

P R O G R A M M E

DEC;
Fri. 22nd Club Meeting Night

Fri. 29th Clubrooms Closed

JAN. 1979

Fri. 5th Natter Night - Club Rooms

Sun. 7th Working Bee - Mt. Cotton - Ring 30 3148*

Fri. 12th Natter Night - Clubrooms

Sun. 14th Working Bee - Mt. Cotton - Ring 30 3148*

Fri. 19th Navigation Run - Clubrooms 8.15p.m.

Sun. 21st Working Bee - Mt. Cotton - Ring 30 3148*

Fri. 26th Natter Night - Clubrooms

FEB. * Check with Peter Rayment before going down.

Fri. 2nd Film Night - Clubrooms

Sat. 3rd C.A.M.S. Dinner -

Sun. 4th Q.M.S.C. Sprints - Lakeside

Fri. 9th Natter Night - Clubrooms

Fri. 16th Navigation Run - Clubrooms 8.15p.m.

Sat.Sun. 17th/18th Surfers Paradises Races

Fri. 23rd Natter Night - Clubrooms

MARCH

Sat.Sun 3rd/4th - M.G. Car Club conduct the Q.R.C.I
Q.R.R.S. 11 RALLY

Fri. 9th Annual Dinner & Presentation of Trophies

.....

COVER PHOTO

- of Rod Hiley in his MGK3 at the All
Historic Lakeside Race Meeting 11th/12th November -
Story Pages 18 & 19 more photos in centre and back
cover - all taken by Keith McConnell - thanks Keith.

EDITORIAL

Dear Members,

Salutations and felicitations to everyone once again and yes holidays were very nice thank you! Several things have been happening. 1st thing is the Club Room situation - we are in temporary rooms at the New Farm Park Kiosk (per kind favour of Dennis Purdy) and you almost need night run instructions to get there.

The 2nd happening is that the All Historic Lakeside Meeting has been held and was very successful. A tremendous effort was put into it by the organising members and I'd like to thank them and all of you who went along to help. I'd also like to thank the other clubs who offered assistance. The publicity was even better than that for a National Lakeside Meeting and media coverage was quite good too - up until Monday!!

Our Annual General Meeting was held last Friday night and the results of the election of office bearers is shown on the back page of this Octagon.

We seem to have started our own "Silly Season" of motor sport here in Q'ld - people are building new cars, resurrecting old ones, changing brands, retiring and unretiring and so the New Year is shaping up and should prove to be a very interesting and competitive 12/12 in all forms of the Sport. I for 1, though would like to see a big redirection in the number of protests and the amount of back biting which seems to have afflicted the sport this year. (Yes it is only supposed to be a Sport -D) .

Once again, the call goes out for the position of Editor. Due to my commitments with rallies etc. next year and the amount of time I will be spending getting myself fit and helping to prepare the car for the Repco Reliability Trial, I will have next to no time at all to put together a magazine. This is not fair to everyone as the magazines are not as regular as I would like them to be now and would be even worse next year!

Cont'd..

EDITORIAL CONT'D.

Editing is not hard but it does take some time - like 3 or 4 nights a month. Delia is, at the moment, assisting in a big way in the typing, and I'm sure she'd be willing to help a new editor in the same manner. (Yes I shall -D)

So all you aspiring writers, collectors of material etc., stand up and one of you become the Ed!!

As this is our last Octagon for the year on behalf of the Club, Merry Christmas and all the best for 1979.

Meg O'Shanesy.

MG MG

CLUB REGALIA

FOR SALE - Attractive MG T/Shirts -\$5 each.

- Cloth Badges -\$2 each

Both items really good value

See Peter or Delia Rayment

At the Clubrooms or Phone 30 3148

XXXXXXXXXXXXXXXXXX

PRESIDENTS REPORT

The club activities this year were once again controlled by the committee elected at last year's Annual General Meeting. During the year the committee have worked quite harmoniously and well. I would like to express my appreciation for their co-operation and support.

