
 COMING EVENTS

APRIL

Friday 17th	Closed Touring Assembly
Sunday 19th	T Register Day Run MGCC Working Bee (Mt. Cotton)
Friday 24th	Safety Talk (John Fraser)
<u>MAY</u>	
Sunday 3rd	Motorkhana
Tuesday 5th	T Register Scavenger Hunt
Sunday 10th	Sprints LAKESIDE
Friday 15th	Closed Touring Assembly
Friday 22nd	MGCC 'v' T Register - Scavenger Hunt
Sunday 24th	T. Register Day Run-Motorkhana- BBQ (Caboolture) MGCC Working Bee (Mt. Cotton)
Sunday 31st	MGCC Working Bee (Mt. Cotton)

--- oOo ---

DON'T FORGET

SUNDAY 14th June ----- AUSTRALIAN HILLCLIMB
 CHAMPIONSHIPS

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EDITORIAL

THIS month's editorial will consist of two requests. Both will be made on behalf of the Car Club itself, and if both requests are fulfilled, the Club will benefit financially as well as gain the goodwill of many important people.

Naturally the forthcoming Hillclimb Championships comes first. There are two ways in which each and every member can help to make this event a success. The most important, is to show up at the three remaining working Bees.

The other way to help, is to make sure that every man and his dog shows up on the 14th June.

The next request involves owners of MGB's and MG Midgets (as opposed to SPRITES). Here is your big chance to get yourself and your car in the paper and on T.V.

On 3rd May (A Sunday), Snow White and The Seven Dwarves are coming to Brisbane. On this day from 10.30 a.m. to 6.00 p.m., TEN MG B's are needed to transport the company in a cavalcade through the City and Suburbs.

This is a rare opportunity to gain free publicity for our club. Channel 7 are the promoters of the tour, and the M.G. Car Club will receive extensive press, radio, and T.V. coverage for playing their part.

Anyone interested, please contact me personally on 72 2133.

BILL HEMMING
EDITOR

BETTER LATE THAN NEVER

This edition of the Octagon sees the new cover as promised last month. Technical difficulties (aren't they all?) prevented the cover being produced on time. However we made it this month.

As previously explained, Ted Pollard (see back cover) is responsible for financing the new design, and we hope, many new designs to come. His generous sponsorship of the magazine can only benefit all concerned.

Car Club members must remember that they are getting the better deal (10% discount on top of already low prices). And this covers all types of jewellery. "TITUS" watches carry a special bonus.

So if you're "TITUS" a mouse's ear, get a "TITUS" watch from Ted.

Your next set of cuff-links may as well come from ROTHWELL'S REGALIA, as from BLOGG'S CORNER jewellery store.

Let's face it, YOU can use the savings, and TED can use the marginal profit to help run his MGB GT, MGTF, 1924 3 litre SUNBEAM 20/60, and his 1924 3 litre TURCAT-MERY S.G.

--- oOo ---

Speaking of jewellery

Julie (T Register) Williamson received her engagement ring one day and wore it to the Clubrooms that night. To her exasperation, no one noticed it.

After squirming through half the meeting, she exclaimed loudly: "My goodness, it's hot in here. I think I'll take this ring off!"

Vale - TOM SULMAN

On Easter Sunday, Tom Sulman, 70, Australia's oldest racing driver, was killed in a 100 mph crash at Bathurst's Mount Panorama car racing circuit.

Tangled wreckage marked the spot where his Lotus-Climax sports car dived off the road at the foot of the main straight and cartwheeled several times.

Sulman is the third driver to be killed at this point of the circuit.

The young Victorian driver, Bevan Gibson, died there last year in an almost identical accident.

Eye-witnesses said Sulman's car appeared to have been caught in a cross-wind as it was travelling up The Hump into the braking area for Murray's corner at the bottom of the circuit.

He was killed instantly.

Sulman had been active in motor sport for 51 years, starting with motorcycle racing in 1919.

