

The official magazine of the M.G. Car Club of Queensland
affiliated with the Confederation of Australian Motor Sport.

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ARE FREE

ALL ENQUIRES TO THE EDITORS c/-
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(The Committee meets every fortnight
at the Clubrooms - if you have any
queries then contact a C'ttee member)

275 2633
ADDRESS OF CLUBROOMS
18 Nash St., ROSALIE. Q.
(These are open most
Friday nights for
a natter)

CALENDAR OF EVENTSAPRIL

5th Sun* AUSTRALIAN TOURING CAR ROUND LAKESIDE

14th Tue. C.A.M.S. DINNER - Cafe Galichet Phone C.A.M.S. 369 4802

17th Fri for a ticket
to 20th EASTER - M.G. Car Clubs' National Meeting - Perth

25th Sat* Working Bee at Mt. Cotton - for further details
contact David Robinson 848 0221 h.

26th Sun* CLUB HILLCLIMB at Mt. Cotton - sup. regs. available
at Clubrooms or contact Events Secretary Joan Appleby
on 857 1561.

MAY

8th Fri Working Bee at Clubrooms to run of next magazine -
join us for some light work and a chat...coffee and cake too.

10th Sun* PICNIC DAY - 'MOTHER'S DAY Maclean's Bridge (Beau-
desert Rd.) Sports Car (Marque) gathering - bring
your car, the blanket, the food and beverages and
have a lazy day of looking, eating and talking.
Be there about 10 a.m. Don't forget to tell Peter
or Delia Rayment you are there so's you can get your
2 points for attending the event. -More details avail-
able from the Rayment's on 300 3148 (H)..

15th Fri* CLUB NIGHT RUN - leaves the clubrooms 8 p.m. Set by
the two D's - David Robinson and Dean Tighe- bring
your UBD/Referdex, pen/pencil, navigator etc. Enter
on the night. Won't be a long one this time.

29th to
31st

AUSTRALIAN HILLCLIMB CHAMPIONSHIPS AT OUR MT. COTTON

Help wanted - officials, flaggies, contact Secretary
of the Meeting Joan Appleby 857 1561.

- cattering - contact Jeanne Robinson
and she'll let you know when you'll be
rostered on.

- SPONSORS OF CLASSES STILL WANTED.
contact a C'ttee member.

13th Sat DRIVE? TRAINING COURSE - Lakeside. John Fraser INst.
Name and money to David Robinson (Club Secretary) by
end of APRIL. BE QUICK Half Filled already.

13th Sat * M.G. REGISTER NIGHT - BYO BBQ at Peter & Delia
Rayment's- 70 Bromwich St., The Gap. Please phone
if wanting more details. Photos & Video (hopefully)
of National Meeting in Perth. Don't forget to bring
your M.G. and gain yourself 2 points towards the
Best M.G. trophy. Coffee/tea available. Bring a friend.

21st Sun* CLUB MOTORKHANA - venue to be found yet - so if you
have any clues let a Committee member know NOW
*M.G. Car Club points scoring events - towards the perpetual trophies
see list in last magazine or on the Clubroom walls.

EDITORIAL

Dear Members,

Hands up out there if you'd like Day Runs or the likes more frequently. If so and you would be willing to help/organise an event be it Day Run, Progressive Dinner or whatever, then contact our Club Secretary and tell him your desires.

NOW because we are one step ahead of you -- we are pleased to announce that the Committee has put the 5th July down as our Club's next picnic day run. SO spread the word around it'll be a much more cooler time of the year for touring. We envisage sending out the T Types first so's they can be the pace makers - to slow down all you revheads. The route we anticipate taking will be scenic, but not hilly, with plenty of spots along the way to stop, admire the view or whatever.

SO all you M.G. enthusiasts - who keep saying you want events - get with it -- every M.G. owner you see between now and then tell him/her about it -- create a group. Join into the spirit of MGing. A prize to the person who can bring the most new people.

We are sorry it can't be any sooner but with the National Meeting, Australian Hillclimb Championships, Register Night, Mother's Day -MacLean's Bridge gathering, etc. the calendar is somewhat packed.

Well only 1 week to blast off - and we hit the road for the National Meeting in Perth. Was talking to Deidre Pyle to+day and she says they have had 220 people registered so far -- we are hoping that some of our Club members (the ones who have never been to an M.G. Car Club --only- National Meeting of recent times) here will realise the enormity of this Annual Event when we quote figures like this. For it will be our turn to host the event in 1990, only 3 years away.

Well as we have run out of time - never words, it is time to say bye for this edition. But, before we close we would again like to make one point clear - this is YOUR CLUB so please if you have something to tell either the Committee or other members then write it down and drop it to us c/- G.P.O. Box 1847. We are not mind readers - nor can we be everywhere at once nor should we be expected to remember every little detail told us. So please WRITE IT DOWN....

Hope you all have a good Easter.

Peter & Delia Rayment.

.....

AUSTRALIAN HILLCLIMB CHAMPIONSHIPS - Is anyone thinking of staying down at the Hillclimb at the Championships. If so - could you please let one of the Committee know.

.....

As the C'Ships are only 5 weeks away now working bee will be held down there most week-ends unless they clash with another Motorsporting event - if available contact a Committee member i.e. either Steve Austin or David Robinson in particular.

.....

PARADE REPORT

Come in John Jamieson - are you receiving us?

The St. Patrick's College of Shorncliffe procession through Sandagate on the 14th March was held on a beautifully fine but HOT day. 6 MGs and 1 Triumph escorted the young Carnival Queen entrants on the parade. But because it was so slow, so hot, and so uphillish, a couple of the cars had overheating problems. So much so that we had to leave poor John Jamieson in his immaculate TF parked on the kirbside, whilst we finished the parade. We did go back late but John had left, so we presume he made it safely home.