EVENTS

This year has been a busy one from the point of view of the number of events held. The first major event of the year was the Apple and Grape Harvest Rally which was a success from both the competitors and the financial side. A special thanks to all of the people who helped.

The other major event apart from the Hillclimbs was the first ever All Historic Lakeside Race Meeting in Queensland which the club promoted. This was the first Race Meeting that the Club has promoted in 19 years and proved to be a very successful meeting. Once again there were many people who helped, without whom the whole thing would not have been possible, to them many thanks.

However attendance at Club events has been below average although a slight improvement could be seen in the latter half of the year. We all must remember that the support of members by participation in events provided for their pleasure, is essential for the well being of the club.

HILLCLIMB

The first Hillclimb this year was the Queensland Championships in June which were sponsored by the Friends Provident Life office, who helped us to make the meeting financially successful, as well as competitor wise. We must however attempt to gain more support from the local circuit drivers and this is being done by upgrading the track and return roads. We also hope to improve all other facilities at the Hillclimb by early next year. The clubs Hillclimbs this year were still recovering from the break caused by the fire although the Iron-Man Competition orgained in July is gaining popularity every year.

Cont'd.....

President's Report Cont'd.FINANCE

Special details of the Club's financial standing will be found in the Annual Balance Sheet and the Treasurers Report.

THE CENTRE MAGAZINE

The Octagon this year has continued to keep the members informed of the news of the Club. It has been under the Editorship of Meg O'Shannesy for most of the year with Delia and Peter Rayment helping out considerably. I would like to thank all of them for the many hours they have devoted to the Octagon.

MEMBERSHIP this year was a little higher than last, with a significant increase in the M.G. ownership. But we must continue to try to encourage new members.

As you are all aware we were forced to move out of our old clubrooms earlier this month, as the building has been sold. Every endeavour is being made to have new clubrooms by the new year.

In closing I would like to thank all of our members for their part in promoting the Club. Next year promises to be quite eventful and interesting and I trust that each and everyone of you will be with us to share it.

Neil McNeil,
President.

UNDES RABLE NEWS

By your raving correspondent
Stumpy Smallman.

Quite often one hears derogative comments in the respect of the mentality of rally drivers (who said I was illiterate) but I can assure you that when the necessities were being handed out spectators, control officials, service crews and organisers were way down the bottom of the list. For first hand experience I decided to volunteer the services of Beth, brother Geoff and myself to assist with the Yokohama Tyres Warana Festival Rally, for second hand experience I would have stayed home.

My first official duty of the day was to delegate Beth to buy the sandwiches whilst Geoff and I mingled amongst the competitors keeping them at ease by offering such comments as "good luck, yer gunna need it ha ha", and "at least you don't have to worry about Speed Kills in THAT" - more hysterics. Anyway er enjoyed ourselves immensley but it was becoming obvious that pre rally nerves were beginning to take the better of some competitors so we departed to set up our start control.

This was my first opportunity to try to organise rally crews and although it has never been achieved before, I did try. The first difficult instruction I gave them was to form a queue - yes, that's right, one behind the other, oh, good boy yes, I'll tell your Mummy how clever you are, yes your navigator can hold your hand, Right, now just sign here, DONT chew it - wouldn't help if you let go of his hand, oh I see he helps you sign, I'm sorry I need a signature not just a X, that is your signature oh well.

Next on the agenda, was the official publicity start, and it was here that I really excelled myself by posing for the TV cameras giving my you beaut rehearsed Le Mans type flag dropping start. Unfortunately someone gave the flag to the Miss Warana contestant so I had to make do with a piece of toilet paper, however by positioning myself between her and

Cont'd.....

Undesirable News Cont'd

the cameras I'm sure I won. The only thing that marred the whole start was that unbeknown to me the competitors had organised a sweep stake on who could drop wheelies the closest to my left foot, and after the first ten cars I cleverly decided to remove my right foot from in front of my left foot.

After seeing that all the competitors had safely negotiated the Chermside Traffic lights we decided to journey on up to Gympie as the second division route cars found their way into the boot of the Troana, along with necessary VRC boards and clocks.

