

- T H E O C T A G O N -

EDITOR Malcolm Campbell

SUB-EDITORS Iain Cornes
 John Campbell

CONTRIBUTORS Malcolm Campbell
 Iain Cornes
 Jon McCarthy
 John Campbell
 Geoff Hawley
 Graham Runnegar
 Lester Whittaker

TYPE SETTERS Joan Appleby
 Laraine Ramage
 Malcolm Campbell

TECHNICAL ASSISTANCE Vince Appleby

All the above wish the members of the M.G. Car Club
a hearty Christmas and health, wealth, and good
motoring for the New Year.

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I N D E X

Page	Article
3	Editorial Comment
4	The President's Annual Report
7	Annual Dinner Dance
9	Final M.G.C.C. Motorkhana for 1968
14	Safety in Motor Racing
16	New Year's Resolution
17	Final M.G.C.C. Night Navigation run for 1968
21	The T-Types out for an airing
23	Closed Hillclimb - Mt. Cotton
27	Comments on Safety Fencing
30	The T Register
31	Road Tests
32	What is the M.G.Car Club
33	Tappet Chatter
34	Insurance - Are we being fleeced?
35	Shirl's night out
36	Australian Hill Climb Championships 1968
38	Nostalgia Department
39	Abingdon - A Birthplace revisited
41	Readers Letters
42	A New Octagon?
43	Classified Advertisements

Editorial Comments

As you can see, this month's Octagon is a big bumper edition. We held off production of November's edition to give you a full coverage of all the important end of the year events.

From November, you will find the reports of a Night Run and the Final Motorkhana Spectacular. Also in November, was the Annual General Meeting, of which a full report is included for all you folk who couldn't make it on the night.

December had the last Hill Climb of 1968, and we have included full results. Probably the highest Social event on our Calendar is the Annual Dinner Dance and Presentation of Trophies, and the December Octagon has brought to you all the splendour of that night.

A full list of all the Club Trophy winners is included, and the Octagon Staff of 1968, joins with you all in congratulating all winners in each section, and thanking all those many members who by just competing showed the true spirit of Motor Sport, the Spirit on which this Club is founded.

The copywriting staff of the Octagon also wish to thank all those who have spent their leisure time in helping to produce the Octagon, especially Mrs. Appleby who has been typing Octagon stencils for the Club for longer than I care to remember. To my knowledge she has seen out at least 6 different Editors!

Next year (1969) we hope to bring out a 'New Improved Octagon MkII' which will be a regular monthly edition. Naturally any attempt at keeping a large Octagon will depend on our receiving lots of 'copy' from the members, so if you can write (even if its just your name) we want it!! Don't worry about grammatical errors, we can always fix those up later, just let's have those stories.

THE PRESIDENT'S ANNUAL REPORT FOR 1968

The club's activities this year were controlled by the committee of management, the majority of whom were elected at this centre's twelfth annual general meeting in November 1967. Only a small percentage of members could not fulfil their complete term for various reasons. These included M. Shearer M. Campbell, E. Holliday and J. Reid, who were replaced at various times during the year by T. Hatton, H. Gardner, G. Wright and K. Johns. The members who were able to complete the full term were J. Fraser, G. Gettons, A. Thomson, L. Whittaker J. McCarthy and R. Horton.

The committee worked together quite harmoniously throughout the year, and this is borne out by the increased number of events which were conducted. The task of committee member was not made any easier by the rather astounding amount of work that is entailed in the organisation of a Hill Climb Meeting. It was encouraging to note that our other events did not suffer at all and in fact I feel that some of them were greatly rejuvenated.

Events

This year's combined calendar of C.A.M.S. and club events proved to be exceedingly crowded especially with the addition of Hill climbs and closed race meetings. I feel that the club did very well in running 6 motorxkanas, 11 trial type events, 4 closed hill climbs and 3 open hillclimbs, as well as giving good support to closed race meetings (2). Admittedly this number of events may not have been run if it were not for the enthusiastic support that organisers received from participating club members. I sincerely hope that our members will continue to support and enjoy the events in the ensuing year.

Finance

Specific details of the club's financial standing will be found in the annual balance sheet and the treasurer's report, and I feel that the figures contained therein will tell more than I could hope for here.

Centre Magazine

The Octagon has continued in general the same form as in previous years, this years publication being under the editorship of M. Campbell. It has been quite regular, occasionally dotted with humorous sketches but always quite an essential form of member communication.

Membership

This year saw us with a membership in excess of 200 at the end of the financial year, and I feel there were two main reasons for this increase:

- (a) increased membership drive and
- (b) increased club publicity because of our Hill Climb.

We are still maintaining a good percentage of M.G. owners in our total membership of M.G. enthusiasts. Our membership is not sufficiently strong that we can rest on our laurels and I would like to see a further 100 M.G. owners recruited next year.

T Type Register

This section is progressing under the present leadership of G. Wright. This is a rather select and proud section to be classified with, as you have the option of the T type activities as well as the normal club events. All you need is a T type.

Hill Climb

It was no doubt a relief when our first Hill climb got under way in February this year. I feel that previous statements, where it was recommended that the Hillclimb was considered to be a sound investment, have been substantiated. Some of the direct and indirect advantages to the club as a result of the hill are pleasing to note. Construction work is by no means completed, and the enthusiastic support of members is still required at working bees. I would like to recommend to members that your support of the Hillclimb cannot fail to improve this centre's eventual standing both financially and in the eyes of motor sport in general.

President's Report (Cont)In Closing

I would like to thank all of our members of the centre for their part in promoting a club which is becoming known for its congenial friendliness and sportsmanship. Next year promises to be quite an eventful and interesting year for motor sport in general and our centre in particular, and I trust that each and everyone of you will be with us to share the prestige of belonging to M.G. Car Club (Queensland Centre).

G. Hawley
President, 1968.

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ANNUAL DINNER DANCE AND PRESENTATION OF TROPHIES

December 7th saw one hundred odd members, wives, girl friends and etceteras who had beaten the National Hotel's maze system, and had reached the "Chandler Room", assemble to enjoy the Annual Dinner Dance.

The glitter and glamour amongst certain wives, who normally appear grease stained and dusty at the Club Motorkhans and runs was quite a transformation. (But, boy, you should have seen the cigarette girl!)

Musical entertainment was supplied at 3000 watts of sound by the Navahoos, who at least varied the tempo, if not the volume, to allow 'our not quite teenager now' group to trip the light fantastic. Glynn (Mr. CAMS) Scott refused to dance unless the Pride of Erin was played, and safety fences were erected around the perimeter of the dance floor. Unfortunately, Mrs. CAMS Scott was not able to attend as one of the children was ill. One particular Club Member's wife tried very hard on the dance floor to prove that Cowens come from Devon; luckily the Hon. Med. Officer stopped what could have been a terrible disaster.

The Committee must have thought it was going to be a real wild night, as I noticed Qld Fire Fighter Berni present, wearing the new model shoulder holster extinguisher. The terrible twins had their girls in identical colour dresses just to make things difficult as usual; or perhaps it was Judy and Laraine who brought along identical coloured Malcolm Johns! Some out-of-towners were in evidence; like Vince Carsburg from Toowoomba, who must have had a terrible job parking the Cooper Racing Car outside the 'Nash'. (Wouldn't he have fun going back over the Minden Range though).

A Le Mans type start was held for the 'eats' and Vince and Joan Appleby showed great anticipation of the starter's flag. The long queue past the 'lobster asses' on the first lap was unbelievable, but those who tried a second lap found that the asses had been demolished by the front runners.

Below this article is a full list of the Trophy winners, and our congratulations go out to everyone of them for their fine effort.
see over.....

Special awards were made to Kay Gettons for the work she has done for the Club in 1968, while not being a Committee member, and to Ray Lovejoy for being the 'Chief Stirrer' (in other words, for being Ray Lovejoy!) After his near miss at the Hillclimb, it was great to see Ray Jorgensen step up to receive his awards. A special belated award was presented to Elaine Swan/Hamilton who had missed out on receiving her miniature of the Ladies Trophy she won in 1965.

