

COMING EVENTS

OCTOBER

Friday 27th Free Night

NOVEMBER

Thursday 2nd Night Bitumen Motorkhana at Surfers

Friday 3rd Free Night

Sunday 5th Surfers Paradise Race Meeting

Friday 10th Fun night run (real eezy)

Sunday 12th Motorkhana - Tingalpa

Friday 17th C.T.A.

Sunday 19th Lakeside Sprints (Regs from Committee)

Wednesday 22nd Hillclimb Entries close

Friday 24th A.G.M. - Clubrooms - 8.00 p.m.

Election of office bearers

Sunday 26th Hillclimb - Mt. Cotton.

DECEMBER

Friday 1st Film night - Clubrooms

Friday 8th Ten Pin Bowling

Sunday 10th Lakeside Races

--- oOo ---

Now surely you can find a few things on that list that'll interest you.

NOTE:- The November 26th Hillclimb will require a few working bees. Please help. Arrange a group and see a committee man. Making a working picnic of it.

EDITORIAL

In past years I was always depressed when an editorial came out decrying "club spirit" and hoped that in my year as editor I would not be encouraged to write in such a way.

Just what do you people want to ensure your happiness within the club? What events suit you? What events don't? Why do you pay your fees?

Why don't you go mad and buy a stamp, an envelope and some paper and write to me saying just WHY you don't want to come to the Clubrooms or Club events or working bees? Maybe you could offer suggestions -- because the Committee, that body of non-paid individuals who willingly undertake what have become the thankless tasks of running the Club, are at a loss to know what to do to please you.

This Octagon has assumed the plain black, white and unillustrated form of the issues of past years because it is easier for me and my helpers. I've tried the slack approach that most of the Club members have adopted. Do you like this type of Octagon? I think it stinks. I got no pleasure in producing it. Do your "contributions" to the Club give you the same satisfaction?

The working bee prior to the Queensland Hillclimb Championships was a disaster -- two attended, and they are two who already do 20 times more work than they should in a club of 200. The Championships themselves were very poorly attended. The All Night run was a bitter disappointment for all those who helped to run it. Attendances are slipping hell, west and crooked.

WHY? Contribute, suggest, attend, or compete but damn-well DO SOMETHING to help keep things alive!

November promises to be one of the best Club months

of the year. There is something for everyone on the calendar. Let's see some "new faces", some not so old, and ofcourse the regular old faces. It is getting warm again. Maybe you'll even dare take the hood down.

and, ofcourse, not to be forgotten is the Annual General Meeting. That is an absolute MUST for at that you decide the immediate future of the M.G.Car Club (Queensland Centre) by electing its 1973 Office Bearers. Don't forget - A.G.M. - Friday 24th November.

One more point for those who have forgotten. The M.G.Club Rooms are situated at 620 Wickham st., just above A.W. Parr's. Phone a committee man if you can't find it. We'll help you - we'd like to see you along.

--- oOo ---

NEW MEMBERS LIST

The Committee and members of the M.G.Car Club welcome the following additions to our ranks

Mr. J. Toppin

Mr. J. Harper

Miss M. Henry (ex-N.S.W.Centre)

Mr. D.Abell

A complete list, including the brand of guided missiles they use will be found in the November OCTAGON.

--- oOo ---

ANNUAL GENERAL MEETING
ANNUAL GENERAL MEETING

This meeting will be held in the M.G. Car Club Rooms at 620 Wickham St., Valley on Friday, 24th November, commencing at 8 p.m. It is compulsory for all financial members to attend though formal apologies would be in order.

The main business of this meeting will be the election of officers. The duration of the meeting should not exceed a couple of hours.

Notice of Motion for the A.G.M. must be received by the Club Secretary not less than 21 days prior to the meeting date, and must be signed by not less than 10 financial members.

Nominations for Committee and office bearers as per Notice of Motion except they must be signed by the proposer, seconder, and nominee. All signatures must be those of financial MGCC members. These nominations must reach the Club Secretary not later than 21 days prior to the meeting date.

REMEMBER -- A.G.M. -- 8.00 p.m. --- FRIDAY
NOVEMBER 24th.

This is a meeting you must attend.

NOTE:- Nomination forms and proxy vote forms are included in this issue.

