

PROGRAMME

MAY

- Friday 5th Natter Night, Clubrooms.
- Sunday 7th HTCC Motorkhana, Q.M.C. Rd 2.
- Friday 12th Natter Night, Clubrooms.
- Sunday 14th BSCC Autocross at ~~XXXXXXXXXXXX~~ M.G. Car Club invited.
- Friday 19th Natter Night, Clubrooms.
- Sat/Sun 20th/21st. SPIR, Race Meeting.
- Friday 26th Film Night, Clubrooms.
- Sat/Sun 27th/28th BSCC Clubman/Novice Rally.
- Sunday 28th Club Practice Day, Mt. Cotton.

JUNE

- Friday 2nd Natter Night, Clubrooms.
- Sat/Sun 3rd/4th Townsville Pacific Festival Rally, QRC RD2.
- Sunday 4th QMSC Sprint.  
Grafton Open Hillclimb.
- Friday 9th Natter Night, Clubrooms.
- Sunday 11th QID Hillclimb Championships. Mt. Cotton.
- Friday 16th Night Run, Clubrooms.
- Sunday 18th BSCC Motorkhana, Q.M.C. Rd.3

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ATTENTION

On SUNDAY, 2 8TH MAY, at 9AM, QFCC are staging a driving school in conjunction with JOHN FRASER. It's at LAKESIDE and the cost for the whole day is \$ 25.

EDITORIAL

Dear Members,

Once again, the Gaelic pen takes to paper; salutations and felicitations to you all. The year is flying by and there's been plenty of goings on in which club members have been involved. The Biggenden Bush Bash was run the weekend before Easter with the usual gang trekking north and putting up quite a good showing for the Club. Your noble journalistic rally rep will further enlighten you later in the magazine.

Easter, was of course, the time for the National Meet in Perth. Mal Spiden and Peter and Delia Rayment were there and we'll also have some news for you on that gathering. Next year, the National Meeting is going to be held in Melbourne which is much closer to home, so put your stake in for Easter holidays now, and come along and see if we can bring the big one home in '79.

The Motor Show was held recently and it certainly was good to see some of our members involved in displays and on stands. The presentation night for the Apple and Grape Rally was held on Friday 14<sup>th</sup> at Ann Thomson's residence. Thanks go to Ann for allowing the multitude to descend. Thank you also to all those who helped make it a great night by preparing and serving drinks, savories, etc. That driveway is some thing else again; Cautions and washouts all the way up and down again!!!!

It's only 7 weeks now until the Queensland Hillclimb Championships at Mt. Cotton. They're on Sunday 11th June, and the Supp Regs will be out soon. If your interested you can coctact Neil McNeil. We will need officials, so if you can't compete then come along and help out. We also need some willing helpers to get the circuit ready, so once again contact Neil. Also, don't forget the Club practice day on Sunday 28th May.

The Lutwyche hopping Village Rally<sup>is</sup> on the 29th/30th April, and the usual intrepid gang are going to venture forth, so there's been a lot of midnight oil burning of late to get the cars ready.

Don't forget to come along to night runs and motorckhanas and chalk up points for the annual trophies. Attendances for club events are still low; a GRAND TOTAL OF 4 contested the last night run, and that is not very good at all. The events are organised for you, they take a lot of time to prepare, and the least you can do

EDITORIAL CONT.

is come along and support the club.

We still need articles and photos for the magazine- the more of those we have, the bigger and better the Octagon will be, so it's up to all of you out there!!!!

Anyway that's about all for this month.

Meg O'Shanesy.

MG MG

THE PRESIDENT'S REPORT: 1ST IN A SERIES BY N. McNEIL.

The first major event of the year was the Apple and Grape Harvest Festival Rally held in Stanthorpe. It was an outstanding success for everybody and I would like to thank all of those who helped.

The first hillclimb of the year was cancelled as the circuit could not be readied in time. Unfortunately, the second was also cancelled, as the work to be done far exceeded the willing helpers. As the Qld. Hillclimb Championships are now on the 11th June, we will need your help to make it a success, either before or on the day.

Other events conducted by the club have not been well attended, so please, join in and support the club of which you are a member and you'll find that you enjoy yourself.

