

P R O G R A M M E

- May
18th Treasure Hunt
- 19/20 Surfers Paradise Race Meeting
- 25th Tour Night (See page 18)
- 27th Driving School (See page 13)
Motorkhana (no points)
- June
1st Closing of Hillclimb Entries
- 3rd Motorkhana (Renault Car Club) (See page 10)
- 8th Hillclimb night - preparation
- 9/10 Australian Hillclimb Championships
(Bar-b-cue afterwards)
- 15th Treasure Hunt
- 17th Lakeside Race Meeting
- 22nd Open Forum
- 24th Club Run (see next Octagon for details)
- 29th June Table Top Rally
- 1st July Motorkhana
- 6th July Film Night
- 13th Spook Night

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Please note there will be a bar-b-cue after the A.H.C.
Bring your own food, - fire and drinks on hand.

EDITORIAL:

It must be a new month. Joan and Ann are making Octagon noises - they actually got me out of bed (the noises, that is) - and so here is your May Editorial.

Did you go to the Party night? If you didn't you missed a good show but then it was a long weekend and many of you had things planned. The next one'll be on a "normal weekend" so be ready. And boy! did you ever see a closed hillclimb meet like the last one? If you missed that, you missed the best sixty cents entertainment (all day) going in Australia. I've been told the best way to not miss Club activities is to check out the "Coming Events" page of the Octagon. Try it, it's free.

Also, did you know that if it wasn't for the benevolence of Ann and Joan and Vince and Neil and the other Club devotees, this little magazine wouldn't be reaching you. In fact, it wouldn't even reach the planning stages. But they realize its (and the Club's) worth. Be thankful for them, better still, see if you can help them.

Would you like illustrated, newsy Octagons like 1972? Then find a livewire Editor - someone who works less than 55 hours per week - and convince him to keep going for 12 months. Believe me, if I had a forty hour a week job, you couldn't keep me out of it. Someone take it on, please. Let's have good Octagons and some relief for Ann and Joan and Vince and Neil and Peter and Mal, etc. In the words of the old Count, "New blood never hurt anyone".

(sgd) John Campbell
(AGATHODAIMON)
One's good genius)

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Don't forget the Round I Australian Hillclimb Championship on 9/10th June. If you wish to enter and have no form please contact Ann Thomson or Joan Appleby. Entries close on 1st June, 1973.

NUT SHELLS

Our sincere thanks to Kerry Horgan. There was considerable confusion over the appointment of C.A.M.S. Stewards. Kerry stepped into the breach, thereby enabling us to start the meeting. Alan Wheeley took off his flaggies' cap and put on a steward's hat as 1 IC. Wal McGreal hurried back from his son's football match and all was reasonably well.

Comment from Asst. Clerk of Course, Alan Hall, "I've got more in the incident report than I'd get for practice and racing at a Surfers' meeting.

At long last, Pete Rayment broke the 60 secs mark and equalled David Miles MGTC record set in 1969. In the process he not only went nutty but did a spot of haymaking and ploughing.

Without doubt, Barry Smith in the yellow Anglia this year's luckiest. Appeared to rest on one door handle before coming back with a K-thunk onto its wheels.

How many times did Jim Lowe have to bleed off brake pressure on the way home? The Alpha came to a most interesting stop with all four wheels locked.

Jeff Ferguson now carries a crate of engine mounts round with him.

The Black Knight has done it. He's taken home the "silver" after eighteen years of "hunting". Joan wears sunglasses to avoid the glare of Vince and Raymond's smiles. Actually you'd think Raymond won it!

CAMS changes touring car requirements so often that new records are being established yearly - now start breaking them.

Dave Miles took Top Six and was first past a post. Please don't take "a-fence", Dave.

This is the second meeting running when FTD and Top Six Eliminator have been won by different competitors -

which is the way we like it.

Mark Laverick didn't know he'd won his class -- took off before the presentation.

Trevor Bassett going particularly well, especially as he hasn't been to the Hill for well over 18 months.

Bill Randle painfully trying to drive one handed. Stick to Motor Sport Bill. It's much safer than football.

Kingaroy contingent is increasing. Dennis Carroll and John O'Shanesy both driving and George Row there as a speckie. Git that car goin', Garge!

Ian Huth brooding over the manual to see how he can go quicker and stay legal.