To break the monotony of Beth and Geoff snoring, I decided to drop in at spectator point and offer these lesser mortals a running criticism of the competitors. Now being an experienced rally driver myself, I knew exactly where to stand, knowing the type of lines these drivers use. After watching all the crews do their "thing" I clambered down out of a very prickly pine tree where I was forcibly deposited by car No 1 and headed up to Gympie making a mental note to explain to all of the competitors where they were going wrong.

On our arrival in Gympie we discovered two MG Car Club members notably John Hall and Clarrie Harrison clutching some of Mr XXXX's stubby bottles and looking very down hearted as they were empty, and apart from that Johns car which was setting up the controls had developed a big miss. (I'm not going to tell them it's an Escort John). After thoroughly checking the tyre pressures, windscreen wipers and hub caps, we had no alternative but to send Clarrie, Beth and Geoff back to Brisbane whilst John and I continued the search for XXXX and set up controls in the Torana.

Now apparently the idea when taking control officials to their designated position is to loose as many on

Cont'd..

Undesirable News Cont'd.

the way as possible . This is a tremendous game, especially when the set up car is the only one with maps. Several methods can be employed in doing this, and I will list a couple that may come in handy for future reference, a/ doing unexpected U turns on narrow roads and watching fifteen cars try to negotiate the same without touching panels, the idea is to carry this manouver out several times in a short space of time to make sure confusion really ests in. b/ a fairly common method is that whilst travelling on dirt (must be narrow) roads is to stir up enough dust to make visibility difficult and use your left hand indicator when turning right, and vice versa. One other method which must only be attempted by the very experienced is to turn off your headlamps when approaching T junctions. This must only be done when you have time to spare as it takes hours to rescue the ones that go straight ahead. Some people think I'm SICK. After falling miserably on the above John and I were sent home via Nambour Hospital where we were required to cheer up Barry Mann who was injured whilst falling down a sixty foot hole in his rally car - a very new ex Gerry Ball rally car in fact. After rescuing him from a Nurse of very large proportions we waited with him until his service crew arrived. Actually after we arrived Barry started to look progressively worse, it was probably when John asked how he was getting along with his wife, or how much did the new car cost.

Anyway back to Brisbane in time for a couple of hours shut eye, a shower and over to Chermside to operate the finish control, and collect the tales of woe from our members who competed.

Dennis Brown/ Ross Moir had already arrived and although plagued by problems throughout the night still could raise a laugh, until Ross remembered that his car keys were in the service van at Slacks Creek and Ross and his car were at Chermside.

Meg O'Shannesy finished well, and as always Meg is one

Cont'd...

Undesirable News Cont'd.

of the very few competitors that doesn't hop out of her car with an arm full of complaints, that's something I wish was contagious amongst rally crews.

Barry Harvey is missing presumed lost - come in car 42 your time is up.

Norm Singleton in his Fiat deserves a hard luck award as well, Norm was doing extremely well when his front end broke two sections from the finish.

The same goes for Ann Thomson and Neil McNeil who broke something that Ross Moir said can't break, all that happened only a couple of sections from the finish as well. This year the only reason Ann has had more bad luck than me is because she has entered more events. Next Year Ann *****

Gentleman Jim Reddiex in the Citroen is the provisional winner, as long as he keeps sharing his champers I'll keep calling him a gentleman.

FOOTNOTE. IMPORTANT. PLEASE READ AND DIGEST(mentally) The M.G. Car Club of Queensland will be organising the First round of the Queensland Rally Championships next year, to be precise on the 3rd and 4th of March. Obviously every assistance given is going to make it a better than ever event. Please put that week-end aside and lend a hand, and please don't be shy.

MG MG MG MG

FOR SALE - MGB 1969 Mk 11 "No Overdrive". Snow White - Hard and Soft Tops and Tonneau Cover - Radio and 8 Track Sterio. Motor was reconditioned 12 months ago by R.L.C. Capalaba - Goodyear Supersteels. Overall good condition. Phone 398 1746 A/H pr 229 4355 O/H Julie. Price \$4,3000.