--- oOo ---

OLDIS PERFORMANCE CENTRE'S
1972 QUEENSLAND HILLCLIMB CHAMPIONSHIPS

Our Roving Report - from our Roving Reporter

Sunday 15th October, saw one of the most enjoyable and heavily fought battles that Mt. Cotton has had the pleasure of experiencing for some time. Two records were slashed and many strove to fracture others. With only 29 cars participating in the day's racing together with the allowance of five official runs, all drivers shone outright in one glorious attempt to show their best. One of the most pleasant and fortunate aspects throughout the whole meeting was that very few misdemeanours and excursions occurred. Instead all who spectated were treated to fine visual displays of very fast clean runs.

SPORTS CARS Group B (up and including 1600cc)
Groups A&D (up to and including 1300cc)

John Lungren (Group B) remained unchallenged in his class, as was Ray Quinn (Group A) and Bruce Wasley (Group D). However all drove very consistently for the honour of the A.W.Barr's trophy for sports cars up to 1300 cc. John Lungren in the 1293 cc Mini Speed MkII sneaked the trophy from Ray Quinn in the 997 cc "Space Odyssey" Gemini with a 54.7, while Ray settled down with a 55.3. Meanwhile, Bruce Wasley with a sporting 64.8 in the Sprite sat back, totally outclassed for the trophy, watching Ray Quinn getting 'older'.

RACING CARS (Up to and including 500cc)

It was in this class that many were shocked with the spectacular antics of Brad Hart in the 196 cc Dart Chap-parel ("go-kart" for you enthusiasts). Brad fell right down to 52.0 seconds on his first run to set a new class record, slashing Bob Henricks previous record of 54.6. Bob Henricks even managed to crack this old record with a 54.3, while Gary Newlands in the Concorde F/M settled

back with a 56.7. Chris Lake in the Tardis F/M followed with a neat 58.3 by forging ahead of L.K.Endres in the Dorian F/M (59.3) who only just pipped the ever trying Chris Tims in the VJ. F/M, fighting courageously with a 59.4. However devilish Brad Hart was the victor and he smiled all the way home with the Trend International Trophy.

TOURING CARS - Group E Up to 1300 cc

It was here that the "dirty old fox" of local racing drivers, Graeme Finan (one of the old breed) sent fractures through Joe Camilleri's existing record, by cracking a 55.8 in his Series Production Cooper S. Joe's record stands shakily at 55.6, and with this Graeme's third only hillclimb (2nd in the current car), Joe can be envisaged searching for his old keys. Let's hope so, for Graeme's clean runs were worthy of the Olbis Trophy.

TOURING CARS (Group C Up to and including 2000 cc)

Rob Guyder in his 1098 cc Mini K snapped a class win up with a very neat 60.5, after driving consistently well all day. Settling behind Rob, was Rod McCulloch in the Datsun 1200 Coupe, who set a very clean time of 62.5 Unfortunately, Rod just wasn't able to flash mini-handling out of the Datsun.

TOURING CARS (Group E 1301-1600cc)

Perhaps the most intentional battle of the day was to have been between Lyndon Arnel and Gerry Bezett, both in Escort Twin Cams. However Gerry wasn't able to crack his existing Club record and found Lyndon's "Series" Escort too quick to make any impression on. Nevertheless Gerry drove very cleanly and arduously all day to finally put down a neat 56.0 seconds. Meanwhile, Lyndon Arnel cracked his old record of 54.5 by setting down a 54.0 in his third run, and wasn't able to improve, even after taking a 'partial' course through the nuts. However, his previous time was enough to snatch the Clive Nolan Motor's trophy at the presentations.

SPORTS CARS - Group D (1301 cc and over)

Group A (1301 cc - 1600 cc) Group B (1601 cc & over)

Keith Tufnell (D) in the MGF L completed the day well after a series of very competent runs by settling down with a 60.2. However Tony Best (D) in the Lotus Elan piped him with a very clean 59.1 to take out the class win.

Meanwhile the Group A cars battled well with Ken Peters in the Lotus Super 7 scorching ahead of Bob Yetman with a 53.0. Bob Yetman in the Jaybee Clubman Sports managed a 56.1 to fight back the persistent John Moorehead who scored a brilliant 56.8 in his MGF Special. L. Hawkins in the Racing Mini Moke scored a worthy 57.5 to settle happily behind. The GP Cars trophy for Sports cars (1301-1600cc) was presented to the ever trying Ken Peters, while Keith Tufnell picked up the Keith Anderson Motors' M.C. Class trophy.

The Group B class was challenged solely by Trevor Person in the supercharged Datsun 240Z. As it turned out Trevor became quite disappointed as the 240Z was playing touch and go all day and wasn't performing anywhere near its best. Nevertheless, before retiring, he scored a 59.5 to take out the Keith Anderson Motors' trophy for Sports Cars (1601 cc and over).

