

the official magazine of the m. g. car club (queensland center).

the
OCTAGON

1.

The Octagon.

January/February 1967.

Official magazine of the M.G. Car Club (Queensland Centre)
affiliated with the Confederation of Australian Motor Sport.

Office Bearers:

President:	G. Hawley	2 0414	98 1068
Committee:	W. Charlton		68 2601
	J. Frazer	2 1594	59 4333
	R. Shearer	312436	6 5125
	E. Holiday	516407	97 8006
	A. Thompson		78 1368
	G. Gettons	339713	56 6831
	J. McCarthy	2 3124	68 3474
	L. Whitaker	311461	98 1887
	D. Monroe	2 1051	

Octagon Sub Committee: D. Monroe (Editor), Mrs. J. Monroe,
V. Appleby, Mrs. J. Appleby

Club rooms:

620 Wickham Street,
VALLEY
BRISBANE.

Postal Address:

Box 1847, G.P.O.,
BRISBANE

EDITORIAL.

This will be year in which the support of the individual member will be of vital importance to the Club. It should be plain that with so many undertakings on hand, the most important of which is the Hill Climb, that if we are to succeed and prosper you must help in any way you can.

This does not mean that you will be asked to fork out great sums of money, or spend long hours in backbreaking toil at the Hill Climb site.

It does mean that you must foster the Club spirit at all times. This means entering events, supporting club functions, and most important, increasing the membership.

At the end of 1966 there were just over 160 members in the Club, and this is close to the lowest figure since the Club's inception.

Because the drain on the financial resources of the Club will be so great and the main source of the Club's income is from membership subscriptions, the Club will be in difficulty without your support.

More on this theme anon, but in the mean time, a prosperous New Year to you and happy motoring.

NEW MEMBERS

Tim Harlock	Rover
Brian Runnegar	M.G.T.C.
Bruce Baylis	Jaguar E
Michael Eveans	Morris 1100
David Thomson	
Mrs. Nancy Shearer	
V. Hamilton	Cortina.

Mervern Damrow	Sprite
Barry Lock	Lotus Super 7
Keith Turner	Hillman
Ivan Tighe	Lynx
Geoff Smallsman	Mini Deluxe

3.

Hill Climb.

At last we are seeing some action at Mt. Cotton. For those who have not seen the photos at the clubrooms, the situation is:-

Initial earthworks and clearing are almost complete. The track has been inspected by the CAMS track inspection committee and approved in principle. It appears that we will have no trouble in meeting the necessary safety requirements.

The Hillclimb Committee of Management has formed a company (Mt. Cotton Hillclimb Pty. Ltd) to handle the financial side. At present negotiations are underway to raise the necessary finance. Once the necessary finance has been found work will commence. Engineering drawings are at present being drawn up and tenders will be called in the near future. A dam has been designed by the Irrigation and Water Supply Commission and will shortly be constructed. Incidentally it will hold 250,000 gallons of water and be 138 deep. (Should be ideal for after meeting swims and parties)

It is anticipated that construction on the climb itself will commence at the end of February and the work should be completed by June. We have been granted two dates for Open Hillclimbs, the second being the Queensland Championship, these are 23rd July and 24th September.

Before these we will be holding a closed meeting at which only club members may compete (there will be no spectators and CAMS licences are not needed). This should take place in June.

The Club will be negotiating to bring several southern drivers to Mt. Cotton for the Queensland Championship. These will probably include Colin Bond, the NSW champion, who drives a Lynx Peugeot and Dick Shoebridge who drives an amazing 650 c.c. engined Go Kart (almost). Shoebridge in particular is spectacular in the extreme as those who have seen him at Grafton know. It is also possible that some of the Sports and Touring Car drivers from the south will be there.

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4.

At present Club members can be of the most use by attending working bees as there is a tremendous amount of voluntary labour necessary. The club will be paying to have the major work done but we just cannot afford to have all work done in this way.

It is anticipated that we will promote several other closed meetings during this year to give club members a go at Hillclimbing as well as the major meetings. No licences are necessary for these and the usual safety requirements (Helmets, extinguishers etc) apply. We hope that Hill climbs will to some extent replace Sprints within the club as it appears that Lowood will be sold and there is no other suitable circuit available.

