

CALENDAR OF EVENTS

- MAY 7th Natter Night - Nash Street, Rosalie  
 8th Working Bee Mt. Cotton for more particulars ring Bob Cossor or Brian Aspin  
 9th 'Mothers Day' MacLean's bridge gathering of all Marque sports cars. See you there at 9.30 and don't forget your picnic lunch and bottle of bubblee.  
 14th Natter Night- Nash Street  
 15th Working Bee Mt. Cotton  
 21st Night Run - leaves QMSC.  
 22nd Working Bee Mt. Cotton  
 23rd Club Motorkhana for more details contact Malcolm Spiden.  
 28th M.G. Register Night - Nash Street- bring your MG out for an airing.  
 29th &  
 30th Final working bee at Mt. Cotton for the Championships

JUNE

- 4th Natter Night - Nash Street  
 5th & Queensland Hillclimb Championships -  
 6th Mt. Cotton - wanted Flag marshalls, parking attendants, etc. contact Brian Aspin or Joan Appleby if available.  
 11th Natter Night - Nash Street  
 15th Proof for next magazine due now  
 18th Night Run Leaves M.G. Clubrooms  
 20th Economy Run - for marque sports cars - see Peter Rayment for further particulars.  
 25th M.G. Register night - bring your MG out for an airing

JULY

- 2nd - Natter night - Nash Street  
 9th - "  
 16th "  
 23rd M.G. Register night

AUGUST

- 30th Night Run 31st - Sprint ..IRON MAN WEEK-END  
 1st Hillclimb

EDITORIAL

Dear Members,

April, May and June are certainly hectic months for some members of the Club. It was good to see the members who went to Canberra, see article on page 10. Now on June 5th the Club is running the Queensland Hillclimb C'ships and a lot of work has to be done down at the Hillclimb to get it ready and on the day we need people to act as officials etc. So lets see all the club members pull their weight.

It is good to see that the Committee turns up at the Ann Street rooms but, it would be good to see them at Nash St. as the new faces who turn up there could see who is running the Club.

We have put down a register night at the Nash Street rooms as it is a good venue to check out the cars and have a good talk. So lets see all the members turn up.

Ann has kindly typed out details from C.A.M.S. on the changes in regulations on the following class of vehicles;- Road reg. cars, club level racing, Touring, and Group D - GT cars. We have run out of time to type these in full details for you so we shall pin them to the Nash Street clubroom walls for your perusal.

Next edition shall be out by the end of June - with all proof to be in by 15th June, PLEASE.

Thanks to those who came to the fore with stories this time namely - Don Webster, Malcolm Spiden, Brian Aspin and Ken Thomas - you are improving!!

'Til next issue,

Delia & Peter Rayment

XXXXXXXXXX

And now one of Spinner's jokes;-

How do you mend a broken tomato ----- tomato paste!!!!.

EL PRESIDENT'S PAGE (S?)

The time has come once again for El Presidente' to put his humble pen to paper to let you know what has been going on and what is to come.

First of all we had our orientation night at the Ann St., venue and although the response was not what we had hoped for ( even with the lure of free drinks and nibbles). Nevertheless those who did attend had nothing but good remarks and intimated that they would put in an appearance whenever the rooms were hired.

The night run on the 23rd April, started from Ann St., and was held in conjunction with a film night by courtesy of Castrol and by the end we had between 35 and 40 people which is most encouraging.

Hopefully the next event at the Ann Street rooms will be a Cheese & Wine tasting evening towards the end of May - and will not clash with the night run from QMSC. Details of this will be circulated, as and when I receive confirmation from the necessary parties.

I would like at this point to ask for ideas for our monthly? meets at Ann Street, whether it be from members or spouses and we will endeavour to arrange same, whether it be make-up & beautician nights for our gradous ladies or a talk on motoring, advanced or otherwise for our menfolk.

Remember this!! It is you our members we wish to please and hopefully get more of us together at one time so that the newer members can possibly gain some benefit from our longer standing and experienced stalwarts.

Our latest hillclimb was a resounding success with the weather smiling on us and if canteen operations are anything to go by no one either went hungry or thirsty.

We had the Formula Vee Club as our new guests this

Cont'd..

El President's Page(s) Cont'd..

time and they asked to be included, as and where further events allowed.

