

PROGRAMMEAPRIL28th Sunday Hillclimb Mt. CottonMAY4th Sat & 5th Sun Round I Q'ld Rally Championships - the CURRIE MOTORS OF BUNDAMBA RALLY organised by I.W.M.A.C.12th Sunday MacLeans Bridge - MOTHERS DAY MEETING of all Marque sports cars and their enthusiasts - 10th Anniversary - bring your chicken, champagne, blanket, hat and join us for a lazy day.

12th Sunday Toowoomba Automobile Club Hillclimb - no club points allocated for this event - however if you wish to participate then contact Joan Appleby 57 1561 for sup. regs. etc.

17th Friday NIGHT RUN -leaves our Nash Street Clubrooms 8.00p.m. Bring torch,UBD(or Referdex), Navigator and have fun.JUNE1st Sat & 2nd Sun QUEENSLAND HILLCLIMB CHAMPIONSHIPS - organised by the M.G. Car Club of Queensland at our Mt. Cotton circuit. Help wanted - in working bees before hand, canteen operators on the day, SPONSORS for Class and the whole event wanted also. If you can help in any way then contact a Committee member to-day.14th Friday NIGHT RUN - from our Club Rooms - 8.00p.m.15th Saturday MOTORKHANA - Afternoon starting 12.30p.m. at the Beenleigh Rum Distillery grounds. Food available at the cafeteria. Club event.20th Sunday ECONOMY RUN for Marque sports cars - details available from Peter Rayment Phone 30 3148.(H) or 835 8932 (W).JULY6th Sat & 7th Sun AUSTRALIAN RALLY CHAMPIONSHIP Q'LD ROUND - B.S.C.C. Organisers. Officials wanted contact Peter Marshall on 2026932 A.S.A.P.26th, 27th & 28th Fri., Sat., & Sun., IRON-MAN WEEK-END - Night Run(Fri), Motorkhana, & Sprint (Sat) and Hillclimb (Sun) all in one hectic weekend. Don't forget this one. Even if you can't participate we'll welcome officials for the weekend.AUGUSTSometime MARQUE CONCOURS - watch this space31st Sat & SEPTEMBER  
1st Sunday Q.R.C. RALLY - M.G. organising Sponsors and Officials wanted - put your name down now with Ann Thomson on 378 136815th Sunday HILLCLIMB - Mt. Cotton for sup. regs at any event held here contact Joan Appleby 571561.20th Friday NIGHT RUN - Clubrooms 8.00p.m. Cont'd...30th Sat & 1st Sun IRON-MAN WEEK-END - Night Run(Fri), Motorkhana, & Sprint (Sat) and Hillclimb (Sun) all in one hectic weekend. Don't forget this one. Even if you can't participate we'll welcome officials for the weekend.

PROGRAMME --Cont'd.

SEPTEMBER

28th Sat & 29th Sun. ALL HISTORIC LAKESIDE - M.G. organises a fantastic weekend for the Historic buff - help always wanted. Contact Joan Appleby 57 1561 if available.

OCTOBER

13th Sunday SPRINT RALLY - M.G. to organise - details to follow.

20th Sunday MOTORKHANA + Marque sports cars - details to follow.

NOVEMBER

15th Friday NIGHT RUN - Clubrooms 8.00p.m.

24th Sunday HILLCLIMB - Mt. Cotton - Marque Sports Car Club invited

NOVEMBER 30th &

DECEMBER 1st

RACE MEETING - Lakeside - M.G. to organise.

Watch next edition for additions and full particulars etc.

The Clubrooms, at 18 Nash Street, Rosalie are open each Friday night ( unless otherwise advised herein) for nattering and noggging.

WORKING BEES at Mt. Cotton Hillclimb circuit are generally held on the Sunday before each Hillclimb - unless it clashes with another sporting event - if in doubt then contact Bob Cossor on 209 8000 or Steve Austin on 245 5265.

Next Magazine is due out at the end of June, all copy to us by mid June, thank you.

FOR SALE

\*\* ADVERTISING SPACE

IN THIS MAGAZINE \*\*

Advertising space is still available on the proposed cover for this Magazine. (Since last magazine we've been notified of a couple of starters).