G. SMITH MG TC



D & S HORSEY MORGAN AERO



N. BICE LEA FRANCIS



K. POTTER MG TC



R. WELLS MAC HEALEY



M. REID G. REED SPECIAL



G. SMITH LEADS A. TAYLOR



N. TUCKEY FERRARI



M. SPIDEN MG TD



T. LANDER SMITH LOTUS 6



MCDONALD LEADS TUCKEY



K. SHEARER FORD A SPL.

NOV., DEC., 1978

CENTRE PAGE PHOTOS

The preceding photographs were taken at the All Historic Lakeside Race Meeting on the 11th and 12th November, 1978. By courtesy Keith McConnell.

MG MG MG MG MG MG MG MG

URGENT NOTICE TO MEMBERS

CLUBROOMS

We are currently looking for new clubrooms.

If YOU are able to provide any assistance by either knowing or somewhere that is not too expensive or providing funds to enable us to develop them.

Please contact a member of the committee NOW!!!!

MG MG MG MG MG MG

YOUR MEMBERSHIP IS

NOW DUE!!

FOR A BIGGER AND BRIGHTER

1979

TROPHY WINNERS FOR 1978

Congratulations to the following people, your trophies will be presented to you at our Annual Presentation Night on the 9th March, 1979.

NIGHT RUNS

Navigators - Julie Findlater

Drivers - Greg Findlater

MOTORKHANAS

Glen Carpenter

- Keith McConnell

GROUP D SPEED TROPHY - Ted Peel

SPEED TROPHY - Anthony Jay

TYPE TROPHY - Don Webster

LADIES TROPHY - Julie Findlater

BEST M.G. - Don Webster

BEST ALL ROUNDER - Keith McConnell

RALLY TROPHY

Navigators - Ross Moir

Drivers - Ann Thomson

RACING DRIVERS TROPHY - Dick Johnson

.....

FULL results for each individuals points next edition of the Octagon.

MT. COTTON -26thNOVEMBER

Practice forshadowed the close day that was to follow. Robert Pidgeon 50 neat was quickest ahead of Chris Lake 51.2 and Bruce LeGarde 51.6.

Group A up to 1300 saw a battle between the Clubman of Steve Austin and Noel Constantine (A/H Sprite 1293). Unfortunately it ceased to be in the second run as Steve's chances were deflated - the cause - his left fronttyre. Noel continued to improve his times to a 51.7 and a class win from Steve Austin 53.9. Bob Cossor, after a spin in his newly painted Honda Sports claimed third place (60.1) ahead of Jan Constantine in the Sprite who recorded a best run of 63.6 seconds and Bev Cossor (Honda on 64.8 seconds). The bigger Group A class was awarded to John McConnell who piloted his Cortina engined Sprite around in 58.0 seconds to lead Jean McConnell (same car) (best run of 66.7) to the class win.

After several attempts to conquer his slicks, his mini under brakes, and the hairpin, Kevin Heffernan recorded some good runs to secure the class. His best times were 56.5, 56.6 and 55.7.

Barry Smith gained second spot with a 57.3 sec.run with his Cortina, which is still giving Barry exciting moments under brakes. Jon Finn produced some consistent runs 57.8, 57.7, 57.9 but was unable to catch his two adversories despite a bit of "grass cutting".

The bigger capacity class saw the return of two former regular competitors. Barry Nixon-Smith in his rally Torana SLR and Barry Wraith with his faithful Anglia re-owned re-built re-painted and re-entered, this time in supercharged form. Barry Nixon-Smith won the class 56.5 from Barry Wraith 56.8.

With victory in the O -1300cc Group C class A.Jay (Tony) clinched his second successive Speed Trophy again by 1 point from John Heffernan. John English looped 1.5 seconds off the record of Martin Eggesfield
Cont'd.....

Mt. Cotton - 26th November Cont'd

to leave it at 53 .0 seconds.