The event was reasonably incident/accident free apart from the usual over exuberant spins and 'out of shapes' through trying too hard, plus our dear old Bogabilla Bob's engine let go fast when he seemed to have it all together.

Talking about all togetherness, the Hillclimb Championships are now only 5 weeks away and help is needed at the hill to make sure that everything is ship shape and Bristol fashion - to quote a 'Pommyism'. Working 'B s' will be held on all Saturdays in May and hopefully Saturday and Sunday on the week-end prior to the event.

All I'M asking is that some of us can give 2 hours at least twice during the remaining weeks to make sure the spectator areas are tidied up, toilets cleaned, return road improved etc.

Although we don't have complete sponsorship at this time, things are not as black as was at first feared. One of our members has kindly donated a substantial sum and several people are interested in class sponsorships.

As a special event attraction, Dick Johnson has offered to drive and fortunately I have managed to persuade Ronnie Wanless to run against him. Incidentally I would like to thank our Wally Muir at this point for the offer of a car if this is necessary for Dick and Ron.

I would like, if possible, to obtain some prizes for lucky ticket holders, so, if any of you can help by your contacts with motor sport orientated firms I would be most grateful. To close I would wish you all safe motoring and to those of you who are entering the Championships good luck and keep the car on the track.

It has come to my notice that one of our members is soon to undergo an operation and I would like to say from Kath & I 'Our thoughts are with you Keith'. That's all for now folks. More in the next issue. El Presidente' Brian.

MJS's view of our first 1982 Hillclimb

First 1982, Hillclimb occurred on 14th March, 3 records fell during the day to John Davies, Ian Peters and Alan McConnell.

Steve Austin returned in his new car, the Farrell, to a comfortable class win (50.6 sec.) over Bob Cossor Nota, this year with a corolla engine replacing the Ford, (53.4 secs.), Bev Cossor (59.0 secs.) Brian Aspin Honda (67.9 secs.) George Haseler Entain (69.9 secs.) and Glynn Phillips same Centaur (71.2 secs.). Steve and Bob were both pleased with their respective cars and both are optimistic of quicker times during the year.

Ken Thomas, who we cannot call a 'foreigner' any more, as he is now a resident of the Sunshine State (and who has been baptised by our unpredictable showers Ed.) won his class in a 50.5 secs. time, in his Torana well ahead of Bruce Le Garde who unfortunately completed only 1 run in his Imp (52.8 secs.).

In the Sports Sedans class for the smaller engined vehicles Tony Jay (an A.J.) returned after 9 months absence. After a few 'rusty' runs the old magic started to re-appear (next time Tony-?). Second newcomer John Frisch Datsun 180B drove very inspiredly to a 57.8 secs. run. Terry Corbett was next on 60.0 secs. (Escort). The familiar red Anglia of Barry Smith was next on 60.4 secs. (looking good for sub minute runs). Next was the newly acquired rally Lancer of the Davis family with husband Richard recording a 60.5 secs. run ahead of a 63.5 secs. run of wife Meg. (I wonder if they have decided who will drive the car in a rally.)

Group C saw the record of joint holders Keith McConnell and Allan McConnell (52.9 secs.) fall to the younger McConnell - done while dear Pater was in New Guinea, Alan left the record at 52.7 secs. Next was another red Cooper S of Peter McCloy with relief father Kev McCloy both recording a time of 56.7 secs. (well there you go).

Cont'd....

Best Hillclimb '82 Cont'd

...ther/2nd Son Russell was next on 58.5 secs. ahead of the  
...tling Renault duo of Ian Both (62.1 secs.) and Stephen Cook  
...2 secs.) (throughout the day Ian recorded times of 64.0, 62.8  
...5, 62.5, 52.2; whilst Stephen recorded 64.0, 62.8, 62.6, 62.5, 62.2  
...ery close)

Rose won the Gemini class, in a Gemini, on 56.9secs. from  
...a Heffernan 58.2secs., Norm Coleman 58.4secs. and Scott  
...bb - 59.6 secs.

...colm Spiden won the Production Sports cars, MG Midget, with  
...7.3 secs. as well as a lunge over the hairpin out of the  
...nd hill (following Barry Smith's line) - or just missing  
...breaking marker - the one from 1973 -mate!).