Don't forget the IRON MAN weekend which will be held on the 7th, 8th, and 9th of July. It promises to be a great weekend as always. It consists of a Night Run, A Sprint, a Motorkhana and a Hillclimb.

For those who read this report, thank you for perservering with my lack of journalistic skill.

Neil McNeil.

THE SAND GROPING ADVENTUREA REPORT ON THE NATIONAL MEETING 1978

Once a year, about this strange time called Easter, a strange bunch of Charlies come all over OZ to one venue to compete, eat, drink, drink, be merry, and shovel quite a lot of -----, under the disguise of a National Meeting.

In 1978, the Pacific Ocean residents decided to bath in the Indian Ocean. Yes, from beautiful down town Adelaide St. to beautiful uptown Adelaide St. is about 4,100 miles via the Cape Lecuwin way. As of Christmas 1976, the Eyre Highway has been sealed, all the way!!!! Of course, the worst road conditions exist in the Penal settlement of New South Wales. Many people can be met travelling upon the Eyre Highway (only 20 miles of the Nullabor is used by the highway). One such chap was a fellow under a felt hat, clad in a suit and tie and accompanied by many items of camping gear, and with the OZ flag flying. He was peddling a bicycle and was on his way to Darwin via the Eastern coastline of Australia.

Of those who braved those arduous conditions, a few did battle with some mechanical gremlins. Arthur Twinning from Tassie broke a CVjoint/ Driveshaft on his Kimberly, had used his spare tyre and had the petrol tank out. Ross Story (Tassie Again) had his M G A painted on a Wednesday, married on the following Saturday, on the boat Sunday, the camshaft and pistons out in Melbourne, and after 3 generators arrived in Perth. No wonder he is spending his honeymoon in Scotland!!!! A special award for an outstanding effort was presented to John Anderson of NSW Club for his efforts to make it to Perth, in spite of a broken camshaft in his MG TD.

First event after the Friday night noggening and nattering at the Hot Rodders Place (next to Clubrooms), was the Terry Davis Auto's Concours, set out on the spacious lawn on the Esplanade. Outright winner was Colin Clever from the homestate, who presented his red MG A twincam to just down his usual challenger, John Hunting in a MG TC. All classes were well supported, providing a wide range of variations in both cars and interesting modifications.

The TMG Engineering Motorkhana was held on the bitumen car park near the Concours area. There were 6 events and MGB's led the day with Tony Ford, Rob Wellman and Geoff Searle, all from WA, showing them how it's done. Some who left lasting impressions were

THE SAND GROFPERS, CONT.

Rod Hiley with his acceleration in the MG.V/8 GT., Denis Hemsley from Tassie in his smoking Mustang, who really entertained the crowd, and Dave Crabtree with the tyre squealing Lancer from Newcastle.

Fastest Time of the day went to Tony Ford in a MG B from WA. Fastest MG was again Tony Ford, and the fastest lady was Glenda Mahar, also from WA and in a Midget. Mal Spiden was fastest in the Midget class with Delia Rayment third behind Glenda.

A LAP OF WANNEROO

From the start, line before the pits, the track goes downhill on a convex descent (as opposed to the concave descent from the Eastern Loop to Shell at Lakeside) into a Karrausel type corner. The braking markers are at 100 and 50 metres; the 50 appears to be at the turning point, so if you pull a desperate--- it is!!!! Out of the Karrausel onto the undulating back straight, (about as long as the straight from Shell to the Doglog) which ends in a 90 degree right turn. You choose your braking to suit the 150, 100, the white spot at 80 or 50. The latter is of course for the triers who perform understeer, oversteer, or a waltz. (All 3 variants were exhibited on 26th March.)

Up the front straight (about  $\frac{2}{3}$  the length of the back straight) and onto a flattened Eastern Loop, out of which follow some esses ahead of a long sweeping left-hander to a gentle right over the rise to where the start line is and that unforgiving downhill run, -unforgiving especially to MIRA special tuning front spoilers, especially if the scenery is visited.

Quick, tweaked B's (with S/T gear, webbers and local knowledge) produce times around and slightly under 1m20secs and several locals were vieing for fastest MG of the day. Fastest time of the day was 1m12.8secs recorded by Roger Walters from SA in his Elfin Ford F3. Fastest Mg went to Colin Clever, from the homestate, in his MG B. Fastest lady was Glenda Mahar, from WA in a Midget, recording 1m31secs, ahead of Delia Rayment, also in a Midget with 1m 34secs.