Wives of the Gold Coast contingent all joining the Club. Hope this means more lady competitors.

Very poor support from invited Clubs, except for Formula Minor, who are always there in force. At least when a Formula Minor goes into the nuts it can be lifted out - can't it Kent?

Chris Timms took the record for the most miles covered by push-power.

Pete and Mal slept in the new shed Saturday night. Complaint from Rayment that mice ate his breakfast and started on his toes. We breed strong rodents at Mt. Cotton they like their meat "high".

Started to list the nits who fell into the nuts, but there are too many. Just read the entry list and divide by two!

Glad to see Rolf Vine back, and very sorry his diff did an expensive thing.

Mike Keown finally outed the ex-John Campbell Mini and put on a very good display. Let's see more of it.

A pleasure to watch Bruce Briggs in the hairpin.

Thanks to the Social Committee members, Terry Green and Keith Tufnell who got our class trophies for us.

Results are as follows:-

| | | | |
|--|--------------|------------------|-------------------|
| <u>Sports Cars and Sports Sedans Groups A & B 1601 cc & over</u> | | | |
| 27 | B. Briggs | Ford Cortina | 1650 cc 57.7 secs |
| <u>Production Touring Cars - Group C 1301-2000 cc</u> | | | |
| 14 | G. Bezett | Ford Escort TC | 1558 cc 55.9 secs |
| <u>Production Sports Cars - Group D</u> | | | |
| 38 | K. Tufnell | MGB | 1798 cc 61.0 secs |
| <u>Production Touring Cars - Group C Up to 1300 cc</u> | | | |
| 56 | P. Griffin | Morris Cooper S | 1275 cc 56.4 secs |
| <u>Sports Cars and Sports Sedans Groups A & B up to 1300 cc</u> | | | |
| 49 | J. Lungren | Minispeed MkII | 1293 cc 52.5 secs |
| <u>Production Touring Cars Group C 2001-3000 cc</u> | | | |
| 18 | F. Sorensen | Ford Capri V6 | 2994 cc 57.1 secs |
| <u>Racing Cars - Category 1 Up to 500 cc</u> | | | |
| 1 | V. Appleby | VJA Honda | 400 cc 57.8 secs |
| <u>Production Touring Cars - Group C 3001 cc and over</u> | | | |
| 11 | M. Laverick | Charger 770 Auto | 4377cc 56.7 secs |
| <u>Sports Cars and Sports Sedans Groups A & B 1301-1600 cc</u> | | | |
| 46 | J. Moorehead | MG Mazda | 1490 cc 56.8 secs |
| <u>M.G. Class Up to 1500 cc</u> | | | |
| 4 | P. Rayment | MGTC | 1500 cc 59.3 secs |
| <u>M.G. Class 1501 cc and over</u> | | | |
| 38 | K. Tufnell | MGB | 1798 cc 61.0 secs |

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DON'T FORGET THE NEXT HILLCLIMB IS ROUND 1 OF THE AUSTRALIAN HILLCLIMB CHAMPIONSHIPS OF 9/10th JUNE.

IF YOU ARE NOT RUNNING PLEASE OFFER YOUR SERVICES IN AN OFFICIAL CAPACITY, AS WE WILL NEED MORE HELP ON THE TWO DAYS THAN AT AN ORDINARY CLOSED MEETING.

Contact Ann Thomson (78 1368) or Joan Appleby (57 1561)
URGENTLY

Well, in the Octagon in February, we read about this National Meet at Sydney, and being all for MG's, Mum, Dad and us kids decided to have a big fling and dash off to see what this 'meet' business was all about. Must admit when the time came to go, there was only one M.G. in the group and that one not really legal, but we were off to have a good time.

Arrived Friday about midday at the El Toro, took about an hour to be registered with the organisers and in the meantime were offered a 'meal' at the princely sum of \$1.50. After we had dined in style, we decided it was Oran Park next stop for tent raising and settling in. Have you ever seen rank amateurs setting up tents. Nobody seemed to know what went where, and its a bloomin' wonder to me that the three tents stayed secure for the five days

Just ask Libby Sullivan to teach you how to play 500. The children kept Mum and Dad awake, teaching Peter Wetzig and Gary from Newcastle how to play.

