

P R O G R A M M EMAY

- 13th Table Top Rally at the Para Quad Centre
Bring a ruler, pencil and rubber.
- 14-15th Surfers Paradise Races.
- 20th Night Run
- 21st Wine & Cheese Night at Coral Scott's
53 Howard Street, Rosalie. 3 p.m.
- 22nd Lakeside Sprints.
" Open Motorkhana QMS 111.
- 27th Natter Night Clubrooms.
- 28-29th Open Rally.
- 29th Working Bee at Mt. Cotton.

JUNE

- 3rd Natter Night
- 5th Queensland Hillclimb Championships - Mt. Cotton.
Help needed to act as officials on the day.
- 10th Film Night - 1975 & 1972 Hardie Ferodo.
Bathurst Races. B.P.'s Sunday Symphony. and
Teamman Series.
- 11th - 12th Townsville Open Rally.
- 12th Closed Motorkhana.
- 17th Night Run.
- 19th Open Motorkhana
- 24th Natter Night
- 25-26th Lakeside Races

JULY

- 2-3rd Open Rally
- 8-9-10th Iron Man Weekend which comprises of
- 8th Night Run, 9th Sprints & Motorkhana &
10th Hillclimb at Mt. Cotton.
- 17th Closed Motorkhana.
- 16-17th Movie & Clubman Rally QJCC

SECOND HILLCLIMB FOR 1977Was really an event of attractions (see Bods & Bends)Sunday, 24th April.

Cat. I. Racing Cars. Vince Appleby (VJA Honda) 56.1 secs. in the up to 500 class. With the elimination of the Cooper Ford the 501cc plus class was captured by Jim Pidgeon, Volvo Special (49.9 secs.) from son Robert (51.9 secs.). While Paul Bishop - Robe Formula Ford did a 52.6 secs. fellow Formula Ford driver Bruce Absolon - Elfin 600 (54.7secs.) and Kev. McCloy - McSpecial in 57.3 secs., but the C.M.S. Racing Car from Raper Racing (Paul Raper driver) was an unfortunate non-starter.

Group A Sports Cars up to 1300cc - saw the familiar blue Centaur Clubman in the winners circle again. Alan Telfer on 50.6 secs. lead home Ken Wasley - Elfin 300 sports (59.2 secs.) from 1 run only, ahead of Mike Ovens - Mark 1 Sprite 63.8 seconds. Bob Cossor 63.3 sec. and Bev. Cossor 68.3 in the Honda S 600. Bruce Wasley again scored a class victory in the 1600 and over Group A section with a 54.0 seconds run in his Rotary Sprite (which is for sale).

In the Group B Sports Sedans up to 1300 class - new member from South of the Border down that way, Don Vidler, (Cooper "S"), after a couple of careful "looks" at the hill recorded a 61.6 seconds to be victorious in the class. Don was followed by new members Evan Thomas (72.5 secs.) and Tom Gillespie (76.9 secs.).

1300 to 2000 Class of the Sports Sheet saw the Mini battle with Tony Jay (purple) on 55.2 secs. David Kemp (yellow) 57.6 secs., Robert Jones (blue) 58.0 secs. and wife Jeannette (blue) 61.9 secs. Barry Smith - Ford Cortina was 4th in class - 59.3 seconds, with Jon Finn in his road Cortina 65.3. Over 2000cc's was the General's class - as John Heffernan (with one of brother Tom's engines in, after last week's blow up) Torana 54.2 seconds, came ahead of GTS 327 driver Geoff Coote 56.6 seconds, and Ian (Rappo) Rapley, Monaro 58.9 seconds.

Cont'd....

Second Hillclimb for 1977 Cont'd.

Ruth Wasley (in Eskimo boots) steered her Cooper "S" around in 67.0 seconds, to win the Group C up to 1300 class from Wayne Mifsid (Escort) whose best time was 70.9 seconds. The middle class saw another victory for the Dolomite Sprint(it had one at Katoomba to - Ed.). Steve Austin used the Sprint's power to good advantage for a 59.1 secs. run to secure a victory from Kim Flessler - Escort 59.3 secs., ahead of the Gemini pair of Paul Milburn 60.2 seconds and Greg Harrison 67.6 seconds.

In the 2000 - 3000 cc class - Ken Jones 60.3 sec., Triumph mk. 111 won the class from Clark Stewart - Capri V6 (61.0 secs.) and Phil Griffin - Torana XUI recorded a 54.3 seconds to take out the 3000 cc and over class.