Kim Flesser followed in his street twink Escort with a time of 57.1. Whilst Keith McConnell used wife Alisa's automatic shopping Corona to stop the clocks at 62.9. Ken Blanchard captured the middle class with a 57.9 sec. run in his Capri. The over 3 litre class fell to John Heffernan with three runs of 57.1, 57.7, 57.7, in his GTR ahead of a rather smoky hairpin performance by Cedric Walker on 62.0.

Greg Marshall won the Group D class (59.9 sec.) behind the wheel of his Sprite Mk iv with Allan Randall's MGB (65.6sec.), Julie Marshall (Sprite Mk iv) on 67.4 and Julie Findlater (MGB) on 68.7 secs.

Doug Partington joined the ranks of record holders by lowering the Vintage record to 54.4 secs. Dough kept the Lynx Formula junior ahead of the spinning Mike Ovens, Sprite (64.3 secs.) and Alwyn Keepence, Austin Healey 100(BNI) on 69.5 secs.

The Racing class became a Pidgeon family day as pappa Jim was victorious on 48.2 secs. ahead of son Robert on 48.4 secs. After some initial troubles with gear selections, the Volvo Special was able to be punted around the loops to score the 1-2 victory 1/10th second quicker than the BSC Mk 11 of Bruce LeGarde(48.5 secs.). Tom Poots in his Southern Cross Buggy (49.8 secs.) was next.

Chris Lake, Petite Escargot (50.0secs.) just ahead of Peter Rayment, Cooper-Ford 50.1 whilst Paul Raper peddled his CMS Vee for its first appearance at Mt. Cotton toa 61.5.

Top Six Eliminator saw Bruce LeGarde crack into the 47 seconds barrier with a 47.8 second drive - 1 run too late for FTD unfortunately. Robert Pidgeon was second; even quicker then his official runs on 48.1 secs. Peter Rayment on 51.1 ahead of Noel Constantine on 51.6 secs. Tom Poots stopped at the hairpin first time whilst Chris Lake spun

Cont'd....

Mt. Cotton - 26th November Cont'd

away his chances in the second loop.

So another successful year finished with an expanding number of hillclimb specials.

We look forward to 1979 with great enthusiasm as we will be holding the AUSTRALIAN HILLCLIMB CHAMPIONSHIPS on the 9th & 10th JUNE, 1979.

M.J.S.

MG MG MG MG MG MG MG MG MG MG MG MG

As Malcolm has just mentioned

THE AUSTRALIAN HILLCLIMB CHAMPIONSHIPS

Shall be Held

AT MT. COTTON BY

THE M.G. CAR CLUB OF QUEENSLAND ON THE

9th and 10th JUNE, 1979

PLEASE Make Note of this date on your calendar of events now!! & PLEASE lend YOUR support for this event either by working at working bees;
or Working on the days;
or Entering your car - and enjoying it.

CONTACT A COMMITTEE MEMBER IF YOU WANT TO DO EITHER.

THE ALL HISTORIC

By M.J.S.

The Grid position for the feature race were - Ted Peel - Lynx Ford on 64.6, John McDonald - Tornado 68.2, Noel Tuckey - Super Squalo Ferrari 68.5, Doug Partington - Lynx Formula Junior 68.5, David Bruce - Lynx Formula Junior 68.9, Paul Trevethan - MGA 69.2, Greg Smith - TC Special 70.8.

No, the race did not take place in 1959 - but at our Club's race meeting at Lakeside on 11th and 12th November 1978 - 19 years after our last race meeting.

Saturday morning and early afternoon was for practice followed by the first of four events. All competitors were able to compete in one race/trial on Saturday, the first being the Plastech Regularity Trial which was awarded jointly by Rod Hiley in his MG K3 and Howard Kenward in his Wolsley Hornet, as both lost 6 points. Third being Owen McNeil in his MGJ2.

The Ivan Tighe Engineering Scratch Race for Group M and invited Historic Sports and Racing Group L was won by Noel Tuckey (Ferrari) from Doug Partington (Lynx) and Paul Trevethan (MGA). Race 3 - the Don Kyatt Spare Parts Scratch Race for Historic Sports and Racing Cars in Group L with Group J and K saw Malcolm Reid (Reed Special) lead Kevin Shearer (Ford A Special) and Dick Vermeula (Ford Special) over the line after a close tussell.

