimb on 25th April".

It may come as a surprise to some of these people but there may not be a Hillclimb in April because the track and grounds may not be prepared enough to conduct the meeting on.

If the same handful of conscientious people were to go to the hillclimb every Sunday they still could not accomplish in six months what 40-50 willing members could accomplish in one day of concerted effort. There is grass to be cut, scrubs to be cleared, signs to be repaired, fences and Armo to be maintained and painted, among a myriad of other trivial things that need to be done to keep the track SAFE for those who compete and also the spectators.

On the subject of spectators, if an enthusiast or even a newcomer to motor sport were to PAY to come to see a hillclimb they would have to battle their way through the lantana and heavy thick grass to get to the vantage points around the circuit. This would discourage all but the hardiest of enthusiasts from attending the next meeting. To keep the track and Mr. Cotton solvent we have got to attract paying customers. That is the first rule in any SUCCESSFUL business. Amenities such as clear areas where spectators can sit down and

have and beer and a sandwich, and also to and from the pits and loos, have to be cleared. It would be comical to say the least, to hear someone say "I'm off on the great trek, armed with my trusty (and most probably rusty) elephant gun and machete, to the nearest toot, wherever that may be", and have to send out a search party in half an hour to extract him from the depths of the jungle.

I know I may sound as though I'm nagging and I'm probably flogging a dead horse anyway, but fellas, come on, get off your fat behinds and come down and help YOUR club. At the Australian Championships last year it was stated that Mt. Cotton had the potential to become the best hillclimb circuit in Australia. Let's not lost this asset to the club. If there were a few more refinements and more amenities it would not be so difficult to attract promoters for our open climbs.

--- oOo ---

Who's in charge?

David Miles - President

A committee member for two years and a club member for four, David had the unenviable task of President for 1971. He is well known for his indecently fast MGTC, which, painted an eye-catching black and yellow, shot around Mt. Cotton rather quickly. He has recently graduated to a Corolla powered Centaur Clubman and the circuit racing at Lakeside and Surfers. The new car will ofcourse appear regularly at Mt. Cotton.

In private life David is a representative for the wholesale watch material warehouse founded by his grandfather and now managed by David's father. David drives a V8 Valiant or Hillman Hunter and is restoring the old faithful TC.

--- oOo ---

Who's in Charge. (Cont)Jon McCarthy - Vice President

Jon McCarthy is an architect when not helping the M.G.C.C. Jon has served on the committee for many years. Unfortunately for the centre, Jon is going to England later this year. He also races a Centaur Clubman and his road car is the most immaculate MGB in Brisbane. Jon is easily approached, a walking bank of knowledge regarding CAMS rules and also racing tyres. He is wellknown and liked by all MGCC members.

Next month we will spotlight Rob Gill and Ann Thomson.

... 000 ...

Three Sides of the Octagon

R. Wilson McComb writes about
a trio of famous MG's Models.

(No. 1: The M-Type Midget (1921-32)

Nothing bewilders the uninitiated more than the convocation of the dyed-in-the-wool MG enthusiasts, simultaneously united by common enthusiasm for the marque and fiercely divided by staunch loyalty to one particular example of it. The air is filled with assorted letters of the alphabet as type designations are bandied about with easy familiarity, and the relative merits of overhead camshafts or pushrods, cable brakes or hydraulic, are discussed with some heat, to pick only three out of 50 of these models is therefore an extremely hazardous thing to do, and I hope the editor of High Road pays danger money.

Three sides of the Octagon (Cont)

But my first choice is a safe bet; the original MG Midget has earned a special niche not only in the world of the Octagon, but in the whole history of the sports car. Small, lively, and saucy in appearance, it established new standards when it appeared more than 40 years ago. It was so successful that the youth-ful Car Company gradually dropped all its larger and more luxurious models to concentrate on producing the value-for-money two-seater sports cars with the famous initials which eventually became synonymous.

In a roundabout way, the midget owes its existence to that small (classic) car of all time, the Austin Seven, which had held a firm grip on the "baby car" market since the summer of 1922. It was in August 1928 that Sir William Morris produced his first Minor in the hopes of taking some of this market from his great rival, Sir Herbert Austin. From an engineering point of view the Morris was undoubtedly the better car, with its full length chassis, conventional suspension, more effective brakes and 8 hp overhead camshaft, driven through the vertical dynamo in a manner derived from Hispano Suizo aero engine practice. Naturally, the new Morris carried the same price tag as its rival - £125.

