

FROM ME TO YOU

Well, the year has got off to a mighty start, with Navigation Runs, a Race Meeting, Sprints and this weekend the Hill Climb.

I know it has kept me out of mischief and I wish to thank all those who supported us so well in the events. I must particularly mention the Race Meeting, where so many of you worked so hard to make the day a success from the Organisation and drivers point of view. Thank you to everyone who came and helped in the various Departments through the day.

Also a thank you to all the drivers who supported us on that day and we hope that you all had a good day.

We are glad to know that Delia is back on deck again and that she made a return to good health by navigating Peter to a win in the Navigation Run.

Jim Peters who comes to Timekeep for us at the Hillclimb and is Queensland Chief Timekeeper has been taken to hospital this week and we hope that he is soon back on deck.

Neil has been out of town for the past week, so there will be no President's report in this issue. I am sure he will make up for it in future issues.

A big welcome to all new members and we hope that you enjoy being in the Club as much as I have over the past years.

Joan Appleby

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P R O G R A M M E

- 25th March Hill Climb - Mt. Cotton
- 15th April Lakeside Race Meeting - (GT Championship)
- 20-23rd April Easter - National Meeting - Tasmania
- 29th April Hill Climb - Mt. Cotton
- 6th May Hill Climb - Echo Valley M.G.Car Club are one of the invited Clubs. This is at Toowoomba and is a good dirt Hill Climb. If you wish to enter please contact Joan at 57 1561 to obtain Supp. Regs.
- 3rd June Queensland Hill Climb Championships. This year if you are only entering one Championship event for the year you may enter on a basic licence. Your car still needs a log book.
- 27th July Navigation Run - in conjunction with Iron Man Weekend
- 28th July Sprints at Lakeside Ditto  
Motorkhana "
- 29th July Hill Climb - Mt. Cotton "

NAVIGATION RUN  
17th February

After those lovely balmy days lying on the sand at the beach observing the lovely ladies clad in very little/lovely swimwear, what better way to round off the summer months than via a touring assembly. (I'd rather be back at the beach).

Director Errol Hoger (thing for the day - of "same day service" fame) who gets to yell 'action' and 'its a take', found the tricky little path.

Over the recess Barry Smith and Bruce Stephenson found to their horror their favourite Rosalie restaurant had changed its name. No laugh as it called that name but is now La Cremaillere. But no time to lament as Wayne Cossor with Bob Cossor fallowed past the all new cement box No. 35, into Alma Street on their way to the Latrobe area.

Meanwhile on level ground, Gary Cossor (residing in Queensland now) and Bev Cossor were at the Barber shop to see what he takes in - the pools, his pole, Gillette Blades, men (after all he is a men's hairdresser) who knows certainly not dry cleaning.

On the road to 5L, past adjoining roads to the left, Give way signs ahead, into Dawn Street then swiftly into Woonga, Paul Dipplesmann and Ian Mois were confronted by a huge grey thing locked in a cage with no B.C dog permit number. Yes a transformer Sub Station, we know they were there. After this little side issue, the open spaces, a few quick dabs and here we are at Patricia's place - but more of her later.

At telephone box No. 3609 ---M3 the neighbours wondered at two ladies giggling, laughing, driving around the block and driving away, in a car with huge gutter clearance. We don't know who they were but they did me a power of good.

The softly sprung black M of Black Pete and Julie Findlater in white (Chiaroscuro for all art lovers) bounced their way around Kelvin Grove to find the picture framer prior to a trip to the new market gardens. This is where Len Melrose/Damien Neilsen were looking for carnivorous plants and other foliage, not a Patricia's Place (from previously) but at No.36 just before Pedro's Pizza Palace with the lovely lady with a huge eh shirt - I saw her and she laughed.

Ann Thomson and Neil McNeil followed into 49 and then 51 then 38 (oh all this is coded) past Bus Stop whatever, the flag pole wherever and to end somewhere.

The cast of thousands were assembled for the King to proclaim -

The Cast	Vehicles Supplied by	Lucky number
Allan McConnell/Mal Spiden	Mazda White	10
Ann Thomson/Neil McNeil	Comodore Hotels	20
Len Melrose/Damien Neilsen	MGBL II & O/D	26
Peter/Rayment/Julie Findlater	MGB I no O/D	31
Gary Cossor/Bev Cossor	Falcon Red	61
Paul Dippelsmann/Ion Moir	Mazda Red	73
Wayne Cossor/Bob Cossor	Mazda 1600	113
Barry Smith/Bruce Stephenson	Torana Blue	127

NAVIGATION RUN  
17th March 1984

No story has been sent in about this Touring Assembly, so the results are printed hereunder -

CREW	CAR	POINTS	PLACE
Peter Rayment/Delia Rayment	MGB	10	1
Len Melrose/Damien Wilson	MGB II	16	2
Ann Thomson/Phil Hutchison	Commodore	53	3
Alex Milns (Solo)	Mazda Ute	60	4
Barry Smith/Bruce Stephenson	Torana	66	5
Gary Cossor/Bev Cossor	260Z ??	94	6
G.Peters/D McNeill	Escort	98	7
Thierry Reig/P.Gent	Subaru	105	8
Errol Hoger/Sharon Hoger	MGB	110	9
Wayne Cossor/Bob Cossor	Mazda	128	10

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FOR SALE

Richard Croston's Group A Sports Car. Complete with trailer and spares \$4500.