Saturday dawned bright and clear for the Race Meeting. Unfortunately, John Moorehead chickened out of racing and had a bruised bottom from kicking himself for not doing so. Racing was very good, even though the fields were small. Handicap races made for very good finishes. Ken and Ian Peters said they had a ball in their events. It was good to see that the Qld Centre had two representatives in it. Saw a group of Queenslanders there (knew them from the brand of drink) - these included Roly Wetzig, Don McKay, Ken Potter, Phil Heath, W. McMurdo and some others.

Went to dinner Saturday night - the whole family - waitress felt sorry for dad with so many larrikins and told him he deserved the Victoria Cross. Ah well, how does he do it and race as well? asked one bright spark.

Sunday brought forth the Concours and the Lap Dash. Some beautiful machinery on display, but only on display. To me, it was a shame to see members of the M.G. Car Club with its aims and constitution, only interested in

displaying their cars, by bringing them on trailers and then not even driving them, and trailing them home again. My idea of the true MG enthusiast is like the member who owned the K3, which was raced on the Saturday, was in the Concours, lapdashed in the afternoon, and motorkhanaed on Monday. He was really a GOOD MG member.

Lap dashes brought forth, John Moorehead (in that naughty, naughty machine), Mal Spiden in the Escort, Peter Rayment in the Queensland Surfing Mini, and Vince Appleby in the baby VJA Honda. Times were very good, and all competitors said they could have gone on driving all night. The Queensland Speckies, Libby Sullivan, Gordon Spiden, Peter Wetzig, Joan and Ray Appleby, might have been the smallest group from any centre, but they certainly made up for it in sound when the Queenslanders were running. John Moorehead came second in the class for others than M.G.'s.

The bar-b-cue at night was very successful, but oh, the N.S.W. beer. Spoiled the taste of the good T-bone and side salads. The delegates missed more than half the Bar-b-cue because of the Delegates Conference which started at 8 p.m. and went unfortunately very long and late, and the bar-b-cue was over by the time they descended from the tower.

The Motorkhana on Monday was very exciting, with every one having varying views on which way would be the best to go, in the first event. Peter, John and Mal drove superbly but in the first event the prize goes to Mal for the lovely wheely done in reverse. Don't acknowledge he's from Qld. Not to be outdone, Peter R did a sliding garage at the finish of the fourth event and lost 5 points. This was rather unfortunate because it lost the trophy for the best other than M.G. class for Peter.

Come the time for dinner dance and Presentation of Trophies. Oh Lord, we have to have a Miss Queensland to represent us in the Miss National Meet. Libby backed out and as she was the only Queensland single girl there we had to think of something. There was time to fly someone

down - John and Libby thought of one - Lexie Milligan and thought she might be enticed to do it. Need I say that although she got the most applause from the crowd, the silly Presidents and Vice-Presidents of the Clubs did not give her the title. Oh, shame, I thought that at least we would bring one title back to Queensland. Never mind, Lexie, I am sure that if you enter the next Miss Queensland titles you will be sure to go on to the Miss Australia contest after your experience in Sydney.

Of the two raffles that were run to help cover expenses of the meeting, John Moorehead was 3 off the T.V. set and actually won the four tyres. I am glad something came to Queensland.

Tuesday morning saw the packing up of tents (done much more professionally than the erecting) and the homeward trek of the campers. I must say that I myself thoroughly enjoyed the whole weekend, and am very glad that I pushed to go down. I hope that in future years we can take a bigger contingent down, and just show these Southern Clubs how good the Qld. Centre is. After all, with such a small representation this year, we managed to come 4th. out of seven clubs in the overall points.

I believe Mum and Dad and number 7 son broke down on the way home, but as we were well ahead by this time that must be their story.

M.G. Crazy.

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DRIVERS SCHOOL
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See Page 13 for details.

M.G. Motorkhana same day, but no points will be awarded towards Club Trophies.

MOTORISTS' PECULIAR ESCAPADES

⊕ Extract from "The Brisbane Courier" 2/9/29

Rightly are complaints made of the increasing toll the motor car is taking in the loss of lives, and the infliction of serious injury, but judging by a return which has been prepared by the Canadian National Railways the most careless and reckless of our motorists are eclipsed when compared with the same class in Canada. Under the heading "Inexplicable Negligence" the C.N.R. supplies some startling information.

