

Programme

MAY

- 17th Touring Assembly
 18/19th Surfers Paradise Race Meeting
 24th Table Top Rally
 26th Sprint Meeting
 27th Mini Car Club Novice Rally Briefing Meeting -
 M.G. Car Club Clubrooms
 31st Scavenger Hunt

JUNE

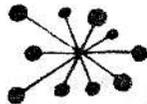
- 1/2nd Novice Rally - Mini Car Club
 2nd Queensland Motorkhana Championship - BSCC
 7th Hill Climb Preparation Night
 8/9th Australian Hill Climb Championship - Round I
 14th Natter Night
 15/16th Lakeside Race Meeting
 21st Touring Assembly
 23rd Motorkhana
 22/23rd Open Rally
 28th Film Night
 30th Day Run

JULY

- 5th Taxi Run
 6/7th Open Rally - BSCC
 7th Motorkhana
 12th Hill Climb Preparation Night
 13/14th Sprint/Hill Climb
 19th Touring Assembly
 21st Queensland Motorkhana Championship - QMROA
 26th Social Night Run followed by a Bar-b-que
 27/28th Lakeside Race Meeting
 29th Briefing meeting for Barry Purdy Modern Motor
 Novice Rally

NOTE! Working Bee 25th + 26th. May Please Come !!

Editorial

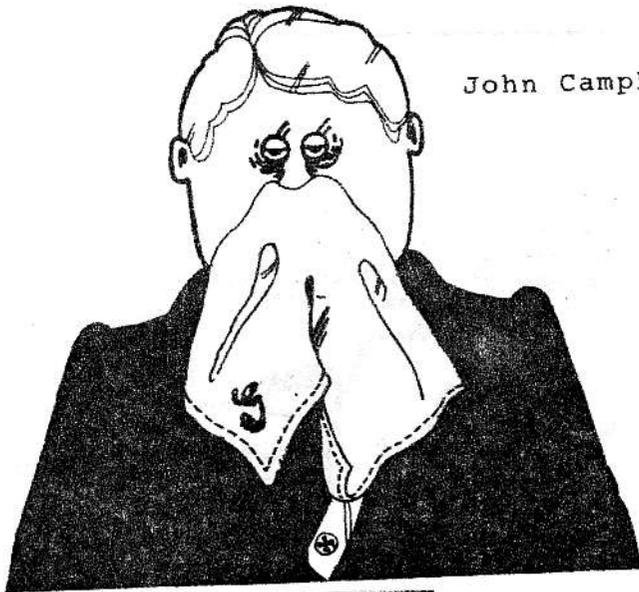


Hellow MGCC members. It's May again so now's the time to get out the parkas or put up the soft-tops - winter's coming. If you own a T-type or an A, then it's flying helmet or beanie weather. If you own a B, well on with the heater (uk!). Those with hard-tops can fend for themselves.

Now, you can all take a deep breath for the rousing cheer. This is my last editorial, my last Octagon. As I've been at it, on or off (mostly on), for the past 29 months, I feel it's definitely time for a change (and not like the one those of you who remember December 1972 might think) - a good change - A NEW EDITOR - STEP FORWARD.

I hereby resign. Good luck to my successor.

John Campbell.



STIFF UPPER LIP

New Members List

(Apologies for its extreme belatedness in some instances)