...Davies (Robb Kawasaki) drove the most perfect run (if there  
...ever be such a thing) produced a 46.1secs. run-that's correct  
...his run placed him .01sec. behind Ian Peters after the 5th run.  
...itres V 750cc's!!!

...ie Rutherford has overcome many problems which have hounded  
...performance in the past, to score 53.5 secs. ahead of Bradley  
...n F/Vee on 63.5 secs.

Peters won the day, record and Top 6 eliminator. After the 5th  
...being 0.01 ahead of John Davies and replacing the low pressure  
...pump in the Renmax, was able to lower his times (and on  
...crowed petrol PGR's Ed.). 46.07 on his second run to a new  
...sed class and track record of 45.85secs. This time placed him  
...ad of Bruce LeGarde (BSC 46.23secs.) and Peter Rayment (Cooper  
...l) on 47.52secs. plus a superb '360' spin during which he  
...rded a 52.18 record run.

...records broken on the day, familiar faces returned after a lay-  
...- a good way to commence the year. Ian Peters won Best Time  
...Top Six Eliminator. The John Fraser Most Improved Driver of  
...Day was awarded to Richard Davis for his efforts in the Lancer.

SPINNER THOMAS'S DIARYSaturday 3rd April, 1982

## Lakeside Raceway

I washed the Torana, pumped up the tyres on Friday afternoon and loaded it onto the trailer. Saturday morning I picked up Wayne Cossor who was my guide and pathfinder to Lakeside. I had never seen the track before and for some reason I was under the impression it ran anti-clockwise but after watching some practice, I found the right way.

My practice session was for 25 minutes, I ran around a few laps to get the idea of the track layout, it's a bit rough, and the kink and the back straight under the bridge are most unnerving. I made it around for 18 laps before the end of practice. Lapping in 65's and 66's, best lap was 1.05.1. I was a little unhappy with this, but it was my first attempt.

Sunday, 4th April, 1982

## Event 3 Q'ld Sports Sedan Championships

I started this event down in grid position No. 12. When the flag dropped I made a good start but so did everyone else, a little bit of a squeeze through the kink and that black Mazda had gone through on me again, he has not improved the handling since Surfers and it was every where so it was, have a go or be trapped.

So down the inside into hungry, he was out a little wide and I was through (I think he had gear box problems) I pulled out the finger and went after the others. I finished in 7th place. I did not pass anyone else but improved by the attrition rate which was bad because of the heat.

First car home was the ex Allan Grice B.M.W. turbo  
Cont'd...

Spinner Thomas's Diary Cont'd

driven by Paul Gulson. Fastest lap of 58.8. 2nd C. Warnes' Escort, 3rd R. Worthington Mazda. My best lap was 63.1, which made me a little happier.

Event 11 S/S Div. 2

I started 7th in this event, pulling straight onto the tail of a red Mazda which I had followed home in the earlier race. Which was on the tail of Malcolm Rea's Capri. The 3 of us were nose to tail and close, I got a little over-confident and tried to take an inside line into the loop at the end of the straight, the Mazda also tried the same line. We had a little paint swap and I lost a little ground. Down the straight and through the kink, this time I was flying maybe a little too fast, the car was still sliding to the right when I made the big mistake of not having the car straight when applying the brakes, up the grass towards the flaggies. Not a good line for his corner - across the track backwards. No, not good at all, down the bankment around we go, some tyres on my left, now there on my right, now I have parked up against them, with the front right hand guard. I can still hear them saying 'Come in Spinner'.

No time to waste here, in reverse up the hill and off we go - I had lost about 20 seconds and a handfull of places, finger out, but the car was showing signs of the excursion, my lap times were 2 seconds slower and the car was a real handful coming up to the last lap board.

I had fellow club member Tony Jay in my view, Tony had already shown his style with a 2nd place in the 1st event of the day, he was slip streaming another mini, as I loomed up closer he pulled out to pass, this made my line a little wide on the straight but we all come out alright. Tony said later he couldn't believe how bad my car was handling. I was not sure if it was the car or my nervousness, but later on I found 2 leaking right hand tyres and about 1" toe out in the suspension.

Event 13. Lucky last, due to circumstances, this event I had to play it cool, I did finish around 8th place but even this was no easy feat, anyhow I think Q'ld might get use to me, a..

Cont'd..

Spinner's Diary Cont'd.