Forty-four motorists, for instance, drove into the sides of standing trains. One made a gallant, but quite unsuccessful attempt to drive between two trucks which were being shunted. Seven indulged in the curious escapade of driving their cars along the line, but their enjoyment was marred by meeting express trains. One parked his car on the main line while he indulged in "forty winks", and another left his car on the line while he went to look for a lost grease cap. He found the grease cap, but his car was a total loss when he returned.

A third stopped his motor lorry on the rails while he adjusted his load. A few seconds later a locomotive came along, and the remnants of his load were not worth adjusting, even if the driver had been able to adjust his machine.

Lastly, 325 motor vehicles crashed into gates at level crossings.

Reproduced by courtesy of the "Courier Mail".

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This cutting was handed to the Editor by our worthy treasurer with the following note attached -

I can't remember who gave us this, but he wants it back so keep it carefully. (Ed. Would owner please come forward)

REFLECTIONS ON A ROAD JOURNEY THROUGH AUSTRALIA

While covering some two and a half thousand miles in eight days, I had time for reflection on the road behavior of most of my fellow road users, and the following is the fruits of same.

"The accepted method of overtaking"

If one wishes to overtake a slow-moving vehicle, you should move up behind it as closely as possible - say 15 feet or so, move out onto the wrong side of the road to see whether it is clear or not, pull back behind, think about it, put the indicators on, pull out again, change up (if possible, usually anyone doing more than 5 m.p.h. is in top gear anyway), put the foot down, and having by this time taken up about half a mile of the five eighths mile long straight, hope to get back in before the next corner. This method effectively prevents anybody else getting through.

For some reason simple methods such as overtaking by observation of the traffic ahead are completely unheard of.

(Signed) Richard Rose.

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NEW MEMBERS

The Committee welcomes the following new members. I hope to see you all on Friday nights and at the various events :-

| | |
|----------------|----------------|
| Steve Austin | Mrs. G. Hastie |
| R. Scheikowski | Mrs. K. Keeble |
| Dennis Carroll | Tony Skillbeck |

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The Q.M.S.C. Sprint on 3rd, June is off. We have been invited to the Renault Car Club Motorkhana at Brands Road, Lower Nudgee at 10.00 a.m. The ground can be found by following the RCC signs along Sugar Mill Road, Lower Nudgee.

TREASURE HUNT

Round 3 of the B.T.H. (Botanical Treasure Hunt), organised by none other than our true bushman Blackfellow Pete, was won by the Flying Red Datsun of Squadron Leader Quinn and Group Captain Spiden. This pair was first seen galloping in the Flying Red Horse to the green door at the trots. Failure to be admitted as not being brown and four legged resulting in negotiating the Right Handor and crossing the bridge and XCD at the first set of traffic lights from where they were never seen till the finish. Will this pair be beaten in the next round. This year could see the champions lose their laurels to the fierce competition surrounding this year's magnificent Treasure Hunts.

First encounter of the marvellous tree spotters came at Crosby Park where the lighted Christmas tree of Robinson and Tait were joined by lively Libby in the dog customised Corolla with a fairly new member as navigator Earl Bridger - good to see the newcomers having a bash - (what's this our favourite noted girl member getting to know all the new guys?). Then came the family Renault of Kelso and Rose equipped with what appeared to be a baby seat? who knew where they were headed since they were among the early finishers. Obviously they knew where a BAUHINIA leaf was - P.R. was seen chuckling over his 1973 Guide to Bush fauna and flora.

Much hunting and searching found the Whittaker/McNeil magnificent night-disguised B scurrying through the darkness unlit - should see Lightbulb RX2 or Christmas Tree for a glimmer of light, (Boy those MGB's must have crook lights or was it that Gary didn't want anyone to follow him to his secret hoard of 7 cent stamps). But other competitors were close on his trail.

Worthington and Raper were out in lightbulb showing that if you don't try you don't get any points. Many were lost but Jenson and Rose in the baby blue Scamp knew the tricks, and woke some pleasant natives who directed them to the 7 cent stamp hoard. (How about a Scamp versus the Trans-Ho-Ho at the next Motorkhana). The noisiest Hillman of Kayser and Page did a naughty wheelie (must never do these

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things outside our Clubrooms or the great car god will strike your engine dead!) and headed off into the night never to be seen again. Many started but few failed to finish, like Rob Guyder in PNT 731 (Poor naughty toy) and fiance Cheryl whose story was that they ran out of petrol, blew the map light, and decided to go home early ---- well

Can the Cloth Cap Quinn and Slippery Spiden beat the competition, like Conway's S who were never seen from start to finish, but found all relevant things, or the rest of the triers.