Other people who bought their cars out for the procession were:-

- Scott Ramsay (and fiancée Kay) MGA
- Peter Whalley and Noeline - who MGB
- should be due to have their babe soon)
- Les Plunkett (all alone) MGB
- Peter Rayment MGTC
- Delia Rayment MGB

the Triumph belonged to a gentleman who came from Shorncliffe.

Thank you to all who participated.

Along the procession route, Delia picked up a very hot headless kookaburra - who turned out to be Club member Karen Hayes - hope you recovered from your walk OK Karen.

After the procession we were joined by Club members Wendy & Errol Hoger (from Toowoomba) and family and the rest of the day was spent just lazing around in the shade nattering with one quick walk out on the old jetty - where we were able to look back at St. Patrick's College, which we told was the 'old' Governor's holiday residence. It certainly has an impressive position.

.....

CLUB JOTTINGS

WANTED -----GROUND TO HOLD OUR FUTURE MOTOTKHANAS - ANY CLUES THEN CONTACT A COMMITTEE MEMBER TO-DAY.....

WANTED WANTED WANTED WANTED

.....

'AH WHAT A NIGHT WE HAD AT THE LA GONDOLA!

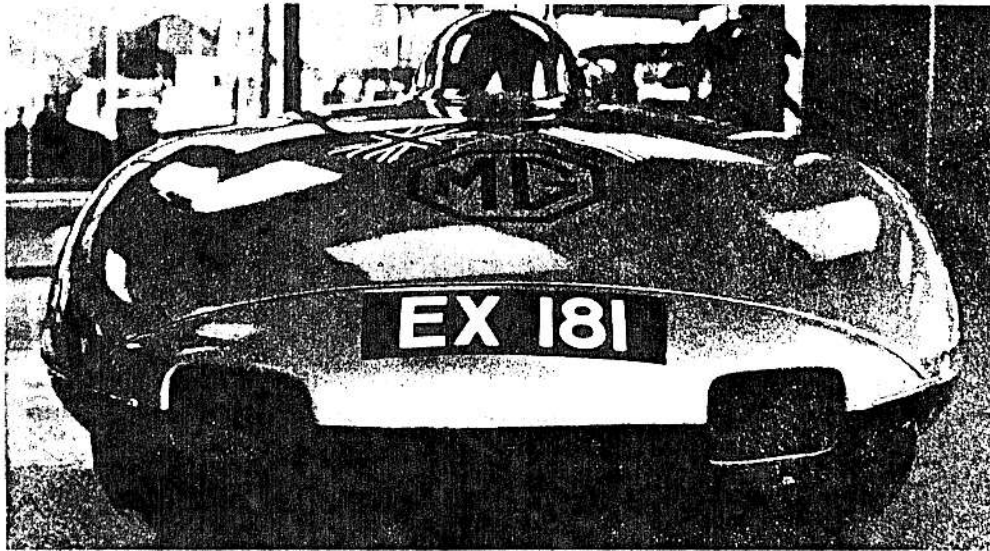
The venue of the La Gondola Reception Lounge, at Albion proved to be a wise choice for the Presentation of Trophies Dinner/Dance on the 27th February, as all who attended had a good time with comments like - the foods good, plenty of it, the setting's great etc etc.

If you missed out well there's always next year....
THANK YOU TO THE COMMITTEE FOR ORGANISING IT.

.....



THE RECORD BREAKING EX 181



Can a 1500cc. engine reach the incredible speed of 250 mph?

It's an interesting question, and the answer is even more interesting.

In 1957 the world first saw the EX 181. Wheeled onto the Salt Flats in Utah, U.S.A., it looked like it meant business. And if you looked at all the high powered goodies hidden under that futuristic body, then you would soon realise that looks weren't all the EX 181 had going for it. The specially designed body had been tested in wind tunnels and the air resistance figures proved that this body was 30% better than the EX 135 (Goldie Gardner's streamlined record breaking car).

The aerofoil shape body worked well in tests and obviously was going to work well on the road. The body was set at an angle to give maximum road stability and minimum drag. Wind pressure pushed the front of the car down onto the road, and allowed the car to use all the power the engine could provide.

The body is aluminium alloy sheeting mounted on aluminium alloy bulkheads. The frame is steel tube. Everything as light yet as strong as possible. One very interesting point is that the car is fitted with very small tyres of only 24" outside diameter. Never before have tyres this small been used for such high maximum speeds. They were specially designed, built and tested by Dunlop.

The driver sits at the front of the car and the engine sits amidships. The extremely narrow rear wheel track allows for a completely smooth body of nearly ideal streamline form.

So much for how the EX 181 looks. Let's talk about what makes it go.

The engine is a BMC "B" series 4 cylinder 1498cc., 73.025mm. bore, 89mm. stroke. It is fitted with an aluminium twin cam head and supercharged with a large "Shorrock" eccentric vane supercharger. The four speed synchromesh gearbox is mounted behind the engine, and the specially designed Borg and Beck dry clutch is hydraulically operated. (To withstand the incredibly high torque, the clutch has been fitted with three 7 $\frac{3}{4}$ " diameter driven plates.)

That's what makes it go. Now what makes it stop?

One single disc brake is mounted inboard. There are no brakes fitted to the front wheels. When the brake pedal is applied, a flap in the body opens which directs an air flow onto the brake for cooling.

We know how it goes. We know how it stops. How does it handle?