Probably the only jarring note of the night was the price of the drinks; one member walked about in a daze after paying 80c for a Pims! Next time, he'll order a sensible drink like an extra dry Martini, shaken, not stirred.

So that was it, the 1968 Trophy Night. Sorry you all couldn't make it, but perhaps next year? Awards presented on the night are as follows:-

1968	ALL ROUND TROPHY	Geoff Gettons
1968	Motorkhana Trophy	Malcolm Campbell
1968	Navigator's Trophy	Geoff Gettons
1968	Trials Trophy	Mrs. Ann Thomson
1968	Concours D'Elegance	Bruce Ibbotson
1968	Speed Trophy	Ray Jorgensen
1968	Under 1100 Speed Trophy	Ross Horton
1968	Best M.G. Trophy	Will Charlton
1968	Ladies Trophy	Mrs. Kay Hawley
1968	Chief Stirrer's Certificate	Ray Lovejoy

FINAL HEAT M.G.C.C. MOTORKHANA
TINGALPA

The last motorkhana was held at the 'dust bowl' on November 3rd. Every hope was held by the organisers that the rain on Friday would hold out for another day to try and lessen the usual dust problem, but Saturday and Sunday were both bright and sunny. Consequently, 18 enthusiasts gathered together at our own Sahara Desert, Tingalpa. Some notable 'old hands' at the game, were seen to be wearing face masks and snorkels.

This motorkhana was different to previous ones in that all courses were duplicated, to allow each competitor to race not only against the clock, but also against each other in every run. The start was by starting pistol, which was loaned to the club by the H.M. Queensland Police Force. Unfortunately, the starting pistol had starting problems during the afternoon, and the old flag start had to be used occasionally. A few new events were also in evidence, being specifically designed to stop the stranglehold of the Minis, and be more fair to the larger M.G.'S. This seemed to work well, as can be seen by the final results, with M.G.'s well placed in most events.

Event 1 was the Forward Bending Race and Graham Vayro in the Big Healey did very well, he and the majority of the car having a clean run. However, the driver's door took a dislike to several poles. The exhaust system took a complete dislike to the entire Tingalpa grounds and ejected half way through the return run. At the final tally it was 'Chubby' Charlton (sorry Will, couldn't resist that) who had corkscrewed his MGB up the forward bending course 0.1 secs quicker than Malcolm Campbell and his Cooper, with Don Young in the 'S' taking third spot. Even by this stage it was evident that the ladies were going to do battle, as Kay Hawley, Carole Cornes and Toni Lefrancke were within one second of each other and Barbara Dere was shaping up well behind them.

see over

Event 2 was a variation of the clover leaf theme, which called for much accuracy and a great deal of control over the right foot. Quite a few competitors did not study their direction sheets well enough before setting out and got extensively lost as a consequence. Phil Caxton (horn?) booted the 'green monster' Sprite around like Skippy the bush kanga. Bruce Ibbotsen found the dreaded MGC understeer just a bit much on the loose surface, but still gave Jon McCarthy a real run for his money. Once again that well known speed ace Sir Malcolm Campbell in the Whitebird Cooper squeezed out Tiger Tom Hatton's Cooper and Iain Cornes' MGB by 0.1 and 0.1 respectively. This scrapping trio was followed by Carole Cornes in the 850 and a tie between Toni Lefrancke and Phil Caxton.

Event 3 was aptly named Pearces Parking Test, and if Pearces ever park my car the way Geoff Hawley parks his, then 'I'll never go there again'. The idea was to go into a garage and turn round and drive out. The ones who could do a handbrake turn in the limited space had this one sewn up. Will Charlton with his powerful weight ratio set the standard on the first run with 13.9 secs run. On the second runs Malcolm Campbell did 13.7 closely followed by Iain Cornes in the B with 13.9 to equal Will's first run. But as we said earlier it was designed for MG's and Will with a faultless run, and one of the best handbrake turns I have ever seen recorded 13 secs flat to take the event.

Event 4 was the 'Butterfly' where you had to do four great looping 'butterfly' wings'. This was Toni Lefrancke's event all the way, being 1.1 secs faster than second place man Tom Hatton. The other girls were still at it hammer and tongs (Kay 30.0, Carole 30.2 and Barbara 30.6) in the event, and tooth and nail between the events. Malcolm Campbell, Iain Cornes and Phil Caxton filled the minor placings.

Event 5 was a forward bending up one set of poles and reverse bending up another set of poles. In his first run Graham Vayro stripped a spline on a rear hub on the Healey as reverse gear was selected. However normal transmission was resumed as

soon as possible, with the aid of another wheel, and Graham's second run was particularly clean. Clive Dewey in the MGB (in his first motorkhana) split the B's of Will Charlton and Iain Cornes in a beautiful run, (there must be something in these green MGB's) and will obviously be a real threat in the future. Ex MGB driver Tom Hatton (had a 3 bearing one though, and they don't handle) got really inspired and edged out Will by 0.1 secs to take the event. Geoff Spiden tried very hard to beat Geoff Hawley in the great Cortina race, but the Hawley blue car just (over) revved him out.

Event 6 was the autocrosse, and probably the fastest held this year. The final times were also the closest seen this year with three drivers tying for first and two tying for second (which actually made them 4th equal). Clive Dewey had a good first run which came to an early end when the petrol pump wouldn't work but a swift well-placed kick in the points got him going for the 2nd and 3rd runs. An unlucky pole collector was Don Young who would have been 1st outright if he hadn't brushed a pole on his 3rd run. As it was he came 1st equal anyway. The bottom corner was a very long sweep and the Blair Shepherd prize went to Iain Cornes for the longest 90 degree tail out slide of the day, but it wasn't good enough to win, only being second fastest, equal with Geoff Hawley who put in a fantastic run in the Cortina. Sir Malcolm couldn't improve on his first run of 18.4, and Wily Will got up on his third run to be the third man in top spot with Malcolm and Don, all on 18.4 followed by Iain and Geoff on 18.7. The next ten drivers were all between 19.0 and 21.0 so you can see what we mean when we say it was 'close'.

Before the full list of entrants and place getters, a word of gratitude is in order. Our official recorder Laraine Ramage faithfully stuck to her post through thick and thin dust in what is always a very tedious job. Timekeepers, Carole Cornes (no, she didn't time herself.. or her husband for that matter) and Malcolm Spiden. Tom Hatton spent all afternoon relieving the others as they tired, being timekeeper, starter, peg banger and competitor. Sir Malcolm and Iain Cornes organised the fullest

see over.....

motorkhana this year and successfully rounded off the year's dirt events.

Results:-

Event 1

1. W. Charlton	MGB	21.3
2. M. Campbell	Cooper	21.4
3. D. Young	Coopers	22.4
4. I. Cornes	MGB	22.7
5. T. Hatton	Cooper	23.0

Event 2

1. M. Campbell	Cooper	21.8
2. T. Hatton	Cooper	21.9
3. I. Cornes	MGB	22.0
4. C. Cornes	Mini 850	22.3
5. P. Claxton	Sprite	22.9
T. Lefrancke	Cooper	

Event 3

1. W. Charlton	MGB	13.0
2. M. Campbell	Cooper	13.7
3. I. Cornes	MGB	13.9
4. D. Young	Cooper S	16.1
5. C. Cornes	Mini 850	16.3

Event 4

1. T. Lefrancke	Cooper	27.1
2. T. Hatton	"	28.2
3. M. Campbell	"	29.1
4. I. Cornes	MGB	29.3
5. P. Claxton	Sprite	29.6

Event 5

1. T. Hatton	Cooper	36.0
2. W. Charlton	MGB	36.1
3. C. Dewey	MGB	36.5
4. I. Cornes	MGB	36.6
5. M. Campbell	Cooper	37.3

Event 6

1. M. Campbell	Cooper	18.4
D. Young	" S	18.4
W. Charlton	MGB	18.4
4. I. Cornes	MGB	18.7
G. Hawley	Cortina	18.7

Event 7 (Bob-a-ding)

1. M. Campbell	Cooper	18.3
2. I. Cornes	MGB	18.4
3. N. Baker	Mini	19.0
4. T. Hatton	Cooper	19.1
5. B. Dare	MGB	20.3
G. Spiden	Cortina	20.3

(Non starter in other events)

Overall Results - Men

1. M. Campbell
2. W. Charlton
3. T. Hatton
4. I. Cornes
5. D. Young

Overall results - Women

1. T. Lefrancke
2. C. Cornes
3. K. Hawley
4. B. Dare

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Motorkhana Moments

Malcolm Campbell was very unlucky in Event 2 in his second run. After setting a time 1.5 secs faster than anyone else, he arrived in the garage about 20 m.p.h. too fast and shot out through the back of the garage and was disqualified.