R. WARD

R. HILKO

P. BEAVERSON

P. AITKIN

G. SYMES

D. FORD

B. DODWELL

M. OVENS

P. SIMPSON

R. WALKER

B. LOCK

P. SULLIVAN

Y. SULLIVAN

B. LYE

R. TONKINSON

O. SWAN

G. CURRIE

C. BOYMANE

B. HALL

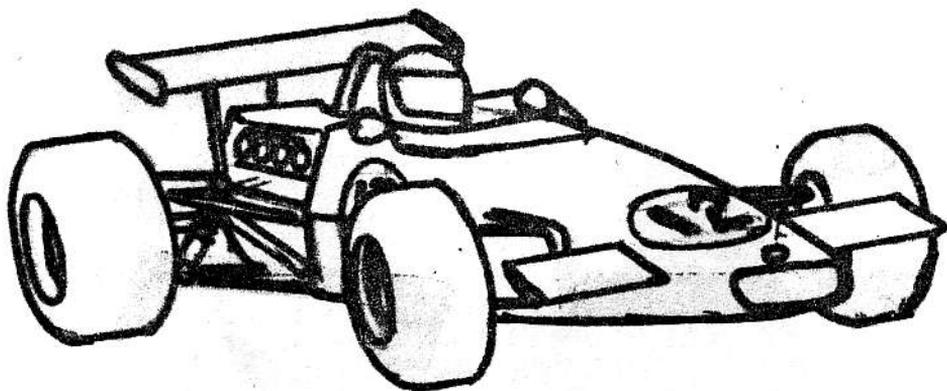
B. COBBE

J. THERBER

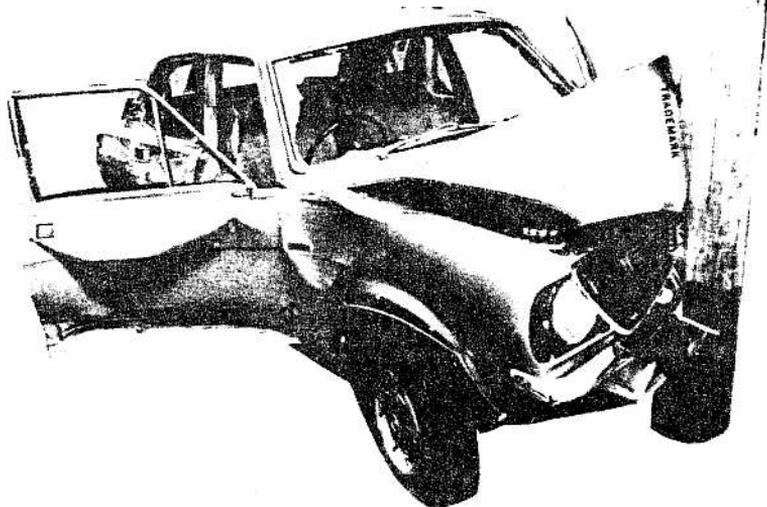
R. SOMS

D. MCGREARY

P. MCCABE



DOWNNS MOTORKHANA



ICE ON TYRES AND TOUGH POLES MAKE FOR RUGGED MOTORKHANA

It was cold that Toowoomba morning. Anyone with an electric blanket would have stayed under it. Still, there were some mad fools (about 21) who ventured up to The Downs for the second round of the State Motorkhana Championship.

The 80 mile drive was extremely pleasant compared to the 1100 miles over the pot-holed goat tracks through mud, hail, fog and high water endured in New South Wales the previous week.

Eight events constituted the round with Phil Griffin, Greg Symes, John Kelso, Bruce Briggs and Malcolm Spiden competing for MG. Phil as usual drove superbly until the third event when the red S stalled. This lost him sufficient time to allow the opposition (viz. Jack Read) to lead at the lunch break. However, Phil was able to recapture the lead to win the round.

Greg Symes, who was competing in his first Open Motorkhana, drove quickly and smoothly but was certainly at a disadvantage by not using winter-treaded tyres. Greg did have a battle with fellow Club member Malcolm Spiden who at last has the Sprite back together.

John Kelso seemed to suffer a few teething problems in his Special. John is endeavouring to make "The Thing" into a flyer, especially in the reverse direction and, with a bit of luck, it should be a winner by the end of the season.

Showing all that he had lost none of his spectacular driving ability, Bruce Briggs enchanted the crowd with wild opposite-locking manoeuvres. The blue Cortina never ran so well and Bruce looks like having a tremendous year.

The results for MG members competing were as shown:

		Outright	Class
Phil Griffin	Cooper S	1st	1st
Mal Spiden	Sprite	10th	9th
Greg Symes	Clubman GT	11th	10th
Bruce Briggs	Cortina	13th	1st
John Kelso	V.W. Special	21st	16th

The next round will be on June 2nd at the White Hourse Inn at Slacks Creek. Events will start at 10a.m. either in the parking area or the Saloon Bar, whichever you arrive at first!