Mr. Quinn pull that cap on harder, the competition is getting harder to beat. Can the Flying Red Horse combination be beaten? Be at the next one!

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W O R K I N G B E E S
* * * * *

This is most URGENT.

Anybody can go down any time with brush hooks and work in the spectator areas on the Hill, or in the middle of the hairpin. You don't need a foreman for this job, just tough hands. Incidentally, John Lungren has offered gloves for workers, which should ease things a bit.

If you're down there and anybody comes to use the brack, KEEP THEM OFF. They could wreck the new surface.

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RACING DRIVERS' SCHOOL

A School for would-be racing drivers will be held at the Lakeside Motor Racing Circuit on Sunday, 27th. May, 1973.

Lakeside Circuit is situated a few miles north of Petrie, itself 15 miles north of Brisbane on the Bruce Highway.

The school will be organised by the Queensland Motor Sporting Club along the lines of the 'Frank Match Schools' of the 1960's.

Organiser, Ken Peters, said "Drivers will be given a morning of lectures on all fields of car preparation. Requirements for the driver and the theoretical approach to race driving will also be covered. The afternoon will be spent on the track with group and individual tuition by experienced drivers".

Participants will use their own cars, and will require a safety helmet and a small fire extinguisher.

Application can be made by 'phoning Ken Peters at 84.2418 or Steve Jackson at 24.4328, or by writing to QMSC, Box 605, G.P.O., Brisbane.

Clothing requirements will be as for Hillclimbs. All safety equipment must be CAMS approved.

A charge of \$10.00 will be made.

QUEENSLAND MOTORKHANA CHAMPIONSHIP

The first round of the Queensland Motorkhana Championship promoted by the Gold Coast and Tweed Motor Sporting Club at the Labrador grounds had 31 entries.

Phil Griffin showed he was the person most likely to win as he finished 3 seconds in front of all in the special event. After the day was over Phil had won by 10 seconds from fellow Club member Jerry Kent.

What of the others? Les Hastie had a shocking day with 3 wrong directions, 4 counting the special event times from which did not count towards the total results. John Bowen retired after the fourth event, cause unknown at this stage. Bob Keeble and John Wilson were battling throughout the day, but when the results were posted the ever-sideways Cortina of Bruce Briggs split the dashing pair of minis.

Bill Randle's day really commenced in tremendous style. The wheelbase for Class A was 215 CMs and the Sprite measured all of 215. So being against 11 assorted Minis and Cooper 'S's and 4 specials, Bill drove extremely well to be placed 7th. in class and 9th. outright.

In Class C were Bruce Briggs who achieved 12th. placing with a 2nd. in class. The ever-slow Malcolm Spiden got a 3rd. in class and REQ who really muffed it right from event one where he scored a WD, claimed 4th. in class and 21st. overall.

All in all a good day. There are four rounds left in the series with best three performances counting towards the championship. Next round will be held on July 1st. and supplementary regulations should be out very shortly.

GRAFTON HILLCLIMB

Part 2 of the M.G. wanderers was the excursion to the Grafton round of the NSW Hillclimb championship. After two days in Brisbane, John Moorehead, Mal Spiden drove those 200 odd miles into Grafton. They were accompanied by one Peter Rayment, making a passenger of himself. Yes, he is trying to conserve his few remaining points. Others to journey were Bruce Wasley in his A/H Sprite MkIII and JRF with Kerry H. travelling first class

Through rain down the Nation's No. 1 Goat Track (especially the NSW part) Grafton was reached in the remarkable time of 2.30 p.m. After a three hour wait, during which time a dozen cars were scrutineered before us, the scrutineers passed our cars, and so we went on to dinner where Fraser had consumed the last remaining lobster, much to the disgust of the "Lone Ranger impersonators". Yes, dinner certainly was enjoyed this year, Quinn had been left at home.

The turning point of the evening was the appearance of a so-called comedian which was accompanied by the disappearance of the bananabenders to the sinful pokers all lost.

Soon it was beddy byes time and all hoped for a peaceful night, but not so as the Vice President and a rebellious basketball player on opposite sides of the road were exchanging pillow blows. Dear reader, you may hear these two blame the whole episode on sweet innocent me, but I can assure you I did not strike the first blow. Finally all disturbances dies with the news of a new day. All too swiftly night was infiltrated with the first shading of light.