With the accent of sports cars again in motorkhanas maybe we'll see a few more Healeys. Kerry Horgan was once well nigh unbeatable in a Healey 100/4. Five MGB's present wasn't a bad MG line-up. How about a few MGA's as well? Could be a good teams event.

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SAFETY IN MOTOR RACING

I would have liked to entitle this article 'Motor Racing In Safety', but I think one of my professional colleagues used that as the title for his book. The 'safety' or lack there-of is one of the factors which stop many would-be racing drivers from venturing out on the track. This is pretty understandable really, as no-one in their right mind wants to go out and bend their prize specimen MG, and no-one but no-one wants to go out and bend their prize specimen body.

Safety itself seems to hinge on three main variable factors being

1. Driving Ability
2. Mechanical Efficiency
3. Circuit Characteristics

Driving ability is, unfortunately, a subject that usually ends up being determined on the race track, rather than before one ventures out. To receive a Provisional Licence is only a matter of filling out a form, not a test of ability. Motor Racing official bodies feel that the young aspirant has this ability before he would dare come forward for his licence, but this is not always so. We all start with a certain amount of skill, which is measured by the obtaining of an ordinary road licence, but this is not enough. The natural progression should be through the gamut of Club events, Night runs, Motorkhanas, Sprints and Hill Cl_ims. Just by the mere act of 'driving' in all these events, invaluable experience is gained under all conditions. Its better to learn to control on Oh my Gawd at 20 m.p.h. on dirt than at 100 mph under the bridge at Surfers.

Mechanical efficiency is one factor which is often overlooked. Certainly there is Scrutineering to try and ensure the safety of competing cars, but this should only be a double check for the driver. It becomes more important to compete than to comply with scrutineering safety for many people. The Scrutineers visual check cannot find cracked suspension members. Its up to you to have them crack tested. 'She'll be jake' is not good enough when it comes to mechanical safety. It has to be 100% or not at all. The regulations insist on a roll bar great, does

Yours really comply? Or does it bolt to the floor with no strengthening underneath? It may be smart to screw your Fire Extinguisher bracket to the carpet and fool the scrutineers, but you are the fool if the whole shooting match comes adrift and jams under the brake pedal down into KLG at Lakeside.

There will always be mechanical failures on even the best prepared vehicles, but by covering these obvious points you make things safer for yourself.

Circuit Characteristics are often blamed for accidents, but when you think about it, are they really the principal offenders they are made out to be? There is an element of danger in every motor race. Competing drivers are trying to beat each other over a measured distance. To do this they must each try to 'outdrive' the other. If this were not so, then the fastest car must obviously win, but you see a slightly slower car beat a faster car by virtue of the driver taking more calculated risks and driving closer to the theoretical maximum possible for any particular corner. If in trying to outbrake another, a driver hits the safety fence, can he blame the Circuit organisers for having a safety fence on the outside of the circuit? Certain drivers seem to spend their time complaining to organisers that X corner is too slow after a fast straight, and is therefore 'dangerous'. I disagree, its up to these drivers to slow down enough to be able to take X corner in safety. It is their driving which is dangerous on the circuit, not the circuit which is dangerous for them to drive upon. The whole point is that no matter how 'dangerous' a circuit is supposed to be, it is only as dangerous as you make it. Obviously there are certain parts of every circuit which take more care on the part of the driver than others. If there is a bank or fence close to the edge of the track on one corner, then these are the things to notice while the Practice session is on. Safer to find out before than to find out by contact during the race after a 'desperate' to pass another car on that corner. By wisely using the time in the Practice session you can soon work out which corners you are safer to attempt passing manoeuvres. Corners such that if you do go

see over.....

off, there is no obstacle so close that it will bring you to a dead stop.

You can write off this whole article as just plain common sense, but its amazing how often these common sense facts are ignored by competing drivers. Enter motor racing in a poorly prepared motor car, with no real motoring experience, and use the practice sessions to wave to your mates up on Ant Hill and see how long it is before you are spending time panel beating after your stay in hospital. However approach the whole idea of competitive motor sport with common sense and an awareness of the factors causing accidents, and you stand every chance of enjoying yourself in as much safety as you have provided for yourself.

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NEW YEARS RESOLUTIONS

Most people go through this trying time just before New Year being asked what their New Years Resolutions are. Have you noticed that nobody ever really comes out with good Resolutions? All you ever get are the usual tripe, "I am going to be on time for dates in 1969", "I am going to remember to give my mother-in-law a birthday present" and other such innocuous statements.

How about people really telling you the things they hope they don't do in 1969, the things they did in 1968. I mean I've never heard someone say they aren't going to pick their noses in 1969, or pass wind in public places (and blame it on someone else). Well, have you? Some character in England even had a survey which showed a large percentage of people in trains check their armpits for BO. "I am not going to check my armpits on the 7.43 from Darra" would be a real riot to be a New Years Resolution.

So there it is, the way the Resolutions should be, a frank expose of all the smutty little things you did in 1968, but nobody has the fortitude to come out with them, If I am asked my Resolution, it is: "to have enough guts to tell what my 1970 Resolution will be".

END-OF-THE-YEAR _ NIGHT _ NAVIGATION _ RUN.....
in living colour, by J. Campbell

Night fall of Friday, Nov. 22 brought something quite different onto my agenda, viz., a Night Navigation Run. Armed with a very tired Mini, considerable lack of rally skills, and a complete (complete in every detail) novice FEMALE (but brilliant) navigator, I fronted the clubrooms, deposited my 40 cents, clutched my instruction sheet and my navigator (no, the instructions were for the rally) and bored out into the night. (I wanted to say "awesome chilly night" but it was damned HOT).

First direction said "with clubrooms on left, go northwards sir" and, not owning a compass, I headed for Caloundra - this was a good move but further directions didn't quite get us there. In fact we seemed to go everywhere but. The run was skillfully planned by Thomas "Full Bore" Hatton (alias "Two Gun Tom", The Rumbling Tom", no matter what shape your stomach is in" Hatton). I say skillfully planned because even if you didn't get lost, going around in large circles certainly gave that impression.

I tried early to confuse Gordon Spiden by driving "sans lights" but no go. Malcolm Campbell had Ted Holliday and Laraine Ramage as navigators and drove the whole trip with the interior light on - maybe he couldn't trust Ted (with Laraine I mean). But Ted was not that way inclined as on every turn he had to suppress a strong desire to regurgitate his stomach contents. (Seems Coopers just aren't as pleasant as Sprites).

I spotted two GIRL hitch-hikers in a detour near Cloudland - v-e-r-y inter-resting - but not tempted. R at 7399 was a dastardly one - but there it was - pole 7399. Quiet, unassuming gentleman Geoff Hawley incredibly stayed on route even after adding these numbers to get 28 - he proceeded to find house '28' and turned right - into the correct street. House 28 owns pole number 7399.