5TH NATIONAL M.G. MEETING

EASTER 1974



We just had to be there. After all, it was the 50th year of MG's and, after a great 1973 Easter, 1974 was bound to be a winner. It was.

Gary Whittaker was first to Melbourne to engage in a spot of Catamaran racing. Then came John Moorehead, the Applebys, Greg Symes (ask Greg about West Wylong) and Mal Spiden who had every spare imaginable on board - he arrived during "The Big Wet".

On the Registration Evening, the Northern Visitors were attracted to a corner where a familiar shoeless person be - none other than Bob Mallon. The film and slide viewings that followed produced numerous scenes of Bruce Ibbotson's MGC during the 1970 Sydney Meeting - along with a live viewing of Tony Voevodin who had arrived via Air Travel. Amid mutterings about Port Phillip Bay, Gary Whittaker with accomplice Rex Ward sailed in. Last Queenslander to be spotted was Rod Hiley who, unfortunately, had not brought down a Concours car. The remainder of the evening was spent renewing the friendships of previous years and much Octagonal mumblings.

Saturday morning saw Calder under overcast skies, waist-deep mud - and no sign of Brad Hart, 4 racing tyres, and a CAMS Licence. But there was not need to worry, John, cause they arrived in time.

The Sprints had Greg Symes, John Moorehead and Mal Spiden circulating happily - whilst Vince

Appleby found that a wet Calder and Bridgestones don't mix - especially during the 'maiden voyage'. Joan Appleby was talked into the Slidin Spiden Sprite for a lap and drove with discretion - considering it was a strange car (very) and a difficult track. She succeeded in keeping it pointed in the right direction. (Take note, Vince).

Now comes the question of what sort of car does John Moorehead drive. On the day, the MG was a Post Vintage Thoroughbred, a T-type, and a Modern MG! Yes, and John did race this year and in all the events too. He scored a 3rd in one Scratch Race and was engaged in a furious battle with 3 other "Square Riggers" in the MG Road Racing Championship. True motor racing at last! reminiscent of the old Lowood/Strathpine days. The only other Queenslander in the races was a Charlie in a three-wheeling Sprite. And so the day ended on a high note for all.

Flemington Race Course was the site of the Concours and, though the entries were down on last year, the quality of the cars was very high, reflecting the hours of tireless effort spent by their owners as well as they reflected the faces of the many engrossed admirers.

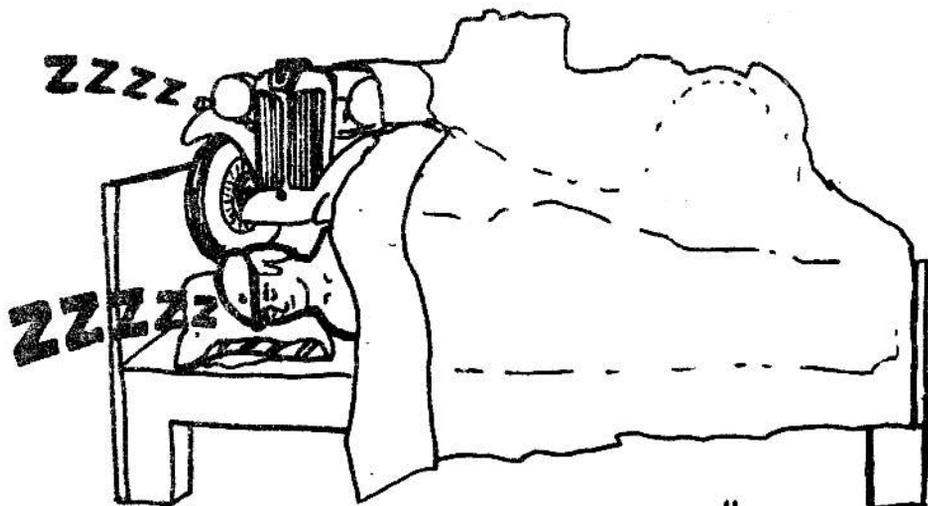
Second part of the Sunday programme was the bitumen Motorkhana. Tony Voevodin drove someone else's MGB and unfortunately had not worked out the gearbox before the start. Bob Mallon (MGB) with three people acting as his starter motor had his say, completing the events in a correct manner, even if he did start out a little oddly.