Front suspension is similar to the MGA. A parallel wishbone type with coil springs and hydraulic dampers. Steering is rack and pinion with a light alloy steering wheel attached direct to the steering pinion shaft.

The rear axle is De Dion type with a light alloy axle mounted on the chassis frame. Rear springs are quarter elliptic with parallel control by radius arms, and a rear roll centre some 14" high. The drive to the rear wheels goes through two short double jointed Hardy Spicer drive shafts. The car has no differential. The steel disc wheels have special wheel trims to withstand tyre



pressures of over 100 lbs. per square inch. Normal tyre pressure is 55 lbs., but it gets hot at 250 mph on the sun baked Salt Flats and tyre pressures go haywire.

At the request of Stirling Moss two additional things were done. The first was to fit the fuel tank with fire protection similar to that used on aircraft. The second was to fit Chlorobromo-Methane fire extinguishing equipment in the engine compartment. If fire should break out, a warning light flashes in the driver's cockpit. The driver pushes a button which activates the extinguisher.

The gear changing speeds are:
 1st to 2nd — 59 mph
 2nd to 3rd — 103 mph
 3rd to top — 159 mph

Can a 1500cc. MG engine reach the incredible speed of 250 mph? The answer is a definite "Yes".

On the Salt Flats in Utah the EX 181 broke a lot of records. Here's the list:

FLYING MILE (AVERAGE OF TWO RUNS) 250 mph
 TEN MILE NON STOP RUN 190 mph
 ONE HOUR NON STOP RUN 146.95 mph

The EX 181 also holds 5 international endurance records, and that's quite some record indeed.



EX 181 SPECIFICATIONS

Wheel Base	96"
Front Track	42"
Rear Track	30¾"
Overall length	181½"
Overall height to top of driver's cowl	38¼"
Overall height to top of main body shell	30¼"
Overall width	64¼"
Front Suspension	Independent parallel wishbone, coil springs.
Rear Suspension	Quarter elliptic leaf springs with radius rod control.
Suspension Dampers	Lever arm piston type hydraulic.
Spring rate at front wheel	150 lb./in.
Spring rate at rear wheel	189 lb./in.
Rear Axle	De Dion type, ratio 1.94 to 1, (16/31) spiral bevel or alternative 1.825 to 1 (17/31).
Tyres	15 x 4.5 x 24" O.D. Dunlop Special.
Tyre Pressure	55 lbs. per sq. in.
Propshaft & Side Shafts	Hardy Spicer.
Brakes	Girling disc, inboard mounting (on rear wheels only).
Steering	Rack and pinion.
Engine	BMC ('B' Series) 4 cyl. overhead valve, Twin Camshaft, 1489cc. 73.025mm. bore, 89mm. stroke (Supercharged).
Supercharger	Shorrock eccentric vane type.
Carburettors	S.U. Two — 2¼" dia.
Magneto	Lucas.
Clutch	Triple plate Borg & Beck 7¼" dia.
Clutch operation	Hydraulic Girling.
Radiators	Two, aluminium, aircraft type.
Cooling medium	Water with 20% Ethylene Glycol.
Fuel Tank	7.9 gals. capacity.
Fuel Air Valve	Enots.
Gearbox	4 speed synchro-mesh (No reverse). 3rd 1.48, 2nd 2.29, 1st 3.975.
Dry Weight	
(No oil, water or fuel)	
	Cwt. Qrs. Lbs.
	Total 14 3 3
	Front 7 1 12
	Rear 7 1 19
M.P.H. per 1000 R.P.M.	with 1.94 ratio = 36.2 M.P.H.
M.P.H. per 1000 R.P.M.	with 1.825 ratio = 38.6 M.P.H.
Wheels	15" steel disc. Bolt on.

This handout was available at the 1969 Sydney Racing Car Show when EX181 was on display.

HILL CLIMB - 22nd MARCH 1987

by Joan Appleby

Bright and early on Sunday morning, I arrived at the Hill climb to find competitors already waiting for me. How anxious can you get? Everyone was all primed up and ready to go.

The Scrutineers were also waiting for us to arrive and it is very pleasing to find our Scrutineering boys so keen to get on with the job. I must thank Graham and Bill for the good job they have done and are doing for the Club and it was lovely to have Phil Hutchison there to do the paperwork to free me for other things. Thank you very much all of you.

I was a little disappointed that the event got under way a little, through lack of co-operation in setting up the timing gear and the P.A. System and the sweeping of the track. Terry Corbett told me that someone who wasn't even a Club member hopped in to help him. Thank you very much Peter for that and for being on a point all day. I hope that both Committee and Club members who are there and have been Scrutineered will in future, offer to help with these very necessary tasks. Thanks to Steve, Terry and Malcolm for all their good work.

The runs finally started, and over the four runs everyone seemed to behave themselves rather well. I only saw a couple of loses and they were not bad ones. Keep up the good work competitors.

Ivan again broke the Club record, so we are very hopeful that the track record will drop below the 40.0 secs during the next couple of meetings, especially at the Championships.

Andrew Chapman let Trevor Petts drive his Vee and as normal Trevor did a faster time and got the Class win. Better luck next time.

John Broadbent took the Marque sports cars but he now has the others breathing down his neck. Again Greg Fahey let Robert Shinner drive his Centaur and of course Robert won.

Racing Cars to 1300 cc was won by John Davies but Fred Axtell is really getting his new car moving, so watch out John. 1301 cc and over was spearheaded by Ivan Tighe with a new recorded for the Club time. Ian and Peter run neck and neck all day.

