

P R O G R A M M EJULY

- 29th First Aid Talk - By Dr. Ian Corness + At the  
Club Rooms 8.15p.m. Everyone Welcome.  
31st BSCC Autocross (see page 13)

AUGUST

- 6th Natter Night  
7th Rally DDSCC  
8th Sprint QMSC  
13th Natter Night  
7th Hillclimb Silverdale NSW  
15th Interclub Motorkhana - Toombul Shopping Town  
19th Night Run - Club Rooms 8p.m.  
21st Para Quad Day Run ( See page 10)(Sup. Regs out next  
29th Surfers Paradise Race Meeting week)

SEPTEMBER

- 4th Hillclimb at Mt. Cotton  
11th Sprint - Lakeside  
16th Night Run  
17th Warana Rally  
25th Open Motorkhana (QMORA) Hillclimb Lakeside.
- .....

EDITORIAL

(Yes don't faint we've decided to put one in this time.)

Dear Members,

Firstly may we extend a hearty welcome to all our new members - if one hasn't already been aforeded to them. This welcome also goes to all the members of the Historic Racing Register of Queensland, who have decided to associate with our Club. (Story Page 5) May our association with each other be as rewarding as you have anticipated.

Secondly - Help what do I say now - - for the last ex (Rayment terminology) months a few committee members and myself have endeavoured to keep you all informed as to what's happening, happened (or whops you've just missed it), in our Club, by trying to publish an Octagon each month.

Our main problem in doing so, is material for same (I guess it will always be one), but what we are begging for in this editorial is an Editor. Someone who will be able to obtain for the Club, magazine coverage of each event we either conduct or are invited to, (this is a job of contacting some one, reliable, who has been to this actual event), plus gathering other interesting articles. It's one of those thankless jobs but it would relieve some of the work load from some of the already over worked committee members.

Plans are under way to make the magazine more presentable - in the way of a more attractive cover - cost of which will be paid for by advertising. (Anyone want an advert.?) So if you want to be the EDITOR of one of the most original Club magazines, around, then contact a Committee member now.

Nat.Meet '77 - sorry, still nothing from south re the results on same. Who's going to Perth for 1978????? Ask a Committee member if you're interested.

We ask for the Clubs full support in the coming Para-Quad Day Run, 21st August, the more cars to enter than the more money Para Quad receive from the Government.

Signing off....Delia Rayment

UNDESIRABLE NEWS OF UNDESIRABLES

( By Geoff Smallmor )

After reading the Club magazine the last couple of months I decided that all it lacked was a little bit of insanity, and what more insane subject is there than Rallying. None you might say - but surprise, surprise, I have found one. Its about those club members who actually involve themselves in this unrewarding, wealth hazzardous pastime.

You only have to look around the club rooms to find them, they are usually either reliving, quite vocally the time when they powered their Morris Minor side valve MK11 Rallye special through incredibly torturous conditions, at even more incredible speeds ( the later in the night, the more incredible the speeds). Mind you I'm not saying that Rally drivers/navigators exaggerate at all. Or they are planning horrible means of reprisals for some poor Rally Director whose only mistake was to leave out a few pages of instructions, or something equally as trivial. I'm sure these poor chaps would quiver in their boots if they heard what should be done to them, it sort of makes the Gestapo look like welfare workers.

The stories that float around, Granny - er- Annie Thomson's, favourite one is very recently when she had to rescue three of Queenslands top Navigators w who were lost on Mount Tambourne, namely Ross Moir, John Hall and Laurie Garth, oh well I suppose it proves that drivers are a little more superior.

On the subject of that mature lady of the sport (that's you Ann) Neil McNeil- who will obviously navigate for anyone who will take him, was so petrified at Dalby, he jumped out, left Ann in the forrest and made his own way back to the Meal Break, he even shaved his beard off so Ann couldn't recognise him again.

Cont'd....

Undesirable News of Undersirables Cont'd.

John Hall is another one who can't make up his mind who to sit with, I mean who wants him, he sat alongside me at Biggenden and yawned all night, then hops back in with Neil Swaysland and could only bring him home 3rd outright, you will have to buck up if you want to come with me again Mr. Hall. The same goes for Ross Moir, who is obviously trying to bribe me for a ride, invites me home twice in one weekend, the first night he poured  $\frac{3}{4}$  of his Bar down my throat, and then, wait for it - on the second night lets me watch the Muppets on real living colour, keep trying Ross.

On the subject of colour, Meg O'Shannesy, that Scottish Nurse had some very colourful remarks about a very uncolourful scrutineer recently, but never mind Meg, pulling struts out on Dalby Car Park is all good experience.

Well you lucky members, this useless bit of Rally news(News?) will become a regular feature, however I am open for negotiations, a regular supply of alcoholic beverage(except Ross Moirs paint thinners which is a very poor vintage) will stop this column ever reaching another edition.