If all clubmembers give their support, this year will see Mt. Cotton in operation (at last).

What's in a Colour?

"The Wearing of the Green" has taken on a new significance in Australian Motor Sport. A new colour, known as Castrol Racing Green has been developed for Castrol Limited by BALM paints. The distinctive new colour will be used in varying combinations by Motor Racing teams running on Castrol lubricants.

While there are still some top level negotiations to be finalised before the 1967 motor sports season gets fully underway, an impressive list of teams and drivers is already known to be "wearing" the Castrol Green.

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The List includes:

The B.M.C. Woks team comprising Brian Foley and Bob Holden of NSW and John French of Queensland.

The Hillman Imp Racing Team, which is prepared by Graham Ritter in Melbourne.

The Datsun Racing Team headed by John Roxborough of Melbourne.

Greg Cusack of Canberra, who is now a Ford Dealer.

Barry Broomhall Motors' racing team, Brisbane.

Henk Woelders of Queensland, who won the 1966 "Scribe Award" for the most improved driver in a 1500 c.c. Repco Brabham.

John Rout, Queensland's up and coming Mini Cooper S specialist.

The new colour developed by BALM is a quite distinctive green and replaces the British Racing Green previously sported by teams running on Castrol.

February	18/19.	Working Bee
	24	Night Run
	26	Sprints
March	3	Special General Meeting
	10	Film Night.

6. This is the first in a series of technical articles to be published in the Octagon **this year**. . We hope that they will be informative.

For your Information!

Red..Amber..Green..and a Traffic Light Grand Prix is on again. One can hear the frantic howl from the MG Midget as it screams through the gears vainly trying to catch the Chundaline or some other "Great American Monster" which by this time is a hundred yards ahead. The reason for this appalling state of affairs is simple - the G.A.M. has an engine of about four times the capacity of the XPAG Mill with the all-up weight of the car only about twice that the M.G.

Therefore if you do not like the rear end view of a Detroit Tank it is necessary to remove excess weight from the machine (e.g. the Muffler, Number Plates, Girlfriend) or increase the power output of the engine, or if you're really desperate, both! In the long run removing the darling will prove far cheaper than any other method, but since the public regard sports car drivers as being the lunatic fringe we must live up to our name and discuss a few ways and means of spreading more rubber.

The four stroke engine cycle is well known and it must be obvious that on the suction stroke the air fuel mixture has to find its way past obstructions such as the inlet valve and into the cylinder in a space of about one hundredth of a second or less, so that the weight of air-fuel mixture in the cylinder during the compression stroke is generally only a percentage of the weight of the mixture that would be admitted if the crankshaft was turned over very slowly (with the throttle wide open in both cases).

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This percentage is known as the volumetric efficiency and generally is between 30% and 80% although special techniques can raise the figure to over 100% - thus an increase in volumetric efficiency is equivalent to using a larger and less efficient engine.

The usual methods of increasing this efficiency all aim at reducing the resistance of the flow of gas through the engine i.e. fitting larger carburettors, smoothing and enlarging the ports, smoothing the combustion chamber surfaces, fitting larger valves and fitting manifolds with larger diameters and less abrupt bends. Since an engine under fixed conditions will suck in a certain volume of air whether that air is hot or cold, and since hot air is less dense than cold, it is obvious that feeding cold air to the carburettors can increase the weight of fuel-air mixture inhaled by the cylinders at each inlet stroke, resulting in a further increase in power over an engine which breathes the hot air coming through the radiator.

Some of the American cars have the manifolds arranged so that the hot exhaust gases are used to heat the inlet manifold. This gives a quick warm-up at the price of greatly reduced power. Going to the other extreme of forced cooling of the whole inlet manifold may cause incomplete atomisation of the fuel with consequent rough running, especially during cold weather.

