

THE OCTAGON

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

PUBLISHED BI-MONTHLY

Next edition due out at the end of March .

Proof to us by MID March

All adverts. by members - on personal issues -

ARE FREE

ALL ENQUIRES TO THE EDITORS. c/-

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

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The opinion of correspondents and advertisers
expressed in 'The Octagon' are not necessarily
those of the Committee nor the M.G. Car Club of
Queensland and as such the Club accepts no resp-
onsibility.

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HAPPY NEW YEAR

TO ONE & ALL

A REMINDER!!!!!! IF YOU HAVE NOT PAID YOUR CLUB MEMBERSHIP DUES
-----THEN THEY ARE ARE DUE NOW!!!!!!

CALENDAR OF EVENTSFEBRUARY

- 7th - 15th M.T.A.Q. MOTORSHOW - R.N.A. Showgrounds. Main Pavilion Display by our Club. Hours open 2 - 10 - weekdays, 10 - 10 Saturdays and 10 - 6 Sunday.
- 9th Sunday PICNIC RUN - for Marque Sports Cars Clubs. Leaves Creek Street, City near AMP. 10.30a.m. Encompasses Beenleigh and Tamborine areas. BYO BBQ lunch. Bring your MG out for a run. For rain check or other information contact Peter Rayment 300 3148 (H).
- 9th Sunday S.P.A.R.C. Race Meeting
- 23rd Sunday ROUND I Q'LD MOTORKHANA C'SHIPS
- 23rd Sunday MIDNIGHT TO DAWN RUN - for Marque Sports Cars Clubs Leaves Mt. Ommaney Shopping Centre (K-mart, Northside entrance) at 12.01 AM. Scrutineering starts 10.30p.m. Saturday 22nd. Approx. 270 km. For further particulars contact our Clubs representative Peter Rayment 300 3148.

MARCH

- 2nd Sunday L.I.R. RACE MEETING OPEN SPORTS & GT
- 7th Friday ANNUAL PRESENTATION DINNER - Our Club has completely booked out the Cafe Galichet, in Nash Street, Rosalie (directly opposite the Clubrooms) for our once a year semi-formal event. Come on and make an effort to make this one - organise the baby sitters and the spouses. \$25 ahead. 7.30p.m. with Dinner at 8. LIMITED TO 70.SO GET IN EARLY WITH YOUR RESERVATION AND MONEY. DEADLINE FOR MONEY2nd MARCH...Contact a Committee Member NOW. MENU to follow further in magazine.
- 9th Sunday Working Bee at Mt. Cotton Hillclimb - if available contact either Steve Austin 245 5265 or Bob Cossor 2098000.
- 15th -16th Sat. & Sun. M.G. Car Club of Queensland RALLY - GRAND PRIX MAZDA RALLY - the organisers need Control Officials, Gate Officials etc. - you should be able to see Halleys Comet from most of the spectator & control points. For further information contact Ann Thomson on 378 1368. Proposed start control - Hypermarket Aspley time 1.30p.m.
- 21st Friday NIGHT RUN leaves Clubrooms 8.00p.m. Bring a torch, referdex, navigator and a sense of humor.
- 23rd Sunday HILLCLIMB at M.G. Car Club of Q'lds course Mt. Cotton for sup. regs. and full details contact Events secretary Joan Appleby 57 1561 or entry forms are available at the Clubrooms each Friday night - closing date for entry 14th March.
- 28th to 31st M.G. CAR CLUBS NATIONAL MEETING AT ADELAIDE - if wanting EASTER to go ring our Club co-ordinator Peter Rayment 300 3148.

More dates next magazine..

EDITORIAL

Dear Members,

HAPPY NEW YEAR!! -- and boy what a year it promises to be -- if one can go by the calendar of events which have been given to us so far this year.

We're still waiting for the dates of the more major events i.e Race Meetings etc. to be properly allocated before we can then slot in the more social events like Day Runs, Concours etc. - so watch future magazines for these dates.

One major change in the Club since last edition has been that we have lost the services of our industrious Secretary Errol Hoger -- as he's found it difficult to keep up, with the distance from Toowoomba he has to travel each fortnight being just one of those. We wish to thank Errol for his efforts over the last 18 months or so and congratulate him on his high standard of Secretarialship - his successor (of which we have none at the moment) will find his example a hard one to live up to. Errol informs us though, he will still be available to organise events etc. for the MGs.

