

P R O G R A M M E

- 8th September Working Bee at Mt.Cotton Hillclimb Circuit -
afternoon Contact Bob Cossor 209 8000 for details
- 9th September Q'LD MOTORCYCLE SPORTSMEN HILLCLIMB - Mt.Cotton
ring Joan Appleby 57 1561 for details.
- 16th September Closed HILLCLIMB Mt. Cotton - for sup. regs ring
Joan Appleby 57 1561.
- 21st September NIGHT RUN -- Club Rooms 18 Wash Street, Rosalie
8p.m. Bring U.B.D. (or referdex) pencil & torch
enter on the night.
- 23rd September M.G.s MOTORKHANA ----- C.S.C.C.A. (Combined
Sports Car Clubs Assoc.)
at Koralbyn Valley. Any interested M.G.'s to
meet at Macleans Bridge at 9.00a.m. Or for further
details ring Peter Rayment 30 3148 (A.H).
- 6th/7thOctober ALL HISTORIC LAKESIDE RACE MEETING - at Lakeside
Competitors wanted, Officials wanted, spectators
wanted-be there- ring Joan Appleby for further
particulars on 57 1561.
- 13th/14th October SEASIDE CAMPING WEEKEND at Coolum - for further
details contact Peter Rayment 30 3148 (A.H.)
- 21st October CHAMPAGNE DAWN BREAKFAST - All sports cars invited
organised by the C.S.C.C.A. leaves Botanical Gardens
Toowong 5.30a.m. Finished Jolly's Lookout Mt.Nebo.
- *
16th November NIGHT RUN +Club Rooms 18 Wash St., Rosalie. 8P.M.
- *
11th November 30th YEAR ANNIVERSARY PICNIC DAY FOR M.G.'s -
Anzac Park, Toowong (opposite Bus Terminal) B.B.Q.
lunch B.Y.O.
- 2nd December Closed RACE MEETING by M.G.C.C. at Lakeside
International Raceway, for further details
contact Joan Appleby 57 1561.

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FOR SALE

CLUB T/SHIRTS - Adult and Children Sizes available.

See Peter or Delia Rayment at
any event.

MGEES SHOW UP AT THE SHOW

By Wendy Hoger

Well the Show is over for another year but the memories linger, and again the M.G. Car Club had it's moment of glory by helping to parade with the 13 Show Queen Quest Finalists from all over Queensland.

We gathered at the Centenary Pool car park and on to the Show Grounds from there. After arriving and finding no parking space had been arranged for us as last year, we proceeded to find our own, nearly causing the attendant a minor heart attack. The young ladies were then allocated two to a car and the parade began, the cars looked terrific driving around the ring and the ladies were trying to take the crowds full attention but not all eyes were on the ladies, the cars got an odd wolf whistle or two especially as Delia Rayment was one of the drivers.

After doing our bit we parked the cars in our acquired parking space and took off to find some food with Peter Rayment quietly and continually saying all he wanted was a strawberry sundae, by the end of the night I think he had eaten two or more.

Side Show Alley was quite packed to say the least and some of those rides were a bit hairy for us more mature types so we just stuck to watching others being frightened to death. Though Bev Ritchie kept trying to pull Rob on to a carousel each time she saw one - I think Rob was chicken. (Ed)

On leaving side show alley Errol Hoger acquired a large stuffed kola from a fellow passing, he must have run out of money, but all he was asking was \$5 - it was quite a bargain because they were selling on the stalls for \$25. Guess what we named him? 'Wills' after Bev and Rob's young son William.

The cars and trucks were next to be inspected but not before Peter had another strawberry sundae. Well time does fly and in no time at all it was time to go, so we popped 'Wills' into the back of the 'B' (Facing backwards so's he could wave to the other drivers) and set off through the city for home.

The M.G.C.C. Committee would like to thank,

Peter and Delia Rayment
Errol and Wendy Hoger
Bob and Bev Ritchie
Brian and Kath Aspin
Mal Spiden

for their cars and time - it was well worth the effort.

Foot note by Ed

We've always admired Malcolm at motorhomas in his ability to go the right way etc.- but guess who did a W.D. in the middle of the show grounds (and in front of all those people)

Kath watched Brian closely all night - as you just can't tell what these guys will get up to next - when they've just turned 50.

M.G.