Unfortunately Vince Appleby (no mufflers) and John Moorehead (kept dropping his pipe - filthy beast) could not run as their machines were deemed too moisy. Greg Symes and Malcolm Spiden entered in other makes and tried to uphold the northern

Honours with Greg scoring a third. To help the depleted squad, a bearded Vince Appleby - alias Brad Hart - or was it a clean shaven Brad Hart alias Vince Appleby - performed admirably in Greg's Clubman to win one event and come second in another. It was sad that the person (whoever it was) was not suitably rewarded for his excellent driving.

The Official Dinner and Presentation of Trophies to the winners of the various sections also saw the judging of Miss MG. After much careful scrutineering the Judges were forced to make the award out to the beautiful entry from South Australia. Of course this was inevitable as Queensland's favourite, the gorgeous Miss L. Milligan, was unable to attend this year because of a prior engagement at Pindi Pindi.

Last official function was a Chicken and Champagne breakfast on the slopes of the Yarra River though most MG people seemed to appear at Luna Park in the afternoon. A mighty place. In wonder it Adelaide will supply an Amusement Park in 1975?!!



"GREATER LOVE HATH NO MAN."

STOP PRESS

PUB VISIT

There they "sat", enjoying the juices of the grape, serenaded by the melodious tones of a gorgeous singer (Miss L. Milligan?), all attempting to find seating accommodation at the smallest table in the room, ravaging the contents of a 5c packet of potato chips. Oh, what a scene of orgiastic destruction!

Yes, it was another typical Pub Night and it was the Hamilton that was privileged to enjoy the company of MG. Unfortunately, in the absence of Dave and Meryl, snacks were not readily available but this didn't subdue the merriment of the throng of visitors controlled/subdued/led on/incited/ seduced/ etc. by our Libby.



Next Pub Night suprise visit to a Tavern is yet to be decided. Won't you come along and join the fun????????????????!!!!!!!

THE OCTAGON

10

MAY, 1974.

M.G. BADGES

GRILL BADGES \$3.50

CLOTH BADGES \$2.50

FABLON BADGES \$1.50

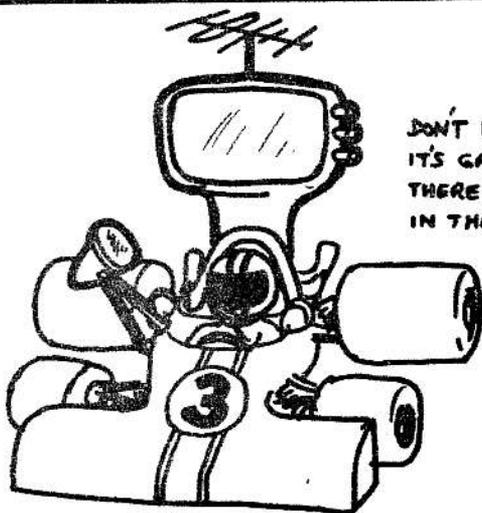
FOIL WINDSCREENS BADGES 75¢

Plenty of stock available for you lucky members.

Motorkhanas

18th August - Interclub Motorkhana
- SPARC

7/8th September - Australian Motorkhana Championship
- SPARC



DON'T LAUGH -
IT'S GREAT WHEN
THERE'S A DELAY
IN THE MARSHALLING
AREA!

rulings

SUBJECT: ROLL BARS, RE-GROOVED TYRES, NITROUS OXIDE

The Motor Race Committee has considered questions related to the abovementioned matters and has decided in the following terms with immediate effect.

ROLL BARS:

The specifications for the mounting of roll bars (alloy or steel) have been revised to provide that, as an alternative to 3 x 8mm mounting bolts, 2 x 3/8" or 10mm hi-tensile bolts may be utilised. This change has been brought about as a result of representations by alloy bar fabricators.

There is no change to the present requirement that alloy roll bars be fabricated and installed only by approved manufacturers.