Within a fortnight one of the motor magazines announced that MG would build a sports version of the new Morris. It was a longish time a-building -- two prototypes were ready, more or less, for the Olympia Motor Show in October, but it was early spring of the following year before production got under way. By that time it seemed that every young blood in England wanted one of the new Midgets, and M.G. themselves must have been startled by the demand, which probably hastened their move in 1929 from Oxford to a larger factory at Abingdon-on-Thames.

To the basic minor, Cecil Kimber applied the same ingenuity with which he had earlier transformed the

bussnose Morris; a few small chassis alterations, a well-designed body, and the result was a completely different motor car. The suspension and steering of the Minor were lowered, the pedals and gearbox top altered, and a different exhaust manifold fitted to the 847 cc engine. The body, of plywood covered with fabric, had a fixed windscreen, cycle type mudguards and a pointed tail to carry spare wheel, tools, and luggage; owners who wanted to bring anything more than a toothbrush soon learnt to mount the spare wheel on top of the tail. The whole thing weighed just 10 cwt and had that indefinable balance of proportions that Kimber always achieved as proof of which the M type Midget like most pre-war MG's looks far smaller "in the flesh" than it does in photographs.

It cost £175, or £10 less than the Austin Seven sports model. In its first full year, sales were about equal to those of all previous MG models over the first six years of the marques existence. The press, in particular, really fell for the Midget; "A thoroughbred little car" (LightCar); "This infant phenomenon ... an extraordinary fascinating little car" (Autocar); "Exceptionally attractive little vehicle... capable of holding its own with any other cars of similar type" (Motor); "A gem of a car, fit to take two people and their luggage anywhere, happy as could be" (MotorSport).

Much of this enthusiasm was aroused by the Midgets' acceleration and good hill-climbing ability, which in turn were due to its very low weight. And much of this was achieved by the very sensible policy of omitting unnecessary frills. There were only three instruments - speedometer, ammeter, and oil pressure gauge. The seat consisted of a one piece squall and two pneumatic cushions placed on the floor. The battery lived under the driver's legs, its top protruding above the wooden floor. The hood was a piece of fabric pulled over a separate frame and clipped to the top of the windscreen; one driver likened driving his Midget with hood erect to "taking part

THE OCTAGON
in a sort of sack race". \$ 8 \$

APRIL 1971

Such plushy fittings as bumpers, sidescreens and wind-screen wipers were all optional extras. One dressed as for motor cycling - full length leather coat, flat 'at and all - and a length of old inner tube could be slipped over the protruding right elbow in wet weather to protect it from the continuous stream of mud and spray chucked up by the offside front wheel. Why not tuck the elbow inside the car? Nonsense, man; there wasn't room.

The makers claimed 20, 40, and 60 mph in first, second and top gear, though road tests added a few miles to these figures. Light Car said "We found that about 52 mph was a perfectly comfortable speed to maintain indefinitely on good roads, while on secondary roads it is easy to keep the speedometer over the 40 mark". If this causes roars of laughter from modern sports car enthusiasts, remember that the small car owner of 40 years ago would probably have swooned with ~~ecstasy~~ if his vehicle had ever attained 50 mph downhill with a following hurricane. The Midgets acceleration up to that speed was also pretty good by contemporary standards; 0-30 in about 7 seconds, 40-in another 5 secs., then 10 secs to 50 heigh-ho a further 20 secs or so to terminal velocity. Fuel consumption was generally around the 40 mpg mark. Roadholding was rated steady and good despite the short wheelbase of 6'6" and the cable brakes considered "effective". Again allowing for contemporary standards of performance (and of roadtesting), this means that one did not actually speed up when the brakes were applied.

In the admittedly light traffic of the period, hardy M type drivers achieved average speeds which challenge the saloon-bar boasts of to-day. Harold Hastings now Midland Editor of Motor and a founder member of the MG Car Club, once covered more than 500 miles in his 1930 Midget between 11 one night and supper-time next evening; averaged 37.6 mph for just under 200 miles; 41.7 mph from London to Leeds.