7L then a search - took telephone number required and dropped a large wheelie on spotting a set of headlights looming up - another competitor? No - a grey Falcon. Heart stopped but we didn't. (Fuzz maybe but, if so Fuzz deaf) L at "Hay" was a
over please...

sitter - just hook into Bale Street and apples it was until one had to find a substation(?). With "lock up with Lockwood" ringing in our ears, who cares about a silly old substation. We didn't see it, didn't even look you know - "Lockwood" was our bunny.

We then joined company with Ann Thomson and Peter/Toni - Toni/Peter - vaulting over the mailbox, I landed on Toni's back (not Peter(s, you fool - he'd have pulled a 'Koshawoski - ninja watsit' on me - that's painful) and cheated the answers; Thank God she was right. I then outdragged the Valiant V8 in my now exhausted 850 - the V8 was waiting for its naval-gaiter.

Twisting up Constitution Road, we found two police or two MGCC cars on our tail - one turned out to be blasted Spiden (had he been following all along without his lights..?) We outdragged them, found our six blue squares on Eliza Stumpkötter's garage, marked each with a yellow square to confuse all followers, then again blasted off into the night. (Trumpet chorus Ed.) Full bore to the T-junction found us standing (all four feet) on the tiny Mini brake pedal.

Thomson V8 again with us. A race to "Dandy's Deep Sea Delight" ensued with mine Mini mit loose front legs religiously, involuntarily, and unerringly following the tram tracks. Five minutes of searching the Dandy Pet Shop for a "deep sea dandy POODLE" proved fruitless (Toni said they DO exist) and off we blasted to the accompaniment of a strange noise which through the following rigours of the MGCC 44,000 (yards clot) marathon gradually worsened. Alas, a departed engine stabilizer bar (one of three) and a cracked subframe. A handbrake spin through the Dandy-Burger Bar extracted a good price for a Dandy Deep Sea Whatsis then off into the night (hmmmm, Ed.) RT, 3L, 5R, RT etc and on to an evil looking checkpoint manned by Graham Wright and colleagues.

Further alphabet soup and a stage that called for 'step counting' of a house with an obscure number. We found it and Geoff "Tarzan" Gettons who was looking all the world like a criminal lurking in the shadows. But why was his Mini parked 200 yards further up the road? He COULDN'T have been driving THAT fast.

Easy stuff and then "who owns 61"? No problem. Then a fair bit of RT, 4R, 2R, 2L, 7L rubbish found us at Edinburgh Castle Road which, indicated as "Castle" was tough see 'cos there was a nearby Castle pub. Lat Ives hit you square in the face, especially if you arrived at the intersection too fast. (no comment) Who was at 315 was a piece of cake.

The second checkpoint was rather difficult to find as it deserted its post adding to the general confusion. It was a cute checkpoint - a Honda S600 disguised as a draughts board with Phil Caxton (horn?) looking much like a prawn, er sorry - pawn. Proceed to stop 29 was tricky as on leaving the divided road, stop 29 was below and behind you - so just drive around in circles and you're set - provided a tram doesn't try to bisect you like one of the cannibals tried on us.

"Bump Trams" was an excellent suggestion but the following hints were not so sweet. Good old Mr. Hatton reassured us with "it's easy, mate". BUT there was this tiny lane see (you didn't see, did you?) - very tiny and it was counted see. Well, that was easy. Then veer left, left right, around, back, spin, handbrake, 7000, wheee!! Around and around and around. Monaco '68 with a fierce round-the-houses getting loster and loster. Suddenly, we clicked - chunk. Down the dead-end, the same one we had repeatedly handbraked out of on several earlier excursions - and there it was. The section we were warned of that appeared not to exist - through a paddock called a "car park", dodging destructive little pegs that couldn't be seen for dust then back onto the main road. Sort of made one feel like Jesse James dodging the posse via the creek.

Further rhubarbing about then the name of the building on the right - no problem - the answer just rang through - "New market Telephone exchange". More rubbish then 'left at Brian'. Brian Street was a beauty - "tebble", "Runnegar", - who? - and there it was - "Tait", ofcourse. No problem for company name in Tait Street - it was there in dull yellow - G.H. something Furniture Co". LT, R, 2R - then a stinker. The kindergarten was a dirty trick, "Bazooka" Hatton. We still say

see over

St. James Kelvin Grove Church of England but that's how we lost a point. Ann Thomson still says it was another one very close by, but that's how she lost another point - boy, did she loose a lot, ha, ha, ha. (No, actually the Thomson/Lefrancke team were very good and each time that imposing grille got into and filled my rear view, I cringed with fear. And still there was another kindergaten but Tiger Tom he say "it be that one and that one it be". Many lost points on that scene.

A bit more then left at "Sir Donald" - we all looked for Bradman St because we all knew that the late Donald Campbell was not a "sir -WE all did - Thomas Hatton did NOT. So it was Campbell St. A couple of house names and some careering about the courier Mail - MGCC area and we were home and hosed, all over but the shouting)or something like that). Our heads were still spinning as we staggered up the clubroom steps (no nasty thoughts, please).

In the past, I have been responsible for considerable tyre-scrubbing but this "fun-run" seemed to latch on for more than its share. Using all the known tricks to regain time lost due to continuous back-tracking, my poor new retreads moaned painfully on their rims, great chunks of G800 flying L,R, &C, (Hatton language for left right and centre.)

And so ended the last night run of the year. I found the whole run very enjoyable and reasonably easy because of a first class navigator - alone, I'd say i would have got lost back at the two girl hitch-hikers.

(P.S. Did you guess your mileage too?)

Results for the run, as under:

1. J.Campbell/S.Webb
2. A.Thomson/T.LeFrancke
3. G. Spiden/M. Spiden
4. T.Garred/G.Gettons
5. K.Hawley/G.Hawley
6. M.Campbell/L.Ramage
7. I.Cornes/C.Cornes
8. B.Hart/V.Smith
9. R.Wetzig/P.Wetzig
10. D.Miles/B.Dare

THE T-TYPES OUT FOR AN AIRING

The MG Clubrooms was the venue for the start of the T-Type Register's second Day Outing, run on Sunday, 17th November,

This time the destination was Toowoomba and possibly the distance deterred many owners from making the journey as not quite as many participated as on the previous run to the Gold Coast. However, 7 TCs, 2 TD's and 5 TF's managed to roll up by 9.15 a.m.

The convoy motored through the city with "Red Baron" Wright attracting plenty of attention in his World War 1 leather flying helmet complete with goggles. Once out of town and running in order of age, the leading car was shocked to see 'the fuzz' looming fast in the rearview mirror and madly blowing on the horn. Visions of a mass machinery check flashed through our minds but we were relieved to hear that their reason for following us was that we had lost half the convoy. Turned out that a TF had stopped with fuel pump trouble and a TD had run out of petrol shortly after.

At the service station where we waited for stragglers, the garage attendant looked quite furious as he mopped up the oil from his driveway deposited there by a few TC's. He retaliated though by pouring petrol all over an unsuspecting Rod Hiley as he pulled in.

The town of Marburg really came to life at the sight of the multi-coloured procession thundering through with colours of red, white, blue, black, green and even orange to catch the eye. People waved from houses and children shouted excitedly from the roadside.

The range into Toowoomba took the wind out of the oldies with most of the cars overheating and the exhaust departing from Runnegar's TC. Once in Toowoomba, the cars made their way to Picnic Point where lunch was had amongst swarms of flies.

At about 3 pm, everyone started on the trek home, but we didn't get far before trouble struck - a few cars suffered overheating

see over

problems and the TF's fuel pump troubles re-appeared whilst another TF, complete with blower, managed to consume its sixth pint of oil. A stop for refreshments resulted in a mad water-throwing fight with half a dozen members being thoroughly saturated -- certainly a novel way of beating the heat.

The pace slowed on the return to Brisbane, with frequent stops. A refreshing barbecue at Paul van Gool's residence rounded off what resulted in being a most enjoyable, if not exhausting day's driving.