RE-GROOVED TYRES:

The practice of regrooving worn tyres is to cease forthwith. Lately there has been a frequent incidence of the regrooving of tyres on Formula Vee cars, due to the unavailability of new Dunlops. This has resulted in many cars being presented with tyres regrooved - generally - by various tyre companies. Cars have been passed, provided that they were supported by a certificate from a recognised tyre company attesting to the safety of the regrooved tyre.

However, further investigation has revealed that this is not a safe practice, and the Motor Race Committee has decided that it should cease forthwith.

In future therefore, no reworking of worn tyres is to be permitted.

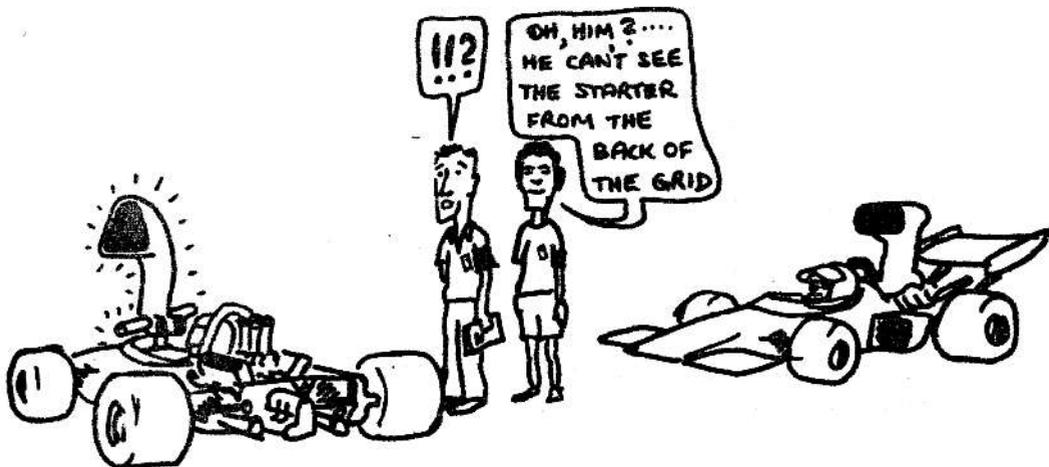
This does not however apply to treadless tyres which may be re-worked under expert advice and supervision.

NITROUS OXIDE:

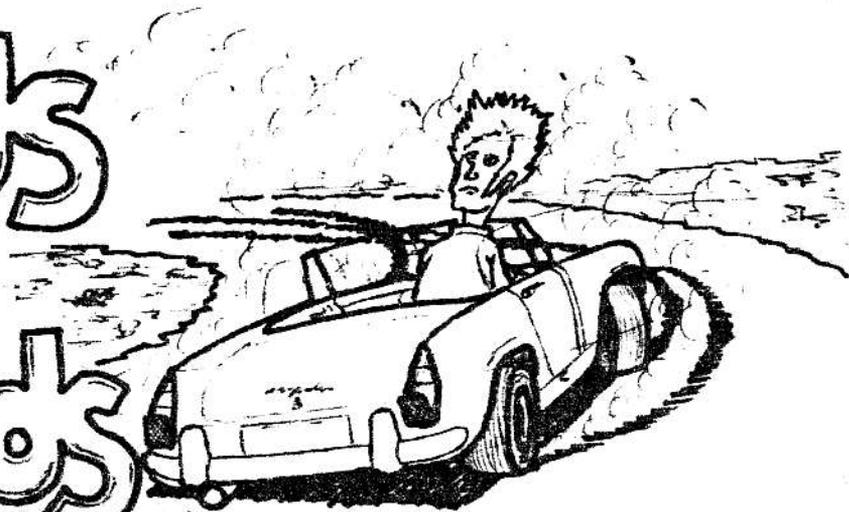
Application has been made to allow the injection of Nitrous Oxide into the inlet manifold as a power booster. This has been considered by the Motor Race Committee and it has been ruled that the addition of this gas to the fuel/air mixture is contrary to our requirements in respect of Commercial Fuel.

Thus, the use of Nitrous Oxide gas injectors is forbidden in all instances where Commercial Fuel is specified.

R.M. Parkes
Secretary
MOTOR RACE COMMITTEE.



boobs & bends



& letters

STOP PRESS:

Population increased by two!