Clarrie Harrison is trying hard, loaning me the Lancer for a week whilst I am trying to find where they hid the power in the Escort, it's not in the engine I'm sure, but when I find it, look out Anthony Scott, I wasn't very impressed by letting a Corella pass me, its bad enough not being able to catch Grannies Torana, but that really rubbed it in.

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AFTER SEVERAL MONTHS OF DELIBERATIONS, the Historic Register of Queensland has decided, following their committee's recommendations to associate with the M.G. Car Club(Q'ld). The main reasons for the association are as follows.

- (1) The expressed philosophy of the M.G. Car Club, pertaining to the preservation and use of historic vehicles, aligns with the aims of the Historic Racing Register.
- (2) By combining the two bodies, both will gain strength from the union and also allow the HRR access to the expertise of the M.C. Car Club members, in relation to the promotion of competition events.
- (3) This merger obviates the need for the HRR to associate with CAMS, which numerically and financially would not be possible at this time, and ensure the HRR - through MG - to participate in, and eventually promote competition events.

As you may know, the Historic Racing Register is a National association, formed to encourage the preservation and enjoyable use of old competition cars, built before December 1965. The register is also bringing back to motor racing the relaxed atmosphere, conviviality and immense variety of vehicles that existed in this era, and endeavouring to put the sport back into motorsport.

At present, the Queensland HRR has some 40 members, who possess between them upwards of 21 vehicles in varying stages of restoration. With the current rapid growth of this movement, more enthusiasts are expected to join the ranks and in turn, become part of M.G. Car Club. At present, one such enthusiast is negotiating the purchase of a very special MG in Sydney, based on MG TC components. This is the ex Gordon Stewart/Les Wheeler MG special, built in the fifties and I believe, is the only rear engined MG special ever constructed in Australia.

Historic Racing Register Cont'd

Fitted with a supercharged TC engine, the Wheeler special drives through a TC box to a TC differential, modified to allow the use of independant rear suspension. TC wheels and brakes were used, the mechanicals hiding underneath a beautifully styled, tapered aluminium body that has a miniature version of the TC radiator grille fitted to the nose! The car cost so much money to build and develop that it was eventually nicknamed, "The Wheeler Fortune".

Thank you for letting us join you; may this bond bring us both a fruitful and happy association, and bring us both more variety and enjoyment from motorsport. For after all, isn't that really what it's all about?

Noel Tuckey  
Q.H.R.R.

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At the moment we are trying to collect names of business houses that will offer our members a discount on their purchases, to assist us please contact a committee member if you know of some, so that we will be able to advise all members per this media.

Ed.

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Continued from last Octagon

LIMITATIONS ON ALTERATIONS TO MOTOR VEHICLES.

8. BODY-CHASSIS ALTERATIONS;

The chassis of a motor vehicle must not be altered unless prior approval is obtained from the Chief Inspector of Machinery.

(Chassis is defined as follows; Motor Vehicle chassis includes the basic operating motor vehicle including engine, frame and other essential structural and mechanical parts, but exclusive of body and all appurtenances for the accommodation of driver, property, or passengers, appliance or equipment related to other than control. Provided that in the case of a motor vehicle in which the frame and body form an integrate part, the body, including any cab or cowl shall be part of the chassis.) With regard to a mono-unit constructed vehicle (one in which body and chassis form an integral part), removal of the body turret to change the vehicle to a convertible, tourer or utility truck, is not permissible. Any door/s of a motor vehicle must not be welded into a permanently closed position. The use of front suspension cross members and associated components from one make of vehicle to another, unless specifically approved by the vehicle manufacturer or by this Division is not permitted.

9. REPLACEMENT ENGINES:

The engine of a motor car shall not be replaced with any other engine except where such replacement engine is an approved conversion by the motor car manufacturer. In exceptional circumstances an engine from another motor vehicle may be considered for use subject to its capacity not exceeding that of any approved alternative engine provided by the motor vehicle manufacturer. In any case where the vehicle manufacturer provides an engine to comply with Design Rules 26,27,27A and 28 with regard to emission and noise for a particular vehicle any replacement engine should conform accordingly. Any engine designed to comply with these



Limitation on Alterations to Motor Vehicles Cont'd.

Design Rules is not to be considered for use on a vehicle other than for which it was designed unless provision is made for the complete drive train associated with that engine to be transferred to the vehicle being modified.

10. EXHAUST SYSTEMS;

Exhaust systems fitted to motor vehicles manufactured on or after 1st January, 1974 must comply with the provisions of Australian Design Rule No.28 and alteration of such system is not permitted.

In any case and provided the above requirement is not contravened:-

(a) Exhaust pipes fitted to passenger cars, station wagons and panel vans with adjustable side windows are required to extend to the rear of the vehicle.