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NASTY RUMOURS DEPARTMENT

Ted Holliday keeps his telephoto lenses in his spectacles.

Jon McCarthy is building a Clubman to race, for 1969.

Police Dept are waiting for Keith to do a Littlemore.

Geoff Hawley isn't thinning on top, he wears a bald toupee.

Kerry Horgan is colour blind.

Will Charlton enrolled for the Silhouette course but they made him join the men's side.

There are two TC's in boxes at the Customs Dept., where they have been since 1949.

General Motors own British Leyland

British Leyland have bought Fomoco.

Fomoco own the controlling interest in G.M.

CLOSED HILLCLIMB - MT. COTTON

December 1st saw 30 cars gathered at Mt. Cotton for the final club hillclimb for 1968. Due to perfect weather, etc, it was obvious that many club members had found other things to do that Sunday as only a small crowd attended. Owing to clutch trouble in my own car, I was unable to get to the 'climb 'til 2.30 and the commencement of the third official runs. so my story begins from there.

Group A up to 1100 saw only two competitors; Graham Maynard in one of the original Centaur Clubmans and Kay Hawley in her Weber-propelled Sprite. Graham took out his class with a run of 58 secs and, in an attempt to better this, did a complete 180° on his exit from BMC, after a series of over-corrected power slides. The 1101 to 1500 class carried only one competitor, Vern Hamilton, who drove his Centaur to an easy win. Putting on one of the best displays of the day, Vern never put a foot wrong to take out F.T.D. with a run of 51.9. The over 1500 class was won by regular, Rob Robson, who pushed his Morgan Sports around the course in a most consistent manner, his fastest time being 59.1 secs.

Sports Cars Group B up to 1500 had only two entrants, Morris Kelly in a MkI Sprite and Terry Garred in a IIA Sprite, and it was Terry who showed the way in this event with a best run of 64.2 secs.

The 500 cc Racing Class saw Bob Henricks pushing his little F.M. Sandian MkII along quite consistently with a best run of 55.4. His fourth run, looked like being a beauty but things were not his way. After waiting on the line for about 5 minutes whilst Noel Orphan's Dominator was moved from the track after a lost in BMC, Bob had a speedy run to the hairpin but, even with full lock applied, the Sandian refused to negotiate the corner. Vince Appleby's Hunter, although lacking power because of an untuned exhaust, still turned in creditable runs with a best of 61 secs.

see over.....

Racing Cars, 501 cc and over brought out the stars of the day with Tim Harlock heading the list. His Cooper-Ford seems to have all the bugs ironed out as his 6 runs never varied more than 1.4 secs. His polished driving style gave him a best run of 53.8 secs. Ian Peters seemed to be having some trouble with the Mini'Din's excess power as, on several occasions, over correction nearly put him off the track. However, he still managed a run of 58 secs, some seconds outside the car's capability. Ray Jorgensen, expected star of the day, seemed plagued with gearbox troubles throughout the day although he did manage to record fastest time in his class (52.9) before real trouble struck. On his final run he seemed destined for a really fast time but came to grief after a high speed crash at B.M.C. Coming into BMC for the second time and travelling at over 70 mph he started to engage a lower gear for the corner, but his foot caught the edge of the accelerator. With the front wheels locked and the back wheels still pushing, the RJ Holden left the track at about 50 mph. With a resounding crash, the car hit the safety fencing, tearing off the right front wheel and damaging the rear suspension. Luckily the body work had gone between the two poles and Ray escaped with moderate burns to his right leg - caused by broken water lines. The fencing did an admirable job of protecting both driver and car; and there was only a small hold up in the programme as the fencing was repaired.

The up to 1500 MG class saw Brad Hart, in the Tebble TD doing battle with Dave Miles' TC; however it was 'Gertie' who showed she had the longer legs and, with Brian Tebble at the wheel, recorded best class time of 60.9 secs. Don Webster's ageing TD took up third place.

Three MGB's competed in the over 1500 class and it was Adrian Gardiner's vehicle which showed a clean pair of heels to the B's of Steve Booker and Barbara Dare. Booker seemed to be trying just a little too hard all day with several unnecessary excursions.

The Touring Cars up to 1100 c.c. attracted 3 minis, an Imp and a Renault R8. Ross Gettons pedalled the Imp to within .1 sec of the R8 of Max Sutter although both cars lacked a lot of H.P. on the hills. Geoff Smallsman also had quite a time pegging back the Cooper of Toni Lefrancke beating by .2 sec on his last run. Star of this class however was veteran John Blake who took out this class with an untroubled run of 62.7 secs. The 1101 - 1500 cc Class provided no excitement with the three competing cars turning in times around the seventy second mark. Kay Hawley had it much her own way in her Hubby's GT Cortina to take out top time with a run of 67.9. (I'd say Geoff is still working out how much rubber she scrubbed out on her leadfoot starts). Alan Wheeley's 1600 "Beetle" took out second place ahead of the Datsun 1300 of James Jones.

Final car to run and probably the most spectacular was crowd pleaser Dick Johnson in his '64 Holden. Unopposed in his class, he put in three terrific runs within .3 sec of one another the fastest being 54.7.

And so ended the last Hillclimb for 1968. The barbecue after the meeting, though not as successful as hoped due to low attendance figures, was enjoyed by all those who attended. Fastest times in each class recorded on the day are listed below.

SPORTS CARS - GROUP A

Up to 1100	G. Maynard	Centaur Clubman	58.0
1101 to 1500	V. Hamilson	Centaur	51.9 **
1501 & over	R. Robson	Morgan	59.1

SPORTS CARS - GROUP B

Up to 1500	T. Garred	A/H Sprite	64.2
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RACING CARS

Up to 500 c.c.	B. Henricks	Sandian Mkii	55.4
501 & over	R. Jorgensen	RJ Repco Holden	52.9

MG CARS

Up to 1500 c.c.	B. Tebble	MG TD	60.9
1501 & over	A. Gardiner	MG B	58.7

TOURING CARS - GROUP C

Up to 1100	J. Blake	Morris M/Deluxe	62.7
1101 to 1500	K. Hawley	Cortina GT	67.9
1501 & over	R. Johnson	Holden EH	54.7

** Fastest time of day

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MOUNT COTTON MUSINGS

Dave Miles' TC has new woodwork ... pre drilled! He claims that it is 'Home Units' for the borers.

Mayhem Graynard's new Centaur makes enough noise to be a real threat in the future, after he sorts out the handling problems.

After a very successful gaming table after the Hill Climb, Will Charlton is rumoured to be opening a Casino in the Clubrooms.

Dick Johnson has obviously been taking crowd pleasing lessons from Uncle Norman.

When is Gertie going to get her pension?

Kerry Horgan should find out first whether Italians tell 'Australian' jokes.

Adrian Gardiner's 140 mph MGB (passed an MGB that does 130 mph) has a new line for BMC. At least he seems to have sorted out the under steer problems.

Tried on Vince Appleby's black monster, but found that it pinched a little around the knees. Perhaps it will stretch with use, or maybe the new laccup model will be easier to fit into.

A certain red MGB would benefit from the odd thrash at the motorkhana grounds, and there is an article which should interest the driver on Safety in Motor Sport in this Octagon.

COMMENT ON "AN UNFORTUNATE ACCIDENT" ... 'Octagon Oct.1968

There are several aspects of the above article which I feel cannot be allowed to pass without further comment. I hope that the below will put the whole thing in perspective.

All CAMS licensed tracks are inspected at the beginning of each year by the National Track Inspection Committee of CAMS to see that all safety requirements are complied with. Generally, the tracks are inspected from three points of view in the following order of priority:-

1. Safety for spectators.
2. Safety for Officials (in particular flag marshalls)
3. Safety for Competitors.

In general, I feel that, while spectators and officials are fairly well covered, the safety of competitors has tended to be treated in a minor way. It is possible for a safety fence to do an admirable job of protecting the spectators but, at the same time, to be downright dangerous for drivers. This is the area in which we should continue to press for improvements in our local circuits.