Short grain rice out of long grain rice - Stu and Val Rice have a brand new baby boy.

Coral Griffin presented Motorkhana Champion Phil with another daughter.

Congratulations to both couples.

Formula Composite:

Rolf Vine hopes to compete at Surfers in a rather strange motor vehicle comprising pieces of Kees Koppenol, Leigh Vine, Kerry Horgan, and Vern Hamilton. He tells me those names are in no particular order and wishes to thank them all for their noble sacrifices.

DEFINITION:

An accountant - one who knows the cost of everything and the value of nothing.

NOVICE RALLY:

We are promoting a rally sponsored by Barry Purdy Modern Motors on 3/4th August. It is envisaged that there will be a considerable number of awards for beginners. We hope that those of you who aren't entering will act as officials.

DRIVER OF THE YEAR AWARD:

Q.M.S.C., through absolutely no fault of their own, have told us that they must cancel this award. This decision was made with very much regret. It was a great idea and we know their committee will be most disappointed.

RALLY NEWS:

Our own Mario Carlotta, along with Geoff Steele took third place in the very tough second round of the Queensland Rally Championship.

Hilly terrain, demanding navigation and some rough roads took their toll of cars, drivers and navigators, some of whom became very ill.

As novices, their loss of only 120 points was very creditable. They drove a Leyland Marina.

MORE ON MOIR:

Ross Moir was 4th Navigator in 1973 Queensland Championships. Good work, Ross.

RALLY THANKS:

We have a letter from Queensland Motor Racing Officials Association asking us to thank all those members of the M.G. Car Club who assisted them in the running of their rally.

Their committee was impressed by the number of our hill-climbers and racing drivers who turned up. Next time QMROA hold an open Trial we'll be asking for your help earlier and hope to see even more of you. After all, you wouldn't have too many speed events without the flaggies!

MUMBLE:

Very interesting rumour says that Peter McCabe of Murwillumbah will soon have "Super B" back in the arena. You little beauty!

THANKS

To Barry Burdy for donating trophies for recent night run. On Barry's instruction, they were awarded from the bottom up! Allan and Colleen Conway supplied the Champers for first place (Pete and Lib swaying well) so everybody got a look in.

WHEEEEEEEEE!

Where were all the banana benders in Melbourne on Easter Monday - at Luna Park of course. The Big Dipper was voted "top attraction"

Question - Whate has Boris to do with the 1974 National Meet?

Another - How do you sleep in a Mini? When you are tired - very easily!

NEWS OF COMING EVENT:

On the night of June 1st, 1974, the Morris Mini Car Club is conducting the SHELL Winter Formula Car Rally (a Novice Open event) in the Toowoomba area. Those not competing but wishing to view the event may obtain spectator instructions at the start and at the meal break in Toowoomba. Those interested in being a control official contact Brisbane 590209 (A/hrs) or write to the Director, Bruce Nicol C/- P.O. Box 181, South Brisbane, 4101.

A BLAST FROM THE PAST:

Mal Spiden's Sprite is at last mobile with even 5% hearing in one ear will vouch for!

ENCOURAGE AWARD:

RUSSELL WORTHINGTON won this at the March 31st Lakeside meeting. Congratulations. Not bad for your second meeting.

MT. COTTON:

In spite of all the odd, and in some cases thoroughly malicious, rumours that have been circulated, members are assured that M.G. Car Club still owns more than half the land at Mt. Cotton. Mt. Cotton Hill Climb Ltd., still owns the hill climb and the club still pays the same rent. This ensures that, in the event of financial disaster, the club can't be sent bankrupt. When all debts connected with the hill climb have been liquidated (hopefully in 1978) the club may purchase the rest of the land for the price originally paid.

PRODUCTION SPORTS CARS:

At long last it appears that this category will be coming back into the picture. It seems probable that there will be an event to be known as the A.T.T. (Australia Tourist Trophy) for these cars in 1975. We'll keep you posted on this one.

COMPETITION NOTES:

Competitors in speed events, especially races, are reminded that towing eyes on cars are considered desirable although they are not compulsory. Most competitors will probably fit them for the cars sake.

Cars for which log books have been issued are not exempt from the advertising fee of \$10.00, if they carry car club advertising. We were originally told that such advertising would be for free.