He raced in Australia, England and Europe, and last year the Australian Racing Drivers Club which promoted Easter Sunday's events, held a special function to celebrate his Golden Anniversary in racing.

His friends and fellow drivers presented him with a new crash helmet after he announced that he had no intention of retiring.

We at the club will always think of Tom Sulman as the old bloke with the four speed walking stick. He competed in one of our Queensland Hillclimb

see over

Vale cont.

Championships in his green Lotus, and his times, as always, belied his age.

The M.G. Car Club, Queensland Centre, extends its deepest and sincerest sympathy to all relatives and friends of this gentleman of the track.

--- oOo ---

DRIVING SCHOOL - LOWOOD

John Fraser has asked me to mention that once again, Lowood will be used to teach advanced driving techniques.

The date has not yet been set, but it looks like being some time in July.

See the next OCTAGON for more explicit details.

--- oOo ---

SAFETY LECTURE - JOHN FRASER

Be at the Clubrooms on 24th April, if you're interested in staying alive a bit longer.

Bring your friends to what I can promise you will be a very interesting and informative lecture -cum-discussion.

--- oOo ---

Why can't you milk a mouse?

You can't get a bucket under it.

 RESULTS - CLOSED TOURING ASSEMBLY (20/2/70)

Sorry about the late publication of the "ASSEMBLY" results. It seems that quite a deal of paper work is required to arrive at the final figures.

However, here they are: (The Top Ten)

<u>DRIVER</u>	<u>NAVIGATOR</u>	<u>POINTS LOST</u>
N. Baker	H. Gardner	0
R. Wetzig	P. Wetzig	0
S. Rice	G. Alfredson	15
B. Remington	K. Spencer	15
D. Jenkinson	D. Huges	15
M. Payne	R. Quinn	15
G. Jackman	B. Metcalfe	15
B. Hart	J. Smith	30
T. Hatton	S. Gardner	30
D. Tait	J. Howman	30

The variety of cars in any given Closed Touring Assembly is truly amazing. From Jenko's Mk 7 Flower, all the way down to Brad Hart's 179 Auto. Ute., and Santa Gordon's Chevvey Impala.

--- oOo ---

Rod Hetherington, a keen and usually successful ASSEMBLY competitor is at present in hospital recovering from a fairly major operation. The Club wishes him the best of luck, and a speedy recovery.

FRIDAY NIGHTS

I'll admit it. I haven't been to the Club Rooms on a Friday night for quite a while. Reason - there just isn't anything to do on a normal, unorganised night.

However, it is about to change.

Being a committee member has at last paid off, I know before most of you what the Club intends to do to bring the old crowds back on Friday nights. I'll definitely be amongst them.

Informality is the word. From now on you can expect to be roped into a card game, darts match, quoits, chess, the occasional free movie, etc., etc.

"Oh! the excitement of it all!" you may say with sarcastic tonsils, "Anyone for a quick game of Quoits?" But Let's face it, they're a lot more exciting than toddling along on a Friday night and boring the other three regulars for the 88th time with the story about the cavities in your first gear cluster.

And anyone who says they can't get worked up over a good game of cards (and I don't mean the card between Jack and King), deserves to have termites in his woodrim.

The committee is also working on getting a few slot type games in the clubroom. Besides being great fun, they would also help to bolster our coffers.

And another thing!! Don't you mob like Women? How about bringing them along to brighten up the scene. They won't be as bored as they probably were in the past.

SEE YOU THERE.

Illegal Modifications?

No doubt you will remember waking up one Sunday morning to be greeted by newspaper headlines telling you that your car was illegal.

Dr. Iain Corness was worried that super-bee would be called up for a medical so he wrote to the top for clarification.

If you read on, you will find that Mr. Knox is not all bad after all:-

From: The Minister for Transport

9th March, 1970.

Dear Dr. Corness,

Reference is made to your telephone call to my office concerning the modifications to motor vehicles. Your views have been carefully noted.