A further method of increasing the volumetric efficiency is to use induction and exhaust manifolds which have a "tuned length". For instance, consider a single cylinder engine at that part of the cycle when the inlet valve is just opening. A region of negative air pressure is formed near the inlet valve and this negative pressure region moves out to the open end of the inlet pipe (which includes the carburettor) with the speed of sound.

(This article will be continued in the next issues, but complete copies will be available from the Editor shortly. Ed.)

BALANCE SHEET AS ATLiabilitiesCurrent Liabilities

Sundry Creditors	81	29
Subscription in Advance	32	70

Accumulated Funds

Balance 1st November, 1965	3965	12
<u>Add</u> Surplus for year ended 31st October 1966	<u>350</u>	<u>16</u>
	4315	28

\$4429 27

AUDITORS C

I have examined the Books of Account and vouchers of the M.G. Car Club for the year ended 31st October, 1966. In my opinion, the above information and explanations required are all the information and explanations required. In my opinion, the above expenditure Account for the year ended that date are properly drawn up.

Date 5th December 1966

31st OCTOBER, 1966

Assets

Current Assets

N.B.A. Ltd.		1352	35		
Cash in Hand		20	00		
Stock on Hand - at cost					
Canteen	35	96			
Badges	44	40			
stationery	<u>38.30</u>		<u>118 66</u>	1491	01

Fixed Assets

Mt. Cotton land & improvements at cost	1943	60			
" land	1276	10			
clearing	<u>667</u>	<u>50</u>			
" equipment at cost less Depn	442	88			
General Equipment	"	412	78		
Furniture & Fittings	"	89	60		
Timing Gear	"	38	40		
Deposits	"	<u>11</u>	<u>00</u>	<u>2938</u>	<u>26</u>
				<u>4429</u>	<u>27</u>

Hon. Treasurer (sgd) ANN THOMSON

CERTIFICATE

Club (Qld. Centre) for the year ended 31st October, 1966 and have obtained Balance Sheet as at 31st October, 1966 and the attached Revenue and Expenses as to show a true and fair view of the state of the Club's affairs as

(sgd) D. Halligan (Honorary Auditor - Chartered Accountant.

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M.G. CAR CLUB (QUEENSLAND CENTRE)

REVENUE AND EXPENDITURE ACCOUNT

FOR THE YEAR ENDED 31st OCTOBER, 1966

REVENUE

Badges	28.06
Canteen Trading	148.83
Donations	6.00
Gymkhanas	3.73
Speed Events	32.63
Sundry Income	153.98
Social Events	251.55
Subscriptions (Mem)	893.70
Trials	9.90
Surplus on Mt. Cotton operations	9.54

1537.82

Scavenger Hunt.

At around 8.30 p.m. on January 20th, thirteen cars thundered off to do battle in the first scavenger hunt this year. The route was well prepared and presented quite a few navigational problems.

All the competitors enjoyed themselves, and the places are as follows:-

Place	Driver	Navigator	Points Lost
1.	W. Charlton	E. Holliday	25
2	M. Shearer	N. Shearer	41
3	G. Cowan	G. Gettons	58
4	R. Hiley	H. Hiley	66
5	B. Neville	K. Farrell	75
6	R. Phillips	R. Devoncorn	91
7	D. Thomson	A. Thomson	96
8	G. Wright	P. Raymond	98
9	L. Whitaker	S. Mathers	115
10	G. Smallsman	M. Smallsman	140
11	J. Love	D. Love	159
12	G. Vayro	B. Thomson	160
13	D. Miles	E. Palme	168

Four CAN Play.

On November 1, 1966, the Main Roads Department of Queensland changed the specimen registration of the MGB and Sprite Mk.III so that four passengers may be carried in the MGB, and three in the Sprite MkIII.

Some members have reported trouble when questioned by the police with regard to this matter. If you are booked in this situation you should take the number of the policeman involved and report the matter to the Police Public Relations Officer, Mr. Dales White. He will be pleased to assist you in this matter, or with any other traffic complaint that you may have.

Speed Limits.

When driving on country roads and highways in Queensland it is obvious that there are many situations where the safe maximum speed exceeds the legal maximum speed.