Dawn was announced by loud hammering upon the door followed by the order "Open the door on your side". "I haven't got a door on my side", came the reply. Whilst this nonsense was taking place, the unregistered guest lept from the sleeping bag to the security of the locked bathroom as the evidence of occupancy was quickly hidden. Ah ha, false alarm. All that appeared at the open doorwa

was the Super oldie himself from Room 30. Enough of this, we came for the Hillclimb. Upon our arrival Russ Black informed us he had captured the distance record for the Brisbane to Grafton journey - 10 hours without getting lost or stopping.

As starting time approached, the weather watchers were hopeful of a break from the drizzling conditions that had prevailed since early Sunday morning. JRF looked sad as the 47 sat with its Dunlop slicks and cold plugs.

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DAY TOUR

SUNDAY, 24 th. JUNE, 1973

starting from Club Rooms

organised by Social Committee

MORE DETAILS in the NEXT OCTAGON ...

DON'T MISS IT!!

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MUMBLINGS FROM EVENTIDE

(from Mrs. Fitzsimmons)

Well folks, it's the old brigade from Eventide just back from chilly old Grafton. Yes, old KFH and I finally made it home.

Funny thing about KFH, I never knew he took one of those bottles to bed with him - bladder must be weakening.

You should have seen the welcome he got at the RSL Club when we arrived for dinner on Saturday night - "Cor Lumnee" says the officer behind the desk "its Gunner Horgan from the Boer War", and didn't we fix those young devils in the next room at the motel - Rayment, Spiden, Moorehead and Sinful Lib. We sure got 'em up early.

Naturally the Grafton hospitality lived up to its reputation, and in spite of a tall first gear the tottering 47 and driver tottered up the hill in 32.9. John Moorehead took the award for best driving with an extremely good 34.65 while Spider recorded an impressive 38.32 in the Escort.

Sinful Lib recorded her thoughts, about getting up so early. Bruce Wasley driving his immaculate Sprite also did well with a 38.18. Murray Bingham flattened everyone with a rip snorter time of 27.93 to take FTD.

Went to the Gang Show last Saturday with some other oldies. Geoff Hawley (and Kay - she's not old) Past President of the Club and still looking a spry 36 (heh, heh). Geoff drives an immaculate BRG XJ6 these days - real nice too.

Also heard a story about Mort Shearer, who apparently went down town with Nancy one morning, and while she was busy shopping, our distinguished friend whizzed down the road to the Gardens to pay a visit. Seems like some certain gentlemen who inhabit the toilet area were especially interested in the dashing TF type driver who had his wife's handbag dangling sexily from his hand. Hmmm.

McCarthy tells me he has had Lester Whittaker and Friend? staying for a while - but now that they have left he can walk on the floor again ????

Also hear that Barry Foley had a couple of shaves with the Armco in the new Clubman but came second in initial race of season.

I am also happy to report that the 47 now resides in the garage at Stafford Road - complete with Sprite spares, cane toads and sundry cockroaches.

Gary Whittaker taking off round Australia with Neil McNeil on two month's holiday - how lucky can you get?

Russell Wright takes award for most lairy crash hat - it doesn't comply, but so what?

The General has become complacent or is approaching middle age. His matured driving style raised no eyebrows even the stop watches were bored. Let's see more Muffit - action - like his first run.

Anyway, that's all from eventide this time.

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TOUR NIGHT

This will be a tour of the Courier Mail and we MUST have a party of 15. No more, and please not more than one or two less. Give your names to Jean Appleby or Neil McNeil if you're going.

Meet at the Clubrooms not later than 8.15 p.m. or at the Courier Mail, Campbell St., Bowen Hills at 8.30 pm.

If there are too many, Neil will take another party round later in the evening.

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BODS AND BENDS -----

A recent MG party was invaded by 2 elderly type chaps complete with ear horn, walking stick and knobbly knees. Next party is a Spook night. Fancy dress is optional so if you wish to come in your options that's all right with us.

Russell Black's new Holden Ute certainly has a bet of power in the straight bits, but seems to lack in the cornering department.

Rayment didn't forget the champagne or the Record on May 13th, even if he did forget it at the National Meet.