However, I wish to point out that I cannot be held responsible for interpretations placed on amendments to the "Traffic Regulations" by the Press. It is unfortunate that the Sunday Mail featured with the article a series of photographs indicating that certain modifications will become illegal.

This is not so and the attached statement will, I hope, explain to you the history and reason for the proposed amendment which refers only to modifications which make the vehicle unsafe.

over.....

Illegal Modifications (Cont)

If after reading the attached statement, you have any further questions on this subject, please do not hesitate to write to me.

Yours sincerely,

(sgd) W.F. KNOX

(Minister for Transport).

NEWS RELEASE

From THE HON. WILLIAM E. KNOX, M.L.A., MINISTER FOR
TRANSPORT

Modifications to Motor
Vehicles

The Only provision under the Traffic Regulations with regard to alterations to motor vehicles is as follows:-

Regulation 68 (Z)

"A person shall not -

- (a) Extend or otherwise alter the chassis of any motor vehicle unless approval for such extension or alterations is first obtained from the Chief Inspector of Machinery;
- (b) change or alter the body or any of the equipment of any motor vehicle in such a way as to affect adversely the safety of such vehicle."

At its July, 1968 meeting the Australian Transport

Illegal Modifications (Cont)

Advisory Council endorsed a recommendation from 1st March 1968, meeting of the Australian Motor Vehicle Standards Committee which provides as follows:-

"A motor vehicle or trailer shall not be altered from the manufacturer's specifications, or from its form on the occasion of registration:

- (1) in regard to chassis frame, wheels, suspension, steering, brakes, axles, engine, body structure or exhaust system, without the approval of the Administering Authority, and
- (2) in regard to any equipment, component or construction provided in compliance with any Australian Design Rule".

The Draft Regulation carries the following note to Administering Authorities:-

"It is not intended by this Regulation to limit Administering approving of Alterations to vehicle components where such alterations do not detrimentally affect the safe operation of a vehicle."

The Queensland Cabinet decision is to amend the existing Traffic Regulation 68 in principle to conform to the Australian Motor Vehicle Standards Committee Draft Regulation which has been adopted by all States.

When amending the Queensland Regulations provision will also be made that the prohibition does not apply to any motor vehicle to be used or intended to be used solely on land specifically set aside for the purpose of racing motor vehicles.

over.....

Illegal Modification (Cont)

Briefly, the amendments to be made to the Queensland Regulations will provide that no modification or alteration can be made to a motor vehicle which would affect the safety of the vehicle unless approval is first obtained from the Chief Inspector of Machinery.

There would be many modifications and additions which would not affect safety and would be allowed on vehicles as they are at present.

2nd March, 1970.

--- oOo ---

ORGANISORS OF EVENTS such as night-runs, motorkhanas etc., please make sure that the results of your particular event are sent to me by the end of each month.

Due to this lateness in receiving such results, writeups on the ASSEMBLY (20/3/70), MOTORKHANA (22/3/70) and HILLCLIMB (12/4/70) will now appear in next month's OCTAGON.

--- oOo ---

How about a photographic file of all CLUB EVENTS?

Send any interesting shots to a member of your committee.

--- oOo ---

1969 - SCRIBE AWARD

As usual, the Scribe Award has been presented to a member of the MG CAR CLUB. The award is given yearly by the Lakeside Promoters in conjunction with a panel of Queensland motoring journalists.

VINCE CARSBURG was presented with the trophy for his polished performances in 1969, and for being the most improved driver of the year.

There is no doubt whatsoever that 25 year old Vince thoroughly deserved the Trophy. His performances at Lakeside in an ex-driving school hack-a ten year-old Lotus 18 - have been remarkable.

In four meetings during 1969, his times have been reduced from 1-6.0 to 1.1.3, the latter being a new under 1100 record. That this was set on a broken track surface in a car still shod with skinny DUNLOPS and fitted with drum brakes, indicates that Carsburg's ability is quite considerable.