The week-end weather was warm to hot and the crowd came out to see the big boys in touring cars. Big bad Al got the jump on Dicke Boy and pushed to the lead, a lead which he never lost, pulling away with each lap. Peter Brock finished a distance 3rd with a broken windscreen, but neither Dick or Brockey were in the race with the Mazda.

Spinner Thomas.

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FOR SALE - 'Petite Escargot'- (Little Snail) - Norton 750 engine. Regular competitor at Mt. Cotton, 48.6secs., 49 seconds. Needs new home. Any reasonable offer. Chris Lake 281 6115 (A=Hrs.).

XXXXXXXXXXXXXXXXXX

FOR SALE - MGB Mk.I, 1965, white duco, interior excellent, Motor has had a lot of work done to it and is in good running order; soft top in g.c. 12mths. regs. Kevin Harris 370 - 8342. \$5,500.

MG MG MG MG MG MG MG

FOR SALE - Elfin 600 Formula Rord racing car. Full details on Clubroom notice board. \$4,800. Peter Ainscough. Phone (075)64 1606.

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M.G. CAR CLUB'S NATIONAL MEETING ---CANBERRA 1982

Easter '82 saw MGs from all over the country-side trekking to Canberra for the annual National Meeting. With about 275 - 300 cars entered there was certainly a crowd. There was also a Street National Drag Meeting for which 1200 appeared so the population, which all seemed to be leaving Canberra on Thursday afternoon, was somewhat swollen (the Alfa's were also there). The town where some of our tax money is spent was certainly looking good and the weather was perfect for the whole weekend.

Registration was a bit different as this year they had wanted one to register early which caused some confusion with what car some people were using. From both Delia's and my own point of view this year was much better because we had a fair crowd from Queensland there.

There were the country'boys' - Bev & Bob Ritchie MGB and Barry Vanderberg MGA and the city slickers Greg & Julie Findlater MGB, Bruce Williams MGB and ourselves and Samantha in the TC. Which was certainly better than last year. Bob Mallon was to have come, but some engine trouble stopped him from going.

Over the meal at registration, old friends were looked up and the week-end was off to a good start.

Saturday saw an incredible parking problem. 250MGs. The setting at Commonwealth Park was certainly superb for a concours, where the spit and polish boys and girls really shine.

Whilst the concours was on there was a two foot (too foot) tour from which many questions had to be answered. Delia dropped out with bleeding feet (new shoes), Barry had to finish getting his car checked, so on Bev. Julie and me walked doing the full tour only to find a couple of the places closed and so unable to answer all the questions. It seemed to be about 5 miles.

Come midday we headed off for Woden Civic Centre and the  
Cont'd....

Nat Meet '82 Cont'd.

## Motorkhana.

WD's were coming thick and fast, so it was better to look at the diagram than at the people running if you wanted to wrok out where to go. Some of the driving was good some not so. Barry in the T salom got a bit crossed up in the finish garage knocked a marker and knocked himself from first place to right out of the running in his class. Rob Ritchie drove around smoothly and knocked off the lot of us Queenslanders and won his class.

Julie whipped the pants of Greg and so came 3rd in her class. Greg must have been looking for his pants. Bruce was a bit confused by all the manevouring and did the same as Delia , so they went and hit their heads against the radiator cap. The everpersistance Bev. meanwhile went back to the 'two foot tour' and got a few more answers.

That night was a country and western hodown at the Yaramuba Woolshed where the band was going full steam and the food was good, and a good night was had by all even if it was starting to get cold.

We were all up bright and early and out to the Hillclimb to see what the track looked like. It had only been finished six weeks before so there was quite a bit of loose gravel around. We walked and wore ourselves out climbing the hill. It is certainly an interesting climb and completely different to Mt. Cotton. Here we all had our two runs, the second of which saw some of the track breaking up in the afternoon heat.

Back home, to the Caravan Park (and our on site van, with it's heater), cleaned up and off to the Presentation Dinner. The food was good even if the drink waiters were a bit slow. And inbetween eating and dancing the trophies were given out.

Cont'd. . .

Nat Meet Cont'd.

Rob Ritchie	1st	Class	Motorkhana	MGB Mk.II
Julie Findlater	3rd	"	"	MGB Mk.I
Peter Rayment	1st	"	"	TC
"	"	1st	" Hillclimb	TC

and Bev Ritchie 1st 'Two Foot Tour'

So we didn't do too badly, despite our low numbers.