Again the Production Sports Cars had the largest entry as 10 cars contested the class. After the spinning had ceased Malcolm Spiden won the class 57.9 seconds, from Greg Fahey 59.6 (MGB), Peter Frazer (Midget) 60.0 seconds, Hayden George(MGB) 60.2 seconds, Nigel Harding (Triumph TR3 A) 61.9 seconds, Don Webster (MGTD) 62.9 seconds, and Allan Randall (MGB) 67.5 seconds. Interesting to note that it was the first run for the Triumph drivers. Also for MG Drivers John Lauß and Allan Randall. Don Webster produced very consistent times which are also his quickest. Don attributes this to his run at the Lakeside Club Race Meeting the week before. Where he was able to "feel" the car and really get with it, his times certainly support this.

Cont'd..

Second Hillclimb for 1977 Cont'd.

	<u>Top Six Elimination</u>		<u>Top Six Times</u>
Jim Pidgeon	49.9	Volvo Special	DNF
Alan Telfer	50.6	Centaur Clubman	51.8
Paul Bishop	52.6	Robe Formula Ford	51.4
Bruce Wasley	54.0	Sprite Rotary	53.9
Bruce Absolon	54.7	Elfin 600 F	54.3
Tony Jay	55.2	Mini deluxe	56.4

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NEXT HILLCLIMBS

QUEENSLAND HILLCLIMB CHAMPIONSHIPS - 5th June
- Open.

(Help wanted for this event contact;
A Committee Member now.)
(Page 14)

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IRON MAN WEEKEND

10th July - Club level.

(Yes it's on again this year.)
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BOBS & BENDS

Hillclimb 24th April - Firstly Spiden spun (hairpin 2nd time) - that's two in two weeks and Wheely has been on both corners. Then Peter Rayment took his usual T.C. line (hairpin) and claimed nuts, fence and out for the day. John Heffernan fuel supply was exhausted - claiming a DNF. That was practice

1st Run - Paul Milburn autocrossing on the bank out of the hairpin second time. Alan Telfer doing Dave Miles trick (ex Dave Miles Centaur) hairpin 2nd time - almost a nutage. Simca of Evan Thomas failing to climb 2nd hill. Cont'd.11

RESULTS - LAKESIDE - APRIL, 17th

	<u>Outright</u>	<u>Place</u>
I. Peters	1 X 1st 1 X 3rd	
M. Spiden		1 X 1st
H. George		1 X 2nd
R. Tomkinson	1 X 2nd	
L. Craig	2 X 2nd	1 X 2nd
C. Wenzel	1 X 3rd	
R. Scheikowski	1 X 3rd	1 X 1st
P. Buda	1 X 1st	1 X 2nd
A. Telfer	1 X 2nd	1 X 2nd 1 X 1st
T. Peel	1 X 1st	
N. Tuckey	2 X 2nd	
R. Warland		1 X 1st
I. Murray	1 X 1st	
I. Morris	1 X 1st	
D. Webster	1 X 3rd	

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NIGHT RUNS

Usually held each 3rd Friday night from
the Clubrooms.

Where have all the competitors gone?????

Are they too demanding - the night runs??

Would you like them to be shorter in time?

Do you want one every month?

What are your views on the matter?

Please let a committee member know, as we want
to know what you want from them??

Letter to the Editor;

"Lakeside Closed Race Meeting"
17th April, '77

Being a new member of the M.G. Car Club, I was impressed by the way the above meeting was run in conjunction with Q.M.S.C.

As a spectator I thought the actual racing showed a lot of promise from drivers of both clubs, the way all drivers had their cars prepared, looking very neat in appearance, and also going the way they should.

I would also like to comment on the conduct of these club members and hope it leads the way for other members to follow.

Although there was a forty-five minute delay in starting the programme, I believe the M.G. boys operating and controlling the dummy grids had their hands full all day, but did a mighty job in having the last car pass the pit gates five minutes after the scheduled time.

Mighty effort for these guys and I think they were all rally boys.

On the whole, a great day was had by all those who attended, including myself, and therefore should be more of these meetings in the future.

(Sgd.) Satisfied Spectator.

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FOR SALE - MGB 1966 AI condition. Alpine White.
5 brand new Klebers. New Clutch bearing crank.
Contact Gary Whittaker. 'Phone Work 443747 or Home 2663727.

IS YOUR CAR WITHIN THE LAW?

This is the first part of a 3½ page report - which will appear in your Octagon over the next few months.

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LIMITATIONS ON ALTERATIONS TO
MOTOR VEHICLES.