It can be split up and price negotiated. This car was built in 1981, has never been pranged and has a lot of development potential.  
Phone 205 3673.

FOR SALE

Ford Down Draught Cylinder Head \$120.00

Phone Richard Croston 205 3673 After Hours

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WANTED INFORMATION

Wanted to purchase 1 set of chrome wheel nuts for an MGB. They must fit the "rostyle" or steelpress wheels for models 1970 and onwards.

Would MGB owners please contact the undermentioned and let him know where these would be able to be purchased.

Phone  
71 4483 (h)  
81 4236 (w)

Robin Gilliver,  
22 Alexandra Street,  
NORTH WARD  
Townsville 4810.

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FOR SALE

1 Sprite bonnet in good condition -

Phone Gary Cossor  
209 8000.

IN THE PITS  
Club Race Day - 11th March 1984

IVAN TIGHE arrived with his new Kaditcha. The impressive machine not having turned a wheel in anger prior to the meeting, showed its potential by being the fastest machine there. A car to watch in future, it's a top machine.

BARRY WRAITH's Anglia. The "Class" of the sports sedans was troubled at Saturday's private practice with diff problems. Fortunately it was sorted out by Sunday.

JACK HINDRICHS Kaditcha F2 was placed with problems all week end in spite of having the prettiest Pit Crew of the meeting. The car had a persistent brake problem all weekend and to test him further on Sunday the gear Box selector played up. Jack persisted and the car ran both events, gaining a creditable 5th and 6th respectively.

BOB COSSOR Fronted the Red Escort for the first time at Lakeside. All went well until the last race when the dreaded bump under the bridge claimed another car. Fortunately the car was lightly damaged due to Bob's hard work trying to catch it after it hit the bump.

IAN PETERS fronted his new creation. An Elfin Formula Ford built up from a chassis from Don Sorrensen and running gear from a Sydney car. The Elfin showed all the hallmarks of Ian's neat and clean workmanship.

MARTIN TIGHE's Van Diemen was looking immaculate as usual. Martin's comments were "No problems except for the driver!" It's a much better car than the Image he started with a couple of years ago.

RON POMMEROL had his 1961 Nota going quite well in spite of a frustrating carburation problem. Ron has spent a lot of time over Christmas removing the "Bump Steer" from the rear axle. The older it gets the faster it goes!

NOEL ORPHAN ran his Elfin for the first time this year on Saturday, when it suffered a fuel line problem. Noel was saying it takes 3 nights to wheel align the car and if it is not within a 1/64th inch then it is not good enough - No wonder the Elfin is a delight to watch on the track.

LINDSAY ALLEN ran his Jabenti for the second time. This interesting car was designed and built by Bill Hinte who was a Lecturer in Aero Dynamics at Sydney University. The aerodynamics were worked out at the University using a scale model. The car uses Honeycombe chassis construction and numerous other Hi technology ideas.

RICHARD CROSTON's Sports Car ran with reliability after a busy Christmas, checking and re-setting the suspension. We ran the car 3 weeks prior to the meeting, decided it was good enough to do the job, brought it home, prepared it and apart from adjusting the brake balance after the first race, we were very pleased with the old girl's performance. By the time you read this it will be in bits being prepared for the Queensland Round of the Australian Car Titles.

Cheers

Richard Croston.

We have received a letter from Mr. Graeme Dear of 4 Carr Street, Chatswood N.S.W. with a list of M.G. Midget Parts for Sale. If you wish to Graeme about any of the parts the phone No. is (02) 419 5980.

To suit M.G.B.