The advertising rates shall be;-

Full page ...\$125

1/2 page....\$75

The cover shall be of a carnival fixt felt finish, 104 gsm of cream colour with brown print. Offset printing shall be used. This magazine is sent tooall M.G. Car Clubs throughout Australia all M.G. Car Club of Queensland members, and to other C.A.M.S. affiliated Clubs in Brisbane.

Please contact Delia Rayment ( 30 3148) A.S.A.P. if interested.

HELP YOUR CLUB HELP ITSELF - ADVERTISE HEREIN.....  
For Club members advertisements of interest to Club members the cost is free. Use it.

EDITORIAL

Dear Members,

Well we have had a rather busy time since the last edition of this magazine. Those members who went to Newcastle for the National Meeting certainly had a good time as guests of the Newcastle M.G. Car Club. Here is a Club that pulled together to conduct an Australian event. Like our Club there is the competitive section and an M.G. section. The way the two groups pooled together to put on a good weekend was obvious in the complete success of same.

We would like to see our two groups pull together for the betterment of the club. At the present time we feel that events organised and work done is a bit one sided. The fact that we are a broad spectrum club should be used to an advantage in fostering a strong and powerful club for the betterment of ALL the members.

The next big event for the Club is the Queensland Hillclimb Championships on June 2nd at Mt. Cotton. There is a lot of work to be done there so if you can help at the working bees let Steve Austin or Bob Cossor know. Try to find out if you have some tools for the work that needs to be done down there before going down - this would be a top idea.

The next big 'Club' competitive event will be the Iron Man Week-end at the end of July. It will be curious to see how many people run in all the events over the week-end.

As advertised in last magazine we are in the throws of producing a pre-printed cover and are wanting advertisers for same. To date a couple of spots have been booked and if you know of someone who is willing to advertise then please contact us post haste.

Whilst on the subject of the magazine does anyone have a photo copier we could use once every 2 months. As it would make the old mag. a bit more enjoyable if we could add a few photos etc. each time.!!

Until next edition watch your calender and we hope to see you at the events - organised for you.

Peter & Delia Rayment.

P.S. At the Presentation Dinner(at the National Meeting), one of the Sponsors said, in his response to a thank you from the Newcastle Club - 'It's easy to help some one who is willing to help themselves.' --Something to think about don't you think!

IN THE PITS

The first week of March has been a week of contrast for M.G. On Sunday the 3rd the Club ran a most successful Race Meeting. Congratulations are still being received from all over the place. To all those who contributed to the success of the Meeting, and I will talk about some of them individually later on, THANK YOU VERY MUCH!

Just a comment on the words of 'successful Meeting! This means every body had fun. (not made a million dollars). The officials, the drivers, the flaggies, the pit crews, the mums and dads and children and anyone else who went out to have a look.

Now to the other end of the spectrum. The Annual prize giving for the Club trophies. What a disappointment. Especially to those who put the effort into organising the night. Only 23 people turned up. When we catered for 60. Where were you all??!! Well for whatever reason, one didn't come to the prizegiving, you missed out on a great night of drinking and eating - especially eating - there was heaps of it. And all the talking about M.G.s Racing Cars, Hillclimbs and other motoring topics that come up when motoring enthusiasts get together.

Now about other things;- Barry Young has joined 'The House of M.G.' to set up a Panel Repair and Paint Shop. So if you want a 'you beaute' paint job on your favourite M.G. give him a ring. He will be happy to discuss that matter with you. (That has just cost you a dozen stubbies Barry!)

Errol Hoger is slaving away rebuilding his second M.G.B. which should be ready by Christmas!! (it was going to be for the Nat. Meet in Newcastle at Easter Ed.) Errol has invented some trick shock absorbers to suit his cars. Ply him with lots of liquor one Friday night and he might make you some.

Bob Cossor was having a look at the underside of his Nota the other day after hearing about Ron Pommerel starting to make a couple of minor adjustments to his Nota and turning it into a major rebuild. Bob decided that the return road at Mount Cotton had done a little panel beating to his underpan but not enough to worry him this year, to do anything about it.