TOURING CARS (Group C 2001 cc and over)

This class was to have shown a close battle between Jeff Ferguson in the Fairmont V8 and Fritz Sorensen in the Capri V6. However, sly old Jeff Ferguson had just fitted tramp rods to the Fairmont and this had improved his times surprisingly by roughly 2 seconds. He finally set down a very quick 56.4. Fritz, after an unfortunate argument with the fence in the top loop earlier in practice, managed to follow with a very potent 57.5. David Robinson in the HG Holden came next in a fine display of sportsmanship with a very neat 64.0 seconds. Finally 'big bad' Jeff was crowned victor and scored the Capalaba Towing Service trophy.

RACING CARS (501-1500 cc)

Our man on the hill David Tait ran an impressive 50.1 in his Cooper Ford only to be pipped later by Peter Bull for FTD. David ran in the 50's most of the day, thus enabling him to keep well clear of Bruce LeGarde in the Mini Special, who put down a 56.2, ahead of Ross James' Gavin Imp who followed with a 66.9 before retiring. However David had it in the bag and was later presented with the Ivan Tighe Engineering Trophy.

RACING CARS (1501 cc and over)

Peter Bull in the Elfin 600B F/Ford snatched a decisive win over his only challenger Ian Peters in the Mini Din, who put down a very quick 53.5 secs. However, Peter Bull with his scorching 49.9 scored outright victory thus taking the Golden Fleece Yeronga trophy as well as the Olbis Performance Fastest Time of Day Award.

Olbis Performance Centre also presented awards to the second and third fastest times of day, and these went to David Tait (2nd), and Brad Hart (3rd) in the Dart Chapparel.

All in all it was a very successful day's entertainment, and the MG Car Club thanks its sponsors sincerely for the generosity and interest shown in their financial support of the 1972 Queensland Hillclimb Championships.

Trophy Winners were as follows:-

<u>A.W. BARR'S TROPHY</u> for Sports Cars Up to 1300 c.c.		
49	John Lungren	54.7 secs
<u>TREND INTERNATIONAL TROPHY</u> for Racing Cars up to 500cc		
74	Brad Hart	52.0 secs (new class Rec)
<u>OLBIS PERFORMANCE CENTRE TROPHY</u> for Touring Cars		
(Up to 1300 cc)		
32	Graeme Finan	55.8 secs
<u>CLIVE NOLAN MOTORS TROPHY</u> for Touring Cars		
(1301-2000 cc)		
73	Lyndon Arnel	54.0 secs (New class rec)

<u>G.P. CARS TROPHY for Sports Cars (1301-1600cc)</u>			
30	Ken Peters	53.0	secs
<u>KEITH ANDERSON MOTORS TROPHY for Sports Cars (1601 & over)</u>			
37	Trevor Penson	59.5	secs
<u>CAPALABA TOWING SERVICE TROPHY for Touring Cars</u> (2001 cc and over)			
39	Jeff Ferguson	56.4	secs
<u>IVAN TIGHE ENGINEERING TROPHY for Racing Cars (501-1500cc)</u>			
25	David Tait	50.1	secs
<u>GOLDEN FLEECE YERONGA TROPHY for Racing Cars (1501 & over)</u>			
70	Peter Bull	49.9	secs
<u>KEITH ANDERSON MOTORS TROPHY for MG Class</u>			
38	Keith Tufnell	60.2	secs
<u>KEITH ANDERSON MOTORS TROPHY for fastest time by Qldr.</u>			
70	Peter Bull	49.9	secs
<u>OLDIS PERFORMANCE CENTRE TROPHY for Fastest time of day</u>			
1st	70	Peter Bull	49.9 secs
2nd	25	David Tait	50.1 secs
3rd	74	Brad Hart	52.0 secs

Class Winners

<u>Sports Cars Group B (up to and Incl. 1600 cc)</u>			
49	John Lungren	54.7	
<u>Sports Cars Group A (up to and Incl. 1300cc)</u>			
84	Ray Quinn	55.3	
<u>Sports Cars Group D (Up to and Incl. 1300cc)</u>			
9	Druce Wasley	64.8	
<u>Racing Cars (Up to and Incl. 500 cc)</u>			
74	Brad Hart	52.0	
<u>Touring Cars Group E (up to and Incl. 1300cc)</u>			
32	Graeme Finan	55.8	
<u>Touring Cars Group C (up to and incl. 1300 cc)</u>			
26	Rob Guyder	60.5	
<u>Touring Cars Group E (1301-1600cc)</u>			
73	Lyndon Arnel	55.8	
<u>Sports Cars Group D (1301 cc and over)</u>			
61	Tony Pest	59.1	
<u>Sports Cars Group A (1301-1600 cc)</u>			
30	Ken Peters	53.0	
<u>Sports Cars Group B (1601-and over)</u>			
37	Trevor Penson	59.5	