Carsburg began his racing career in 1966 in a 500 cc Velocette hillclimber largely built up by himself. This was followed by a Peugeot powered open-wheeler - again his own building - and then a 1500 Cooper Climax.

In all these cars he has been successful, taking out the Toowoomba Carnival of Flowers Championships in 1966, 2nd in this event in '67, a class record at Mt. Cotton Hillclimb, and a 4th outright in the NSW Hillclimb title in Grafton in '68.

Should sponsorship come his way in 1970, it could make a big change - perhaps to a more up to date car, which his talent most certainly deserves.

In Search of a Sponsor

On 14th June, 1970, the Australian Hillclimb Championships will be held at the Mt. Cotton Hillclimb, not far from Brisbane.

The Queensland centre of the MG Car Club will be organizing the event and they will be drawing on the experience gained in running two successful Queensland Hillclimb Championships.

If you did not already know, Mt. Cotton is Situated in a beautiful bush setting, ideally suited for quiet picnics, however on 14th June, the site will be anything but quiet, though none the less beautiful.

On this day, the cream of Australia's drivers will converge on Mt. Cotton to try for an outright, or at least a class win.

The emphasis is on the word "Australian". The spectators and drivers will be there because they know the importance of the word. Let's face it, to be the best in Australia means to be at least among the best in the world.

The Australian Hillclimb Championships presents a unique proposition for a prospective sponsor.

The organisers have decided that the sponsor's name should appear in the title. In the same way that the Bathurst 500 is known as the Hardie-Ferodo 500, the Hillclimb Championships would be titled "The Hardie-Ferodo Australian Hillclimb Championships".

The benefits of this to the sponsor are obvious. He would gain from all Pre-Hillclimb publicity, as well as the publicity on the day. The "Hillclimb" title would be a household name before, on, and after the actual day, with every motor enthusiast in Australia.

In Search of a Sponsor (Cont)

Because the Hillclimb is to be held in Queensland, most pre-race publicity will appear in this state. Two of Brisbane's most widely read newspapers, "The Sunday Mail" and the "Telegraph" have offered to run feature articles before the event. It is easy to see how much space would be devoted to an Australian title when we remember the wide coverage given to the Queensland Hillclimb Championships.

Any interesting drivers such as Leonard Teale will automatically lead to extra pre-race publicity. Even at this stage we can guarantee full press coverage, which will prominently feature the sponsor's name

Attractive and interesting posters will be placed in strategic positions throughout Australia.

The event will also receive wide radio coverage over the two most important motoring programs in Brisbane. The sponsor would receive valuable time free of charge on both of these half-hourly programs.

The publicity available to a sponsor on the day is almost unlimited. For a start the sponsor's name will appear in bold type on the front page of the feature program, and he will also receive a full page for advertising purposes free of charge.

P.A. announcements throughout the day will make sure that the spectators know who is sponsoring the championships.

The sponsor can also arrange to have selected time spots used to his advantage. All P.A. work will be handled by professional announcers.

over

In Search of a Sponsor (Cont)

All the publicity mentioned so far will be done by the Hillclimb organisers. The sponsor is free to stage whatever publicity "stunts" he wishes, relating to the Hillclimb.

Well over 2,000 spectators are expected to attend on the day. This is a reasonable estimate since over 1800 people came to see the Queensland Championships.

Post race publicity such as results, product advertising etc., will also benefit the sponsor. This year the event holds particular significance because it is the last time that the Australian Hillclimb Championships will be decided on the results of one day. Future championships will be decided on a Series of Hillclimbs throughout the year.

So you can see that this is a rare opportunity for a sponsor to gain the maximum benefit from his contribution. Being a non-profit organisation, the Queensland Centre of the M.G. Car Club is offering the overall sponsorship of the AUSTRALIAN HILLCLIMB CHAMPIONSHIPS for 1970 for \$1,000 (tax deductible).

If any members have any ideas or any suggestions as to how we are to find a sponsor, please do not hesitate to inform your committee.