With the Motorcycle Regularity Trial came the rain, the event still being held with several riders in their rain-coats. So ended Saturday with all eagerly awaiting Sunday.

Event 1, Sunday saw a tremendous Handicap finish, thanks to the homework of Jim Peters. Kevin Shearer was the victor after using all the track plus the grass to scramble past several competitors. In the second lap Malcolm Reid tripped and fell 4 times in to the Karrousel but after he'd applied hammer to rim the Read Special was back on the grid.

Cont'd...

The All Historic Cont'd.

Abingdon Motors Regularity Trial was won by Henry Anderson in the Overland '79, Owen McNeill MGJ2, Peter Harris, Vauxhall A Type. Other participants were Howard Kenward - Wolseley, Rod Hiley MGK3, Ross Griffiths - Riley Sprite, Geoffrey Taylor - Vauxhall 23-60, G. Berkman - SS Jaguar, W. Grodd - BMW 328, Don Horsley - Morgan 3 wheeler, K.S. Mathers - Bentley 3 litre.

The G.P. Cars Scratch race previewed the great duel between John McDonalds Tornado and Noel Tuckey in the Squlo Ferrari that was to be, in the main event.

Event 8 was the Feature race for Motorcycles up to 1300cc Pre 1962 over 15 laps. R. Olsen riding a 496BSA won from B. French on a 500 BSA with G. Howie 500 BSA third.

Feature race for the cars was won by Ted Peel's Lynx Ford with Noel Tuckey second and Paul Trevethan (MGA) third - 0.9 sec. behind the Ferrari. The patron of the race, David Bruce, has his engine let go a rod out each side in the Dog Leg. George Gilltrap following in the Hudson found the oil a little too slippery and ended up off the track. The Tornado/Ferrari duel was fascinating until lap 13 when the noise from the Tornado ceased to be. (Interesting to note that before Doug Partington's retirement he recorded a 68.0 on lap 2, lap 3, lap 4 and on the 5th 68.4. Noel Tuckey stopped the clocks at 67.5; Paul Trevethan at 67.6 & John McDonald at 67.7 seconds.

A fabulous week-end was concluded by Event No. 13 - which was enlivened by the superb commentary of Pat Hetherman - a race between the 650cc Ariel of W. Klein/T. Ellem and 1172cc Morgan of D.Horsey/S. Horsey. It was a race between the spasmodically quick Ariel and the steady and sure Morgan, which scored a win from behind. The meeting certainly proved a success with both spectators and competitors as the parties went well into the night. We all look forward to next years.

THE SOUTHERN CROSS

Hundreds of Q'ld's migrate to NSW in October of every year to spectate on Australias most well known rally and this year was no exception. They were treated to a display of excellent and spectacular driving, not only by the top 4 - 5 but by many of the back runners as well.

George Fury was just that, Colin Bond drove like few have ever seen, vairly trying to make up many minutes lost by navigational error. Wayne Bell was in his best ever form and not to be outdone, Dunk was his usual exuberant self and did well with his "almost" standard car!

Of the Q'ld's, Jim Reddeex was well placed until understeer was his undoing, Tony Jewells and Tony Best were going extremely well but an incorrectly connected alternator deadend their battery and they retired, while North Q'ld's Peter Fenner (my apologise if this is supposed to be Ferrer - but these NSW's r are a problem at times D) and Richard Kelly did ~~disas~~trous thing to the gearbox of their RS 2000. Adrian Taylor sidelined the Civic with the top blown off the piston - or so they thought - but 2 days later found that the oil filter had come adrift!! Henk and Simon Kabel were left to fly the flag and very ably they did too. Their "bog standard" (even lap/sash seat belts) 323 Mazda won it's class and finished 14th outright. Their only major problems were a rattly exhaust "somewhere down the back" and brake failure on the 1st night!!