One Pair front shock absorbers	\$130
16 row oil cooler ARO9899 (two Available)	\$70 each
Davies Craig Thermoelectric fan	\$70
Sunvisor kit	\$10

To suit MG Midget/Sprite

Set of 5 chromed wire spoke wheels 60spoke 7 x 13	\$1000
Turbocharger kit (all inclusive)	\$950
Supercharger kit	\$1800
Limited slip diff - C-BTA 1226	\$500
Matched crownwheel and pinion C-BTA 939	\$50
Lightened camshaft sprocket C-AEG 578	\$65
Lightweight cam follower set C-AEG 579	\$45
Lengthened rocker screw set C-AEA 692	\$15
Deep sump and oil pickup kit C-AJJ 3324	\$60
Front suspension lowering kit C-AJJ 3322	\$10
Competition rear bump stop kit	\$15
Anti roll bar 1 1/16" diameter C-AHT57	\$75
Anti roll bar installation kit C-AJJ 4031	\$10
Lucas mechanical advance distributor, competition timing	\$60
16 row oil cooler ARO9809 (two av)	\$70 each
Alloy ribbed rocker covers (two av) Mini used	\$8
CAM6822 Mg Turbo metro	\$12
Heavy duty wire wheel axles (four available)	\$60 each
Vandervall camshaft bearing set VP 956	\$5
Rear adjustable Koni telescopic shock absorber conversion kit	\$150
Rose Jointed Panhard Rod kit	\$35
Davies Craig thermoelectric fan	\$70
Sunvisor kit	\$10
Girlock dual circuit braking master cylinder	\$80
Rear axle splined hubs - set of two	\$30
Smiths 120 mph speedo converted to Midget ratio	\$15
Driving harness - aircraft manufacture	\$30
Anti tramp bar kit, rear axle	\$35

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FOR URGENT SALE

AUSCAM CLUBMAN

Top Horsepower 1300 Corolla engine by Camshaft engineering  
 Dry Sumped. Hollinger C/R Gearbox  
 Foam alloy tank Luke 6 point harness  
 4 - wheels discs New Dunlops on composite alloy wheels  
 A winning car in top condition to start the season  
 First class open trailer

The lot for \$9,000

Assistance given to a newcomer ..... would consider repaint for genuine purchaser.

Phone John Campbell - (071) 45 1036 or (071) 45 2694

WHAT IS A HILLCLIMB?

A love-hate affair between you and the clock. The timekeeper is the referee. It is a one-at-a-time speed event, and as the name implies, it consists of some very steep gradients. What goes up must come down and Mt. Cotton Hillclimb does just that - so you need brakes as well as an accelerator. It's all work for that big right foot.

You can enter almost any type of car so long as it is mechanically sound. You are electronically timed and you complete your run before the next car is allowed on the track, which is just under one kilometre in length. Usually you get from three to five runs in a day. The idea is to go just that little bit faster each time out. Suddenly you will find that you are actually beating some of the other cars in your class.

If you would like to have the regulations for our first meeting of the year on 25th March, ring Joan Appleby at 571561. She will answer all your questions too.

We forgot to say that the track is all bitumen.

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C.A.M.S.

Recent additions to the National Motor Racing Committee are Messrs. Harding, Sellars, and Stibbard.

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Beware of the flame-resistant overalls with the stitched in lining. You might still be required to have heat resistant underwear. We are endeavouring to get a list of the two piece suits (outside and lining) which are permitted.

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C A M S DINNER AND SEMINAR

28th April at the Cricketers' Club

Cost approximately \$20 each.

Topics for the Seminar which is free are Group A and Production rally cars and the C.A.M.S. judicial system (protests, appeals etc).

If you would like to go to either of these functions please contact, Ron Peebles at the C.A.M.S. Office - Phone 369 4802

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THE OCTAGON

MARCH/APRIL

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

COMMITTEE

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Neil McNeil

PHONE HOME

355 1813

WORK

TREASURER

Mrs. Ann Thomson

378 1368

COMMITTEE

Bob Cossor	Vice President	209 8000	
Joan Appleby	Events Secretary	57 1561	
John Heffernan		343 5772	341 2985
Errol Hoger		341 4252	
Richard Croston		205 3673	
Steve Austin		245 5265	

CAMS DELEGATE

Ann Thomson

378 1368

MEMBERSHIP SECRETARY

Phil Hutchison

355 1085

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BRISBANE 4001

Address of Clubrooms

18 Nash St.,  
ROSALIE 4064

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EDITORS - Peter and Delia Rayment, Phone 303148 (Home)

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APPLICATION FOR MEMBERSHIP FORM

The Secretary,  
M.G. Car Club of Queensland,  
Box 1847, G.P.O.,  
BRISBANE. 4001.

Name in Full . . . . .

Address . . . . .

Occupation . . . . . Phone . . . . .

PARTICULARS OF VEHICLE/S

Make . . . . . Model . . . . . Year . . . . . Reg No. . . . .

Engine No. . . . . Cubic Capacity . . . . .

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 \$18 being Annual Membership Subs.  
\$4 Joining Fee  
\$6 CAMS Basic Licence  
\$10 Country membership (outside 100 km radius of Brisbane).

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

If you are an M.G. Owner you do not pay the Joining fee.