Now back to the Race Meeting. We had a couple of new faces around the Control Tower. Ron Pommerel was assisting with start marshalling. He had a ball and it is not as dangerous as standing on a flag point plus there is lots of action. Sandra Rowe who has moved up from Sydney and recently joined the Club spent the day with Joan Appleby and Ann Thomson in the control tower. Not just looking mind you - she was given a typewriter to play with and did a tremendous job typing the lap times. Unfortunately aggravating a wrist injury. She arrived at the trophy night with the offending wrist suitably bandaged. Hope it is better by the time this lot gets into print, Sandra!

Peter Rayment and Errol Hoger had the demanding task of gridding the racing cars on the dummy grid. It is not all that easy. Because in the past that area of the race starting has been lax. (At normal meetings you mean not M.G. ones Ed.) The drivers aren't in the habit of finding their designated spot, that combined with motor cars that mostly are only as high as one's knee caps - it can be difficult to see their number at such close range.

Cont'd.....



IN THE PITS CONT'D..

To cap it off the driver is thinking of other things as he starts the build up for the race start.

While on the subject of build ups. My little yellow rocket went most satisfactorily in practice. In fact the best it has gone for a long time. Thanks to the super skinny budget one has to work on these days. The times looked good enough for me to have bit of a go with Ian & Brett Peters in their Formula Fords. I have fond memories of dicing with Ian in my Centaur days. But it was not to be this meeting. The engine in the Croston decided it was going to have an off day and on only ran on 3 cylinders - very disappointing! Fortunately the M.G. Car Club is running another Club Race Meeting later in the year, so we can try again then.

Hope we see you there. Cheers.

Richard Croston.

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FOR SALE

1949 M.G.Y. For sale. In very good condition. \$5,000  
Phone Kerry Barnes 848 4839.

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1957 M.G. Magnette For sale. \$3,500 Phone Val Muller on  
266 5338 for full particulars.

.....  
M.G. Midget For Sale 1971 convertible, fully imported,  
original cond. 53,000 miles. Reg. November 1985, R.W.C.,  
torneau included - \$6,130 at Paddington Phone 368 1853 (H)  
or 3555644 (W) and ask for Mike Parry.

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GET TO KNOW THE PEOPLE

AT THE HILLCLIMB!!

AND HELP THE CLUB TOO!!

HOW????

+++  
RING  
BEV COSSOR  
209 8000

or see you on the day

BY HELPING AT THE CANTEEN

ON HILLCLIMB

DAYS

1985's M.G. CAR CLUBSNATIONAL MEETING

This years National Meeting was based in Newcastle, "the Steel City", just 520 miles to the south. Seven cars made the trek down;- 5 B's - comprising 2 Mk I, 1 Mk II, 1 L and later and 1 B GT; a 948cc Mk I Midget (from Bundaberg) and 1 TC ( + 1 Falcon that makes 8 cars).

We all gathered bright eyed!!! at 4 a.m. on the overcast Thursday morning before Easter at the Findlaters. What a congestion we made in the street, but not for long as it was southward Ho! All except the midget of Ian Connell's - which took it's time to get down (it had too-it was loaded down with camping gear for Ian & Jeff PLUS 2 sets of (get this) GOLF CLUBS!!!!

A quick stop at Cunninghams Gap to see how everyone was coping- plus breakfast - and it was off again. The next stop occurred at Severnlea (just south of Stanthorpe) to get petrol at 43.9c per litre. On stopping the water pump on the TC let go and out came the water.....

The pulley was found to be loose, so off it came. The split pin had been sheared, the woodruff key nearly had it. A new key was filed up out of a spare washer. The pump became tight, so out came the complete pump, only to find that the impeller was falling off. The taper pin that retains it ( you normally can't get them out) had fallen out. This over worked the old seal and the rubber cracked. The holes were filled with Stag, a big split pin replaced the taper pin and back together it went.

After this enforced 2 hour break it was back down the New England 'Goat Track' Highway. Boy how the road has gone to pack since '75 when I was last on it. After freezing to death ( the roof was down on the T.C. and I was in my usual T/Shirt and shorts ) we stopped at Glen Innes for a feed and a sleep in the sun.

Ever onwards to the south we continued. Then another enforced stop south of Uralla when we thought the water pump was playing up again, so out it came again. But not so, this time it was the NEW thermostat that had packed it in -- and so this meant another quick repair job and another 1½ hours break.