(b) Panel vans with non-adjustable side windows and utility type vehicles may have an exhaust system which discharges to the right side immediately in front of the right rear wheel.

(c) No exhaust system whether it be functional or ornamental is to be mounted in such a manner so as to reduce the vehicle ground clearance excessively (refer Item I) or create a hazardous situation.

(d) Exhaust extractors and alternative types of mufflers are permitted in vehicles manufactured prior to 1st January, 1972 only provided they are of suitable design and construction and do not conflict with the foregoing conditions or Item (I).

(e) All exhaust and muffler systems are to be free of any leaks or mechanical faults, and should be adequately supported.



AND A LITTLE WHITE MIDGET ...

Well - it happened again last weekend, those few brave members traversed the cow paddock at the southern side of S.P.I.R. and had a wow of a time at our latest Club's Motorkhana.

Where were all the people?? Asked one newcommer?? Where indeed! It's becoming disheartening that more members don't participate in this Club event. Disheartening because we realise what they are missing out on - a beaut day.

Anyway back to the day. The field consisted mostly of white MGBs, green Minis, brown horses, and one little white midget. White Midget - you say - Yes - our Club Captain's actually. It had a ball all day firstly it did a Slalom (got a little bit bushed in it - used to doing it in reverse); then a Hopkirk; and then a crazy (crazy) square, after which it decided to do this last event backwards - looking for something or someone I believe.

We all knew that Malcolm's car was good (arrived leading him last time) but this time Malcolm was no where in sight and I mean no where - he's in England, mate. Good luck to him (that's what Malcolm would say)

The ultimate scores for the day were as follows and as I said earlier it's your bad luck you missed the motorkhana - it was great.

1st	Peter Rayment	139.0	seconds	MGB
2nd	Neil McNeil	139.1	"	MGB
3rd	Tony Jay	141.1	"	Mini (Dad's)
4th	Greg Fahey	142.8	"	MGB
5th	Greg Findlater	150.0	"	MGB
6th	Delia Rayment	154.0	"	Midget
7th	Julie Curtis	159.0	"	MGB

How about we see you at our next Motorkhana..

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The 1977 PARA-QUAD DAY RUNSunday 21st August

For the benefit of new members, we supply the cars and the Para Quad Welfare Association gets the sponsorship at \$50 a car, up \$20 on last year. In 1976 they raised \$1,800 through your efforts. Lets double it this time.

Owing to devious night run tricks and nasty average speed sections - no rally crew has a hope. In fact we ask any rally driver to have his/her spouse or kid brother to navigate just to even things up.

THIS IS NOT A RALLY. ROADS ARE SMOOTH, TIMES ARE EASY  
NO SUMP GUARDS HALDAS ETC. REQUIRED.

SUP. REGS. Available this week. Please set out there and help raise the cash.

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ENCOURAGE AWARDS

REG TOMKINSON - SURFERS PARADISE

PETER ALDRIDGE- LAKESIDE

NORM SINGLETON- KRITICOS MOTORS RALLY

3 M.G.'s in the Top 5SECOND SUCCESSFUL CASTROL IRON-MAN WEEK-END HELD  
8th, 9th & 10th JULY.

The Castrol Iron-Man Week-end, organised by the M.G. Car Club (Queensland Centre) and Queensland Motor Sporting Club, consisted of four events. A night navigation run, a motorkhana, a sprint meeting at Lakeside and a Hillclimb at Mt. Cotton.

The Night Navigation run started at the M.G. Car Club rooms and ran for about an hour and a half using some devious instructions to guide the determined band of hopeful drivers and navigators. Many of the more experienced, read too much into the instructions and got confused. To top it off, a mere novice team of Robert Ritchie and Bev Pizzato won the night. But only one behind came Peter Snell and Les Barram.

On the Saturday at Lakeside the Sprints and the Motorkhana took place. The Sprints consisted of a standing and flying 400 metres, standing and flying laps. Bob & Jeannette Jones from Toowoomba had their week-end cut very short, when the engine blew up in their Morris Cooper S, on the 1st run (Jeannette hadn't even had a go). In the sprints the faster cars naturally ended up with the best times, but in the motorkhana wrong directions (WD's) seemed to be the order of the day. Peter Frazer (from Goondiwindi) in his MG Midget did a WD in the forth event thus probably costing him the whole week-end.

Kev McCloy took off the motorkhana in his McCloy special. The sprints continued all day with Peter Rayment in his Cooper Ford leading the other Iron Men home, but 3rd behind two other racing cars.

The Sunday arrived with a beautiful day (Saturday had been hampered by showers) and this saw the Iron-Men motoring down to Mt. Cotton for the Hillclimb and their last event for the week-end.

Cont'd...

3 MG's in the top 5 Cont'd

Here the action was fast and furious, there being many class battles. As the weather was kind and as there were no incidents - 4 official runs were had by all competitors.