The 1974 A.G.P. will be held at Oran Park on 17th November.

Regulations for the Clubman Formulae are to be reviewed - wot, again!

Car eligibility for State Rally Championships is to be left to State Councils.

The long promised C.A.M.S. medical kits for speed events should be available within the next couple of months.

PERSONAL ACCIDENT INSURANCE:

The C.A.M.S. insurance brokers are not happy with motor sport with regard to the optional sector of the personal accident insurance scheme. The optional sector consists of Motorkhanas (open and

closed), closed trials, closed speed events (other than race meetings), Touring assemblies and all other events not mentioned. The brokers have requested that P/A insurance either be made compulsory or eliminated entirely. In this club nobody has ever requested such cover for motorkhanas, touring assemblies or closed trials at least, not for the last six years. At this time about 16% of the field seems to require cover for closed hill climbs. This figure can vary quite considerably, but 23% seems to have been the highest figure over the last two years.

Claims in this sector have been very high in comparison with the premiums paid. In some odd way, the ones who insure seem to be the ones who get damaged. C.A.M.S. has been subsidising personal accident insurance quite heavily in the optional sector, and in addition have been subsidising the premiums paid for rallying in the compulsory sector.

Premiums, if compulsory, would probably be in the vicinity of \$2.50 - \$3.00. We would like to hear from competitors (regardless of what club you belong to) what your feelings would be if you had to pay this amount for each event. Would you just cease to compete, would you cut down on the number of events you run in or would you compete in the same number of events? Please ring Ann Thomson 781368 and let her know as soon as possible, certainly before the 12th May. ← IMMEDIATE

We would also like to know whether those competitors who do insure would cease to run if personal accident insurance was not available.

ARK CONSTRUCTION:

Garry Whittaker and John Heath have been commissioned to supervise construction of a Club

Barge for MGCC's sole use on the dates allotted for Hill Climbs and Motorkhanas. So far this year, we have been ~~more~~ more accurate in predicting the times of inundating deluges than any recognized weather profit. Let's hope the rest of the year improves.

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STRANGER THAN FICTION

Lincoln was elected P̄resident in 1860
 Kennedy was elected President in 1960
 Both were concerned with civil rights
 Both wives lost children whilst at the White house
 Both were succeeded by men named Johnson
 - both Southerners
 Andrew Johnson was born in 1808
 Lydon Johnson was born in 1908
 Lincoln and Kennedy were both shot in the head from
 behind
 Both were shot in the presence of their wives
 Both assassins were shot before their trials
 John Wilkes Booth was born in 1839
 Lee Harvey Oswald was born in 1939
 Both Presidents had been warned of danger before
 their deaths
 Lincoln's secretary, whose name was Kennedy, warned
 not to go to the theatre
 Kennedy's secretary, whose name was Lincoln, warned
 him not to go to Dallas

?

FOR SALE:

1 - down draft Weber and manifold to suit crossflow Cortina. Ex-formula Ford \$50

2 - high pressure Cortina oil pumps \$15 each-brand new.

Contact Peter Bull - Phone 781739.

CHEAP:

★ ★ ★

Balanced GT Cortina piston set, standard bore. Morris Cooper hubcaps and badges. Weber O-rings and 29mm chokes.

Towbars for EJ and HD Holdens. Perspex 'screen protectors for HD, HG and Mini. Mesh sun visor for Mini, also windscreen.

Ford Anglia gearbox. Triumph Spitfire disc pads. Phone 692088 (B?Hrs).

FOR SALE:

★ ★ ★

White MGB hard top or part exchange for soft top. What offers?

Phone Rob Black - 553752 (Mitchelton).

WANTED:

★ ★ ★

Vital young editor for flourishing motor sporting journal - no objection whatever race, colour, creed, motor vehicle, or past experience. The ability to count to 100 and a nose for news and fun an advantage.

★ ★ ★

The Octagon is the Official Journal of the M.G. Car Club (Queensland Centre), affiliated with the Confederation of Australian Motor Sport.

committee

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Asst. Sec.:	Mike Keown		217866
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Club Captain:	Mal Spiden		335769
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