Best spin was accredited to Andy Fairweather whose MG A chose to attack the main straight in a reverse direction.

SAND GROPPERS CONT.,

The Photographic Competition was won by Norm Richardson from NSW. Special Awards presented by the TC Owners Club were as follows

Most Meritous Performance in a 'T' Type -

Mike Sherryl MG TC (WA).

Best Performance - Pre War Car -

Alan Herring MG TB S/C (WA)

Best 'T' Type in the Concours-

John Hunting MG TC (WA)

Best recent re-build of a 'T' Type-

John Longley (WA).

JOHN WRATTEN MEMORIAL TROPHY for the weekend competition.

SOUTH AUSTRALIA	808-68
WESTERN AUSTRALIA	755-60
TASMANIA	736-10
NEW SOUTH WALES	705-60
NEWCASTLE	627-76
GOLD COAST	596-55
VICTORIA	381-84
QUEENSLAND	310-04

The 1979 National Meeting will be held in Victoria, out of Melbourne, possibly at Phillip Island, to see the Penguin Parade each evening at 5.30, or at Marylands in the bush area near, I'm informed, Lakeland. So, before you all rush out madly, remember the National Meeting is "a showing of the Marque", so next year only Marque cars will be allowed to compete in the Meeting.

So, that means TC's must be finished, VA's to be put back on the road, MG A's, MG A Twin Cams', MG B's, and MG C's to be in going condition, TD and 'Y' Types to be rebuilt, Midgets to be a going concern, MG1100's, 1300's and Magnettes ALL to be operative by Easter 1979!!!!!!!

M.J.S.

LUCK'S DELIGHT AT LAKESIDE.

It was hard to tell where the most water was. Lake Kurwongbah, or the Lakeside Straight, but those Magnificent Men were certainly wishing they really were in Flying Machines and not in Driving machines as the rain came down and the water level came up.

The 1st Lakeside meeting for 1978 could hardly have been wetter. Many competitors and pit-crews thought they were crazy until, looking over onto the hill, they saw all those who had paid many coloured notes to get cold, wet, and miserable!!!!

Below are the results as recorded on the information sheets. If your name is missing, we suggest that you go deep-lake diving in the Lake; you never know what you may find!!!!!!

	<u>OUTRIGHT</u>	<u>CLASS</u>
D.Carroll	2 x 3	I x I I x 3
G.Whittaker	I x I	I x I I x 3
K. Horgan	I x 4	
C.Wenzel	I x 3	I x 2
Disk Johnson	I x I	I x I
R.Warland	I x 3	I x I
J.Fraser	I x 2	I x I
Dale Johnstone		I x 2

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APRIL NIGHT RUN

Barry Vanderberg/Richard Davis	MG A	10 PTS. 1ST.
Greg Findlater/Julie Findlater	MG B	95 PTS 2ND.
Barry Smith/Steve Phoenix	Torana	110 PTS 3RD.
Peter Doblo/Mike Watson	Torana	STILL LOOKING

FOR THEM!!!!!!

That Roll-Up speaks for the enthusiasm of our club members,  
does it not??????



MAY 1978

MORE UNDESIRABLE NEWS. (IT JUST KEEPS ON FLOWING)

It's not often I have to apologise (due to my ignorance), but it's my fault that this magazine is late (Jahh hhaa, he admits it); what with all the activity lately, I just couldn't see my way clear to jot out another masterpiece, and of course the dear (?) Ed couldn't print the Octagon without it-- it would be like trying to print the Melbourne Truth without "heartbalm"

As far as the rally scene goes, most people are still trying to recover from the Lutwyche Shopping Village Rally, more of that Rally when the results are on hand, presumably they will be issued before the 1977 medalions.

The first round of the Queensland Championships in March, saw all our regular competitors from this club win acclaim for themselves, some of it printable and some not so printable, but anyway, if the truth is too dull, I will just lie like I usually do.