Touring Cars Group C (2001 cc and over)	
39	Jeff Ferguson 56.4
Racing Cars (501-1500 cc)	
25	David Tait 50.1
Racing Cars (1501 cc and over)	
70	Peter Bull 49.9

--- ooo ---

BODS AND BENDS

Topping the list is a hearty welcome to our Octagon Editor for 1973. Paul Valery has generously offered his services and his talents and dedication will ensure first class reading material for our members. Paul is a regular competitor in all spheres of Club activity. He drives a Toyota Corona and works by day as a mild-mannered draftsman. I hope that all those contributors who have stood by me in 1972 continue with their assistance to help Paul through 1973.

Don't forget the Motorkhana on 2nd November. Yes, it is a Thursday. Yes, it is at night. and it'll be on bitumen. Ask anyone who ran at Ipswich what they think of bitumen motorkhanas and you'll go for sure. Pump your tyres up to 40 psi and they won't wear at all. If you like grass motorkhanas, you'll love bitumen ones. It'll be held on Surfers Race track's main straight under floodlight. Ask Ray Quinn for more details - see you there.

The Lakeside revival turned out to be a big success. With a couple of exceptions, all seemed to have a very good day.

Ken Peters uses water injection (ejection?) to maintain tyre temperature. Shame it also mucks up his adhesion.

Lee Vine made a surprise debut in the Super 7. Look out Rolf (spelt "ROLF", full stop).

Dick Johnson was devastating in his Toranas - he's got to be one of Australia's best.

Who is contemplating a V8 Marina?

Some people towing racing cars seem to try damned hard to give the game a bad name and succeed in making idiots of themselves at the same time.

Trevor Cassett was going well, unaware that he was in for a shock and out for a shocker.

Keith Tufnell is a calm starter. To overcome pre-first-race-nerve, he drapes one hand on wheel and the other props up his head. Three seconds after flagfall, this calmness remains; four seconds, desperate attempts to start engine and release handbrake. Oh well, the best laid plans

Ray Quinn has been asked by the DCA to put a warning light on the top of the pile of tyres, spares, and bits that go in the selling price of the Gemini.

Octagon staff member looking for stolen oilstone. Also seeking person who tried to confiscate axe.

Pete Rayment certainly is getting old. Last hillclimb he had to be driven down there.

Did you notice that rough and ugly mob on top of a poor yellow Thames Truck. They must be in training for the 1973 Grafton trip.

When will Luscious Lib return to do battle with the "Boys"

Don't the Clubrooms look great. Our thanks go to Russell Black for mending the broken furniture. Others responsible were Ray "Stop me if you've heard this one before" Quinn, Richard Rose, Mal "Sadie" Spiden and ofcourse "The Old Man of the Hill."

The Rees MGB can correct for broadsides but what about landslides ?

Q. Have you ever been passed by a sailing ship on the Highway?

A. Yes, but never under brakes.

George Row has "just finished making a plaster cast of my (his) bum for a fibre glass seat" - and now he's breaking all the furniture when he sits down.

Latest car to join the Black Curtain Movement is a certain Premier S/Wagon complete with radio active siren.

Heard about one of the younger club members trying to teach his girl friend to drive. How far did they get? Ah! only to the middle of the swamp.

Who is the clubmember who gets the latest English Magazines but is always the last person to read them - many months later.

Heard about the latest competition between clubmembers. Building engines blindfolded.

You can't get lost on a Transport section.

Keith Tufnell needs sustenance in Hillclimb Practice runs. Takes along a can of soup - lucky it didn't roll under the brake pedal - soup and nuts? UGH.

--- oOo ---

THE OLD TIMES WIN

The telephone rings and the enquiring voice says "Eh listen mate, I can't do this month's night run, could you?"

Mumble, mumble, "Oh, eh, yeh, O.K. - I'll run an old one in reverse".