The following is a guide with regard to such alterations and applies to the following vehicle categories registered for use on a "road", as defined in the Traffic Regulations.

- (a) All passenger cars and derivatives thereof;
- (b) All multi purpose passenger cars (multi purpose passenger car means a motor vehicle designed principally for the conveyance of not more than eight persons and which is constructed either on a truck chassis or with special features for off road operation).
- (c) Any other motor vehicle as may be determined by the Chief Inspector.

It should be noted that -

- (a) Any substantial alteration or change in the construction or equipment of a motor vehicle, without prior approval of the Chief Inspector of Machinery, is a contravention of Regulation 68(7) of the Queensland Traffic Regulations.
- (b) Australian Design Rules for Motor Vehicle Safety which control items of construction and equipment were introduced for motor vehicles manufactured on or after 1st January, 1969. Equipment fitted to a motor vehicle whereby compliance with any prescribed Australian Design Rule#s is achieved may only be removed from the vehicle for the purpose of repair or replacement and be so maintained so as to comply with the intent of a prescribed Design Rule.

CONT'D..

1. ROAD CLEARANCE:

Limitations on Alterations to Motor Vehicles Cont'd.

In general the road clearance of a motor car shall be not less than 150 mm (6") measured at any part of the vehicle other than the wheel rim or brake backing plates. (This shall not apply where a lesser clearance has been specified by the manufacturer.)

The rear must not be raised by the use of extended or adjustable metal plates.

2. LOWERING OF VEHICLES:

When lowering a vehicle body (front or rear) the limiting factor is the clearance between the rubber bump stop and the corresponding metal stop. This dimension must not be reduced by more than 1/3 i.e. clearance to be not less than 2/3 of that specified by the manufacturer.

In addition, the normal relationship between the front and rear suspension heights must not be unduly affected. Suspension coil springs must not be shortened by cutting. If lowering blocks are used they must be from hard metal to accepted automotive practice.

3. TORQUE RODS, TRACTION RODS ETC.

These are permitted to be used only if they are properly made in accordance with recognised engineering standards, and are fitted and secured so that they do not affect the road clearance of the vehicle as required in Item (1).

4. HEATING AND WELDING OF AXLES AND STEERING PARTS:

The welding or heating of axles, stub axles, steering arms, steering shafts and steering knuckle supports as a method of repair or alteration is not permissible.

5. STEERING WHEELS:

Steering wheels fitted to vehicles manufactured on or after 1st January, 1971, must not be replaced by any steering wheel that does not comply with Australian Design Rule No. 10A.

In any other case if the original steering wheel is designed with a recessed or padded hub the replacement wheel must be designed accordingly. Australia, MO MO and E.T. replacement sports type steering wheels are approved provided their use does not conflict with the foregoing requirements and the wheel used is of the same diameter as the original wheel.

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next month.

See bottom of next page...

LETTER TO THE CLUB

QUEENSLAND MOTOR SPORTING CLUB LTD.

6th May, 1977

The President,
MG Car Club of Queensland,
G.P.O. Box 1847,
BRISBANE.Q. 4001

Dear Neil,

On behalf of the Club and the organising committee, I wish to sincerely thank you and your Club for the many things you did to assist us with the organization and promotion of our Club Race Meeting at Lakeside on 17th April.

Your services assisted our Club to promote a race meeting that was extremely well received by all drivers, officials and sponsors, and has no doubt gone a long way to promote the "Sport" in motor racing.

We sincerely thank you for helping us to make it all possible.

Yours sincerely,
A.C. THORNE,
SECRETARY OF THE MEETING.

Postal Address; Box 605, G.P.O. BRISBANE.Q. 4001

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Re; Limitations on alterations to motor vehicles.
If you have a new car it is advised that you take the compliance number and check with the dealer as to whether you can make any alterations.

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STOP PRESS - Wanted - M.G. Magnette in good ~~shape~~ -
to fair condition. Please contact Peter Frazer or
leave a message at the club rooms.

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NATIONAL MEETING - KATOOMBA - EASTER 1977.

(IT'S ON IN PERTH NEXT YEAR - BE THERE!)

We'll have a full report on this fantastic week-end for you in our Next Octagon - as we are waiting for results to come thru for all concerned. We will inform you however, that a good time was had by all who attended and that numerous trophies were bought back by the Queenslanders.

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RESULTS - LAKESIDE - APRIL, 3rd.