If anyone you know is interested, but unwilling to invest the amount required for overall sponsorship, a class sponsorship is available for only \$100. In fact, even a \$50 contribution would pay for the "Fastest Queenslander" trophy.

Remember, time is fast running out.

Letter to the Editor

Dear Sir,

On Sunday 12th April, I was appointed an unofficial fence testing committee with the assistance of one MGB complete with faulty master cylinder leading to non-activation of brakes.

I found that the fence is quite effective for stopping a vehicle with comparatively minor damage considering the speed. However, the top strain wire is rather dangerous. The roll bar had paint and padding removed at approximately throat height and my crash helmet was hit. I was in my opinion, saved from serious injury (or worse) because I had a roll bar, full harness and crash helmet.

There were six other M.G.'s competing that day. None that I can recall, had roll bars and some did not have a full harness. I would suggest that they fit them poste haste. A life is surely worth \$20 or \$30.

I would like to take this opportunity of thanking all those who assisted me or offered assistance especially Alan Lane, Ann Thomson and Don, the two truck operator, who looked after my car.

Yours in motorsport

(sgd) JOHN STEVENS

HOW MANY "T's" IN MOUNT COTTON?

At last the T Types have come to the Hill. At Mount Cotton on 12th April, the T Types outnumbered the "B"'s with three TC's, one TD and a TF entered.

After making the pits look a bit like Rod H's spare parts shop (someone took his exhaust system off before he started this time), we put on our racing gear, mostly borrowed, and went out to see just how much of the track is invisible over those T Type bonnets.

For some it was our first run so not many sub 60's were expected, but for the old timers there were records to dash.

Because of a hold-up which proved T Types are not the worst oil droppers around, only two official runs were had each, and the fastest in the class was Peter Rayment's 62.7 which proves there is no substitute for cubic capacity, even if it is only 115 c.c. extra.

Stu Rice tried hard to match this time, the hairpin must remind him of Tingzpa somehow, and his best time was 67. Even if he didn't win the yellow TC must have been the best looking car entered. (That OK Stu?).

Julie Williamson, who must hold the honour of being the first woman to take a TC up the Hill, did 74.3 for her first day. Perhaps we will see a few blokes trying to beat her time next meeting. Gee fellas, if she can do it. D.(it's Derek) Finter also a first timer, did a best of 72 in the TF, a time which might improve with further lightening.

Everyone's times might have improved with a third run but we will have to wait till June for that. I am sure everyone who ran this time will be back again, and next time, we want to see the line of T Types go ALL the way up the pits hill.

Former Rivals will Compete in World's Longest Rally

Rival drivers who came first and second in the London-Sydney Marathon will be in the same team in the world's longest rally next week.

They are Scottish driver Andrew Cowan, and Irishman Paddy Hopkirk.

Intense rivals for a number of years, they will now be driving in the British Leyland works team.

The 16,000 mile event, known as the World Cup Rally, will start sometime in April, and the start will be in London, and the finish in Mexico City.

Cowan beat Hopkirk, a former Monte Carlo Rally winner, by only six minutes over the 10,000 miles course of the London-Sydney Marathon last year. On that occasion they were in rival teams, Cowan driving a Hunter and Hopkirk an Austin 1800.

Hopkirk's was the first of nine Austin 1800's to finish the Marathon - the best overall result of any model in the event.

Cowan has now joined the British Leyland team and, with Hopkirk and British driver Brian Culcheth, will form a three-car team in the World Cup Rally.

The model they will use is the Triumph 2.5 P.I. according to Lord Stokes, Chairman and Managing Director of British Leyland.

over.....

Former Rivals Will Compete in World's Longest Rally

"The 1800 is well proven, and we hardly need to repeat its rallying capabilities", he said.

"I would very much like to see a British car win this important event, but I know we will face tough competition. Britain has the best rally record in the world, and I am sure our foreign competitors are keen to challenge it."

