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 COMING EVENTS  
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JUNE

Friday 19th Closed Touring Assembly

Saturday 27th All Night Run

JULY

Tuesday 7th T Register Indoor Navigation Run

Sunday 12th Motorkhana (Tingalpa)  
 Concours d'Elegance (Tingalpa)

Friday 17th Closed Touring Assembly

17th - 19th T Register Week-end Camp out  
 at the Grafton Hill Climb.

--- oOo ---

Now that the Hillclimb is behind us, the next big event is the All Night Run on Saturday 27th June. It should be tremendous.

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Looking a bit further ahead, a week-end at Grafton doesn't sound such a bad idea either. It might be a good idea if some of the MG CC boys went down just to pick up the stranded T Typers as they fall by the wayside. You won't need amap, just follow the wood splinters.

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-----PAGEARTICLE

None to speak of

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As I have to fill this page somehow -  
so -

His lion trainer had quit without notice and the circus manager needed someone to replace him for the next night's show. He put an ad in the local paper and the next morning two applicants showed up outside his office. One was a rather ordinary looking man and the other a ravishing, red-headed beauty. Neither one of them looked very much like a lion trainer, but the manager was desperate.

"All right", he said, "here's a whip and a chair and a gun. Let's see what you can do with big Leo over there. We'll let you have first try, Miss, but be careful, he's a mean one".

Big Leo rose, snarling, then came charging across the cage toward her with a ferocious roar. When the lion was almost upon her the girl threw open her coat. Underneath she was stark naked. Leo skidded to a stop and crawled the rest of the way, on his belly; he nuzzled the girl's feet with his nose, and licked her trim ankles.

The astonished circus manager grinned happily and turned to the pop-eyed young man. "Well, young fella", he asked, "think you can top that?".

"Yeah", breathed the man. "Just get that stupid lion out of there."

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EDITORIAL  
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Did you notice anything different about this month's OCTAGON? For anyone who thought it was the same, we have a special edition in braille.

The format of this, the OCTAGON (MkII), is to be part of the never ending battle against TIME and or MATERIAL to get the Mag. out on time each month. I definitely need a secretary, preferably a voluptuous redhead who doesn't waste time. (on such things as typing etc).

In future, when I'm short of time, a small "octagon" such as this will appear just to let you know what is happening. Consequently, the next full size "OCTAGON" to go to press will be a super large edition full of results and stories left over from last month. I think I'll paint it "Leyland Blue" and call it "SUPER OCTAGON MKII".

Well, that's it for this month, a mini editorial for a mini mag. The rest of the pages will be made up of snippets.

--- oOo ---

For those of you who are interested (There can't be too many judging by the number of members who didn't participate in any way to the preparation and running of it), the Hillclimb Championships was a success.

A full report will appear in next month's OCTAGON.

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T. REGISTER DAY RUN 19.4.70  
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Undaunted by the threat of rain, seven cars and about twice as many people turned up at the Clubrooms for the first T Register day run for the year. Originally planned to be to Somerset Dam, the destination was changed to Natural Arch in the hills behind the Gold Coast, a decision welcomed by those wanting some (very) unofficial hill-climb practice.

Ah, what a sight the seven T Types made travelling in line ahead down the Pacific Highway. Everybody turned to look as they thundered by in their modern garbage, but despite strong urges to show them what real cars are made of, the line held firm.

Once in the mountains though, legendary MG handling came into its own and hardly one car got past. This may have been because of the narrow road and the impossible prospect of passing seven cars at once, but I am sure the line of cars banked up behind were admiring, rather than abusing. All day cars approaching from the opposite direction moved over.

Natural Arch was reached without incident in time for lunch. Not too much time was spent there, however, some people feared attack by swarms of leeches, and others were worried by what effect the damp weather might have on the woodwork. As it was, a display of hurried (but practised) hood erecting was given to the large group of spectators as the heavens opened just as the Big Departure was being made.

After a sometimes leisurely drive through Beechmont and Canungra we arrived at Beaudesert (Hooray). A certain service station bloke must have thought Christmas had come as his drive-way was suddenly full of cars, but most only wanted a pint of ..... see over

T REGISTER DAY RUN (Cont)

Castrol, or two.

Heading North again towards Brisbane, Macleans Bridge offered a suitable spot for the day's traditional tyre-kicking session. There is also an admirable motorkhana field handy if Tingalpa ever dries up.

The planned barbecue almost didn't happen but a unique grid made up of MG crank handles and a TC battery cover saved the day.

The remainder of the trip home was the hardest part of the whole run, the road (?) was so bad that late leavers were expecting to find remains of cars that left early filling the holes.

If any survived this day the next run on May 24 is assured of success.

d. Finter

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CLUB REGISTER

An attempt is being made to bring the MG CC Register up to date for 1970. All members are requested to jot down the particulars listed below and give it to John Stevens or any committee member or mail it.

(See P.O. address on back cover)

NAME

MEMBERSHIP NUMBER

ADDRESS (Home address AND postal address)

TELEPHONE NO.

CAR: make, model, year, registration no., and anything radically differing from the manufacturer's specifications.

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classified ads  
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Same as last OCTAGON, plus ---

DEAR SIR,

I am writing in the hope that you may help me, as I have a GEMINI CLUBMAN for sale which I think is extremely cheap.

I have just recently rebuilt the motor which is a 997 cc Anglia sporting the following:

twin  $1\frac{1}{2}$  S.U's.  
Fully worked head  
tuned extractors  
G.T. 500 camshaft  
fully balanced bottom end  
oil cooled motor.

The complete front end has also been overhauled after a slight meeting with a fence at LAKESIDE. I renewed the steering box and all steering arms and tie rod ends.

Price of the car which is running on GT Radials with a fully registered trailer starts at \$550.00 but could be bought cheaper depending on the deal. Terms can be arranged without much trouble.

Hoping you may be able to help me sell this car because I am getting married in JUNE and racing cars and wives just don't mix.

(Ed. They do if you add a box of chocolates and champagne.)

Yours sincerely  
P.W. CHILDS  
32 MARGARET STREET  
TOOWOOMBA.

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 Affiliated with the Confederation of Australian Motor Sport  
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