The first division of the Rally, or should I say the first competitive section, saw Meg O'Shanesy win the "Whatever you can do, I can do better" award. This was achieved for coming closest to the tree whilst on one wheel, (what better way is there to go?, and after all it was my first rally anniversary, Ed.) although a protest is being lodged on this, on the grounds that it must be easier to steer one wheel instead of two; see para 2 SECT 14b on "Smallmans Law of Irish Mentality")

A close runner-up was Ross (Turps) Moirs driver Dennis Brown who, by cleverly undoing Big End bolts (he must be Irish as well, Ed) made his motor sound like the Sydney Sympathy Orchestra, complete with symbols and violins. Dennis was unable to do an encore in the second section, or any other for that matter. Ann Thomson and Neil McNeil had the "I don't want to play" syndromes, mainly because for the first time in two years Anns draw allowed her to start the Rally on the same day as every one else and that's where she intended to stay. For being able to overcome her emotions on such a good draw, Ann was awarded third place in the award.

Yours truly (Geoff "Stumpy Smallman) and Laurie Garth were disqualified for attempting to hit the judges who were sitting on the Rail overpass some 15 feet above the road. However, prior to that, looked like taking the award outright for their clever rendition of Swan Lake whilst the driver was trying to become master of the new engine. (This guy always fancied himself as the conductor of something, Ed.)



MORE UNDESIRABLE NEWS, CONT.

As the night wore on, this band of galant enthusiasts never tired of their own specialities; Meg O'Shanesy tried to see how many times an exhaust can be welded, and when sick of that attempted the famous "bend every panel individually" trick-- a truly fine effort!!!!!! (She thinks so too, Ed.)

The Smallman/Garth efforts were truly memorable; after mastering the opening of barb wire gates without the navigator alighting from the car, ( Good Heavens, yet another Irishman.) they also went on to confuse the competitors routine by completing the course in every direction possible. Tired of playing that game, they then disguised the Escort as a circuit racer (alright, a DIRTY circuit racer) by lowering the front several inches and lightening the vehicle by discarding starter solenoid, battery and battery carrier, side mirror, oil, mudflaps, and the really tricky trick of discarding as many gearbox mounting bolts as possible (Trying to copy D.B's efforts, Ed.), after all what's a sumpguard for if not for holding up motors etc.?????? They even managed to finish the event and collect equal 3rd Novice.

Turpo Moir and Dennis Brown were seen throughout the night, most people tried to ignore them, but it was a bit hard avoiding them - especially when they were asleep (or paralytic) in the middle of the road. Fortunately, their service crew locked them inside a wire cage, which seemed appropriate at the time!!!!!!\*\*\*\*\*. (Never borrow Turpo's spazzy hat while your driving - - it makes you hit trees and banks and things!!!!Ed.)

All in all, as you can see the 1978 season looks like being better than ever; with any luck the rallies might be O K as well. Just a few pieces of gossip floating around at the moment; the Editor presented Neil Swaysland with a cherry from her hat at the Lutywche Rally presentation. (The cherry fell off after Turpo wore the hat at Biggenden). Ann Thomson is another competitor going overseas for further rally experience-- taking Ross Moir with her as Ross has survived a Tasmanian rally before. The only consolation is that if they get lost, we will have another foreign correspondent.

Another MGCC crew we hope to see a lot more of is Barry Harvey and Hayden George in the Torana-- hopefully next

STILL MORE UNDESIRABLE NEWS

time the Torana doesn't become as independent of it's suspension as it did in the ARC round.

Just a final note-all you rally enthusiasts (and those of you who would like to learn how to drive without a fence keeping you honest.) A B C TV Channel 2 is replaying the film of the Castrol International Rally on Wednesday 31st at 8.30PM; if you enjoy the film, phone the A B C the next morning and tell them so, it all helps to get closer to the media time motor sport deserves.

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GRAND PRIX DE DUBLIN BAY

FROM "AUTOSPORT" DEC 22/29 1977

69 Maurie Hamilton, roving reporter for Autosport for Volume 69, No 12/13, reports on the Grand Prix de Dublin Bay. the major item of contention on the weekend was the entry of a Durex (NOT TAPE) sponsored McLaren M23 which was surrounded by confused Customs Officials and irate clergy. there was hysterical talk of sexual mayhem in the streets if the car was seen; fears were voiced that the nations economy might collapse if Guinness was deserted in favour of women.