NEWCASTLE NATIONAL MEETING

EASTER 1985

BULLETIN 2

National Meetings of M.G. Car Clubs are proving more and more popular, especially over the last few years, with attendances sometimes exceeding the 500 mark. Our Committee is well aware of this fact, and feel sure that with the selection of Newcastle as a venue, the 1985 NATMEET will be no exception to the current trend. Our city is centrally located on the eastern coast of Australia, within easy distances of the majority of Australian M.G. Car Clubs.

To assist in the planning of your journey, approximate distances to Newcastle are;

- 827 km from BRISBANE
- 755 km from GOLD COAST
- 171 km from SYDNEY
- 471 km from CANBERRA
- 1060 km from MELBOURNE
- 1134 km from GEELONG
- 1727 km from HOBART
- 1591 km from ADELAIDE
- 4309 km from PERTH

As Easter 1985 is early April we expect the weather to be quite warm, so you shouldn't need too many heavy clothes. This should help lighten the load - unless you're contemplating using the space saved for that extra spare or 'two or three' !!!

ACCOMMODATION

Newcastle is a large city, so visitors must be prepared to travel to a certain extent during the NATMEET period. Because of this factor, varying price levels of accommodation have been booked in different locations.

- * inner city within walking distance of Registration and evening social venues.
- * suburbs several kilometres from the city centre but mostly closer to RAAF Williamtown.

....Cont'd.....

M.G. Car Club (Newcastle Centre), P.O. Box 62A, Newcastle 2300
Phone (049) 52 3045 Telex; AA 28237

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Queensland Club Co-ordinator is Peter Rayment 30 3148(H)

BULLETIN NO.2. Cont'd..

Williamstown RAAF Base is 22 km from the centre of the city (slightly less than from Hobart to Baskerville). If you should prefer suburban accommodation it may be necessary to take a taxi to all evening social venues rather than risk the 'long arm of the law' with .05 problems. There are also several high rise motels on the beach front which have not been reserved at this stage because of the inconvenience of salt spray on cars. If you don't consider salt spray a problem and would like to be near the beach enquires can be made for you. We hope this information will assist in your choice of accommodation.

Because Newcastle is a very popular venue during holiday periods, it is most important that you complete and return the attached * booking form, together with your deposit of \$50, (Park Royal \$60) as soon as possible. The deadline for all bookings is 30th November, 1984. It is essential that all bookings be made through each Club Co-ordinator.

If you have any queries regarding the attached booking form, please contact our Newcastle accommodation co-ordinator, Ken Dodds at home on phone (049) 572619 or by post to the Club address.

BABY SITTING

Visitors to the 1985 NATMEET who require baby sitting services must fill in the necessary details on the attached accommodation form.

To help keep baby sitting expenses to a minimum, the Saturday night social evening is planned as a 'family affair' with older children encouraged to take part. For the 'littles' and for those who don't last the distance two additional reception rooms have been reserved at the Newcastle City Function Centre, where they can be kept under supervision by relatives of Newcastle M.G.C.C. members. Nice and handy to 'mum & dad' in case a child becomes fretful. If this doesn't suit we can still arrange independent baby sitting for you at your expense.

REGISTRATION

Both competitive and non-competitive entrants will be required to pre-register by 1st March, 1985. A late entry fee of \$20 will apply to those who fail to meet this requirement. Registration forms will be included in a further bulletin.

SCHEDULE

The schedule of venues and events for the 1985 NATMEET remains unchanged from that previously outlined in Bulletin I but in case you missed the first bulletin a brief summary is again outlined just to jog your memory.

Cont'd....

* M.G.C.C. of Queensland members please note your Co-ordinator for the NATMEET 1985 is Peter Rayment Phone Home 303148 Work 835 8932. Accommodation booking forms are available from Peter.