Monday morning and the Farewell Breakfast, on the shores of Lake Burley Griffin, where a hearty breaky was had by all before all the MG enthusiasts started to disperse - and thus ended another unforgetable National Meeting.

Ask anyone who has been to a National Meeting and they will tell you that this is what all the MG owning members should try to get to. They are all good only the places change.

So....how about we see you at Geelong next year - start planning now!

Peter Rayment.

MG MG MG MG MG MG MG MG

FOR SALE - 1 pair left & right knockons for MGB \$20 each ring Joan Appleby 57 1561.

FOR SALE - 1968 MGB Mk.I; Electric overdrive; British racing green; new soft top and tonneau cover; radio; electric aerial; mechanically sound; bodywork good condition; R.W.C. supplied. Price \$5,8000 ONO Phone 356 3518 Mis. K. Stephen.

WANTED - Pair doors for a 1971 model MGB -- including interior panels. Clare Wilson, Uni. Counsellor, James Cook University of North Queensland, Post Office, James Cook University Q. 4811.

Mt. COTTON DIARY Sunday 14th March, 1982

A day that started off wet. I towed the torana out to Mt. Cotton after washing it and pumping the tyres up, since Surfers.

As usual with car club meetings there was a lack of officials or helpers. Members must remember that the club is only as good as you make it and if drivers must officiate then their driving must suffer. So to all you would-be-drivers and young members, please, come out to these meetings and take a flag position, you will learn a lot about driving and car control. Change positions a few times during the day and learn each corner where you can see each drivers mistakes. You will learn and at the same time help the Club, bring a friend as well.

Back at the track.

To my horror I was programmed to run first, after a drivers meeting a caution about the wet track and no crash crew, I was a bit apprehensive, but what can I say, no brains no feelings.

My opposition Bruce LeGarde, Rotary powered Imp was a late arrival, due to the fact of running two cars I guess. My first couple of runs I had gear selection problems and Bruce only got in one run before breaking off his gear stick, a 52.9 was his only official run, later on after fixing the gear stick with a socket extension, only to have the misfortune of breaking a uni on the start line.

I adjusted my gear selections and tried again, this time over doing it coming down the 2nd loop, missing 1st gear and straight over the bank for a 360, that's where the name spinner comes from.

Later on I got 1st gear a couple of times and got a 50.5 not real good, but good enough for a class win.

Cont'd..

HISTORICAL HAPPENINGS by DW

The first event in the Historic Racing calendar year for most enthusiasts is the annual pilgrimage, to Amaroo Park for the All Historic Meeting on the Australia Day week-end 1982 was the 7th annual meeting and attracted well in excess of 200 vintage and historic cars, bikes, and three-wheelers, from N.S.W. Victoria, Queensland and South Australia, and a record crowd of enthusiasts.

The main event was the 10 lap 'Festival of Sydney Trophy Race' with competitors in cars ranging from a 1928 Riley to a 1956 Cooper Climax. The race was led by Harry Firth in a 1953 MGTC Special, but eventually won by Andrew Osman in a Cooper Climax, after a slight alteration which put Harry into the fence. Fastest lap went to the MGTC of Harry Firth at 61.7 secs.

Four competitors made the trip from Queensland, with my MGTD having the luxury of a trailer-ride this time. Normally it is driven down resulting in a certain amount of wear and tear on the car and somewhat more on the driver. The convenience of towing may have contributed to inducing this my first winning meeting, where the TD won a first and a second in Post War Sports Car Handicap races, against a field of around 20 competitors.

Altogether, there were about 20 MGs or cars derived from MGs competing in the meeting, ranging through J,K,M,P, TB,TC,TD,TF,A, and TwinCam models. Surely a sight to stir the blood!!

Don Webster

MG MG MG MG MG MG MG MG MG MG

WANTED! WANTED! WANTED WANTED!!!!

BY your Club - Material to build toilets at Mt. Cotton Hillclimb - i.e. tank, cement, pipe, roofing -see a C'ttee

Mt. Cotton Diary Cont'd..

Tony Jay took out under 2,000 S/S with 51.4 secs.

Racing Cars Up to 1300cc saw a new club record by John Davies 46.1 secs.

Touring Cars up to 1600cc also a club record to Alan McConnell in a Cooper S who also had time to take pictures while breaking his old record, from 52.9 to 52.7 - remarkable for a road going car.