Our camera has been rather still over the Xmas/New Year break - on the M.G. front anyway - hence no pickies in this magazine. However it will be out again soon firstly at the Motor Show next week, then at the Marque Sports Car Clubs Picnic Run - where we'll be presented with our trophy for the best Club within this group of marqued sports car clubs for 1985.

Whilst on the subject of trophies - don't forget we want YOU in attendance at the Clubs Annual Presentation of Trophies of Dinner on the 7th March at the Cafe Galichet (opposite our Clubrooms in Nash Street, Rosalie). This is the only really semi formal event which our Club organises during the year so -- -----organise the babysitter, put on your good gear (yes - you'll have to scrub the paint from under those nails Bob) and we'll see you all there. Contact a Committee member NOW if you want to go.

Well until next edition,

Peter & Delia Rayment.

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GRAND PRIX MAZDA RALLY - 15/16th MARCH - M.G. Organising.
Leaves the Pick & Pay Hypermarket at 1.30p.m. on the Sat.

Ideal spectator points for the Rally and Halleys Comet....

For further information contact Ann Thomson 378 1368.

RALLY RALLY RALLY RALLY

IN THE PITS

Here are a couple more interesting tit bits from the A.G.P.

One official was seen reading the riot act to the Historic Drivers - No driving over 7/10th, No clipping the cerbs, No this and No that, and behave like gentlemen OR ELSE !!! HE then went out on Saturday, blew one car up and on Sunday he stuffed the other very successfully into the fence. The boys were also warned to be particularly well behaved when passing the official dais as Mr. Ecclestone would be in residence. One 'P' type M.G. driver had a question- "Is it in order to wave to Mr. Ecclestone, as we pass, and if so how many fingers may we use?! "

If you are wondering why you missed the Historic Cars on the T.V. Well Mr. Jackie Stewart had some very important info on the G.P. drivers suits which had to be shown to T.V. land! Well it better not happen that way next year. Old racers are much more interesting than sweaty old super expensive drivers suits.

On other things. I was lucky enough to receive a copy of Dick Johnsons book "The Unforgiving Minute" written by Bill Tuckey, for Christmas. A most enjoyable book - it even has a photo graph of Dick driving a "T" type M.G. I can thoroughly recommend it. You'll find it very easy to read and if has some wonderful stories about Dick and his billy cart days

'Till next time,
Richard Croston

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CLUB REGALIA

DO YOU WANT ANY OF THE FOLLOWING:-

GRILL BADGESapprox. \$20.00 each

EMBROIDED CLOTH BADGESapprox. \$3.50 each

T/SHIRTSapprox. \$7.00 each

IF SO !! THEN LET US KNOW

as we are ordering stock in at the moment.

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INFORMATION . INFORMATION INFORMATION INFORMATION INFORMATION

The Transport Department has forwarded the Club Secretary copies of several Information Bulletin on their Engineering Series, which shall be held at the Clubrooms for your perusal. They are as follows;-

Sheet No. 19 -Roll Bars for Passenger Vehicles

Sheet No. 20 -Aux. Eye Level Brake Lamps

Sheet No. 21 -Plus 1 and Plus 2 (Low Profile) Tyre Fittings

Sheet No. 22 - Vehicle Window Tinting

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1985 POINTS SCORE CONT'D

<u>SPEED TROPHY</u>	<u>POINTS</u>	<u>GROUP A SPEED TROPHY</u>	<u>POINTS</u>
Tony Jay	146	John Broadbent	145
John Novak	140	Malcolm Spiden	133
John Broadbent	125	Joh Webby	40
Terry Corbett	122	Peter Rayment	36
Malcolm Spiden	117	Len Melrose	33
Alan McConnell	112	Denis Andrado	30

<u>MOTORKHANA</u>	<u>POINTS</u>	<u>NIGHT RUN -DRIVERS</u>	<u>POINTS</u>
Alan McConnell	42	Peter Rayment	54
Malcolm Spiden	28	Alan McConnell	44
Peter Rayment	18	Malcolm Ryan	22
Brian Cossor	16	Len Melrose	20
Wayne Cossor	8	Errol Hoger	17
Brad Stratton	8	Kim Taylor	14