The RACQ and other responsible bodies have long opposed the principle of absolute speed limits as being unrealistic when considered in relation to driving under open road conditions on lightly trafficked roads and in lieu supports the principle of prima facie speed limits where a case of dangerous driving must be proved against a driver.

You will appreciate that this will be an acceptable system to sporting drivers, but should this system be introduced it will be necessary to set a good example to the public and not abuse the reputation of the sporting driver as a safe and courteous road user.

BOBS & Bends.

Who was the sprite doing the dance of the sugar plum fairy round the tree on Channel 9 just before Christmass?

Who has hidden the photograph of himself and a topless go-go girl under the mattress so that Mum won't find it?

Graham Littlemore, Vern Hamilton, and Doug Lucas were runners up in the Scribe Award for 1966. Wonder who'll get it this year?

Someone should tell Barry Locke, a new member, that the age of chivalry is passes. He was seen a Surfers giving way to Anne Thompson on all corners. Perhaps Ann is using her experience and bluffing him, but congrats for a second place on your first day out, Barry.

There are now two rubber paved driveways at Yeronga. The first you know, and the second belongs to Keith Turner. Keith has his new Centaur going, and to judge by the noise and rubber it goes well.

Welcome to the club, Ivan Tighe. Ivan was Australian Hill Climb Champion in 1964, and should provide some keen competition.

Tim Harlock is obviously not unprepared for Ivan's challenge, and is designing a dual purpose Centaur for Hill and track. Good luck, Tim.

Graham Hill and Jim Clark will both drive for Ford this year in Grand Prix events. This is the first time that two world champions have driven in the same team.

Congratulations to Mort Shearer and his bride, Nancy. Marriage is a wonderful institution - but who wants to live in an institution.



For Sale

For Sale:-

4 G800 Tyres, half worn, 185 x 15
 Contact:- N. Byres
 46 Alma Road,
 Clayfield.

Phone 62 3670

For Sale:-

Red Hardtop for MGB
 Contact:- G. Morris,
 81 Lambert Street,
 Kangaroo Point.

Phone 91 3403.

NEW CARS.

Two new TVR models will be shown at the 1967 Racing Car Show. They are the TVR 1800S Mk IV and the TVR Tuscan.

The Mk IV 1800S is mechanically the same as the previous model. Engine is the 1798 cc MGB which produces 98 bhp at 5000 rpm. giving a top speed of 120 mph. The facia has been restyled to give better access to switches and a better view of the instruments. Standard equipment includes electric windscreen washers, anti-glare rear screen, headlamp flasher, wood-rimmed steering wheel, reversing light, oil cooler and cigarette lighter.

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The TVR Tuscan is developed from the 200 mph TVR Griffith and is distinguished by a silvery grey lower body sill and louvres in the upper part of the body. The facia has also been re-styled. Standard equipment includes a close ratio gearbox, wire wheels, two speed windscreen wipers, electric screenwashers, antiglare rear screen, headlamp flasher unit, reversing light and power assisted brakes.

A new feature is the fitting of a traffic warning hazard device which can be used in case of breakdown or fog to warn on-coming or following traffic. The system is operated by a switch on the facia which causes both front and rear traffic indicators to flash on and off simultaneously. The electric circuit for this system is separate from the main one.

Brakes on both models are Girling discs at front, drums at rear. The fuel tanks hold 15 gallons. Other fitments include carpets throughout and a non-lockable glovebox. Both cars are two seaters but a midget can be stowed behind the front seats. Combined production of both models is between 4 to 5 per week, of which 75 per cent is exported.

Optional extra on the Tuscan will be a modified version of the Ford V8 engine with a 10.5 to 1 compression ratio, producing 271 bhp at 6000 rpm. Top Speed of this model will be over 160 mph.

Ford have entered the luxury 2 litre field with the V4 Corsair. The motor has twin choke Weber and Ford claim 0-60 mph in 12.5 secs. The interior is lush with fully reclining front seats. Also fitted are power assisted discs up front, walnut facia, radio, cut pile carpet, radial ply (Pirelli) on 4½J rims, and a close ratio four on the floor or three (automatic BW35) on the tree. Top speed is over 100 mph.