The Japanese made the biggest impression - fondly called "Kamikazie" Pilots by all and sundry. They always had a wave for the crowd and often caused a fright by waving from the wrong side of the car - some were L.H. drive!! The best of them were Kanno (Jancer) Yamauchi (Toyota Levin) and Ayake (Toyota Trueno). For those who have seen Shinc... zika in action in previous "Crosses", Ayake style would have been very familiar. Yamauchi's car was seen every day to be much narrower towards the rear!!

Cont'd.....

"The Southern Cross" Cont'd

The usual Undesirable bunch were there - Geoff Smallman, Beth Woodward, Neil Swaysland, Garry Batts, Warren McKennan, Keith Tapsall, The Precision Driving Team (they were found hiding in the bush), Richard Davis plus almost $\frac{1}{2}$ the Renault Car Club.

It was good to see an Aussie win and unfortunate that Andrew Cowan could not take home his 7th 'Cross and that Saltonen and Kallstrom did terrible things to the Stanza engines but that's the luck of the game. But for Bondy's navigational problems, he might have been a lot closer to Fury in the end - but the whole event was full of if's and but's and that's probably what made it such a top event!!

Meg O'Shannesy.

MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG MG

BODS & BENDS

Stumpy Smallman was seen in a new car for the Stones Corner Motors Rally - looked very impressive.

.....

At the All Historic Lakeside Racemeeting - who had front teeth an inch long - ask Noel Tuckey!

.....

WARM CONGRATULATIONS to Gary Scott and Fiona Shannon who were married at Lutwyche on the 16th December. (Beaut photo in the Sunday Mail -D)

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

C O M M I T T E E

PRESIDENT

Neil McNeil

PHONE HOME

266 2800

BUSINESS

52 6415

VICE PRESIDENT

Peter Rayment

30 3148

225 8936

SECRETARY

Joan Appleby

57 1561

TREASURER

Malcolm Spiden

57 7704

225 2930

CLUB CAPTAIN

COMMITTEE

Grant Beaumont

391 2631

Greg Findlater

221 8622

Bob Cossor

390 4189

Allan Randall

224 7325

Jon Finn

48 47 98

191 1447

POSTAL ADDRESS

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

ADDRESS OF CLUBROOMS

Newfarm Park Kiosk,
Dixon Street,
NEWFARM.Q. (Temporary)

.....oo00oo.....

JAMS DELIBERATE: Your C.A.M.S. delegate is Ann Thomson,
if you have any problems, contact Ann on 378 1368.

EDITOR

elia Rayment

Phon 30 3148 H)

BACK COVER: More Photos at All Historic Lakeside Race
Meeting - 11th & 12th Nov., '78 -By Keith Mc C.



B. MATTHEWSON BULTACO



CONCOURS CARS



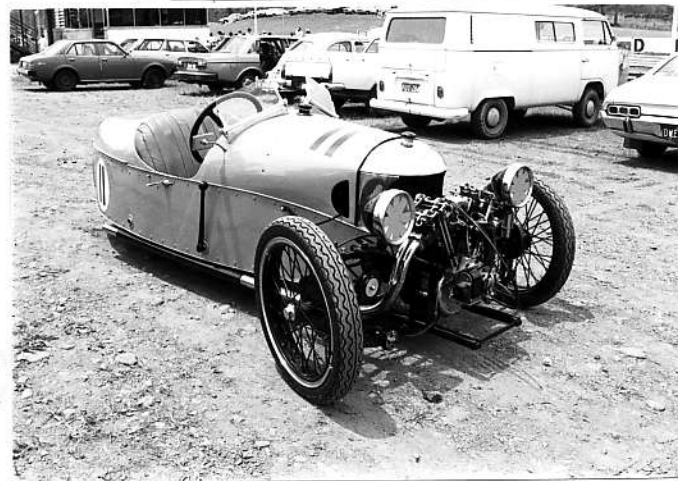
CONCOURS CARS



R. REID SULMAN SINGER



R. GRIFFITHS RILEY SPRITE



J. WILSON MORGAN AERO