GOOD FRIDAY, 5th APRIL, 1985

REGISTRATION : Newcastle City Function Centre

EASTER SATURDAY, 6th APRIL, 1985

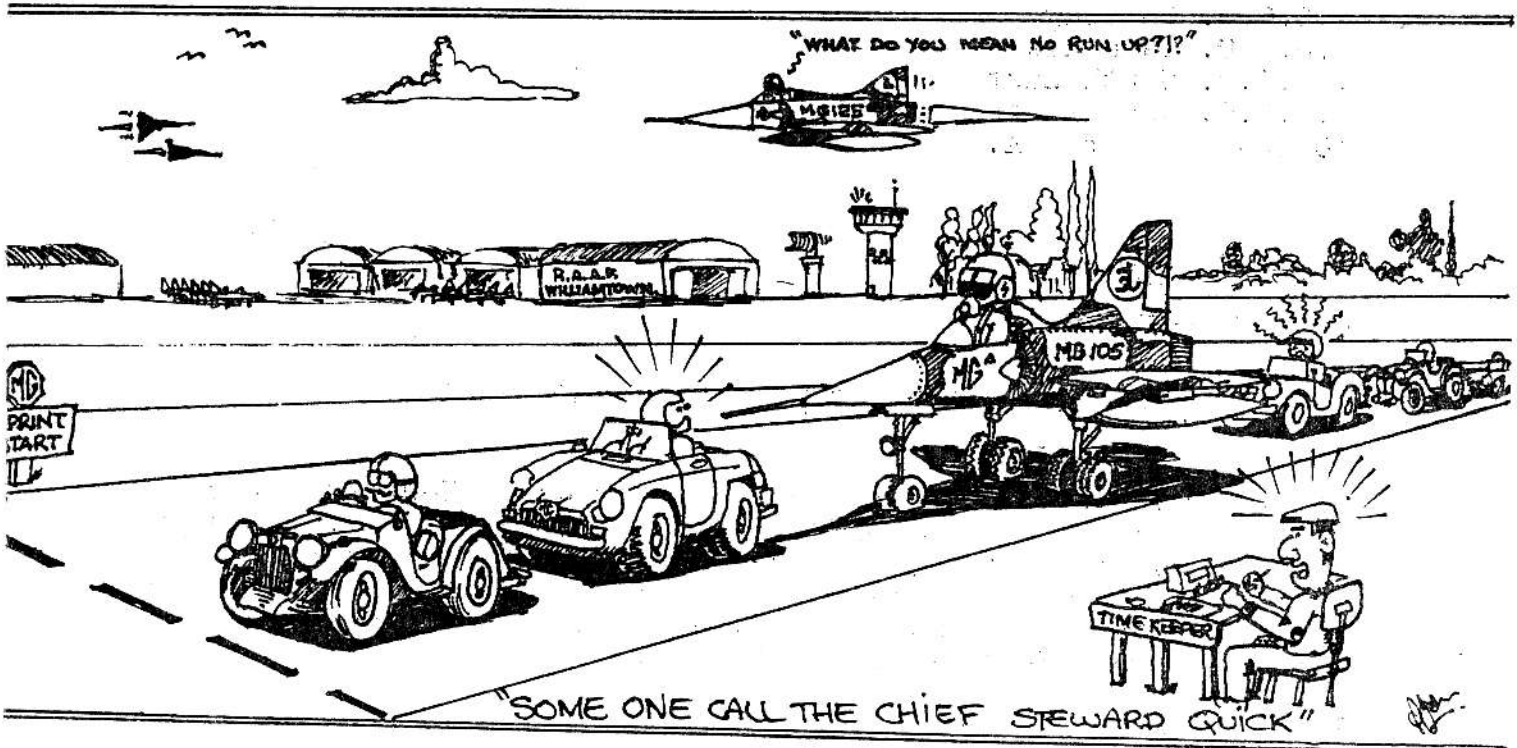
CONCOURS d'ELEGANCE : Williamtown RAAF Base
MOTORKHANA : " " "
SOCIAL EVENING : Newcastle City Function Centre

EASTER SUNDAY, 7th APRIL, 1985

SPRINT : Williamtown RAAF Base
OBSERVATION RUN : Newcastle & Lake Macquarie
PRESENTATION DINNER : Choice of two venues - *to be confirmed at a later date*

EASTER MONDAY, 8th APRIL, 1985

FAREWELL BREAKFAST : King Edward Park
DELEGATES MEETING : Newcastle City Function Centre
VINEYARDS TOUR : Hunter Valley



MISS MG COMPETITION

As usual this competition will be a part of the 1985 NATMEET. We hope that the nominated choice from each Club will promote the true spirit of MG throughout the Easter weekend.

NATMEET BULLETIN No. 2 Cont'd..

MAGAZINE COMPETITION

The cost of production and numbers distributed, as well as magazine layout and content will all be taken into consideration in the judging of this competition.