John Novak in the Geminis was an easy winner as was Tony Jay in the Sports Sedans (to 1300 cc) 1301 -2000 class was hotly contested between Bruce, Kim and Vern - behoves well for the Championships. Kim came out on top. 2001 cc and over belonged to Ray Carmichael but wait till Geoff sorts out his car.

Brad Stratton easily won the Appendix J Class and Bob Manders had it all to himself in Formula Fords. Club cars to 1300 cc was won by Alan McConnell after a disastrous start and Robert Paul just got there in the 1301 -2000 by 0.4 secs. 2001 and over was won after a great battle by Bob Kane. Results can be seen on another page. See you on 26th April.

TRADING POST

WANTED

MG TF bumper bar (front) and starter cable (complete). Contact Michael Quested 57 Marie St., Murrarie. 4172 Phone 390 8324.

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FOR SALE

MGB Manual MK1, mk11 and GT, an original workshop manual, excellent condition. Offers considered, please phone Susie Glover on 371 5416.

.....

FOR SALE

FORMULA FORD - Bowin P6 Rebuilt for Adelaide Grand Prix (done 2 meetings since). New Peter Liddle head and valves. Light hone, balance checked and adjusted by Bill Mann. New starter motor. New brakes. New 6 point harness. Extra cam, 2 extra complete body panels, extra set of steel wheels. Suspension by Ross Don Steering. \$6,800.00 for car only, will negotiate spares etc. including brand new unused set of Avon's. Phone Wayne Douglass - Bus 376 2022 Pri. 376 8104.

.....

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2 only OSCAR plus Driving lights \$100 pair. Phone David Robinson 844 1037 (BH) 848 0221 (AH).

.....

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MGB. 64-65 Soft and hard Top. M.G. Mudflaps. Red. Completely restored including chrome work. \$11,000. For further details etc. Phone John Sapiano 375 5868.(H).

.....

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MGC Spare parts. 1 crankshaft (brand new in Leyland box),
1 cylinderhead s/hand VGC
1 rear axle complete 30,000 miles
For further particulars contact Chris Parker,
33 Royal Drive, Pottsville Waters NSW 2489 (just across the border)
Phone 066 76 1723.

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XB 302 V8 FALCON Panel Van. 4 speed. mags. Full GS pack twin system. Tape desk. Good tow bar. Helper rear springs. Mechanically excellent. Body so so. Ino other words the perfect tow car. Once in a lifetime opportunity to be the proud owner of this unique vehicle. Only \$1750. Call Brian Ferrabee 356 9255 (W) 358 3462(H).

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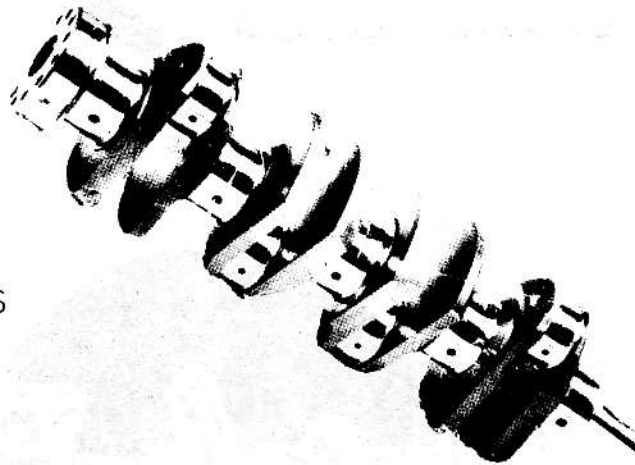
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MT. COTTON HILL CLIMB LTD

DATE OF ISSUE - 23rd March 1987

OFFICIAL PROVISIONAL RESULTSCLOSED HILL CLIMBFORMULA VEE CLASS

+27 Andrew Chapman	Elfin	58.7	54.6	DNF	55.3
1 Paul Buda	Elfin	67.4	61.3	68.6	57.2
11 Jim Rowston	Manta	56.5	54.7	54.0	DNF
18 Thierry Reig	Manta	60.0	55.8	55.6	55.1
+27 Trevor Petts	Elfin	55.1	53.2*	54.9	53.5

SPORTS CARS MARQUE

2 Andrew Mladenovic	Triumph TR4	62.9	61.3	62.5	61.5
41 Mal Spiden	MGB	58.1	64.2	58.6	58.5
45 John Broadbent	Spitfire	55.7	55.0*	56.2	55.1
48 Dennis Andrado	Triumph GT6	67.0	58.8	58.4	57.8

SPORTS CARS GROUP A Up to and incl. 1300 cc

+44 Greg Fahey	Centaur	57.3	52.1	51.8	DNR
+44 Robert Shinner	Centaur	75.4	51.3*	DNF	DNR

1301 cc and over

17 Gary Walsh	Trident	did	not	run	
88 Peter Robertson	Nota	did	not	run	

RACING CARS Up to and incl. 1300 cc

3 Andy Anderson	Suzuki	61.6	57.2	55.9	83.6
4 Fred Axtell	Suzuki	49.77	50.0	48.95	48.43
13 Doug John	Go Kart	65.5	DNF	did not run	
15 Glyn Phillips	Honda	58.4	56.2	58.6	DNR
26 John Davies	Kawasaki	46.84	45.7	45.08	45.06*
61 George Haseler	VJA Spec	72.8	62.3	63.3	62.5

1301 cc and over

31 Ian Peters	Renmax	46.47	44.42	44.12	43.77
12 Ivan Tighe	Chevron	43.34	42.04	41.56	40.77**
6 Peter Bull	March	46.39	46.59	52.4	44.11

GEMINIS

+60 John Novak	Gemini	57.1	56.3*	56.3	56.3
+60 Colleen Tallar	"	68.1	66.0		
Relief Kevin Parker				58.8	65.7