The Dublin Bay circuit would be a tricky one- because no-one knew exactly where it went. The Dublin Bay Motor Car and After Hours Brinking Club had decided to stage the Grand Prix, and one evening at Kellys Bar, a course was mapped out on the bar and changed by the pint.

The Start/Finish line was to be on O'Connell's Wharf (outside the DBMC and AHDC Caravan) then turn a sharp right at Lynch's Bar and across the municipal car park to enter Market Square from the south side. (It was the south because that end was downhill.) A quick dash across the square led to the foot of the tricky St. Patrick's Hill and the start of a sweeping climb past Dooley's and Hogan's. There followed a fast right on to the main Ring Road, which would be a flat-out, 2 mile blind - road works permitting. Then a quick right onto the downhill run past the Chapel; followed by a sharp left at McCafferty's Grocery and Bar into St. Mary Magdalen of the Fifth Day of the Immaculate Conception God Bless Good Luck Street.

DUBLIN BAY GP. CONT.

At this point, the layout is a little vague as the scrutineer, Seamus Flynn, wiped his elbow across the bar map. It was decided that a right at Mooney's would be the thing as it brought competitors back onto the waterfront again. Then a quick blast past one of Dublins Stately Homes - the Guinness Brewery - before swinging onto O'Connell's Wharf again (providing the tide was out).

Clerk of the Course was to have been Mick Malone, due to his above average intelligence (once having cracked the High way Code) and his concentrated safety campaign. A strong believer in the "Wear something white at night" theme, Mick dressed himself in white wellies, mac and hat one evening when he was a little tiddy. Unfortunately he was run over by a snow plough.

The EBMC and AHDC had received a varied entry. Damien Magee was to drive a chain driven Trojan with solid tyres, Sid Taylor came out of retirement with a F1000 Lola. Said vehicle had 2 V8 Chevy's in the back of an old Can-Am chassis on the sound theory that, although petrol consumption would rise, the car would be quick enough to finish the race before it ran out of fuel. As the race was to be run under Formule Libre, Derek Daly, believing that to mean Formula Ford with no scrutineering, arrived with his Hawke FF with a DFV bolted on. Louis Stanley promised an entry, but unfortunately it was delayed as BRM were still in the middle of a period of development. Rumour has it that the 1.6 Litre supercharged V16 has finally been sorted. Several saloons were to race including a turbo Zephyr Zodiac for Billy Coleman and a Skoda engined Chevrolet for Arthur Collier. A young racer, Eddie O'Cheever, brought along his miniature car with scaled down DFV and said to be propelled by grape juice and vegetable oil.

You may wonder how Rory "Spinner" O'Dron could set a lap record as this was the first occasion the circuit was to be used. Rory, a construction worker, with a passion for racing, had completed a couple of quick laps by candlelight on his V7 dumper. On hearing of his secret race, the officials penalised him by insisting he carry rubble in the bucket of his dumper as ballast. Late entries arrived from John Watson in a front engined Crossle,

MORE ON DUBLIN BAY GP.

and Gerry Marshall, who after a large gin, was signed to drive a "semi-works big Leyland".

Practice was a hapazard affair as on Thursday the 'timekeeper's watch broke, on Friday the Market Square was full of cattle- being Market Day, so practice was re-scheduled at Phoenix Park which, as all locals know, is absurd as Phoenix Park has a speed limit. So most went back to drinking or Christmas shopping. Motor Sports correspondent, Denis Jenkinson, stood still for 2 seconds whilst shopping was gift wrapped and sold as a little Leprechaun. So, grid positions were determined by a ballot. Derek Daly was on pole as the organisers could spell his name.

Race day dawned and the track was to be opened officially by the Earl of Meath and Most of Mayo who set off in his 1978 model of a jaunting cart de Luxe. This model comes complete with splined shafts, inboard Slumberland springs, toilet and a bar. After 50 minutes, the Earl not having returned, the decision was taken to start the event, Sid Taylor's Lola having twice emptied its fuel tanks whilst on the grid. So, after a final caution "Don't stop at Hogan's, they serve a terrible pint there", the Clerk of the Course dropped the flag thus signalling the starter to change the lights to green.