So 9 brave crews ventured forth or fifth into the wilds of Brisbane with Questions to the left of them,

light poles to the right of them and did they get lost - NO. First stop was just around the corner for an obsolete telephone number, then to the back of Kelvin Grove where Richard Rose and associates were in trouble. It seems the street was conveniently blocked by 2 largish cars. So, reaching into his bag of tricks, he then imitated one James Bond. I wonder if that poor Falcon owner will ever discover how those tyre marks got onto his roof.

Warwick Ormsby and Robert (The black soil specialist) Rees were really enjoying themselves by thundering along in the company's borrowed car - it was the only one which they could acquire that had any petrol. Another deviating pain were Gary Whittaker (with licence) and Neil McNeil whose run wasn't as smooth as most. It seems they had to have periodic stops to retie their sagging exhaust pipe.

As the event found its way into the Stafford region Neil Burnett and Ros Golinski in a borrowed(?) Falcon were observed deviating into Shand St. Wooden spooners (for stirring) John Campbell and Maisie Humphreys (whose name I can never spell correctly) were getting the last miles out of the bald Pirellis - that is until Brier Thomas house was found and John stopped to pick up his Lakeside profs.

Meanwhile "The Merv" that bearded wonder, with REQ (navigator) were quietly (?) motoring (?) along at a sedate 35 when suddenly John Moorhead (INTERESTED OBSERVER) proclaimed that "he had been this way before".

The run was by now well into Wetzig Territory as Roly who was debuting (or whatever it is) his recently rebuilt MB and Don McKay, the world's slowest Gearbox rebuilder were heading back to the clubrooms.

Everyone eventually returned to the House of Sin looking for an organiser to string up. And that's about all I can remember 'cos its 4 in the morning, I'm tired and I want to get some sleep so goodbye and a merry Xmas to you all - whenever it is. "

Results

1.	Payne/Quinn/Moorehead	Ultra Slow Valiant	18
2.	Robinson/Smith	Smokey Holden	26
3.	R.Wetzig/McKay	MGB Scrambler	33
4.	W.Ornsby/R.Rees	Borrowed Holden	39
5.	N.Burnett/R.Golinski	Stolen Falcon	41
6.	B.Kayser/C.Sands	5 door Hillman	48
6.	R.Rose/M.Henry & ors.	Apple Isle Renault	48
8.	G.Whittaker/N.McNeil	An MGB	52
9.	JlCampbell/M.Humphreys	Bald Sprite	53

The last night run proved that these navigators can't be all bad considering the rushed manner in which the run was organised and some ambiguous instructions given the members who went on the run proved that they can really enjoy themselves under any circumstances.

I wish to thank them for their sportsmanlike manner and also for not lynching me.

(signed) One organiser with a slightly lengthened neck.

--- oOo ---

PRE-CHRISTMAS BOATING EXPOSE

For those Club members considering a spot of yachting on their holidays, the Octagon prints this glossary of boating terms. If you memorize these, you're guaranteed to stay on the right side of the plimsoll line.

PORT Facing the bow "port" is on your left. "Port" has 4 letters, so has "left". So "port" is left.

STARBOARD Since there are only 2 side on a boat and port is one of them, it is obviously clear that the other is "left", Starboard is left.

ASTERN Without humour, i.e. "The Captain told

no jokes. He was astern "Captain".

- AMIDSHIPS This condition exists when you are completely surrounded by boats.
- BERTH Sequel to a sailor's favourite port of call.
- BUNK Phoney sea story
- BUOY The floating device you always smack into when trying to avoid the submerged obstacle it is there to warn you about.
- CHANNEL MARKER Tells you which station your TV set is tuned to.
- DINGHY The sound of a ship's bell - "Dinghy, dinghy, dinghy".
- DISPLACEMENT Accidental loss, i.e. when you dock your boat and later you can't find it again, you've displaced it.
- DOCK Nickname for medical man.
- EDDY Another nickname - instead of Ted for Edward
- HEAVE-HO The done thing when you're seasick
- KEEL What the wife does on finding you've bought a boat.
- LAUNCH The meal eaten on board about noon.
- MOOR Amount of people needed for a boat party. --- "The moor the merrier".
- OAR When you have a choice - "This.. or that?"
- PORTHOLE A hole in the left side of a boat - or is it the right side?

TIDE Very, especially after the boat party.

WAKE What friends attend when you've been careless with your boat.

Well, boaters, there you have it. Clear as a fog. No worries with this boating game. Don your Mae Wests. Climb the mizzen mast, and up yours (anchors).