SPORTS SEDANS Up to and Incl. 1300 cc

89 Tony Jay	Clubman GT	52.6	50.7	DNR	50.6*
99 Joe Hodge	Clubman	63.6	60.3	58.7	57.8

1301-2000 cc

+11 Bruce Horey	Fiat	51.7	49.90	48.75	49.33
+86 Vern Hamilton	Isuzu	53.2	51.7	50.3	51.2
22 Barry Smith	Escort	did	not	run	
98 Greg Johnson	Escort	53.0	66.2	52.5	49.92
+11 Kim Taylor	Fiat	52.8	48.94	48.91	48.60
112 Jim Andrews	Renault	57.8	55.5	55.5	54.6
+86 Elaine Hamilton	Isuzu	61.5	58.6	58.4	56.8

2001 cc and over

34 Ray Carmichael	Datsun	52.6	52.9	52.3	51.8*
84 Geoff Trew	Cooper S S/C	59.6	57.8	56.3	65.1

APPENDIX J GROUP N

+14 Brad Stratton	Cooper S	57.4	56.8	52.9	52.1
+14 John Stratton	"	59.6	56.8	56.3	54.6

FORMULA FORD

62 Bob Manders	Bowin	50.3	48.77	49.06	47.64*
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CLUB CARS, ROAD REGISTERED, PRODUCTION AND STREET SEDANSUp to and Incl. 1300 cc

+8 Clifford Orford	Cooper S	DNF	DNF	did not run	
+77 Kay Mogridge	Clubman GT	65.6	63.4	62.6	60.6
+77 Stephen Young	"	59.5	58.2	61.8	58.0
97 Alan McConnell	Cooper S	DNF	DNF	53.3*	53.3
114 John Stratton	Cooper S	57.0	57.9	56.3	56.2
+8 Sevel Edwards	Cooper S	DNF	DNF	did not run	

See over

1301 - 2000 cc

		Did	not	run		
5	Dennis Young	Morris Mini	55.4	55.5	55.6	54.9
7	Alan Moore	Renault	59.1	57.6	58.3	58.2
20	Cameron Neilsen	Corolla	57.6	55.8	55.8	57.0
42	Ken Graham	Datsun	did	not	run	
64	Brian L'Barrow	Cooper S	55.6	55.1	DNF	54.5*
71	Robert Paul	BMW				

2001 cc and over

+16	Tony Kellock	Datsun	57.0	54.8	53.7	54.1
+44	Brian Ferrabee	Triumph	59.9	53.9	53.9	57.3
51	Greg Cox	Mazda RX4	54.5	54.6	54.4	55.4
111	Bob Kane	Torana	52.6	53.4	53.4	52.4*
351	Paul Tilley	Fairmont	55.0	55.2	54.8	54.6
+16	Kevin Lingard	Datsun	59.9	56.5	56.3	55.8
+44	Marilyn Campbell	Triumph	66.4	60.7	57.9	60.2

TOP SIX ELIMINATION

Car No.	Driver	Car	Time
12	Ivan Tighe	Chevron	42.18
4	Fred Axtell	Suzuki	48.20
31	Ian Peters	Renmax	44.23
26	John Davies	Kawasaki	46.80
62	Bob Mander	Bowin	46.96
6	Peter Bull	March	44.44

Fastest Time of Day

Car No. 12 Ivan Tighe Chevron 40.77

Most Improved Driver of the day

Tony Kellock

Best MG 1501 cc and over

Car No. 41 Mal Spiden MGB 58.1 secs

* Denotes fastest in Class ___ = Denotes a new record.

Don't forget the Next Hill Climb will be held on Sunday 26th April 1987
Supplementary Regulations will be out shortly.

Australian Hill Climb Championship will be held on 31st May 1987 with practice
on Friday 29th and Saturday 30th May from 12.30 onwards. We will need help
with people to man the flag points, so if you can get Friday afternoon off work
or help on Saturday or Sunday, please let us know. After all we want the
Championship to really run smoothly.

WORKING BEES

MT COTTON HILLCLIMB

Grass to be mowed and edges to be trimmed.
Bring your mower + weed-eater.

Saturday 25th APRIL

Anytime from 7am

We need you.

Ring Committee for
further details.

HELP NEEDED

1987 AUST. HILLCLIMB CHAMPIONSHIP

Sunday 31st May

TO BE HELD AT

MOUNT COTTON HILLCLIMB

(30 kms south of Brisbane)

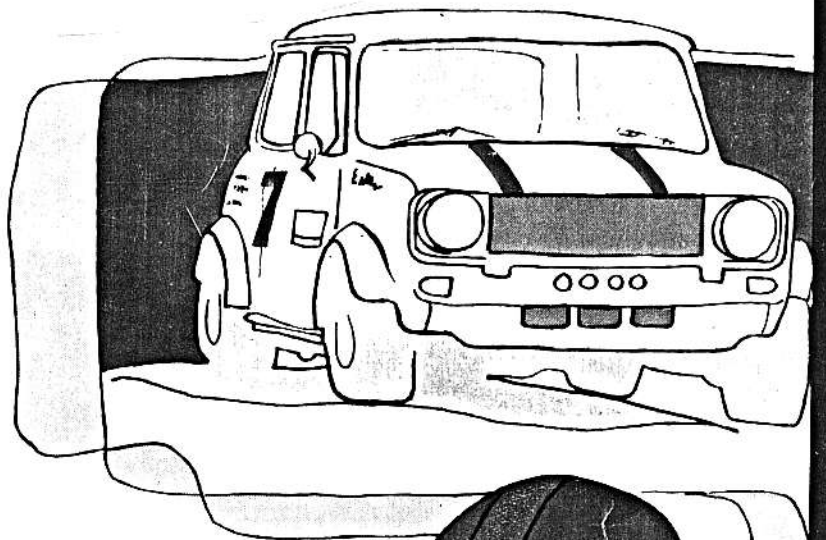
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PLEASE CONTACT:

Joan Appleby 07 857-1561

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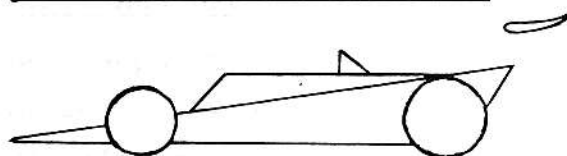
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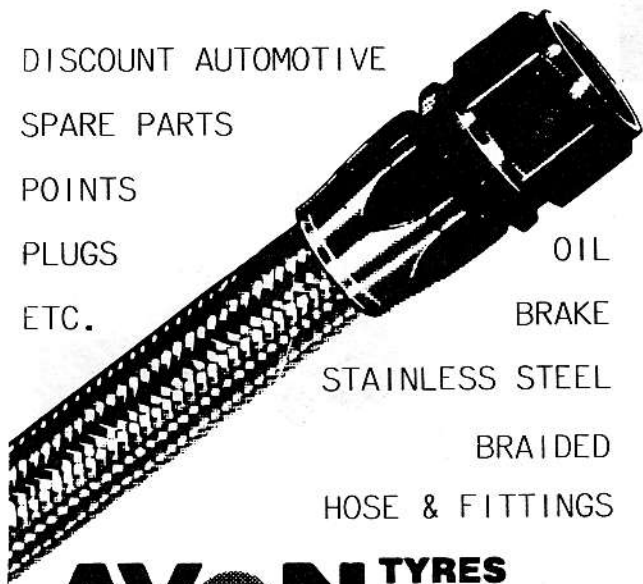
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.....
'MOTORSPORT MEMORIES'

copies of past Race Meetings/Hillclimbs/Sprints back to 1980 are still available on all domestic formats. Start a Motor-Sport 'Video file'. Tell me your name and I'll tell you if I've 'got your' or if you want me to 'get you' in the future then contact Tony Jay on 207 2558.

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.....
BODS & BENDS

Boy Ivan Tighe is not only quick on the race track, but also quick on the dance floor - he keep loosing his female companion who was trying to keep up with him in the Congo line at the Dinner Dance.

.....
Tony Jay won a 'little' fluff' at the Dinner - which Dominique Muir would have liked dearly - but she was a little unsure as to how to approach Tony on the subject - be more straight forward next time Dom...

.....
Greg & Julie Findlater & family should be in the throws of shifting residences by now - B.O.L. at your 'new' address....

.....
Coral & Ian Costin will be having a well earned holiday by now - after having sold their Milk Run recently, which they've had for so long. Anyone looking for a good shipwright - as I believe that was Ian's profession before going into the Milk Business. ...

.....
Heard a little whisper that Bev and Rob Ritchie have started the foundations for an extension - to their family - B.O.L.

.....
Barry Vanderburg doesn't like Motorkhana poles, or officials - your excused this time Barry - we could all do with more practice.....

NIGHT RUN 20th MARCH REPORT

'And 2 points extra to the setters for presentation' - was the comment last Friday Night to Barry Vandenburg and Rob Ritchie who had set the run. The instruction sheets were well spaced out with relevant cartoon drawings on each sheet.

Most people agreed it was a good run. 7 Teams participated and the run encompassed the suburbs of Bardon, Mt. Coot-tha, Toowong, Kenmore Brookfield, Karana Downs (outersuburbs one should put) Mt. Crosby Ipswich and back home.

On the way past Kenmore we passed the 'chip maker with the habit' (cryptic) out to Brookfield, where we answered the question 'when's the Show' - 16, 17 & 18th May if your interested. Out past the Kenmore Repat. Hospital to Mt. Crosby enroute answering question 'who lives at 1324 * 2'. Oh yes well we'll look for 1324 -----eek STOP this 1324 has to be divided by 2 - it's not just a typing error.

We were then taken on a tour of Karana Downs and their latest stage of development - didn't realise there was so much country between the Mt. Crosby Rd and the Brisbane River.

Then came the bit where Peter thinks I'm a human calculator - just count every post on the top of the weir as we cross the Brisbane River - at 10 MPH - FORGET IT - I got up to the 60s and he was gaining speed - we couldn't go back as Brian Ferrabee and Marilyn Campbell were on our tail - plus the time involved - it wasn't worth the 2 points.

Now onto Allawah and right and to the main Highway where turning left we had to look out for the Ambulance...

The Ladies Guild at the Uniting Church weren't having their meeting thankfully - as lights were flashed once more to find out exactly when they did meet. And so the route continued with various other questions like 'how much reward' - I think we should get some for finding one of the answers to another question 'What coaching on P 8144817' - for miles and miles (we talk miles 'cause our car talks miles) we went and eventually found it - and guess who was on our ginger again - yes Brian and Marilyn. The results were :-

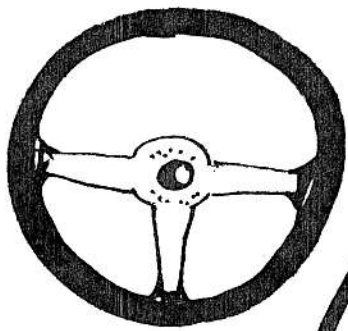
NO	DRIVER	NAVIGATOR	CAR	TIME	QUEST.	TOTAL	PLACE
1	Phil Hutchison	Graham Harvey	Telstar	22	8	30	4
2	G. Taylor	G. Gledhill	Pulsar	49	18	67	7
3	Brian Ferrabee	Marilyn Campbell	Magna	12	8	20	2
4	Dean Tighe	David Robinson	Escort	7	10	17	1
5	Peter Rayment	Delia Rayment	MGB	12	8	20	2
6	John Novak	Collen Tallar	Datsun	4	42	46	6
7	Alan McConnell	Mal Spiden	Mazda	25	6	31	5

A couple of the regulars who weren't there were Barry Smith & Bruce Stephenson, John Crane & Dominique Muir - hope alls well. Also Bruce Williams and Len Melrose didn't show either.....