In the particular accident referred to last month, there are several aspects which should be further discussed. I understand that the fence in question was checked at the beginning of the year and was then at the correct height above the ground. Since then, the ground has subsided, being on a filled area, so that the fence is now too far above the ground. However, even if the fence had been at the correct height, it would still have been possible for a racing car to jam its wheel under the fence. The manufacturers of the safety rails state that, if the fence is lowered, it would act as a launching ramp which is also highly undesirable. Various other suggestions have been put forward including placing timber rails under the steel safety rails. This is also totally unsatisfactory as the timber will quickly shatter and a wheel can still be jammed under the steel rail.

The basic problem is that a steel rail fence such as this is designed for use on public roads where vehicles are much higher. These fences work beautifully on touring cars but are unsatisfactory for racing and sports racing cars.

It would seem to me that the answer lies in the use of an extensible fencing which gives when hit by a car and slows the car down over quite a few feet - not instantly. I am referring to the chain wire fencing as used at Mt. Cotton Hillclimb. At the Queensland Hillclimb Championship meeting in June, we had a similar accident to Malcolm's where a racing car went straight off the end of the hairpin, admittedly it was travelling some 30 odd mph slower but the driver was uninjured except for a sore shoulder, and he was not even wearing a seat belt. I feel quite sure that he would have received severe leg injuries had he hit a steel rail fence under the same circumstances.

Another basic example occurred in practice for this year's Spanish Grand Prix when Jack Brabham blew his engine in the breaking area for a corner at the end of one of the small straights, where the cars are reaching 100-120 mph, and deposited all the engine's oil on the road. Pedro Rodriguez was the next driver along and, as the oil flag had not been shown, he did not slow down at all. When he tried to brake it was too late, and he ploughed through the first chain wire safety fence. This dissipated most of the car's speed and the vehicle came to rest in the second chain wire fence. Rodriguez escaped unhurt and his car was driveable the next day, Try that with a steel rail or timber fence some time.

At present CAMS will not permit the use of chain wire fencing on race circuits in Australia. Their objections are based on the fact that, once the fence is hit, it is usually no longer effective as a safety barrier and would mean that races would have to be stopped whilst repairs were carried out. This is overcome overseas by using three or four fences behind each other and the chances of a car coming through more than the first two are remote so that the protection should remain intact throughout the race. The other problem is that these fences take up quite a lot of space and this could cause some problems on existing circuits which have not been laid out with this in mind.

Another factor in favour of the chain wire fence is that a 3' high chain wire fence costs approx half the cost of a single steel rail fence which is not as effective.

In conclusion, I would like to remind the writer of the

previous article that, while I basically agree that the fencing could be improved, the problem is by no means as simple as it seems. The lesson to be learned is that different types of safety fencing are most effective in different positions and the type of fence must be matched to its application.

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Since this article was written, we have had a similar accident at Mt. Cotton where a car hit a chain wire safety fence practically head on at around 50 m.p.h. The driver received a badly scalded leg from hot water which escaped from damaged water lines but was otherwise unhurt.

I feel that this substantiates the fact that chain wire safety fences are far safer in areas where they are likely to be hit head on. Had the car at Mount Cotton hit a steel rail fence head on at that speed, I am sure that both the driver and his car would have received far more serious injuries.

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I would like to extend my sympathy to Malcolm Aldred and I hope that we will soon see him out of hospital and around the motor racing circles, as his cheerful disposition and helpful outlook on Motor Sport has been missed. If all competitors were as helpful as Malcolm, things would be much easier for officials.

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THE T-TYPE REGISTER

The T Register seems to have died. So have all the T types I think. Once you could see quite a few down the club on Friday nights, and often even more parked in Queen Street. Now on nocturnal expeditions down our glittering main street all I see are 5 litre GM monsters. Where have they all gone? Have the borers formed a Union and all gone out on strike? Surely Rod Hiley hasn't stripped every T type for parts? There has to be a few left.

I'd love to see thirty T types roll up for a Motorkhana again. Yes, again, my friends. I can remember 32 in fact that rolled up together. I can even remember fifty T types taking Warana Princesses round the Ekka grounds. I was there (so this proves I'm old..... it also proves there were a lot of very enthusiastic T typers in those days) O.K., O.K., Why am I not driving a T type now? because I can't find one, that's why.

So now you've guessed. As well as being a call for T types, its also the longest 'wanted' advertisement you've ever read. If anyone knows of a TC whose borers have left because of lack of woodwork, please let me know. I've got a stack of ex-works beetles that are dying off from lack of sustenance, and I'd love to give them a restored TC to chew on. The restoring would also give me something to do at night, and stop me from putting ridiculous 'wanted' ads in the Octagon.

Write or ring: Iain Cornes
24 Forbes Street,
Hawthorne 4171

Phone 99 2481

ROAD TESTS

I suppose you all get some favourite mag and read the road tests in it. Even the good old Courier has a road test in every Wednesday, so you've all been exposed to road tests at some time or other. Much as I hate to admit it, I once used to believe the magic words I read. Go to work in a Newspaper Office and see if you still believe all you read.

Unfortunately, all things in this big bad world are controlled by the man who has the purse strings. No Editor will ever allow a Motoring writer to say nasty things about his best advertising customer. Factual road tests don't make up for a lost \$5000 contract.

I'm not trying to say that all motoring journalists have sold their souls to the Advertising Manager, definitely not. What you have to do, is realise the stress they work under, and learn to understand their language. When you read "the best model produced by Blank Motors to date", doesn't mean that this model is any good, all it means is that this model is slightly better than last year's shocking one. "Slight body roll was experienced" means that it picked up grass in its door handles. "The window winder was the easiest to use" means that the rest of the car was so bad that the window winder was the only thing I could find to praise. "We put in some incredible laps at 'X' Racing Circuit" means the handling is incredibly bad, and we were lucky to come back alive.

Get the idea? There's lots more of these motoring double talk gems when you think about it, but probably the best of all is "This was one of the best cars I have tested all year, in all respects, comfort, finish, performance and handling", this usually means that I wrote it off half a mile down the road from the dealers.

WHAT IS THE M.G. CAR CLUB

A good question. The M.G.C.C. is whatever you, gentle reader, want it to be. And that is the simple answer to 'what is the M.G.C.C.?'

The very first M.G.C.C. began as a handful of M.G. owners who banded together in common interest, with the idea of being able to help one another by being able to pool all their knowledge and skills. This still goes on today, with motoring men (and women, I'll drink to them) banding together for their own mutual benefit.

The M.G.C.C. claims to be for M.G. owners and those sympathetic to the M.G. cause, and to the cause of motor sport in general. Through the clause which includes all those with an interest in motor sport, we gain our non-mg owning members, these members often being more keen on all forms of motor sport than many MG owners, who join just because they have an MG and want a badge. So remember, as you park your MG outside the Clubrooms, don't winge too much about that 'bloke with the Holden', he is perfectly entitled to seek membership in the M.G.C.C. and it's great to see a large roll-up at Club events, even if the majority are not MG's. He's interested.... so don't knock him.

By now, you probably think i'm a rabid FJ driver, but I'm not, I'm an MG driver from way back. But I do believe in credit where credit is due; if a Holden driver offers to help run the M.G.C.C. then thank him from the bottom of your hearts.... he is an enthusiast of motor sport.

Well, there it is, the Club is formed of enthusiasts who want....?? The question marks are whatever you desire in the motoring line. Just tell your nearest Committee member who will arrange it. Don't sit there though and complain that such and such isn't done, let us know what you want. That is the M.G.C.C.what you want.

TAPPET CHATTER

My mouth is very unreliable. I find that it shoots off all on its own, without any reference to the central control unit on top. Last month is agreed to write 'something' every month for the Octagon, so here goes. If you don't like it, don't blame me, blame my mouth.