We arrived at Tamworth, where we proceeded to loose Delia, in the peak hour traffic (what chaos). But not for long as Sir Errol came to the rescue and it was off to Musselwellbrook where we stopped for the night. Petrol here was 55.9c per litre, for those who needed it.

Friday morning and it was on to Newcastle and to our On-Site Caravans at Raymond Terrace, north of Newcastle proper. On arrival we gave the cars a quick wash, this took all afternoon. (in between talking and a swim I might add. D.)

That afternoon (latish) we registered at the City Hall -- which was well organised and friendly. After registration and a scrutineer of the cars we wandered down the road to the Casbar Lounge where we joined the hoards of M.G. enthusiasts from all over Australia for good food and a chatter ( which went on into the night).

Cont'd..

NATIONAL MEETING CONT'd..

Next morning (Saturday) it was out to Williamtown R.A.A.F. Base for the first event of the Meeting - the Concours. About 220 cars were formed into an Octagon shape arena with 2 PLANES in the middle of same. As some of the cars were quite superb Ian, Len and Errol were able to learn what was meant by 'good condition'.

That afternoon the Motorkhana took place at Williamtown also. With 260 entries having to run. I have never seen so many W.D.s. Because we went from one event to the next with no hold ups and if you didn't know your course it was easy to go wrong. My arch rival from Victoria Peter Gostelow did a W.D. in two events, so I had an easy time in taking out 1st place in the T.C. class this year. For Wendy and Ian it was their first time at a Motorkhana, they both had fun and wanted more.

Saturday night and a noggin and natter was held at the City Hall. The light supper turned out to be a first class feed.

Sunday morning and back at Williamtown, on Runway Alfa, for the sprint. This consisted of a 400 metre run, with 3 runs for each entrant. Once they got going nobody wanted to stop. Greg was trying out Barry's 6" wide 13" wheels of the EXA. These worked, but would have worked even better if he was able to have a burn out. After Barry wore out my/Delia's tyres on the B at the Motorkhana (it was a joy to watch even if it wasn't fast). He had challenged the others for some Easter eggs- to whoever went the fastest. I'm not sure what the score was with the eggs by the end of the day. Talking about Easter eggs. The scrumptious, tall, blonde Easter Bunny had found our cars that morning back at the Caravan Park, and we found eggs on/under same before we left for the Sprint.

That night the Presentation Dinner was held at the idealic venue of the West's League Club. Over 600 people were treated to <sup>an</sup> appetising smorgasboard, fine music, and of course the presentation of about 170 odd trophies.

Next morning, and it was back at the City Hall and the traditional Champagne & Chicken Farewell Breakfast, and time to say goodbye to all ones friends, new and old.

After the Delegates conference we intended going to join up with the Vineyard Tour, however, Errol's B had its clutch slave cylinder cup ply up outside the City Hall. The flexible hose gave trouble also so that took up most of Monday afternoon, repairing that.

We stayed one more night at Raymond Terrace and then Tuesday morning we headed off up the coast road, this time. No problems, except for complete fatigue, with a welcome swim at Nambucca Heads, and then finally back home that night.

Trophies were won by;-

Len Melrose	2nd Sprint	B
Barry Vanderburg	2nd Sprint	B
Peter Rayment	2nd Sprint	TC
	1st Motorkhana	

I would like to both thank and congratulate the Newcastle Club for a tremendous weekend and I know that everyone who went down from Queensland Centre wishes to say the same.

Cont'd...

NATIONAL MEETING CONT'D

Also for the stirling effort that Wendy (Wen) Hoger, Delia, and Len Melrose preformed, as they had never driven that far, under such conditions, before.

The team consisted of;-

Ian Connell	Midget
Wendy & Errol Hoger	Mk II B
Julie & Greg Findlater	Mk I B
Barry Vanderburg	Mk I B
Len Melrose	L B
Bruce Williams	GT B
Delia Rayment	Mk I B
Peter Rayment	TC

PLUS the Pit Crew  
Evan, Lea, & Sharon Hoger  
Samantha Rayment  
Jeff (cousin of Ian)

Thanks kids for your support and for being so well behaved, all week-end.

Next year at Easter again the M.G. Car Clubs National Meeting will be held at Adelaide.

Why not plan now to join us. Bulletin No. I appears in this magazine for your perusal.

Peter Rayment.