We look forward to seeing you all at the next NIGHT RUN--15th MAY-- set by the 2 D's - David Robinson & Dean Tighe - wonder what they have in store for us.....

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GET IN EARLY

CLUB MOTORKHANA 22.2.87

Toombul Shopping Centre on a fine, quiet Sunday afternoon and the peace was broken by the howling of tyres on bitumen. This was the opening of our first Motorkhana for the year as Alan McConnell(our Motorkhana champion for 1986) showed us all 'how it is done'.

The surface was good, and with 2 events set up at the one time we were able to do 6 events with 2 runs at each in the afternoon. So the competitors certainly had their monies worth.

Everyone who went agreed that by having the Motorkhana on in the afternoon only worked well - as one had the morning to do a few little odd things at home, adwers to tying up a whole day. The quicker the competitors lined up the more runs they had.

The only shadow that has marred this event is that it is our first and last one at Toombul as owing to the noise levels we can no longer use the area for motorkhanas -----SO if you know of an area suitable for Motorkhanas then please contact a Committee person TO-DAY as we would like to hold another motorkhana on the 21st June.

The results for this motorkhana were as per overleaf.....

IF I HAD THE TIME I WOULD
WRITE A LITTLE DITTY
BUT SEEING AS I HAVEN'T
I CAN'T

DROP US A LINE WITH YOUR FAVOURITE DITTY
FOR THE NEXT EDITION -
AND BRING A LITTLE JOY INTO SOMEONE'S LIFE.....

I FEEL WE'VE LOST THE ART OF WRITING IN THIS MODERN
SOCIETY!
WHAT DO YOU THINK?

ARE YOU AT A LOSS AS TO WHERE TO HAVE YOUR ROCKER
SHAFT WHATEVERED.....

THEN DROP US A LINE AND WE'LL
INSERT YOUR PLIGHT HEREIN.....

YOUR EDITORS....

March, 1987

MOTORHANA Sunday 22nd February, 1987 - Toombul - bitumen surface

NAME	CAR	CLASS	EVENT NO.						TOTAL	OUTRIGHT PLACE	CLASS PLACE
			1	2	3	4	5	6			
Alan McConnell	Special	F	16.1	35.1	22.3	24.7	17.4	21.3	136.3	1	1
John Broadbent	Spitfire	B	19.6	38.9	25.8	27.9	21.4	25.2	158.8	2	1
Mal Spiden	MGB	B	19.8	35.4	29.0	29.1	22.9	26.6	162.8	3	2
Greg Cox	Mazda	C	20.4	39.5	27.3	31.7	21.1	29.3	169.3	4	1
Peter Rayment	MGB	B	19.0	36.5	28.2	36.2	23.7	26.8	170.5	5	3
Bob Mallon	MGB	B	19.9	37.7	28.6	32.5	23.2	28.7	170.6	6	4
Simon Young	Escort	C	22.6	40.2	28.7	31.2	22.7	29.2	174.6	7	2
Denis Andrade	Triumph GTC	B	21.2	43.4	28.7	30.3	23.4	28.0	175.0	=8	=5
Rob Ritchie	MGB	B	19.9	41.4	28.9	33.0	23.4	28.4	175.0	=8	=5
David Robinson	Honda City	C	(DNR)30.4	35.8	28.1	30.9	22.2	29.5	176.9	10	3
John Novak	Gemini	C	22.3	41.3	29.8	31.7	22.8	29.2	177.1	11	4
Barry Vanderburg	Nissan Exa	B	+25.2	37.3	28.8	30.2	22.8	33.4	177.7	12	7
Brad Stratton	Stanza	C	20.4	40.4	28.9	32.6	27.8+	30.0	180.1	13	5
Brian Ferrabee	Triumph TR4	B	21.6	39.8	29.6	35.2	25.1	29.0	180.3	14	8
Delia Rayment	MGB	B	24.3	43.3	29.7	32.3	27.6	30.4	187.6	15	9
John Crane	MGB	B	23.5	43.4	30.1	34.0	24.9	32.0	187.9	16	10
Marilyn Campbell	Triumph TR4	B	23.0	49.8	29.9	32.8	25.8	29.1	190.4	17	11
Colleen Tallar	Gemini	C	25.4	47.6	31.4	35.1	31.7	31.8	203.0	18	6

- Event No .1 was the Tee Slalom
- 2 Triple Garage
- 3 Double Loop
- 4 Double Kidney
- 5 Crossed Four Point
- 6 Serpentine

+ includes +5 for hitting a post each event was run twice - the best time is shown

NEXT MOTORHANA - 21st JUNE -----WANTED GROUND TO HOLD THE EVENT ON ANY CLUES CONTACT COMMITTEE MEMBER TO-DAY.....