Fastest time of the day went to Alan Telfer in his Lotus Super 7 - whose number for the day was 777 (what else!), in a time of 53.6 on the 3rd run of the Day. This time was .3 of a second ahead of John Heffernan in his Torana and .6 of a second ahead of Peter Rayment who after his first run, became sick and was out for the rest of the Day.

On all accounts the total week-end was enjoyed by all and the resultant Overall winner for the week-end was Kevin McCloy on 401.5 points. Best Clubman (who drove the same car throughout) was Robert Ritchie on 402.1 points. Robert also took out the M.G. Car Club's award for our first member in a MG. While Kim Flesser who was driving an Escort won the Q.M.S.C.'s award on 435.1 points.

The Centaur Development trophy awarded each year for the person who can estimate his times at the hillclimb and sprint, went this year to Scotty Weir who was 0.1 seconds out in his estimation. Ian Rapley wasn't far behind on 0.2 seconds, as well as Tony Jay on 0.9 seconds out in their estimations.

	<u>Overall points</u>	<u>Car</u>	
1st	Kevin McCloy	McSpecial & Mercedes	401.5
2nd	Robert Ritchie	MGB	402.1
3rd	Keith McConnell	Mini	408.6
4th	Peter Frazer	MG Midget	409.2
5th	Hayden George	MGB	410.0
6th	Peter Rayment	Cooper Ford & Renault	418.4
7th	Ian Riedel	XUI	425.6
8th	Mal. McConnell	RX3	427.4
9th	Ross Burbidge	Capri & Mazda	427.7
"	Ian Rapley	Torana	"
11th	Scotty Weir	"	431.6
12th	Greg Findlater	MGB	432.6
13th	Vince Appleby	Honda & Holden	434.8
14th	Kim Flesser	Escort	435.1

B.S.C.C.'SAUTOCROSS31ST JULY

The event is to be held on private property. Follow Beasly  
desert Road outbound past G.M.H. and Compton Road, to  
Illaweena Street on left. Turn in and proceed  $\frac{3}{4}$  mile. Turn  
right across grid at Crew Industries sign and follow  
track. The course shall be approximately 1km in  
length and the surface shall be dirt and is believed to  
be smooth.

Entries close on the day, with scrutineering will be  
started at 8.30 am. The secretary of the Meeting shall  
be Mr. R. Drummond, 33 Jones Road, CARINA. PHONE: 398716.

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WANTED

MGA 1600 Going and Reg contact Barry Vanderburg, at  
clubrooms or 523791(H)

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The Official Magazine of the M.G. Car Club (Queensland Centre).

Affiliated with C.A.M.S. and with M.G. Car Club (Home Centre)

YOUR COMMITTEE FOR 1977

<u>PRESIDENT</u>	Neil McNeil	<u>Phone Home</u> 266 2800	<u>Business</u> 52 6415
<u>VICE PRESIDENT</u>	Peter Rayment		36 2980
<u>SECRETARY</u>	Joan Appleby	57 1561	
<u>ASST. SECRETARY</u>	Mike Keown		
<u>TREASURER</u>	Ann Thomson	373 1368	
<u>CLUB CAPTAIN</u>	Malcolm Spiden	57 7704	335 011
<u>COMMITTEE</u>	Dale Johnstone	261 2030	358 3062
	Grant Beaumont	391 2631	
	Ross Moir		59 0544
	Greg Findlater	370 1031	
	Robert Ritchie	268 3546	

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

Address of Clubrooms;  
620 Wickham St.,  
THE VALLEY.Q. 4006.

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YOUR CAMS Delegate is Ann Thomson - contact her on 378 1368

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THE OFFICIAL JOURNAL OF THE R.F. CAR CLUB (THE JIMMIE).

# THE OCTAGON

ROADSIDE

FIRST AID TALK

To be presented by

Mr. Ian Corness

THIS FRIDAY (28th July)

R.F. Car Club Rooms 8.15p.m.

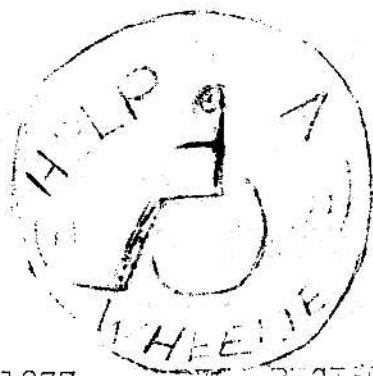
(Things which you can do when you come across  
an accident. EVERYONE WELCOME.)

DO IT IT.....THE PARAGUAY

DAY RUE

SUNDAY - 21st AUGUST

(see inside for more  
details)



JULY, 1977

REGISTERED FOR TRANSMISSION BY  
POST AS A PERIODICAL CATEGORY "B".