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FOR SALE

MGTC - good condition. Only done 1670 miles since being rebuilt. 5 X 19" wheels, 5 X 16" wheels. Lots of other bits and pieces. Most parts to get it back to original. Will be unregistered. \$14,000 ONO. Contact Stu Rice for further particulars on 359 3195(W).

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FOR SALE

BOBBIN-FORD - 1969 Cortina motor-CAMS log book. Includes trailer \$3,000. Phone 071 3697895.

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FOR SALE

Twin Carburettors suitable MGB. Phone 358 503 Mermaid Beach.

FOR SALE - M.G. SUPER SPORTS - 1925 - built of vintage parts in the likeness of Cecil Kimbers 'Morris Oxford Special'. Powered by tuned OHV Hotchkiss type engine. Reg with black leather trim. Suit rally or historic racing. Road registered in N.S.W. Asking \$14,000 - for details Phone (02) 8101095 and ask for Bruce Hamilton.

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1986 ADELAIDE NATIONAL MEETING

BULLETIN 1.

Welcome to No. 1 of the series of Bulletins for the 1986 M.G. National Meeting in Adelaide.

As the most central of all Australian M.G. Car Clubs, we expect a huge entry from our adventurous, competitive friends from the West and from the Eastern States (especially "nearby" Melbourne Centre) - also from Queensland in the North and the Apple Isle down South.

To further heighten your anticipation, 1986 is South Australia's 150th. Anniversary - our sesqui-centenary - promising a veritable feast for the tourist as the whole State gears up for a year of celebration.

- South Australia is the Grand Prix State, and we are sure all NatMeet entrants will enjoy a drive around the circuit, most of which is public road through our picturesque parklands.
- After 1985 enjoying the wines from the Hunter Valley, famous for the quantity of wines she produces, 1986 will see those in the 'grip of the grape' delighting in the Barossa Valley and Adelaide's Southern Vales; world famous for the quality of the wines they produce.
- With the many sights including the Festival Theatre complex, Parklands, the nearby Mt. Lofty Ranges, and of course beautiful Glenelg, (the focal suburb for accommodation, competition, and socialising), Adelaide NatMeet entrants can be assured of an Octagonally brilliant Easter '86, set in unique attractive surroundings.

The M.G. Car Club of S.A., almost 300 members strong, has around 95% M.G. ownership; will be 30 years old in 1986; and we have owned our own Clubrooms since 1984. We believe we are well qualified to make 1986 a memorable year for all NatMeet entrants. S.A. has long been a keen, hospitable and competitive Centre, and will again set out to ensure that Concours, Motorkhana, Sprint and Social functions, and of course the Presentation Dinner, are efficiently run and enjoyable for all.....

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1986 NATMEET BULLETIN NO.1

AND NOW FOR THE FORMAT OF THE WEEKEND:

Firstly, we are planning this NatMeet as a four-day Meeting....

Good Friday	28th March	Registration 2p.m. to 10 p.m.
Saturday	29th March	Concours 9a.m. to 2 p.m. Family Entertainment 6.30 p.m. onwards.
Sunday	30th March	Competitive Event & Observation Run 9a.m. to 4 p.m.
Monday	31st March	Competitive Event 9a.m. to 4 p.m. Presentation Dinner 7.30 p.m. onwards
Tuesday	1st April	Farewell Breakfast 8a.m. .... Delegates Conference 11a.m.

We are also organising a Tour of the Barossa Valley, (combining with other Car Clubs) for those who may wish to stay over the for the Tuesday.

STAY TUNED FOR FURTHER DETAILS AS THEY ARE FINALISED.....

START PLANNING FOR ADELAIDE, M.G. NATMEET, EASTER 1986.....

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FORMULA I RACES IN ADELAIDE 3rd NOVEMBER

PLEASE NOTE THAT ACCOMMODATION IS AT A PREMIUM FOR THE ABOVE EVENT, AND THEREFORE MEMBERS OF THE M.G. CAR CLUB OF S.A. HAVE OFFERED BILLETS TO OTHER M.G. CAR CLUB MEMBERS OF THIS AND OTHER CENTRES THROUGHOUT AUSTRALIA ETC.... IF INTERESTED CONTACT PETER RAYMENT ON 835 8932 (Work).