HEY, LOUSE
GUY 5.00

ITS AN "ANYTHING GOES" NIGHT!!
at the m.g. car club !!

... in a massive effort to
enjoy ourselves, and maybe
make a little money on the
side .. THE COMMITTEE have
declared saturday night 29th may ..

A PARTY NIGHT AT THE CLUBROOMS!!

(in order to make the night a success they have SEDUCED a few
old stirrers into organising the night's goings on ...

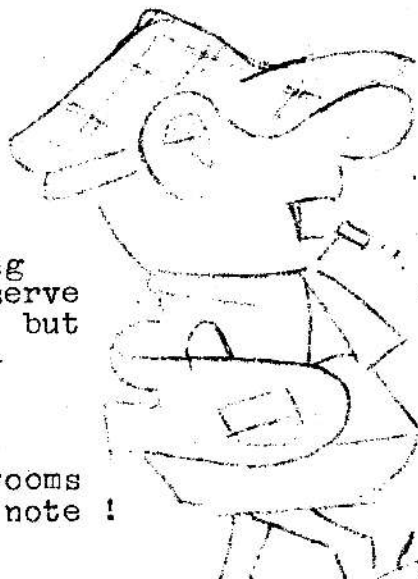
AND said stirrers have bobbed up with the following RULES OF
THE NIGHT

1. its a party.
2. its informal, very.
3. starts at eight.
4. may finish the same night !
5. you can bring lots of friends/
enemies/wives/etc. ...
6. grog/music/drinks/snacks and
companionship will be provided ...
7. a pittance will be charged at the door
8. it will not be compulsory to go home with whoever you bring ..
9. if you are on your own, well, 'er, we'll do our best to help..
just pick somebody out !
10. DRESS .. optional entirely !

advance bookings at the
clubrooms or by ringing
brian tebble or keith
anderson at 978904 or even
calling to 455 logan road
stones corner.

don't miss out..start ringing
your friends right now .. reserve
an alcove .. there are none, but
bring enough people and we'll
build some !

get there early .. rumour is
you won't recognise the clubrooms
on the night anyway.. make a note !



it's andy
having all these
cobbers to
talk to, I
think I'll
go, too!

Three sides of the Octagon (Cont)

Drove from London to John O'Groats inside 24 hours, with a running average of 36.7 mph for the 715 miles. His colleague, Rodney Walkerley, drove a fairly aged Midget from London to Edinburgh in a running time of 10 hours 10 minutes for the 388 miles, without ever exceeding 60 mph on the way. And Rodney, if you please, is 6 ft. 4 ins. in height.

--- oOo ---

THE ACUTE MANAGEMENT OF ROAD TRAFFIC ACCIDENTSINTRODUCTION

Many of us will have seen or may statistically be expected to be involved in a motor car accident. There is even a higher chance of witnessing an accident, and in some cases we may be first to arrive on the scene. Unfortunately, the average motorist knows little of elementary first aid and sometimes either by ignorance of his actions, or being unable to help at all, may jeopardise the life of an injured person.

THE FACTS

Following a severe motor car accident a person may be either killed or alive and injured to a variable degree. If alive, his chances of safe arrival at a hospital and subsequent recovery are high. That is, most of the damage occurs at impact and our aim must be to minimise any further injury to that person.

Most subsequent injuries to a person are thus due to negligence of bystanders - such as leaving an injured person to lie in the centre of the road where another car may run over him, allowing him to bleed to death or cause a delay in calling an ambulance.

THE OCTAGON
GENERAL PRINCIPLES TO MINIMISE INJURY

10

APRIL 1971

1. NOTE TIME AND PLACE OF ACCIDENT ACCURATELY:-

This ensures that the ambulance will arrive as quickly as possible and inform doctors of the time elapsed since the accident.

2. PARK YOUR CAR CORRECTLY:-

Make sure your car is protecting any injured people lying on the road. At night stop the next car and use his lights to illuminate the accident scene. Turn your engine off and leave your indicators flashing. Leave room for ambulances to pull up.

3. ASSESS THE SITUATION RAPIDLY AND WITHOUT PANIC:-

- Determine -
1. the number of people injured
 2. the number of people unconscious but breathing
 3. the number of people unconscious but not obviously breathing
 4. the number of people actively bleeding.