<u>NIGHT RUN + NAVIGATORS</u>	<u>POINTS</u>	<u>BEST M.G.</u>	<u>POINTS</u>
Delia Rayment	44	Malcolm Spiden	145
Malcolm Spiden	44	Peter Rayment	80
Wendy Hoger	24	Alex Milns	80
Bev Cossor	20	Pat Mewing	68
Bruce Horey	18	Len Melrose	48
Alex Milns	18		

<u>LADIES TROPHY</u>	<u>POINTS</u>	<u>CONCOURS</u>	<u>POINTS</u>
Colleen Tallar	55	Scott Ramsey	1st
Bev Cossor	39	Rod Hiley	2nd
Libby Jones	15	Delia Rayment	3rd
		Len Melrose	4th
		George Hasler	5th
		Joe Hodge	6th

<u>BEST ALL ROUND TROPHY</u>	<u>POINTS</u>
Alan McConnell	190
Malcolm Spiden	181
John Novak	149
John Broadbent	128
Terry Corbett	124
Alex Milns	118

NOTE; To be eligible for these trophies certain rules have to be followed i.e. for the Best All Round - the competitors has to compete (as indicated by the name) in all types of events available to members. However, we shall endeavour to publish a complete list of rules next edition of this magazine.

Hereunder is a copy of the proposed Menu for our Annual Dinner on the 7th March, 1986 at Cafe Galichet, Nash St., Rosalie.7.30.

For all bookings contact a Committee member NOW ..Deadline for money is 2nd March ..no money no reservation.....understand.

Limit of 70 so get in early.

M E N U

ENTREE

- Kidneys in Red wine sauce
- or
- Seafood Terrine with Mango mayonnaise
- Or
- Spinach Triangle with Hollandaise sauce
- or
- Chilled Galantine with mustard sauce

MAIN COURSE

- Sea Perch in spinach sauce
- or
- Chicken breasts in green pepper sauce
- or
- Steak

DESSERT

- Chocolate Mousse
- or
- Crème Caramel
- or
- Raspberry Bavaroise

Coffee Mineral Water & Fruit Juice are available otherwise BYO.

PUT YOUR FEET UP FOR ONE NIGHT --- AND LET SOMEONE ELSE WAIT ON YOU.....MAKE IT THE 7th March - in congenial company your fellow Club members.

ANNUAL DINNER ANNUAL DINNER ANNUAL DINNER ANNUAL DINNER

M.G. HISTORY DEPARTMENT

Although MG's were made from about 1923 onwards, it was the M Type Midget, first produced in 1929, which caught the public eye. This fun-cum-functional machine was distinctive in appearance, and owners waved to each other as they passed. It was inevitable that someone should suggest an M.C. Car Club and this was done in a letter from the late Roy Marsh which was published in the Light Car & Cyclecar of September, 5, 1930.

Five people - S.A. Cooke, Norman Eames, Roy Marsh, John Thornley and George Wood - met at Marsh's house in Highbury a week or two later and decided to go ahead. John Thornley was requested to contact the factory at Abingdon to secure their approval and, if possible their co-operation. Cecil Kimber, Managing Director of the M.G. Car Company, greeted the idea with enthusiasm and, thus encouraged, they went ahead and planned a rally.

The idea was that they would meet, at lunchtime on Sunday, October 12th, at the Roebuck Inn, north of London, on the Great North Road and, during the afternoon drive across country - route unspecified - to the King's Arms at Berkhamstead, where tea would be laid on.

Two points worthy of comment are the very first meeting of the M.G. Car Club was an event such as has since come to be known as a Noggin and Natter, and for the meeting to be held within five weeks of the original suggestion that a Club be formed indicates that those concerned did not drag their feet.

Some 27 M.G.'s appeared in the pub yard that day, 22 of them being M types. The short journey to Berkhamstead turned out to be more fun than had been expected, the best-way-to-go being even less clearly defined than it is today so that, in the course of the afternoon, most people met someone going the other way!