PHOTOGRAPHIC COMPETITION

Photos are to be handed in at Registration where they will be put on display. This competition will be professionally judged and it is anticipated that awards will be given for the following categories.

- (a) Best 'action' photograph
- (b) Best 'still' photograph
- (c) Best 'novelty' photograph

INVITED CLUBS

M.G.C.C. Queensland
 M.G.C.C. Gold Coast
 M.G.C.C. N.S.W.
 M.G. Restorers Association
 M.G.C.C. Canberra
 M.G.C.C. Victoria
 M.G.C.C. Geelong
 M.G.C.C. Tasmania
 M.G.C.C. South Australia
 M.G.C.C. Western Australia
 TC Owners Club W.A.

COLIN BAILEY
NATMEET CHAIRMAN

MG MG MG MG MG MG MG MG MG MG MG

OK ALL you M.G. owners how about joining us in Newcastle for the times of your life. We've (along with the Hogers, Applebys, Findlaters etc) already booked our accommodation and we advise you to do likewise as Col says in this Bulletin it's a popular spot at Easter - so give us a ring now for an accommodation booking form - Peter Rayment 30 3148.

Let's show them we have the 'spirit'.

-----MG MG MG MG MG MG MG MG MG MG MG-----
SPECTATORS NEEDED OFFICIALS NEEDED ENTRANTS NEEDED

---- ALL HISTORIC RACE MEETING ----

Officials
Needed

LAKESIDE
6th/7th OCTOBER

Entrants
Needed

Ring Joan Appleby on 57 1561 (HOME)

MORE - IN THE PITS

By Richard Croston

The Lakeside Sprints part of the Iron Man Week-End was held in brilliant sunshine, after a week of rain. There didn't seem to be the variety of cars there this year compared to last year, although there were 75 entries.

It was good to see Vince Appleby out there in an Official capacity after his recent ill health. As too, it was good to see a number of M.G.s all 'B's though. What has happened to the older M.G.s? Are the owners too frightened to bring them out? It's a pity because they lend so much to the atmosphere of Motor Sport events. Be it Hill Climb, Sprint or Race Meeting. The same can be said of the Historic Racing Cars. One can spot a well groomed old motor from a long way off. They hold a fascination for all age groups. So if you are lucky enough to own one of these rare vehicles enter it in the odd sprint, or hillclimb or just plain bring it out and spectate in it. I can't think of one of my Motor Racing friends who wouldn't stick his nose under an open bonnet of any car, for a look, as he walked past.

Enough of my rambling and on with what I meant to write about.

Bruce Stephenson was the only one of the 'terrible 2' from Wynnum to front at Lakeside. Barry Smith had blown the motor in his Anglia the week before and elected to stay at home to prepare for the Hillclimb. Bruce had overheating problems with the Cortina, a problem that has been plaguing him for some time now. It seems he may need a new engine block.

Barry Smith was over the other night he has the chassis built from the same plans as the CROSTON. His enthusiasm is fired and he plans to build it up as a Hillclimb special, using VW Pissat mechanicals and a fully enclosed body. Should be an interesting device as the chassis layout is very compact.

I was reading the other day about the Golden Era of Motor Racing - no not the 50s the 30s and the era of the giants - Mercedes-Benz, Autounion, Tazio Nuvolari, Rudolf Caracciola, Achille Varzi, Dr. Porsche. You see the Golden Era and to-days Grand Prix Cars have something common. Both machines are getting about the same horse power although I think possibly to-day we may have a little more, but the Mercedes was developing 646BHP.

The megga dollars spent in the 30s was only Mercedes and Autounions' - thanks to Hitler. To-day we have Renault (who started it all again), B.M.W., Honda, Alfa Romeo and FIAT in the form on Ferrari.

The last two companies are interesting in that Alfa Romeo was involved in that era, led by Mr. Ferrari. Alfa Romeo wasn't then involved in mass production vehicles as it is to-day, they built exotic sports cars.

I wonder what people will say 50 years from now of the present Fl car. Can it be compared with the present - except that they spent Millions of dollars?

Cheers Richard.

IN THE PITS

by Richard Croston

The Croston car has had a number of modifications since the rain soaked June meeting. The rear body work has been altered to include a panel between the wing uprights. There is a new windscreen as well and the gear selector mechanism has been altered to give a smoother change from third to top. We broke an engine mount on Saturday. On Sunday morning the starter motor stopped - it was changed for the race.