4. SAVE LIFE:-

Conscious injured people (eg talking, crying or moaning) may be assessed later more carefully
Initially simply see that they are not bleeding to death from a severed artery (vide infra)

Look at the unconscious people. If they are breathing they are alive! (ie. a person may appear dead but be breathing quietly). Look for the slightest movement of the chest as an easy way of checking this. Establish that air can enter their lungs easily. To do this, place a finger in the side of their mouth and make sure that the tongue is lying forwards in its normal position and has not fallen backwards down the mouth (this may happen in an unconscious person.)

Cont.

Remove false teeth and any blood or vomitus in the mouth with your finger. Loosen any constricting clothing around the neck. If breathing is still shallow then you must apply mouth to mouth resuscitation.

To do this:-

1. Close the person's nose with the fingers and thumb of one hand.
2. Place the index finger of the other hand inside the mouth and gently pull the lower jaw towards you and upwards so that the patient's head is extended. This opens the airway. If this is difficult, or any cracking noises are heard or felt in the neck, then do not bend the neck back any further. It may mean that the victim has a broken neck.
3. Apply your mouth over the person's mouth to make an airtight seal and blow gently, almost emptying your lungs. Remove your mouth and the person's lungs will expel the air. Repeat this every five seconds or so till the ambulance arrives.

It is a good idea to possess a special tube that may be inserted into a victim's mouth and blown upon. Tubes are easily obtainable at chemists.

If the person is unconscious but not obviously breathing, then repeat the above procedures to see that air can get into the lungs. It is most important to hold the head up to allow air into the lungs. If there is no obvious obstruction then feel for the carotid pulse at the side of the neck just below the ear at the base of the jaw, by pressing with a flat portion of three finger tips. If you are certain that this is absent and the victim is not breathing then that person is probably (but not certainly) dead. If you are in any doubt then commence mouth to mouth resuscitation until the ambulance arrives.

All the above measures may be instituted in seconds if you know what to do. Two further points may be mentioned here. It must be assumed -

Cont....

- (a) that all unconscious patients will vomit and inhale the vomitus thus drowning rapidly
- (b) that all unconscious patients have their necks broken.

Movement of the broken neck may compress the lower part of the brain and stop the centres for breathing and heartbeat which are situated there.

To minimise these very real dangers an unconscious person must always be placed on his side or chest so that vomitus will not fall down the wind pipe, and his head held in the normal position and moved as little as possible. Thus a victim should only be moved when necessary following a road accident (e.g. if they are lying in the middle of the road) vide infra.

BLEEDING

Bleeding from an artery will occur in spurts and a person may rapidly lose enough blood to cause death in the case of a large artery. In the case of any serious bleeding the easiest and best way to control blood loss is to apply a clean (if possible) handkerchief rolled into a firm pad over the bleeding area and press firmly until the ambulance arrives. Tourniquets are dangerous so forget them!

5. GET HELP

Send a person to the nearest telephone with the details of the time and place of the accident and the number of persons injured and, if possible, how severely. Have these written down on a piece of paper (not all people will be as cool as you). If possible send two people in opposite directions to find a telephone. Dial 000, the number on page one of the telephone directory, call firstly the ambulance, then the police and fire station if necessary.

cont....

6. REMOVE DANGER

Turn off the engine of the involved car if still running and see that no one smokes (i.e. 'ow ya goin' mate, puff, want a hand).

7. REMOVE VICTIMS FROM DANGER

If a person is lying in the middle of the road he must be moved. To do so requires three people. You cannot do it yourself. One person supports the head and prevents movement. The second person clasps the victim around the chest and lifts, while the third person lifts the legs together. Alternatively, one person may support the head while others firmly grasp the victim's clothing and lift together. Place the victim on his side or chest so that he will not inhale vomitus.

If a victim is trapped inside a car and breathing satisfactorily leave him there unless there is a real risk of fire, when he should be removed as above.

Keep victims warm with one blanket (too much warmth is bad as it makes shock worse) and give him nothing to drink or smoke - especially alcohol.

When the ambulance arrives you have fulfilled your duty and may well have saved a life. Assist the ambulance officers if requested. You may then speak to Tom Jones from you know where and tell how you saved

- DO
1. Note time and place of accident
 2. Park to minimise danger
 3. Assess victims rapidly
 4. Apply respiration if necessary
 5. Call an ambulance
 6. Stop bleeding by firm pressure with a handkerchief.

cont.....