They were greeted, on arrival at the King's Arms, by Cecil Kimber himself, who had brought members of his family along together with a number of the senior staff from the Company.

Over tea, an impromptu meeting was held, the nucleus of a committee was formed, and John Thornley, later himself to become Managing Director of the Company and the present Chairman of the Club, was appointed Honorary Secretary.

These then, are the events of a Sunday afternoon, fifty-six years ago.

MG MG

NEW MEMBERS

This edition we have heaps and heaps of new members to welcome - mainly because we missed a lot who joined late last year. Anyway, the M.G. Car Club of Queensland wishes to welcome as members the following ; -

Denis Land - M.G.T.C., John Crane - B , Kenneth Graham, John Wilson - B & TC, Wayne Henman - B, David Phillis - TD, Barry Mann, Darryl Kelly, Peter Harburg, Philip Reardon - Magnette, Damian Young, Steven Amos, David Roberts, Maria Poteris - A, Mark Papas -

May your association with the club be a long and friendly one.....

TRADING POST

FOO SALE

1978 M.G.B. G.T. 1798cc - twin carburettors. 4 speed manual with overdrive. Yellow, with grey-black strips. Currently registered. Mileage 18921. Condition - first class. Price - on application. Contact Kevin Healy, 5 Frost Street, Clontarf. Q. 4019 Phone 284 6230.

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FOR SALE

4 only 13 X 6 Magnum Avanti Alloy Wheels suit all Mazda and early model 12" Wheel Corollas. P.C.D. 100mm. Both nuts and studs come with wheels. Shod with Kleber Radials. The lot \$220. Phone David Robinson on 844 1037 (BH) or 848 0221 (AH).

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WANTED

M.G. Roadster, must be going and at reasonable price. Phone Pamela A/H on 200 7516.

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WANTED

M.G.B. or any sports car suitable restoration. Contact Arthur Warren on 271 1609.

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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 you' or if you want me to 'Get you' in the future. Contact Tony Jay on 207 2558.

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'VIDEO'

VIDEO CAMERA WORK (MOTOR SPORT/RACES/PROMOTIONS ETC) done using new semi-professional equipment. V.H.S., BETA, U-MATIC AND PHILIPS VCR FORMATS catered for. Format conversions, and copying (of non-copyright material), editing/dubbing/colour correcting/ special effects etc. available as well. Realistic negotiable prices. Contact Tony Jay on 207 2558.

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BODS & BENDS

Wayne Cossor has a new love in his life.....
Her name is Tasma.....and is a V8 powered group A sports
car, which will be seen later in the year at Hillclimbs and
race meetings.

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It's a boy! It's a boy! Mrs. Findlater SWr. couldn't believe it!
Congratulations to Greg & Julie Findlater on the arrival of Scott Greg
a little!(9lbs 12ozs.) playmate for Suzanne.

.....

We have heard on the grape vine that we shall soon be seeing
Vern Hamilton back on the track!!!!!!! More please....

.....

Gary & Tony Scott have opened a new service station at Arana Hills
- the 24 hr. Ampol on Dawson Rd. - so pop in and say hello if you're
over that way..

.....

Barry Mann needs congratulating on his 3rd place getting in the
Queensland Rally Championships in Paul Henningsens car with Ian
Young as Navigator. The ex Mini speedway champ shall be receiving
our Club's Rally drivers Trophy at our clubs Annual Dinner on
Friday 7th March.....be there.

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C.A.M.S. Note

If you decide to get a basic licence and then find you need a
restricted or a General Competition, you won't get a refund on the
basic. Look before you leap into licences!

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A contribution from Jennie (Ann Thomson's daughter) who is in
England.

" Just heard a serious, but a funny bit of news - which I think
you'll appreciate.

' Two people were seen tying a small parcel to a tree and
so the police were notified.
The offending parcel was examined - from a distance -
and then both tree and parcel were blown up..
Afterwards it was discovered that the parcel contained
clues - wait for it - - for a motor treasurer-hunt!!!! '
In hind sight you can see the funny side, but it just
shows you how wary the community is. And that was on the
1300hrs National News today."