LAKESIDE RACEWAY OPEN RESTRICTED RACE MEETING8th MARCH 1987

Well, for once the day was fine and clear all day for the Race Meeting organised for Lakeside. Arriving out at the track at the crack of dawn, we found that the drivers were as enthusiastic as we were, as many of them were there as soon as us.

Fortunately, the Scrutineers as is usual with them were there very early and Scrutineering was able to get under way and caused no hassles. This let the practice sessions commence on time and allowing for some break downs during the practices, the lunch break was taken almost at the right time.

Racing in the afternoon was very close in all categories and it really is a shame that more spectators do not come, as I think that the racing equals if not betters that of a "big day". Perhaps we may be able to convince more people to come in future.

Race 1 for the Appendix J Cars saw Brad Stratton manoeuvre into second placing with Rod Switzer, Andrew Simmons and Peter Gilbert coming 7th, 8th and 9th respectively.

Race 2 Racing and Sports Car Race saw Brett Peters taking 2nd place and Tony Gliddon 3rd place. We had a very good showing of members in this race and the following places were obtained - 4th Bob Mander 5th Ian Peters 6th Royce Gregson, 7th Keven Johnston (Also 1st Sports Car), Dean Tighe 9th, 10th Col Ruffell, 11th Greg Fahey, 12th Robert Pidgeon, and 13th Neil Brennan.

Race 3 brought out the Formula Vee Cars and in this race the Club Members came as follows after some very close racing - 5th Simon Young, 7th Thierry Reig, 9th Andrew Chapman.

Race 4 for Sports Sedand and GT's saw our members once again shine e.g. 1st Tony Sigley, 2nd Kevin Heffernan 3rd Tony Scott, 9th Vern Hamilton, 10th Ken Nelson, 11th Rod Bailey.

Race 5 brought the gaggle of Geminis out on the course and these gave the public some very exciting racing. Kevin Heffernan came in 6th after a 13th Grid Position, Kim Berger came 7th, John Novak 14th, 16th Dennis Smith, 20th Brendan Madders, 23rd Ian Palmer.

Event 6 Street Sedans and Invited Geminis again saw some close competition and our members were again to the fore - 3rd Robert Paul, 4th Brian Ferrabee, 8th Peter Heilbron, 11th John Heffernan,

Event No. 7 Appendix J again came out to please the spectators and have some great dices Brad Stratton could only manage 5th in this race whilst Andrew Simmons came in 7th and Peter Gilbert 10th.

Event No. 8 Racing and Sports Cars saw Brett Peters finish first just ahead of Dean Tighe with Royce Gregson 3rd, Ian Peters 4th, Bob Mander 6th, Colin Ruffell 7th, Ron Pommerol 8th (1st Sports Car) Greg Fahey 9th (2nd Sports Car) Tony Gliddon 10th.

Event No. 9 Formula Vee had Simon Young in 6th Placing, Terry Reig in 9th and Andrew Chapman in 11th.

Event No.10 Sports Sedan Race once again saw a clean sweep by M.G.members - Tony Sigley 1st, Kevin Heffernan 2nd and Tony Scott 3rd. with Rod Bailey coming in 9th Vern Hamilton 10th.

Event No. 11 Was another close tussle in the Gemini Series. In this race Kevin Hefferan came 9th, Kim Berger 10th, John Novak 15th, Dennis Smith 19th, Brendan Madders 20th.

Event No. 12 Street Sedans and Invited Geminis this time saw Brian Ferrabee get the better hand of Robert Paul as Brian came in 3rd and Robert in 4th. Other placings were - Peter Heilbron 9th, John Hefferman 10th and Alan Hugher 11th.

Event No. 13 Appendix J Race and the old cars were starting to fall by the wayside. Only 8 cars finished and of these four were M.G. Members - Brad Stratton got 2nd place, Richard Barker 3rd, Rod Switzer 7th and Peter Gilbert 8th.

Event No. 14 Racing and Sports Cars this time saw Brett Peters win the race with Tony Gliddon 3rd, Dean Tighe 4th, Bob Mander 5th, Royce Gregson 6th, Ian Peters 7th, Colin Ruffell 9th, Ron Pommerel 10th (1st Sports Car) Greg Fahey 11th (2nd Sports Car) and Kevin Johnston 12th (3rd Sports Car).

Event No. 15 Formula Vee had Simon Young coming in 5th, Andrew Chapman 9th and Thierry Reig 10th. At last Andrew managed to get in front of Thierry - see how you both manage at the Hillclimb.

Event No. 16 for Sports Sedans once again saw Tony Sigley win with Kevin Hefferman second, Rod Bailey 5th Vern Hamilton 8th, so it seems our members are able to at least keep their cars running all day.

Event No. 17 Gemini Scratch Race Saw our members placed as follows :- 7th Kevin Hefferman, 13th Brendan Madders, 17th Kim Berger 18th John Novak, - Thank you for some very exciting racing.

Event No. 18 for Street Sedans and Geminis had Robert Paul taking 3rd Place, John Hefferman 8th Place, and finished what was a very good day as far as excitement and good clean racing were concerned.

Our next meeting is to be held on 28th June and I hope that you all spread the word and that we have more spectators sitting on the hills to watch.

The bar-b-cue was well attended and everyone thought the food and service was excellent.

I would like to thank all those who helped out so willingly on the day of the meeting and I would really like to mention you all by name but as sure as I do, I would leave someone out and thereby unintentionally hurt feelings.

So let me just say, that I am most grateful to all of you and I should be very pleased if you will help again at our future meetings.

We will need people to help with - Catering for officials lunches, Bar-b-cue, Timekeepers, Gatekeepers, Typistes and people to generally help with there seems to be a shortage. So think about it.