- DON'T
1. Panic
 2. Smoke
 3. Move victim unnecessarily
 4. Leave unconscious victims laying on their backs
 5. Leave victims in danger of being hit by other cars.

--- oOo ---

THE FOUR WHEELED VACUUM CLEANER - OR MG'S CAN BE FUN

From the West Australian Octagon.

Unlike women, sports cars don't talk back, nor do they get matrimonial ambitions, but they do stir strong passions in the heart of the male. They have been known to do something for the female of the species as assured most sports car owners would admit if pressed for the truth.

Thus it was, I happened to hear in a hostelry recently. (It was a place where the bathers were, to say the least, of somewhat mixed background) the following observation "DJAgiddon is Gee? Real Vacuum cleaner".

The above is not Esperanto or some other exotic tongue, but the remarks of a young gentleman attired in a purple floral tie, gold and brown striped shirt and green serge flairs. Translated this means "Did you notice his MG? It will pick up any fluff (i.e. female) in the street." "The colorful gent is utterly correct of course."

With the motor burbling beautiful things down its exhaust, hot air shimmering out the bonnet louvres, and that shining upright bonnet snootingly seeking its way through the traffic, the TC must be the most vacuuming vacuum cleaner of all time.

--- oOo ---

WORKING BEE - 4th APRIL

AT LAST! A working bee with more than half a dozen workers.

Sunday 5th April saw the best attended working bee ever at Mt. Cotton. About twenty willing workers arrived to operate the equipment hired to repair our rain damaged hill climb. The day was a success and we heartily thank those who made it down to Mt. Cotton for the day.

There were, ofcourse, a few casualties. Everyone went home with well blistered palms, but Ted Pollard sustained a cut leg while Bob Randle was bitten on his hind portion by a wasp.

Many thanks to Mr. Ron Toy who led the willing band of road workers, and once again thanks to all those who helped during the day.

--- oOo ---

FOR SALE

Mk. II Austin Healy Sprite.

Are you interested in competing competitively at the club hillclimbs. Then I may have just the machine for you.

Mk II SPRITE modified with

1. MGA 1500 motor and gear box
2. Fibreglass bonnet
3. Mk III Sprite discs
4. 5 $\frac{1}{2}$ " rims fitted with Dunlop racing tyres
5. Austin Lancer Radiator.

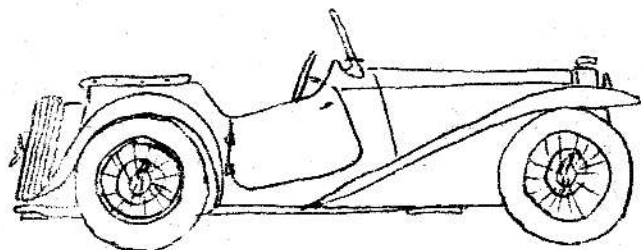
This would be an ideal car for the newcomer to break into motor racing for a reasonable price. There is plenty of room for further development and refinements.

Haggling starts at \$600.

Contact Bob Randle at home 81 6891 or work 21 2777.

--- oOo ---

llery watches pendants trophies stop-watches rings
 -watches rings jewellery watches pendants trophies st
 pendants trophies stop-watches rings jewellery watches
 rings jewellery watches pendants trophies stop-watches
 ies stop-watches rings jewellery watches pendants tr
 le **ROTHWELLS REGALIA** Pty ies stop-watches rings jew
 Ltd atches pendants trophies s
 wa 4th Floor dants trophies stop-watches
 an Rothwells Building
 237 Edward St
 ri **BRISBANE** s jewellery watches pendar
 trophies stop-watches rings , jewellery watches pendants
 ings jewellery watches pendants trophies stop-watches
 op-watches rings jewellery watches pendants trophies st
 trophies stop-watches rings jewellery Ted Pollard
 watches pendants trophies stop-watch Mike Keown
 stop-watches rings jewellery watches ph. 21 7886
 gs jewellery watches pendants trophies stop-watches
 pendants trophies stop-watches rings jewellery watches



Special
Discount

for



Car Clubs
Members