# GRAFTON SPORTING CAR CLUB

established 1955

Affiliated with the Confederation of Australian Motor Sport

Dear Sir,

We the Grafton Sporting Car Club have a dilemma.

We are a group of Hill-Climb enthusiasts who are in grave danger of losing our sporting venue.

Our club desperately needs to raise \$22,500-00 within a three month period.

This letter is being forwarded to past and present members of our club, in addition to many business establishments both in Grafton and throughout New South Wales.

We have compiled a list of many personalities connected with the motor racing industry throughout New South Wales, Queensland and Victoria.

As you have no doubt realised, there is a determined and concerted effort by all of our members to raise the necessary finance in order to purchase the Hill-Climb property which is currently up for sale.

The property up until now, has been subject to leasing by us over the 25 year period. Not only does this Hill-Climb service our local members, but is an excellent sporting venue used by Hill-Climb and Rally enthusiasts all over the state.

It has been used as a special section in the Dulux and Southern Cross Rallies, many times.

This facility has generated enormous interest and presented many challenges to all of its members, for us to lose this venue which has been of immeasurable benefit to so many enthusiasts and spectators alike, would indeed be a tragedy.

We desperately need donations in order to fulfil our dream and ambition of being able to personally purchase the property.

Three months, which is all the time we have to raise the finance is not a lot of time.

We urge that you consider our plea, and ask if you would be willing to donate to our very worth while cause.

Much nostalgia in keeping the Hill-Climb runs high in our club, as some of the original members are still part of our club and have attained the honour of life membership.

GRAFTON SPORTING CAR CLUB CONT'd...

Please help us, we are so desperately short of time, yet at the same time we are intensely proud of the Hillclimb which has provided so many members and spectators hours of enjoyment.

For this reason, we refuse to give in without exploring every available source of help, which is the reason for launching our appeal.

Thank you for taking the time to read our plea.

Yours in Motor Sport,  
Grafton Sporting Car Club.

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DONATION COUPON

If you wish to help, please fill in the coupon below, and forward as soon as possible.

Remember all donations are tax deductible, this being so, we will forward a receipt in accordance.

Please make donations payable to;-

Grafton Sporting Car Club,  
c/- Box 334,  
GRAFTON. 2460

Phone; 42 6680 A/H

We thank you sincerely.

- I pledge (a) \$500-00
- (b) \$200-00
- (c) \$100-00
- (d) \$ 50-00

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NAME OF CONTRIBUTOR.....

ADDRESS.....

POSTCODE.....

PLEGGED AMOUNT.....

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in the pits

I was talking to my friend, Ann Thomson, last week, when the subject of personal news segment in the Octagon came up. Ann is concerned that there isn't enough Chit Chat about who is doing what and when. Things like new arrivals in the family - that includes cars as well as kids, Special Birthdays, 21sts and so on. If you have something you would like to have printed in the Octagon don't be afraid to give the Editor (Delia) or Ann a ring.

The first race meeting at Lakeside this year was the Formula Two and the Australian Sports and GT Championship rounds. Ivan Tighe was there in his much modified Kaditcha AF1 car. He had lots of fun on Saturday playing with gear ratios. So too was Peter Bull in his faithful (and immaculate) Elfin 622 which used to belong to Ivan.

Noel Orphan appeared in his Elfin supporting a new colour scheme. But it must have upset his Engine because he broke an exhaust valve in No. 4. A pity, because Noel was doing fabulous times until the engine stopped.

Brett Peters dropped his lap times with his new Formula Ford fitting his new Control Tyres now used in that Category.

Bob Cossor has sold his Nota to Jaques Sapir in the process acquiring a Welsor which son Gary is talking about fitting a B.D.G. 1600 Ford Motor - that should make it go.

Bob had his last drive in the Nota at the Lakeside Sprints run by Q.M.S.C. Tony Jay was there doing a most competent job as Scrutineer. Barry Smith ran his Anglia, which is for sale. He was doing very good times in spite of a troublesome front spoiler.

Peter Gilbert ran his Appendix J GT Cortina for the first time in sprints at Lakeside. This is an interesting car, as it is imported from England.