Phil Griffin's immaculate Cooper S is now two tone. The offending area is the right front wing. Apparently Wil Carole did it somewhere in Surfers Paradise - and after being the fastest lady competitor at the Motorkhana too.

Rather unusual ground conditions at the Motorkhana. One large patch was soggy, whilst 20 feet away the ground was dry and very hard.

Bill Randle now comes prepared for anything. At the first round of the Motorkhana Championships Bill carried a spare diff, axles, oil, wheels, windscreen, food, helmet, goggles, water and anything else that could possibly be shoehorned into the sprite.

Who broke his "G" string at the party. Poor Chris Swindell had to retire his guitar from active service.

The sign on a reddish Celica changed throughout the day from Libby to Uby to Obby to Buby and finally Booby.

Corolla is dead - long live Celica.

After two and a half years of driving the first accident occurred. It then took two and a half days for the second. So the third should happen approximately -
CRUNCH - Ops Neil.

Hon. Treasurer must have a hate on Russell Wright. Left him out of Solo Rally results and then didn't make him eligible for MG award at Hillclimb. Anyway he got 4th in class at Caboolture and drove the only MG there.

Derek and Marie Finter are leaving us to live in Sydney. They are amongst our most reliable hillclimb workers. Derek as starter and Marie as writer up. Paul Raper is training to take over derek's job.

Congratulations to Jan and Greg Sked (Secretary and Assistant Secretary to E.S.C.C) on the birth of a son.

Andy Hockley and Bob Shadforth went out to do rally service crew. Spent most of the night comfortably asleep in motel.

Kay Hawley back on the timing job. Can't do without you, can we?

Martin Eggesfield ex Mini K. Now has an Escort Twin Cam.

Further deviations from Richard Rose. Two Armstrong Siddley (is that really how it's spelt) valve seat inserts outserting themselves.

Thanks to Trevor Dowdle for recent substantial assistance to the Club.

Warwick Ormsby now at Esso, Fery Grove.

Hear Mal is getting a candle in a bottle for his birthday.

We have lost Tony Voevodin's address. Somebody please help.

Peter Bonenti back in Brisbane. Believe his very nice clean 'S' is for sale.

Our Northern explorer, Bob Randle showed up in the Clubrooms last Friday.

CLASSIFIED ADSFOR SALE

M.G.B. - 1971 - soft top- white with black trim.
14,00 miles.

Condition - Body Excellent - duco first class
 Engine Professionally tuned
 Tyres Dunlop Radial Aqua Jets
 2 weeks old

For further details contact Mrs. B.J.Hamill,
55 Ivy Street, Indooroopilly. Telephone
 Home 70 8952
 Bus. 31 1611

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INTERESTED IN IMPROVING YOUR DRIVING
SKILLS?

(For Road or Competition purposes)

Then Contact John Fraser - Queensland Proprietor
of the P.W.A.D.S.

Phone Gold Coast 075 351951
Brisbane (Mondays) 57 1380

Half Day courses -- only \$15.00

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Bods and Bends (Cont)

It is rumoured that Ray Quinn's check driving hat
walks, talks and can see in the dark.

John Moorehead was very impressed by his first open-
wheeler drive. Any plans, John?

The official Magazine of the M.G. Car Club (Queensland Centre). Affiliated with the Confederation of Australian Motor Sport.

The Committee -

| | | <u>Home</u> | <u>Business</u> |
|-----------------------|------------------|-------------|-----------------|
| <u>President</u> | - David Miles | | 21.2749 |
| <u>Vice-President</u> | - Peter Rayment | 68.3196 | 36.5646 |
| <u>Secretary</u> | - Joan Appleby | 57.1561 | |
| <u>Assist. Sec.</u> | - Mike Keown | | 21.7886 |
| <u>Treasurer</u> | - Ann Thomson | 78.1368 | |
| <u>Club Captain</u> | - Mal Spiden | | 33.5769 |
| <u>Committee</u> | - Terry Green | | 52.1981 |
| | - John Moorehead | 66.7129 | 21.3899 |
| | - Neil McNeil | | 52.6415 |

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CLUBROOMS

620 Wickham Street,
Fortitude Valley,
BRISBANE.

POSTAL ADDRESS

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

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The Committee wishes to thank all those who helped to get this Octagon out to the masses.



WANTED:

SIGNS WRITTEN
FOR
HILLCLIMB