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DON'T FORGET THE ANNUAL DINNER ON FRIDAY 7th MARCH
at the Cafe Galichet - opposite Clubrooms.

AT THE WHEEL IN THE "24" Cont.SUNSET, DUST AND STONES

Spectators crowded the sides of the road and were thick at the corners until dusk, when the Mulsanne-Arnage section became transformed into a scene of extra-ordinary beauty as a sinking sun sent shafts of blood-red light between the trunks of the heavily scented pine trees to play in a thousand shades upon the clouds of dust. Then it seemed as though one were utterly alone.

Concerning the dust, even chloride - which, by the way, is bad for eyes if it passes goggles - failed to stop great clouds following the cars, and sometimes caused nervous moments by obscuring the exact situation of a fast bend, or concealing entirely a car ahead. The dust moreover, settled thickly on goggle glasses and on the drivers' mirrors, making it almost impossible to watch for cars astern except by looking round. A still more terrible handicap was the stones, which catapulted in showers from under rear tyres. Once, after Arnage the Sunbeam overtook five cars in a bunch all near the left side of the road, and, until it was taken on the loose dirt at the road edge to get by, was bombarded ceaselessly by very large stones that banged on the radiator guard every few seconds. One came straight for the driver's face, but, before dodging was possible, struck the rim of the steering wheel, dented it badly, then ricocheted on to the driver's head with a bang that left a rather queer and dizzy feeling all the way to Pontlieue. Later, a smaller stone glanced off one ear, and another was a direct hit in the mouth; rather good arguments for Segrave's helmet.

WHY MECHANICS SHOULD BE CARRIED

As it was at times extremely difficult to attract the attention of a driver whose car one wished to pass, each round saw the same cascade of stones at one point or another. Mechanics would have been a blessing. Three times a car had to be passed on a corner, the Sunbeam skidding badly on loose stones, and once the English car passed side by side with a rival under a wooden bridge over the road which had seemed too narrow in practice for this to happen. Such things would not be if a mechanic could be carried to warn the drivers of the slower cars. Electric horns and whistles could not be heard at all.

As to the night driver, under a really wonderful star-powdered heaven, it was marvellously beautiful and most exciting, only a sure knowledge of the course preventing a driver automatically cutting out too early. As it was, it seemed to make a difference of nearly two minutes a lap when the lamps were not sufficiently powerful for the speed, but, on the other hand, one knew exactly when another car was behind. The hardest task was to take a corner that the headlights left in darkness, while the reflection of the lamps of a car astern flashed dazingly in the mirror. One quaint occurrence embodied a lesson, for when the lamps were switched on first, nothing appeared to happen, because a thick coating of chloride had utterly obscured each glass, and only squirting water with a syringe through the lamp grid wires cleared away the mess after considerable delay. It says much for the Rotax system that only one lamp bulb failed, while the dynamo charged as well at the finish as at the start. The spare lamp was broken by a flying stone.

A POTHOLED PEBBLE BEACH

One of the things which really became serious was the state of the circuit except on the tar surface of the home leg. Not only was the road like a pebble beach, but pot-holes of extraordinary depth soon
over . . .

appeared, and only by constant vigilance and by steering a special course to avoid the path followed by most of the cars and thereby taking some of the corners wide was there any hope of saving the chassis from risk of imminent destruction. As it was, at least five cars had badly bent axles and two bent frames, while one lost an entire dumb-iron.

To add to the troubles, the two barrel throttles of the Sunbeam began to stick as a result of dust, most often in the full open position, which, as the pedal could not always be levered up by the foot, necessitated controlling the engine for a time with the switch - an extremely complicated process when changing down. Apparently, out of sheer cussedness, this happened chiefly when approaching a bad corner, though sooner or later the pedal came free. At dawn curious layers of white mist made certain corners very deceptive and accentuated the throttle trouble until the sun came out. Ultimately a new and larger taper pin had to be fitted to the control as a result of the throttle sticking. This carburettor trouble excepted, the engine ran wonderfully, never so much as changing its note, and the only other trouble was the instrument board coming adrift at one end; it had to be held at times lest all the pipes to the instruments broke.