Mal Spiden has finally got his "B" back together. The new engine must be going OK because Mal is starting to complain about handling deficiency. Len Melrose had an enjoyable first day at Lakeside in his immaculate Orange MGB. Jaques Sapir fronted in the very pretty Austin 7 Super Charged, and turned in really good times throughout the day as well as having a lot of comments passed about the car.

Guess who won fastest time of the Day??? You guessed it. We had fitted a new pressure plate the week before. First time out we posted a 12.9 standing 400, 67.5 flying lap. Dwayne Sayers turned in a 66.5 flying lap and a 13.8 standing 400, in his Mini Sports Sedans. which sure put the pressure on. With the comment from Joan Appleby "You have got to go faster, Richard or watch out!" I did a little thinking, and brought the car round for the second start. With the "OK" from the starter, we eased the revs up, and off we went. First gear is always a rush - it is a little on the low side. The change to second was better than the first time, giving me confidence for the rest of the lap. The Karoussel was a little slow, B.P. bend was fair enough, down into Hungry which the car always likes - up the hill into Eastern Loop which one enters very deeply braking as late and as little as possible,

turn right and start to wind on a little opposite lock as the car blasts past the Apex getting light in the front, down the dipper into Shell which is all bravery. It is just a matter of keeping your foot down and off up the straight.

That was good enough to turn in a 65.4 secs which clinched fast fastest time of the Day. A very satisfying feeling. It makes all those nights spent under the house worth while.

And yes, the car is still for sale. \$4500.

Cheers

Richard.

Now you've only got to show us what it will do at the Hill  
Joan.

--- oOo ---

#### A few Bods and Bends

Since the last Octagon was published, I have heard that over the last eighteen months or so, Bob Mallon has been having a tough time with various illnesses. We hope that you are well and truly back on deck now Bob and that we see you in competition again very soon.

A little bird has told me that Bob Cossor is celebrating his 60th birthday in the next couple of days. May you enjoy your sixties as much as you have enjoyed your fifties, Bob.

We were very pleased to see Greg and Julie Findlater at the Clubrooms last Friday night with daughter Suzanne. Greg and Julie certainly have a beautiful little lady around now.

Receiving the Entries for the Hill climb on 28th April, it was very pleasing to me to see 4 MGB's entered for the day. We hope that the trend will continue and that we will see more of the marque at the Hill and sprints.

It has been very pleasing to us to welcome back to the Club people who were members several years ago. We also would like to welcome the new members who have joined the Club in the last couple of months .

Good news for some of our Racing members -

Mark Trenoweth in his Jaguar GT Car has won the first two rounds of the Sports Sedan and G.T. Championship which have been held down South. Keep up the good work Mark.

In the Nissan Pulsar Super Series, after the first two rounds Dick Johnson won the first round and Gary Scott came second in the heat at Amaroo. Let's hope that they both continue to do well in this series.

If you know any more happenings among the people in the Club please let us know as we cannot be all places at all times to hear all the gossip.

DON'T FORGET

QUEENSLAND HILLCLIMB CHAMPIONSHIPS

MOUNT COTTON

JUNE 2nd.

THERE IS A LOT OF WORK TO BE DONE DOWN THERE BEFORE THE CHAMPIONSHIPS SO IF YOU CAN HELP PLEASE DO ; IT HELPS THE POOR SLAVES WHO HAVE TO WORK DOWN THERE THE YEAR THRU.

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CLUB MOTORKHANA SATURDAY 15th.

NOTE THIS IS A SATURDAY.

IT STARTS AT 12.30 pm.

VENUE- THE BEENLEIGH RUM DISTILLERY  
OFF THE GOLD COAST HIGHWAY.

FOOD AVAILIABLE AT THE DISTILLERY.

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FREE LEGAL AID

C.A.M.S. has come up with a Bobby-Dazzler. There's talk of a free legal service for members. The idea is that the first half-hour consultation will be free - and it doesn't have to be about Motorsport.

We believe talks with selected solicitors are well advanced, and that it is now up to the various Law Societies to give the O.K.





THE OCTAGON

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

Dated . . . . . Signed . . . . .

Attached please find cheque/cash for \$20 being Annual Membership  
Prices subject to change \$ 7 C.A.M.S. Basic Licence  
Please confirm before posting \$10 Country Membership (outside 160klms radius of Brisbane)

Proposed by . . . . . No.Q. . . . .

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

## 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.