Bought a Workshop Manual for the Sporty Car last week. \$7.88 (seven dollars eightyeight cents). When you think about it, that's one helluva price. \$7.88!! What d'you get for all that hard earned loot? A list of all the special tools you require to work on the car. A list of all the tools you ain't got, that's what. I mean just who keeps a 'bevel pinion bearing remover and replacer adaptor' in their tool kit. I know I didn't get one in the free American type plastic wallet that contained the jack and knock-off hammer that came with my car. Maybe the original owner kept it as a souvenair.

These Manuals are supposed to give 'guidance to the less experienced mechanic', but they never seem to cover the problems I have. 'Tap the radius of the yoke lightly with a copper hammer. The bearing should begin to emerge.... Should begin to emerge. What happens when it doesn't 'begin to emerge'? That's what I'd like to know, and does it tell you? Does it hell. And all for seven dollars eightyeight cents.

Driving along the other day, a Trumpy TR3 gave me the old Sports car wave. Nearly collapsed with the shock. Got so used to getting dull looks from MG drivers that I'd given the game away. Thought the wave had gone out of fashion like Body Odour, but if the TR could give me a wave, then to blazes with it, I'll give you all a wave, even flash the lights too if i'm in a good mood. Don't think the Police have made it illegal yet.

INSURANCE ARE WE BEING FLEECEED?

Attention all you lucky MGF owners. Do you know that Insurance Companies consider that your M.G. is as bad an insurance risk as a Ferrari? Those aluminium Vignale panels on the TF were always hard to panel beat. Don't laugh, this is what Insurance Companies think, and that's why you pay as much to insure the TF as a Ferrari.

The Insurance people have a series of classifications from 1 to 4, with steeply ascending premiums as your car goes up in the series. Most of us are in group 4, whether we like it or not. Any sports car is in group 4 (except Goggo Darts, they are group 3). Any modified car is group 4, and anything which is an 's' type and most 'GT'S' are also in 4. Why is a Morris 850 with two carburettors in group 4? Are we unable to handle the increase in power? To get over this problem, we should all but an underpowered car such as a Valiant, Falcon or Holden V8, which are only in group 3. Obviously there is an error of judgement somewhere. My twin carbed 850 gets blasted off at the lights by Grandma in her Automatic v8 any day, and has Grandma ever learnt to control her V8? Like Hell. But Grandma's V8 still pays less for her insurance than you and I do.

One go-ahead Company in the UK has done away with these artificial classifications and base your premium directly on your age and driving record. Therefore, with one of these 'Alpha' policies you pay the same to insure a Lamborghini as an upright Prefect. The only factors which affect the premium are your age and your driving record. This seems a much fairer way to base premium quotes, don't you think? Until we get it here, does anyone know of cheap insurance?

SHIRL'S NIGHT OUT

So I hears Tom Hatton say there wuz goin ter be a Night Nav Run, an' come over an' pay yer money. So I sez ter Shirl (yair, the syne one I had larst week) about how we should go on the flyming thing and have a go so ter speak. I could see Shirl wuzn't real gassed on the idear but you know what ther flyming women are loike. Anyways we gits out bit of piper offa Tom an shot off like the proverbial rocket I tell yer.

We wuz OK till yer had ter turn at ther flyming lamp post, we wuz half way through the General Hospital afore we got ther message that ther flyming pole wuz about Abbotsford Rd and ther pole was on the other side of ther road. It started ter ryne then an ya shoulda heard Shirl start moanin'. I thought it wuz becuz her flymin' hair wuz gettin' wet, but it wuz becuz her ol' man's flymin' Reeferdex had spots on it. (We'd borrered er' ol' man's one cuz I don't have one - I know me wye arand).

Anyways I puts the old foot down and did a couple of real beaut wheelies over the bridge an' Shirl quits wingein. Found the squares on the garage door on whatever road it wuz (Don't have a Reeferdex of me own an' we'd put Shirl's Dad's one away ter stop it gettin' ryned on). Fair zoomed along the Grynge tram line, cheese it's a beauty isn't it? Got ter the Dandy joint and fand out how much the flymin burgers wuz. Big wheelie away from the Burger Bar got shot ter bits by the arrival of the Fuzz on a motor bike so we crept down ter the Edinburgh Castle and carried on.

Then it happened we wuz fair lost, good and proper. There wuz a thing on the bit of piper wht looked like a blob, what we couldn't understand, Shirl an' me. Got her old man's Reeferdex out an' all, and we wuz still lost. Just made it ter the pub though..... a beaut night!!

AUSTRALIAN HILLCLIMB CHAMPIONSHIP - 1968

This year the Australian Hillclimb Championship was held on the Templestowe course in Melbourne. Templestowe is a long established course, having been in operation for some fifteen years. The course is some 30 yards longer than Mt. Cotton but is entirely different. Most of the corners are relatively low speed corners, although quite tricky, and speeds of over 100 mph are reached on the straight. Up "The Wall", the gradient is steeper than any found at Mt. Cotton, and the surface is incredibly rough, being similar to the last section of the access road into Lakeside - but even rougher! The locals seem to like it this way and it certainly makes for spectacular action.

Hillclimbs in Victoria have quite a following as most of the competitors only compete at Hillclimbs. The only road racing car present which would be familiar to Queensland people was Allan Hamilton's Porsche 911. Competition between the top drivers is fierce and extremely close, only 1.5 secs separated the first three places.

The title was taken out by Dick White in a rear engined VW 1500 special. This car is about halfway in size between a go-kart and a Formula 1 car and has incredible acceleration. It has not yet been timed over a $SS\frac{1}{4}$ mile, but it seems capable of times in the mid 10 sec bracket as the second place car has done 11.2 sec for the $SS\frac{1}{4}$ mile. Dick's best time was 49.3 secs., .1 sec outside the outright record which he shares with Allan Hamilton in his old Porsche sports car. Second was Paul England in another S/C VW engined car of 1900 cc, with a time of 49.8 secs. The acceleration of these cars has to be seen to be believed as, most of the time, there is only one or two wheels on the ground in the straights due to the roughness of the track.

Third place went to Peter Hollinger, seen by most of us at Mt. Cotton in June. Peter is now pedalling as quickly around the corners as the others but his car is not quick enough in a straight line, which may surprise those who saw him at Mt. Cotton. Fourth place was taken by another VW engined car driven by Ray Cann. This car was built in the five weeks before the meeting and he only managed one run before the suspension collapsed, but this

was enough to gain him fourth place.

Leonard Teale was also competing in his MG Midget and this time he drove very creditably without bending anything. The general standard of sports and touring cars is not very high and there are plenty of Queensland cars which would leave the Victorians for dead. However, competition in the racing car classes is far stronger than it is up here.

I feel that we can look forward to seeing top Victorian competitors at Mt. Cotton in August for 1969 Queensland Hillclimb Championship - - and that should be a tremendous day.

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SEEN IN THE PITS at Templestowe

"Buttercup" - MG TC with MGB engine (absolutely full house Weber, etc) and gearbox; but still with TC suspension, 7" or 8" wide wire wheels and painted bright yellow - an incredible motor car - it puts up times at Templestowe that would be equivalent to 53 seconds times at Mt. Cotton. That would certainly get Brian Tebble and Dave Miles all stirred up.

Peter Brock's 179 Holden engined A 30. The wheels are so wide that they are completely outside the original bodywork and the car goes so well that it would scare hell out of the local Anglias and Minis etc...

John Whitehous's Austin 7 Special - fitted with a 1934 S.V. Austin 7 engine and Weber - blows off the fastest Formula Vees, which is not a bad achievement for a 750 c.c. motor. The engine gives out 28 HP at the rear wheels on petrol and 40 HP on Nitro - blows off the local 500 c.c. cars as well!

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NOSTALGIA DEPARTMENT

This new M.G. is very definitely a fast car in the true sense of the word, is quite stable right up to its maximum of about 105 m.p.h. The car is extremely comfortable on long journeys and the padded seats give good support to the back and thighs. Is one of the most delightfully snug open cars on the road the hood fits well and no rain can get in. Certainly the only 100 m.p.h. machine to be offered at a sane price.