Racing cars 1301cc and over - Ian Peters 45.85, another club record. 2nd Bruce LeGarde with <sup>80</sup> much trouble, even the B.S.C. had it's problems like the Imp.

Sports Cars Group A. Steve Austin 52.5

Sports Group D. Malcolm Spiden 57.3, I think he may have been the one the Torana followed down the bank.

Gemini - Jim Rose 56.9.

In the Top Six Elimination, I think there was a bit of bias, 3 cars ran in bright sunshine. Came my turn and a cloud burst, turning the track into a skating rink. All I could do was enjoy myself, my seeing how far sideways I could get the Torana without losing it, good fun! When I returned down the exit road the rain had stopped, 5 minutes later the place was dry. I have not been naturalised yet, I think it takes 12 months or so, I must see Joh about this.

Tony Jay was also unfortunate and ran on a wet track. Next Hillclimb will be the Championships and we want as many workers as possible i.e. flag marshalls, parking attendants etc. so if you're available then contact a Committee member straight away.

See you there.

Spinner Thomas.

THE OCTAGON

MAY/JUNE, 1982 No. 3

'Application for Membership Form

THE SECRETARY,  
M.G. CAR CLUB OR QUEENSLAND,  
G.P.O. BOX 1847, BRISBANE.Q. 4001

NAME, in full.....

ADDRESS.....

OCCUPATION.....PHONE/S.....

PARTICULAR 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 and Centre.

Dated.....Signed.....

Attached please find cheque/cash for \$22 being Annual Membership Subs.  
\$ 3 Joining Fee

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

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

If you are a M.G. owner you do not have to pay the \$3 Joining Fee.

FOR SALE -1969 Mk.II MGB - good radials all round.  
soft top and tonneau . 48,000mls on clock upholstery  
excellent \$5,450 Graeme Anderson Phone 227 3635 work,  
355 9995 home.

FOR SALE - 1973 MGB excellent condition and bodywork,  
genuine 32,000 miles 11 months registration. Phone  
265 3587. (Mrs.) Gai Flowers.

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If big horses have little horses and big cows have  
little cows. Why don't big trains have little trains?  
Because big trains pull out on time.

.....  
What do you call a group of Irishman standing in a  
circle? A dope ring.

What do you call a pregnant Irishwoman ? A dope carrier.

.....  
Virginity like ballon - one prick all gone.

.....  
What is the definition of a thumbtack? An aroused  
smartie.

.....  
Man who puts cream in tart, not necessarily pastry  
cook!

.....

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

C O M M I T T E E

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Phil Hutchison

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POSTAL ADDRESS

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

ADDRESS OF CLUBROOMS

18 Nash Street,  
ROSALIE.Q.

C.A.M.S. Delegate - Ann Thomson - Phone 378 1368

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Next issue of club magazine due out end of June so drop  
in proof to clubrooms by the 15th June...

Otherwise give us a ring on 30 3148(a/hrs) Delia & Peter  
Rayment.

XXXXXXXXXXXXXXXXXXXXX

ANN STREET ADDRESS

466 Ann Street, with parking in Perry Lane. Map ref. E7  
-- Map 1 UBD.

C.A.M.S. are planning a Scrutiny School to be conducted over a 6 week period tentatively commencing 22nd June - if interested please contact C.A.M.S. 36 4802.

XXXXXXXXXXXXX

FOR SALE - VW based racing car 1200cc - complete with new trailer spare wheels etc. \$1600. Contact Brian Aspin on 281 7218 (Home) or 271 2911 (Work)

XXXXXXXXXXXXX

WANTED SOME ONE TO ADVERTISE ON THE BACK HEREOF  
TO HELP PAY FOR THE PRODUCTION OF THIS MAGAZINE  
IF INTERESTED CONTACT BRIAN ASPIN - as above.

XXXXXXXXXXXXXXXXXXXXX

WANTED GIMMICKS YES! THAT'S RIGHT GIMMICKS

That will help attract spectators to the Queensland Hillclimb Championships - 5/6 June

XXXXXXXXXXXXXXXXXXXXX

FOR SALE - the stencil on the front cover is available to members who would like same printed on their own sweat shirt, cap etc. at a \$1 a run - if interested see Peter Rayment.