		<u>Outright</u>		<u>Place</u>
Chris Burke				1 X 3rd
Gartley		1 X 3rd		1 X 3rd
Dick Johnson	1 X 1st	2 X 3rd		3 X 1st
Leigh Craig		1 X 3rd	1 X 2nd	2 X 3rd
Paul Buda			1 X 1st	1 X 2nd
John Fraser	1 X 3rd	1 X 1st	1 X 3rd	1 X 1st
Richard Warland				2 X 3rd
Kerry Horgan			1 X 3rd	1 X 2nd
Dale Johnstone				1 X 3rd
Geoff Russell	1 X 2nd	1 X 1st		1 X 1st
Mal. Hopcraft				2 X 1st
Keese Koppernol	1 X 3rd	1 X 2nd		2 X 2nd
Col. Wenzel		1 X 1st		
Barry Singleton	1 X 1st	1 X 2nd		2 X 1st

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ENCOURAGE AWARD

Surfers.....13th February.....Mal Hopcraft.

Lakeside.....3rd April.....Paul Buda.

Novice Rally...26/27th March..... Phil Hutchinson.

MORE BODS & BENDS

2nd Run - at Hillcimb 24th April - Jon Finn, hairpin
 1st time - 1 spin followed by Robert Cossor hairpin
 1st time - one spin. Ken Wasley discovered no oil
 pressure due to broken oil pump drive shaft.
 Tom Gillespie's 73.7 seconds accompanied by a standing
 ovation from drivers, spectators, and officials in the
 pits - some car this Simca.
 Paul Bishop hairpin, first time - one spin.
 Ian (Rappo) Rappley, hairpin 1st time - sunk the Monaro
 into the nuts right up to the door handles.
 Peter Frazer, hairpin 1st time - one spin.

3rd Run - Steve Austin, hairpin 2nd time - almost a
 nutage. Bob Cossor mounted the chain wire fence in
 the 2nd loop.

Both Simca drivers climb 3rd hill.

Greg Fahey, hairpin 1st time - one spin.

Hayden George onto 3 cylinders.

Fastest 6 eliminator Jim Pidgeon breaks a rose joint
 in the rear suspension.

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 To think that a good number of the above members
 went to Katoomba at Easter and did so "without a
 spin". Ed.

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 Rob. Richie & Bev. couldn't quite make the National
 Meeting - sorry you couldn't - missed a good show.

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"WHO'S FOR A M.G.V.A."

For the numerous people who may find themselves in a position to acquire an M.G.V.A. we offer these little snippets of information direct from the "Story of the M.G. Sports Car" by F. Wilson McComb.

Number produced	2807
Engine	4 cylinders 69.5mm X 102 mm. 1548cc's pushrod OHV
Carburettors	2 semi dd SV 54 bhp @ 4500 rpm
Clutch	Wet - clutch (Dry on later cars)
Transmission	part - synchro 4 speed manual gearbox
Suspension	$\frac{1}{2}$ elleptic Front and rear Centre lock wire spoke
Wheelbase	9'0"
Track	4'2" Front and rear

Introduced at the 1936 Motor Show new M.G. V.A. model or $1\frac{1}{2}$ litre was produced in three styles.

An open four-seater	for £280
Saloon	£325
Tickford drophead coupe	£335

The tourer body was built by Morris Bodies Branch whilst Saloon and Coupe were built by Charlesworth.

Frequently production changes throughout its three years included;

wet clutch for dry
crankshaft changed twice
direct metallised big ends for shell bearings
camshaft
carburettors

Cont'd...

'Who's for a MGVA.' Cont'd

steering box
rear axle casing
road springs
shockabsorbers
and even door handles were changed.

So after three years (1939) the purchasing prices had risen to the following ;

VA Tourer	£295
Saloon	£335
Coupe	£360

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BODS & BENDS

Hurried exodus of spectators at recent novice rally when gyrating Holden tried to chase them up the high "safe" bank they were using as a grandstand. We nearly lost three navigators and a little old lady.

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Incidentally, if you want to watch rallies, find your own way don't take a navigator. Ross M. can find his way up Tambourine but takes half an hour to sort out the way down. Laurie has original ideas on how to get around Moogerah Dam.

Heard recently - "If I had a higher ratio for Lakeside and a lower one for Surfers we'd eat 'em."

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Here the joke about the mad Irishman who thought that a Rover 2000 was a Bionic Dog.

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HEY YOU'VE
GUYS!

DON'T
FORGET

THE

WINE & CHEESE NIGHT

21st May 8.00 pm ONLY \$2.50

VENUE ≈ CORAL SCOTT'S
58 HOWARD ST.
ROSALIE.