(with apologies to boating enthusiasts such as Keith Anderson, Bruce Ibbotsen, Kerry Horgan, Geoff Anderson, The Miles family, the drivers of the Council ferries, rubber duck owners, Moby Dick and Captain Cook.

--- oOo ---

CLASSIFIED ADVERTISEMENTS

FOR SALE

GEMINI CLUBMAN

Featured front page of September Octagon. This Sports car of great potential is offered for sale. A veritable history attached - ex Bill Gates, Barry Tapsall, John Campbell and more. This little rocket is powered by an ultra reliable 105E Ford motor. Regular class placings. First in class at Queensland Hillclimb Championships. Laps Lakeside in easy 1.44's, Surfers trying in 1.38's and Mt. Cotton 55.3 (pedalling hard). This car comes complete with spare short motor, spare gearbox, diff, tailshaft. Included are 12 assorted 184 compound Dunlops and tubes, many additional spares, well shod registered trailer with spare wheel. In fact a COMPLETE outfit to start racing including approved, as new helmet. Buy this car and all you need is your licence and an entry form. Priced to sell, the LOT for just \$800. Genuine enquiries only to Ray Quinn. Phone 96 5265.

--- oOo ---

CLASSIFIED ADVERTISEMENTS

JOHN STEVENS offers for sale the following articles -
Make an offer if the price is too dear - remember, 5%
of sales to MGCC members goes to Hillclimb fund.

Cortina gearbox with Lotus close ratio gears	\$150
" no spin differential	\$150
" 1500 engine in pieces (complete)	\$ 40
" Hepolite 85mm pistons and rings, suit 1650 or 1100 cc conversion, brand new	\$120
" 120E GT blocks bored to 85mm	\$ 25 and \$ 50
" GT disc brakes with attached Anglia	\$ 75
Valiant Pacer wheels and tyres	\$ 50
Aunger Mags, new Vredestrien radials, plus lock nuts	\$200

Telephone Number 55 6562.

TO ALL WOULD-BE'S BUT NOT-YETS

I am prepared to lend my Anglia lightweight sedan
FREE OF CHARGE to some competent person to prepare and
race. Write to P.O. Box 27, Clayfield giving some details
of your qualifications. Serious persons only please.
You will need to supply a powerplant as I have sold the
engine.

FOR SALE

C.A.M.S. approved AGV Protector Crash Helmet. Reasonable
offers - Phone 96 5265.

CENTAUR FORD Refer advertisement in September Octagon
Price of \$2000 includes 10 YB11 Firestones and spare
wheels. Phone John Campbell 97 4884 (A/Hours)

--- ooo ---

AGAIN MINI PARTS ETC.

Cooper hubcaps, screen protector, standard windscreen,
towelling seat covers. Holden towbars - EJ and HD
Phone 97 4884 (A/Hours)

--- ooo ---

WANTED

Uncracked MGA Windscreen
Small steering wheel for MGA
Phone 56 4718 or 21 6099 (4.30-5.30)

--- ooo ---

WANTED

1100 c.c. Sprite Motor - Contact Mal Spiden

--- ooo ---

WANTED

Mk II Sprite body - Contact Col Sands

--- ooo ---

WANTED

Lots of money - Contact John Campbell

--- ooo ---

TABLE OF CONTENTS

Coming Events
Editorial
A.G.M. Supplementary Regulations
New Members List
Queensland Hillclimb Championships
Surprise Centre Page Pin Up
Bods and Bends
Closed Touring Assembly
How to Boat
Classified Advertisements
Committee and Brave list of Contributors

--- ooo ---

1958
1959

The Official Journal of the M.G. Car Club (Qld Centre)

THE COMMITTEE

		Home	Business
President	David Miles	91 2206	21 2749
Secretary	Joan Appleby	57 1561	
Asst. Secretary	Mike Keown		21 7886
Treasurer	Ann Thomson	78 1368	
Vice President	Ray Quinn	96 5265	21 5422
Committee	John Moorehead	66 7129	
	Peter Raymont	68 3196	52 3129
	Malcolm Spiden		33 5769
	Peter Wetzig	59 3072	
	Terry Green		21 3022
	Richard Rose		41 1311
	Bob Randle		

--- oOo ---

CLUBROOMS

620 Wickham St.,
The Valley,
Brisbane.

POSTAL ADDRESS

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

--- oOo ---

LIST OF CONTRIBUTORS

Editor: John Campbell (97 4884)
Typists: Joan Appleby
Ann Thomson
"Authors": Paul Valery
Ray Quinn
Mal Spiden
Ian Peters
Speed Jordan
John Fraser