IN PURSUIT OF THE ORRAINE-DIETRICH

During the last six hours our Sunbeam was forced off the road by another machine, and, striking an obstacle at speed, considerably damaged its rear axle, so that the wheels were running at an angle as though the casing had broken. This looked horrible when the car came to the pits, but was forgotten in the last part of the race.

Far and away the finest and most dramatic period was during the last four hours, when, in obedience to a flag signal, the car at last was opened up and really began to go to stop No. 4 Lorraine-Dietrich gaining and to shorten No. 5 Lorraine-Dietrich's lead. Then, with the "rev" counter hard up against its stop at 4000 the car really moved, and one felt life was worth living, even with the bent axle! Apparently only three other cars were at speed, the two Lorraine-Dietrichs and a big Chenard-Walcker, but the last-mentioned had lost a tyre near Pontlieue early on.

Down the hill to the straight, past the grand stand, the Sunbeam was probably doing a good 98 m.p.h. It was then that an amusing incident occurred when overtaking two O.M. cars, the first driven by Foresti. The second drew up alongside its team mate, but was unable to pass, whereupon the driver made frantic signals ordering Foresti to shut off. To this Foresti replied with significant, but impolite, gestures, and the two arguing furiously for two miles or so blocked the path of the Sunbeam, whose driver was laughing so much as to be almost helpless. Eventually one of the disputants fell back, and the Sunbeam got by.

Another time an immense struggle set in with the leading Lorraine-Dietrich. Once the Sunbeam got past, being given the road by the Lorraine's most sporting driver, whereupon the throttle stuck open, and the car was just stopped with all its available brake power from going through Mulsanne barrier, the Lorraine's driver passing astern, smiling meanwhile, with a cheerful wave of his hand. Before Arnage the Sunbeam got by again, and out of the tail of one eye after the corner the Lorraine could be seen to lost its left rear tyre. Incidentally, the Lorraine drivers were capital fellows, most sporting and most cheery.

It was about the end of the race that the crowd, regardless of regulations, invaded the road near Pontlieue, soldiers and all, leaving a relatively narrow passage for the cars, and recalling a little the Paris-Madrid incidents of twenty-two years ago. One could not but wonder what would happen if the sorely tried rear axle gave up its job at last. Quite a number of those enthusiastic spectators who cheered and waved might not have been so pleased! The worst of these spectators is that every man jack of them seems to have liquid in a bottle, for which one would give incredible sums after swallowing chloride-impregnated dust for so long. Also by mischance the goggle elastic is too tight, and, soft as the rubber edges are, they cut like knives after four hours.

The finish was, to one person at least, the most wonderful thing in the world as the car - a good second - carried its complete crew, black but happy, slowly past the cheering pits and grand stand to receive a wonderful bouquet of flowers, the fervid felicitations of perfect strangers, and walk, for a short space, with the gods on earth.

Finally, the Sunbeam had made a splendid effort in its first race, and ran beautifully, thanks to the patient skill of Chassagne, who, with two mechanics, tended it throughout. It was, in a sense, far too near the spirit of the regulations, as were all the English cars, too heavy with its ordinary body and equipment, too much the stock car all round. None the less, it was a remarkable average for it to maintain in the circumstances, and the average could probably have been increased considerably without any destructive effect. The self-controlled air cushions were most comfortable, so that, even after the finish, the crew were not really tired or in the least sore. Further, it must be remembered that one of the drivers had handled the car for about one mile only before the race, while neither of them had driven one practice circuit on it.

Since the four Rapson tyres ran right through the race over all those sharp flints, they deserve especial credit, having performed far better than anyone would have thought possible beforehand, and the last of the ribs were still showing on the rear treads at the end.

S.C.H. Davis.

M.G. CAR CLUBS NATIONAL
MEETING

ADELAIDE EASTER 1986

As at to-day's date we have not received Registration Forms for the National Meeting but here is a summary of what will take place. It is a tremendous weekend, so contact our Club's co-ordinator (Peter Rayment 3003148) if you are wanting to register. We would expect that these forms should be in to the organisers by the 1st March!

28th March - Good Friday; REGISTRATION - St Leonard's Inn, Glenelg 2 - 10p.m.

29th March - Saturday; CONCOURS - Wigley Reserve, Glenelg 9 am - 2 pm.
Open Night for visitors to have free time in our city.