I missed a gear at the start and let almost every one past. Now you can't have 2 Production sports cars in front of a 'proper' sports car. Especially when they are seconds a lap slower. But there was another problem - an M.G. can't be beaten by a Triumph and a Triumph can't be beaten by an M.G. Ever tried to pass a 'Mack truck' having a go with a 'Kenworth' on a single lane highway on a wet Sunday afternoon. After I sorted out the problem of a muddy visor one was able to find their weaknesses and take advantage of them.

I must congratulate Dennis Tobin on his driving in the M.G. He tried so hard. The only times his front wheel stayed relatively stationary (that is from moving from left to right) was when he was in the straight. A pity he couldn't get past the Triumph, but there will always be another time.

Cheers Richard.

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The latest news is that Kees Koppenol who runs an injection Molding business has ordered a new piece of machinery.

It has 3 litres capacity and about 500 hp. He has purchased a Cosworth DFV for his proposed new group C car. Which is well under way on the drawing board.

Kees will also build you a FV, FF, F2 or sports car if you want one.

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OFFICIAL

COMPETE

ALL HISTORIC LAKESIDE RACE MEETING

WE WANT YOU THERE

SPECTATE

6th/7th OCTOBER, '84

ENJOY

For further details contact Joan Appleby
Home Phone 57 1561

SPECTATE: OFFICIAL: COMPETE JUST ENJOY ITBE THERE ON 6/7 OCTOBER

TRADING POST

FOR SALE

Light weight sports sedan CORTINA , modified 2 litre with webbers, adjustable front suspension. Fibre glass panels and moulds. 8 X 13" and 10 X13" wheels and tyres, plus spares. C.A.M.S. Log book. Consistent class winner at Club events. Heavy duty four wheel trailer with mag wheels. Car \$2,100. Trailer available at extra cost. For further particulars phone Greg Charlton on 07 - 204 2643.

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FOR SALE

CROSTON Group A Sports Car. The lot \$4,500. Includes trailer and spares or will separate. eg less engine \$3,500. Phone Richard Croston 2652265 work or 2053673 A.H.

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WANTED

M.G. "T" type - please ring Bob Kretchmann 076 326706.

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FOR SALE

M.G. B Mk II 1970, Connors Green, 78,533 miles, unregistered. Have clutch and w/s... be fitted, needs new soft top otherwise in... \$4,000 ONO. Inspect at... after 5.30p.m. Mon to Thur c. phone Shane P... on 17 5531.

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FOR SALE

Super light alloy brake calipers twin piston including pads \$120 each Phone Richard Croston on 265 2265 work.

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WANTED

M.G. TC for restoration. Phone Gordon or Charmane McPhie phone 353 2226 A.H.

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THE 1984 IRONMAN WEEK-END

By Peter Rayment

The preceeding week and the heavens had been opening up. Shudder-what will the weekend be like, with the rain coming down like cats and dogs, still on Friday morning. What chaos!!

Using my weather forecasting ability I told everybody that it was going to fine up on Friday afternoon (being a positive thinker you see) and lo and behold it did!!!

So duly we turned up at Eagers Recreation rooms on Friday for the first event of the weekend. With our notes on the instructions for the night run, we were shocked with the new instructions for the run for the night. Due to the previous wet week, the set run had to be abandoned and a new one had been set on Thursday night. All we received was a series of intersecting street names where a question had to be answered. Off went the 49 cars for the run. Everybody was in the same vote (or should that be boat). All the competitors were happy with the run - if you went wrong it was your own fault.

Next morning and it was out to Lakeside for the Sprint and the Motorkhana. After a late start (we ended up using our timing gear as the Q.M.S.C.'s gear wasn't operable) the sprints were under way. With a standing 400 metres, a lap, a flying 400, and another lap being timed for each entrant.

The motorkhana unfortunately had to be cancelled, as the surrounding grounds of the circuit where we usually hold the motorkhana were still hopelessly boggy. Which made for a rather long day for the competitors, whilst they waited their turn at the sprint. As having the two events certainly keeps one busy otherwise.

After 70 entrants and ten times each the timekeepers however were happy when the day finished. There were several spins (myself having 3 spins in 4 laps in the Cooper Ford), but no major mishaps, thankfully.