Sounds like quite a car, this new MG, but its not an MGB or an MGC, its an MGA 1600 MkII taken from a road test on its release in 1962! I feel that the tester in question was stretching the long bow a little with his padded seats bit, though. I have only once travelled a long journey in an 'A' with standard seats and was a virtual cripple by the time we got there. MGA owners had also better write to BMC and get one of these 'No-leak' hoods!

Still in 1962 we have a report on 'Our fastest dragster' which covered a S.S $\frac{1}{4}$ in 11.7 11.7 is still a reasonable time, but you should see the photograph of his machine. The flying bedstead just isn't in it, complete with Dunlop RS4's at least 5" wide. The owner is even reported as saying that it 'scared heck out of me'. I don't wonder at that, it scares heck out of me just looking at the photograph.

The Technical information section is quite a riot, with boy racers in Austin A 90 Atlantics wanting to know how much to take off the head, and what sort of power he could expect after such modifications, and owners of 1947 Vauxhall Wyvern tourers wanting to fit four speed gearboxes!: I wonder whatever happened to that four on the floor Wyvern tourer? Yes, 1962 was a good year.

ABINGDON, A BIRTHPLACE REVISITED

In June of 1968 we were very fortunate to be invited to visit Abingdon, the legendary home of M.G.'s. The General Secretary Wilson McComb, had suggested we come over before we returned to Aussie during our stay in the Old Country.

Abingdon, itself, is one of those quaint old English towns you see in the quaint old English movies, full of winding, narrow streets and funny policemen with blue helmets. A quaint blue helmet kindly directed us towards the factory (a task he does at least ten times a week I'm sure) and we duly presented ourselves at the Factory gate. Wilson McComb came out to meet us personally, which he does for all overseas Club members, and took us to his Office where we met the staff of the now defunct 'Safety Fast' and after a general chat we set off to see the production line.

Once again we were very lucky in that it was a 'strike day' at B.M.C. Leyland Motor Holding Corporation (or whatever they call themselves) and we could go through the entire assembly lines without some white costed Supervisor telling us to 'get the L out of it'. We started at the end where the bodies come in. They arrive from Pressured Steel Corp as fully painted shells and at that stage the as yet unborn car is given a sheet detailing its specifications and future. The differences can be quite fantastic, and are mainly dependent on the country of destination. For the American or Continental market they get Left Hand Drive. American cars have to be 'Naderised' with special dash boards and crash padding and anti-smog devices on the engine. Continental models have things like steering locks and yellow headlights to make them different from English models. Add to this the customers requirements of low compression engines, overdrive, wire wheels etc. and you can see why each particular car has to be specifically programmed through the assembly lines. Since we were reasonably conversant with the English model, we followed the path an M.G. destined for the American market would take.

Firstly the wiring harness was added, and then on to have the special Ralph Nader dash installed. This is a peculiar puffy arrangement with the instruments deeply recessed in the padding, and 'Piano' styled switches.

over please....

Abingdon Revisited (Cont)

From there the brake lines and dual master cylinders go in. More detail attention is then given to the body proper, with some interior trim and wind-up windows being fitted.

Now the car does a 'U' turn in the factory and starts heading towards the exit. On the home run first the rear axle and rear suspension are added as one complete unit. On to the next bay where the front suspension is fitted, once again as a complete unit. After this comes the engine and gearbox (as one unit). As the car now nears the testing bay the final details to the body are added, wheels fitted and lubricants and water put in. At the very end of the assembly line the car is fired up for the first time and any water and oil leaks noted and attended to.

The most exacting scrutiny of the finished car then takes place before it goes on road test. Providing it has passed scrutineering it then goes off for a five mile run around Abingdon lanes where any running faults are noted for final correction.

So there you are, the birth of an M.G. Not as exciting as your own emergence perhaps (ask your mother) but still very interesting, especially in the way that each car is built to its own specific plan. Not quite 'hand building' but definitely better than straight out mass production.

--- oOo --- oOo ---

Mum is quite used to my last minute rushes to get the Octagon out now, after one year as editor; the other day hurrying off to work, she asked me "Have you got your lunch and appleby?"

--- oOo --- oOo ---

READERS LETTERS:

Dear Sir,

I was interested to see that the club fees have been increased to \$7.50 from \$6.30. The little bit about it in the October Octagon said that this was due to increased cost of Club management. I realise that we are one of the least expensive clubs operating, but I would be interested to see where the increased costs of club management arise.

Yours faithfully,
A Club member.

We showed this letter to the Club Secretary, whose reply should fully answer your query:

Members, you are probably aware by now that the Centre Fees have increased from \$6.30 per annum to \$7.50 for renewal of membership and from \$8.80 to \$10 for new members. The decision to increase the fees was arrived at after much discussion by the Management Committee.

The fact being that there has not been a rise in fees for some eight years. Under the circumstances, the increase is small in proportion to the rising costs of club administration.

Consideration must be shown when we have Clubrooms that are open every week to members and visitors. Also, the number of events and varieties of such events run throughout the year have risen.

At present, the MG Car Club (Qld) Centre offers more for its members in relation to membership fees than any other sporting car club affiliated with the Confederation of Australian Motor Sport.

L. Whittaker

A NEW OCTAGON ?

Thirty glossy pages! Photographic cover of events!
Regular monthly editions! Commercial standard of production!
Could this be the Octagon of the future?

After the AGM on 29th November, Iain Cornes brought up the idea of a new Octagon format. The idea was to cover the cost of production of the magazine by selling advertising space. Spirited discussion among members present brought out that the majority were in agreement to have adverts in the Octagon if the standard were to be high. Doubt was expressed by some, that advertisers could be found for a magazine of such limited circulation. Further discussion brought out that while the circulation was limited, the people who read the Octagon were the ones who would be the most likely customers of the type of advertisers envisaged for a new Octagon.

Iain then promised to investigate further into the idea and report to the first Committee meeting of 1969. So there we are, if advertisers can be found, we stand a chance of having a very professional Octagon in 1969. After all, we have in the Club two professional journalists and a Press photographer ... let's give them something to work on.

--- oOo ---

Results for the Night Navigation run of 25th October 1968 for which a story is not available, are as follows:-

1. K. Hawley - L. Whittaker
2. M. Gale - K. Abell
3. T. Hatton - H. Gardner
4. P. Claxton - N. Baker
5. R. Wetzig - P. Wetzig

--- oOo ---

CLASSIFIED ADS : : : :

Complete set of CLOSE RATIO gears, except mainshaft,
for MGA (also suit early model MGB'S)
\$50.00 Ring Tim Harlock 70 1842

To sell or swap for M.G.T.C. Parts:

TF 1500 rear axle complete	TF bonnet side panel L.H. good cond.
TF instruments complete	TF spare wheel bracket & body panel
TF side screens	TF steering column
TF steering rack complete	TF steering wheels - 2 (original)
TF front lower wishbones (2off)	TF 1500 prop shaft
TF front springs (2 off)	TF king pins

Wanted M.G.T.C. Parts:

TC Petrol Tank	TC door handles
TC front guards & running boards	(2) TC door catches
TC rev counter	TC switches
TC headlights & side lights	TC tail light
TC spare wheel bracket	TC front shock absorbers (2)

Contact: Jon McCarthy
49 Woodville Street,
HENDRA 68 3474
(or at Clubrooms)

The official magazine of the M.G. Car Club (Queensland Centre)

Affiliated with the Confederation of Australian Motor Sport

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Patron: Lord Lambury of Northfield

General Secretary: F. Wilson McComb

OFFICE BEARERS AND EXECUTIVE COMMITTEE 1969

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620 Wickham Street,
The Valley
Brisbane.

POSTAL ADDRESS

Box 1847 W, G.P.O.,
Brisbane 4001.