30th March - Sunday; MOTORKHANA - site not decided yet.
9 am - 4 pm
BRICKWORKS - Family Night entertainment

31st March - Monday; SPRINT - Adelaide International Raceway. Because of the large number of entries anticipated this will be a $\frac{3}{4}$ lap sprint on a long section of the Raceway. 9 am - 4 pm.

OBSERVATION RUN - course planned - concludes at A.I.R.

PRESENTATION DINNER - Dom Polski Centre.

1st April - Tuesday; FARWELL BREAKFAST - Wigley Reserve 8 am

DELEGATES CONFERENCE - 11 am

BAROSSA VALLEY TOUR - Jaguar and Porsche Clubs will be on this tour.

THE OCTAGON

The M. G. Car Club of Queensland was formed in November, 1954 by a group of motoring and M.G. enthusiasts.

The Club has prospered under the M.G. name and is one of the oldest Clubs in Queensland.

M.G. Car Club occupies club rooms at 18 Nash Street, Rosalie, Brisbane and has an active local and country membership.

Local members are well catered for by events organised by the Committee.

Types of events include night runs, motorkhanas, rallysprints, rallies, picnics and hillclimbs as well as natter and get together nights at the Clubrooms each Friday night at about 8.00p.m.

Country members as well as local are well catered for by a newsletter which reports on events and things of interest.

A large range of perpetual trophies are available to be won by members for various events concluding at a social presentation night.

M.G. Car Club of Queensland operates the Mt. Cotton Hillclimb situated 30 km. from Brisbane. It is a bitumen track set in a bush setting on which Club, State and National Championships have been held.

Probable the best part of being a member of this Club is the friendly and informal atmosphere that prevails.

It is not essential to own a M.G. to be a member because most events run by the Club cater for all types of cars from road going (sedan or sports) to all out racers in various classes. Your friends are welcome to join as well.

The Committee and Members invite you to join in the fun of motorsport.

The Official Magazine of the M.G. Car Club of Queensland
affiliated with C.A.M.S.

C O M M I T T E E

<u>PRESIDENT</u>	<u>Phone Home</u>	<u>Work</u>
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 <u>VICE PRESIDENT</u>		
Bob Cossor	209 8000	
 <u>EVENTS SECRETARY</u>		
Joan Appleby	57 1561	
 <u>MEMBERSHIP SECRETARY</u>		
Phil Hutchison	277 4274	848 5061
 <u>TREASURER</u>		
Ann Thomson (CAMS Delegate)	378 1368	
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 <u>OCTAGON EDITORS</u>		
Peter & Delia Rayment	300 3148	

POSTAL ADDRESS OF CLUB

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

ADDRESS OF CLUBROOMS

18 Nash Street,
ROSALIE.Q. 4064

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CLUB REGALIA

T/SHIRTS & SILKSCREEN PRINTING

Contact Peter & Delia Rayment
300 3148

T/Shirts \$7 each

GRILL BADGES

Contact Richard Croston
205 3673

Also Cloth Badges \$2.50 each
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THE OCTAGON

Clubrooms;
18 Nash Street,
ROSALIE. Q.

Membership Secretary;
Phil Hutchison
Phone 277 4274 (H)
848 5061 (W)

APPLICATION FOR MEMBERSHIP FORM

The Membership Secretary,
M.G. CAR CLUB OF QUEENSLAND,
G.P.O. BOX 1847,
BRISBANE. Q. 4001

NAME IN FULL.
ADDRESS Post Code.
OCCUPATION Phone/s.

PARTICULARS OF VEHICLES

Make. Model. year. Reg No.
Engine No. cubic capacity. ccs

I, the undersigned, hereby apply for membership in the
M.G. Car Club of Queensland. This application is subject
to the acceptance by the Executive Committee and extended
on condition that I will agree to abide by the Rules of the
Club.

Dated. Signed.
Attached please find cheque/cash for \$20 being Annual Membership
\$ 7.50 CAMS Basic Licence
\$10 Country Membership (out-
side 160km of Brisbane)

Prices subject to change
Please confirm before posting

Proposed by No. Q.
Seconded by. No. Q.