All were away except for David Kennedy who, being caught in neutral, was unable to find a gear before the light reverted to amber and red. Daly led from McInerney (monotrack Formula Ford) and Damien Magee. Unfortunately for Sid Taylor the 2 Chevys pulled in opposite direction, and thus tearing the Lola apart and leaving a pile of junk on the grid. Watson was quick to settle down, passing Colemans Zephyr and Collier. Up the ring road, the babbling commentator, Rhodes, informed all that Desmond Litterington in a D-Type Jaguar was leading. (Desmond was on his way to a VSCC rally in Cork and was just passing through).

O'Dron was caught dumping his ballast into a foundation for a new block of flats by an official who happened to be peeing out of a rear window of Dooly's, Rory was disqualified but he did claim double time for working on Saturday.

It was at this time McInerney made his move by taking a short cut to the waterfront and the lead. Magee tried the same but the lane way proved too tricky for his Trojan, ending up through the doors of Liam Durkin's Bar. Liam announced drinks on the house; his

DUBLIN BAY GP, CONT.

bar being vacated in seconds as all the patrons scrambled up to the roof. So McInerney led Daly past O'Connell's Wharf until Market Square when Derek passed Brendan. Derek's success was brief for, as the Dublin Bay Cleansing Dept. having failed to perform their duties efficiently, Derek spun on a cow's calling card. The ever efficient marshalls were quick to display the brown flag as the collection vehicle was sent to the accident site. (Inne: Ireland, was to drive the machine, but he was ill with alcoholic constipation- he couldn't pass a pub.

Collier soldiered on in the Chevrolet-Skoda, whilst fastest lap was recorded by local, Eddie Jordan before ramming a pile of potatoes on O'Connell's Wharf. John Watson moved into the lead with one lap to go and took the checked flag twice; to be sure. Kennedy finished second, and McInerney 3rd ahead of Collier. Gerry Marshall, in the "Big Leyland"- actually a single decker Dublin Bay Bus- was holding a mid-field position but gradually dropped back as he kept stopping to pick up passengers. Fifth place was captured by Derek Bell who was almost disqualified for being English. Derek explained that he had raced a Jaguar XJ5-3C, thus convincing the organisers that he must be Irish.

Presentations were given on top of Kelly's Bar where Watson drank his magnum of Guinness from Moet and Shannon, whilst the organisers awaited the arrival of Gerry Marshall to collect the fares so they could pay the placegetters their prizemoney. As the party began to rage, the Earl of Meath and Most of Mayo returned to report the circuit to be officially opened, so racing could commence.

A delighted John Watson, after winning his first Grand Prix for the season, said of his disastrous 1977 season, "I must have done something terrible in the past, like running over a nun or something."

So, if you are in Dublin around Christmas time this year, stay and watch the second GRAND PRIX DE DUBLIN BAY!!!!!!

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RALLY POINTSCORE ( VERY UNOFFICIAL )NAVIGATORS

N. McNeil	I
L. Garth	I

DRIVERS

N. Singleton	6
M. O'Shanesy	3
B. Nixon-Smith	I
T. Peel	I
G. Smallman	I
A. Thomson	I

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BODS AND BENDS

Apparently Kerry Horgan will be racing on 3RD hand tyres for the rest of the year and his \$8 a month budget has gone by the board. The reason for this state of affairs is that the patter of little Horgan feet will be heard in the not too distant future!!!!!! Congratulations to you both.

Peter and Lorelle Frazer have been back in Brisbane and I think that living in the Mulga is having a funny affect on Peter. He's talking of having a Hillclimb in Coonawindi!!!!!!!!!!

Club member, Gregg Hansford has been having a good run over in Europe. He has had a win in Spain, and went on to do well at Brands Hatch.

Whoever make Hondas like to be sure of their engine bearings. The Yellow Car fell foul of the system and it took 3 weeks to decide which of the 105 possible combinations would do. One begins to wonder if they have Irish fore-bears.



FOR OUR NEW MEMBERS

Often our new members come to the clubrooms and sit with a dazed look upon their faces as older members converse with each other in a language which, surely sounds worse than that gibberish called Gaelic. To help you join in the conversation and manage to sound fairly conversant, we have set out below, some of the more common events and a short description of each.

NIGHT RUN

Exercise in alertness conducted through the streets in the city and suburbs. Directions are of the 1st right, 2nd left, straight on variety, and are presented to you in a variety of ways, eg: mud maps, straight instructions.