The World Cup Rally will cover 5,000 miles through Europe and 11,000 miles through South and Central America.

The European segment will take competitors through Holland, Germany, Poland, Russia, Rumania, Bulgaria, Hungary, Yugoslavia, Italy, France and Spain to Portugal. There, cars and crews will be transhipped to Rio de Janeiro. The rally will resume in Rio and cars will travel south through Brazil and Uruguay to Buenos Aires in Argentina.

The rally route will then take them across the Andes to the west coast. Following the Andes, and rising to heights of 16,000 feet, they will travel north through the South American continent and through Central America to the finish in Mexico City.

The Rally is timed to coincide with the World Cup Soccer competition, and is travelling through countries most deeply involved in that car test.

The finish point in Mexico City will be the Aztec Stadium, where first cars are due to arrive on the morning of the World Cup Soccer Final.

Classified ads

This classified ad section in the Octagon is for the use of all members. If you desire insertion of an ad, then let the Editor know BEFORE the end of each month, so that inclusion is possible. This service is FREE to all members.

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FOR SALE VERY CHEAP

Block XPAG/SC/13218

Cam
Crank and Flywheel
Waterpump
Fan
Master Cylinder
Head
Valves and Springs
Thermostat
Cotter Pins
Engine Mount (Front)

Side Plate Covers (2)
Main Bearing Caps
Pistons (4 matching)
Con Rods and Caps (4)
Timing Chain & Sprockets
Rocker Cover
Assorted Nuts & Bolts
Flip-up fuel filler
Starter bits
Rear shockers

THE ABOVE WOULD SUIT TC, TD, TF 1250

PLUS MANY PANELS AND PARTS TO SUIT M.G. 'Y'.

Bing BILL HEMMING 72 2133
After Hours -7 5761

--- oOo ---

Classified Ads (Cont)

SELL 5 only 500.L x 13 Dunlop CR65 Mark 11
tyres with racing tubes. 184 compound tread.

These are the tyres that took my 1100 c.c. (that's
right only 1100 c.c.) car to 2nd FTD at the February
climb. All tyres with useable tread. Price commensur-
ate with remaining tread.

PHONE: David Hoare 31 1671
6 5448 (after hours)

--- ooo ---

WANTED to suit M.G.B.

1 Front bumper bar and overider
1 Pair Seats

(I also require many other pieces of trim. If you have
any 'b' bits for sale, please let me know).

WANTED TO SELL

11 Transistor Astor diamond dot car radio
with potentiometer controlled twin
speakers, as new \$75.

36 DCD 3 Weber downdraft.
\$70 plus new, sell for \$35

Sports Air cleaner to Cortina GT or above

Adaptor Weber to Holden, Valiant, Normal
Cortina or similar \$3.

Three HD Holden Wheels \$3 each

see over

Classified Ads (Cont)

1 set Anti-tramp bars to suit Holden..... \$7

1 Fully imported (from England) Restall
Driving Seat \$45

I am open to any reasonable offer on the above bits.
Contact JOHN STEVENS : 20 9811 Ext. 9259
55 6562 After Hours
Or at clubrooms most Fridays

--- oOo ---

WANTED: Two Piece blue racing overalls - fireproof
or non fireproof. Size S.M. - Reasonable
conditions. Toni Lefrancke or Ann Thomson
..... 71 3579

--- oOo ---

TO SELL: 4 only, 5 inch mag wheels to suit
Mini. As New
B.J. Type. (Similiar to Dunlop)

\$15.00 each

Contact VINCE CARSBURG - 38 3206 Work.

--- oOo ---

DEADLINE

It is a constant battle to have THE OCTAGON out on
time. You, the contributor, can do your bit by ensuring
that all articles which you wish to have published are
in my hands by the last day of each month.

--- oOo ---

The official Magazine of the M.G. Car Club (Qld Centre)

Affiliated with the Confederation of Australian Motor Sport

Office bearers and Executive Committee, 1970.

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		business	private
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