Next day (Sunday) saw all the budding 'Ironmen' ('or 'Ironpersons' someone said) down at Mt. Cotton for the Hillclimb. Where two of the runs were added to the scores from the Night Run and the best times for the Sprints to give the final result for the whole weekend.

With over 70 entries we had 4 runs at the hill. The weather was still perfect but there were a couple of seeps across the track at the loops (as there was in the dog leg at Lakeside also). Once again a couple of spins but a good day was had by all.

The results ended with Alan McConnell taking out the OUTRIGHT IRONMAN (any car throughout the events). With Alan running in a MGB, a Production Cooper S, and a Sports Sedan Cooper S.

Peter Harburg in a Porsche took out the CLUBMAN Trophy (same car throughout all the events).

It is curious to ponder what would have happened if the motorkhana would have been held! Both Alan and Peter would probably have increased their lead over the other competitors considerably!!!

And so ended a great weekend of motorsport. Congratulations to the winners and competitors all, for being in it.

THE OCTAGON

THE M.G. CAR CLUB OF QUEENSLAND

The M.G. Car Club of Queensland was formed in November, 1954 by a group of owners and enthusiasts of the M.G. motor car.

The Club has always prospered under the magical influence of the M.G. name.

The Queensland Club occupy their own clubrooms at 18 Nash St., Rosalie, Brisbane, where club members meet every Friday night. Invariably the evening is just a get to-gether for members and their friends.

The Club's Committee organise many types of competitive and social events, including navigation runs, sprints (timed quarter mile), Race Meetings, Rallies, Picnics, and Motorkhanas which give you a chance to develop your driving skills on a grass track without harm to either yourself or the car. A large range of perpetual trophies are sort after each year, they cover every type of event the Club engages in and the winners each year receive replica trophies which are presented at the Centre's Annual Gala Social night.

The Mount Cotton Hillclimb, where events are held frequently is a thrilling bitumen sealed course about twenty miles from Brisbane, and is owned and organised by the M.G. Car Club of Q'ld.

Probably the best part of being a member of the M.G. Car Club is the friendly and informal atmosphere which prevails. It is not essential to own an M.G., owners of all brands of car may join as well as their friends.

The Committee and Members of the Club invite you to join - we know you'll be pleased that you did.

The Official Magazine of the M.G. Car Club of Queensland
affiliated with C.A.M.S. and with the M.G. Car Club Home Centre.

COMMITTEE

<u>PRESIDENT</u>	<u>Phone Home</u>	<u>Work</u>
Neil McNeil	355 1813	
<u>VICE PRESIDENT</u>		
Bob Cossor	2098000	
<u>EVENTS SECRETARY</u>		
Joan Appleby	57 1561	
<u>MEMBERSHIP SECRETARY</u>		
Phil Hutchison	277 0968	48 5061
<u>TREASURER</u>		
Ann Thomson (CAMS Delegate)	378 1368	
<u>COMMITTEE</u>		
John Heffernan	343 5772	341 2985
Errol Hoger	341 4252	
Richard Croston	205 3673	
Steve Austin.	245 5265	

<u>Postal Address</u>	<u>Address of Clubrooms</u>
G.P.O. Box 1847, BRISBANE.Q.	18 Nash St., ROSALIE.Q. 4064

Editors Peter & Delia Rayment 30 3148

APPLICATION FOR MEMBERSHIP FORM

The Secretary,
M.G. Car Club of Queensland,
G.P.O. Box 1847, BRISBANE.Q. 4001

Name in Full.

Address. Post Code.

Occupation. Phone/s.

PARTICULARS OF VEHICLES

Make. Model. year. Reg No.

Engine No. Cubic Capacity.....ccs

I, the undersigned, hereby apply for membership in the M.G. Car Club of Queensland. This application is subject to the acceptance by the Executive Committee and extended on condition that I will agree to abide by the Rules of the Club and Centre.

Dated. Signed.

Attached please find cheque/cash for \$18 being annual membership
 \$6 C.A.M.S. Basic Licence
 \$4 Joining Fee
 \$10 Country Membership (out-
 side 160km radius of Brisbane)

(Prices subject to change)
 (Please confirm before posting)

Proposed by. No.Q.

Seconded by.....No.Q.....

The views expressed herein are of the individual and not necessarily those of the Committee nor the M.G. Car Club of Queensland.