You also have to answer questions to indicate that you did actually follow the correct route. The only equipment you need is a street directory and a torch. You go in twos - driver and navigator. Usually 1½ to 2 hours long and 20 to 30 miles long. Passengers are allowed, you enter on the night, and they are held on the 3rd Friday of the month.

SCAVENGER HUNT

This amounts to a list of un-obtainable objects to be obtained from some of the most un-gettable places. The route is usually left up to you, the duration is usually ¾ to 1 hour, the number of passengers is limited by the number of seatbelts, and you enter on the night.

MOTORKHANA

A test of driving skill at low speeds. Events consist of a number of short tests involving twisting in and out of poles or markers which are set in various formations. You are timed to the 1/10th second, points are lost for touching markers and you are asked to go forwards, reverse, figure 8 etc. They are held on grass or bitumen and for club events, you enter on the day.

HILLCRIMB

A test of driving skill and car preparation. Our circuit is Mt. Cotton and you run one at a time around the course, electronically timed to the 1/10th second. The field is divided into classes (0-1300 etc.), the cars are scrutineered on the day, and you need helmets etc. You can't enter on the day.

FOR OUR NEW MEMBERS. CONT.

SPRINT

This event usually consists of a flying and standing 400m and a flying and standing lap. It is usually held at one of the race circuits and cars compete one at a time. Once again, the cars are scrutineered on the day, but you can't enter then.

AUTOCROSS

This event is similar to a Sprint -- you run one at a time, are timed, but the circuit is grass. Cars with low ground clearance would find it unsuitable. You can enter on the day.

We hope that the above will help you to sort out the language difference, if it doesn't, then ask another member to help.

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ATTENTION!!! ATTENTION!!! ALL T.V. ADDICTS AND RALLY BUFFS.

THE DATE

WEDNESDAY MAY 31ST.

THE TIME

8.30PM.

THE PLACE

A B C TV

THE PROGRAMME

1978 CASTROL INTERNATIONAL RALLY.

Castrol (Aust) have kindly informed us of the above programme, which they say, is of a very high standard. It should prove to be a very good show.

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FOR SALE

Renault R8 Sports Sedan, 16 <sup>T</sup>S Motor, Modified Suspension, Lightened Body. Dunlop Slicks on 7"rims. This vehicle was originally built by Norm Singleton and has held Class record at Mt.Cotton. Sacrifice at only \$495. Genuine enquiries to Ph. 52 4991 (Bus Hrs).

BOYS AND BENDS

Some very disturbing news-- the 'Escort' Service, which had it's 'maiden' run at Stanthorpe, is now in the hands of the receivers!!!!!!!!!!!! Oh dear, how terrible\*\*\*\*\*

Chris Burke was doing a great job handing out free films at the Motor Show.

The 'Undesirable' element was also there: Sways and Small spent a great deal of time at the refreshment bar, and an even greater deal of time trying to show young ladies how to drive rally cars.

Dale Johnson was seen at Lakeside with a big smile--- all over the wrong end... Dale has since sold the car,

Mal Spiden has had his First Encounter of the Third Kind; by biffing the fence at Hungry, he has joined an illustrious group.

Gary Scott has been having some good luck overseas. He was 8th in his first race on March 19th. Apparently he's finding that the driving style over in Ye Olde Country is rather similar to our National Touring Car Hero's here!!!!!! We also hear that he hopes to compete in the Monaco Formula 3 race which is a prelude to the Monaco GP.

Gary Whittaker seems to have it all together with the Escort. With a 1st at the last two race meetings as well as several good placings, it appears that he'll be quite hard to catch in the future.

Someone whispered that Golliwog had bought an 'FJ', not sure if it's to race, rally or just to look at!!!!!!

Tony Jay's soles let him down at Lakeside-- he lost his footwear in the mud.

Barry Harvey and Hayden George have joined the ranks of the 'Undesirables'. A big welcome to both, and good luck.

The Official Magazine of the M.G. CAR CLUB OF QUEENSLAND.

Affiliated with C.A.M.S. and with M.G. CAR CLUB (HOME CENTRE).

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BRISBANE, Q. 4001.

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Your C.A.M.S. Delegate is Ann Thomson; if you have any problems, contact Ann on 378 1358.

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