

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

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ARE FREE.

All enquires to the Editors c/-  
G.P.O. Box 1847, BRISBANE.Q.4001

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<u>A TYPE</u> Scott Ramsey	397 1632	275 2633

POSTAL ADDRESS OF CLUB  
G.P.O.Box 1847, BRISBANE.Q. 4001  
(The Committee meets every fortnight  
at the Clubrooms - if you have any  
queries then contact a C'tee member)

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

CALENDAR OF EVENTSJUNE

- 28th Sun. \*CLUB RACE MEETING - Lakeside. For sup. regs. and full particulars contact Event Secretary, Joan Appleby Phone 857 1561 (H). HELP NEEDED IN THE WAY OF OFFICIALS OF OFFICIALS

JULY

- 5th Sun. \*PROGRESSIVE PICNIC RUN FOR M.G.s. Leaves K. Mart Chermside (Cnr. Webster & Gympie Rds.) Smoko - South Pine Dam. Lunch - Sutton's Beach, Redcliffe. Leaves K. Mart 10a.m. For further details contact either Peter or Delia Rayment 300 3148. Ian Costin 300 3622. Or Scott Ramsay 397 1632.
- 26th Sun. \* WORKING BEE AT MT. COTTON - from 7.30 onwards. Contact Terry Corbett for more details on 343 2033.
- 31st Fri.) \*IRON MAN WEEKEND - A whole week-end of motor sport.
- AUGUST  
1st Sat. }  
& 2nd } \*Friday - NIGHT RUN - leaves Woodridge Council Chambers, Wembley Rd., Woodridge. For full particulars see further in magazine - it is imperative that you read it.....
- \*Saturday- MOTORKHANA - held at Lakeside International Raceway in conjunction with the
- SPRINT - held there also. For sup. regs. on this event contact our Events Secretary Joan Appleby. (as above)
- \*Sunday - HILLCLIMB - at our Mt. Cotton Hillclimb Circuit, Gramzow Rd., Mt. Cotton. UBD Reference Map 58 H3. - Where the trophies and points for the whole week-end will be available. For sup. regs. contact Joan Appleby. (With speed events the entries close for these some 7 - 10 days before).
- 8th Sat. \*PARADE AT THE R.N.A. SHOWGROUNDS FOR THE MISS. COUNTRY LIFE SHOWGIRL COMPETITION. M.G. sports Cars needed. Only involves about 20 minutes. If available let Peter Rayment know on 300 3148.

- 23rd Sun. \* M.G. CAR CLUB OF QUEENSLAND'S CONCOURS  
Anzac Park, Toowong (near the Bus Depot) Cars to be in position by 10 a.m. Full particulars further in magazine. Judges wanted contact Peter Rayment 300 3148. Held in conjunction with the Combined Sports Car Clubs i.e. Triumph, Porsche, Lotus etc...

- 28th Fri. WORKING BEE AT CLUBROOMS TO COLLATE MAGAZINE. 8p.m.  
We would appreciate a hand as we have to send out over 340 these days. Light work, chat, coffee etc. provided.

OCTOBER \*10th & 11th HISTORIC LAKESIDE RACEMEETING - put this date on your calendar.

FEBRUARY 6th M.G. CAR CLUB'S ANNUAL DINNER ....any clues to a venue? let a Committee member know if you have any -for 100 to 150 people.

\*M.G. CAR CLUB point scoring events - towards the perpetual trophies - see list in January's magazine or on the Clubrooms wall.

EDITORIAL

Dear Members,

The A.H.C. is now over and a successful meeting it was despite the Touring Car Championship date change. I didn't see much due to working in the parking lots at the bottom and top of the circuit. I must thank John Rix from Newcastle M.G.C.C. who came up for the week-end, helped us flag on Saturday and helped us with the parking on Sunday. He saw a bit of the action and helped at the same time.

Our next major event is the Club's Race Meeting at Lakeside on the 28th June.

The next event after that is a picnic day on the 5th July.

From this you can see that we, as a Club have a diverse coverage of events. Some events we hold and are invited to may not cater for your type of car or interest. I suppose it is horses for courses. But - STOP and think. If your vehicle doesn't have a place in the event, see if you can help. Workers are now like hens teeth and different events need lots of helpers, who are most welcome at all events.

If you can help on the day ring and let someone who is involved with the organising of the event know. It makes their job much less of a worry. If club members did this, and became true 'Club members' it would make for a much stronger club and everyone would be 'the richer for it'.

If you missed out on a A.H.C. T/Shirt and would like one we will be running off one more lot. So if you are interested ring either ourselves or Jan and Reg Tomkinson, before the 25th July and then we can print them and have them to you at the Iron Man Weekend.

MEMBERSHIP If you have not renewed your membership for 1987- which was, in actual fact, due 1st January, you will not receive any more Octagons from here on unless you renew. For those of you who were waiting for us to become incorporated we wish to draw to your attention that we have done so.

National Meeting Perth '87 Video. For those of you who were interested and dissatisfied that we did not have this at the BBQ last Saturday please note, that we have received an unabridged copy from the Darkes of Canberra and will be showing same at our place after the Picnic Run on the 5th July. So if you can't make the run you are most welcome in the late afternoon at our place, to view same.

It is our intention to compile an ongoing list of select books for recommendation to Club members, which will occur in subsequent magazines. If you have the name, author, publisher, date etc. of a particular book which you feel would be of great interest, help to Club members - then jot it down and give it to us THANKS. And to start the ball rolling here's one, recommended by Ian Costin (of TF fame)

Dick Knudson The T Series Handbook The New England Register Ltd.  
92 Bowles Park Springfield Massachusetts 01104 1981.

Until next edition,  
Peter & Delia Rayment.

Letter to the Editor

The M.G. Car Club of Queensland Inc.,  
OCTAGON

I feel compelled to express my thoughts that, if everybody worked as hard and as long as Jeanne and David Robinson did for the 1987 Australian Hillclimb Championship, the occasion had to be an overwhelming success.

I also know that any group who is lucky enough to avail themselves of the Robinsons' services, can expect a top class effort, in every way possible.

I hope they will be given a huge vote of thanks at your next meeting as should all the other people who gave their time and effort.

Yours faithfully,

H. McErlain.

BODS & BENDS

CONGRATULATIONS to Dean Tighe on attaining his 21st YEAR. May we wish you all the very best for the future. Oh' and just one question Dean - WHAT DOES a Scotman wear under his kilt?.....

To make doubly sure he was going to win the Australian Hillclimb Championships, Kym Rohrlack made sure his VW Special was ON TOP of Roger Harrison's Elfin all the way up, on the truck, from down south.....

SWAP MEETSWAP MEETSWAP MEETSWAP MEETSWAP MEET

We have been notified of a Swap Meet to be held at the Caboolture Show Grounds, Crn. Beerburum and Old Gympie Rd., Caboolture. November 21-22, 1987. Organised by the Classic and Historic Automobile Club of Australia. Caboolture Region. All types Vet. to Modern vehicles, m/cycles and bits and pieces. Under-cover and cricket oval sites available. For bookings and information please contact Mr. Robert Bate, P.O. Box 126, Kilcoy. Q. 4515. Phone 071-971530.

AUCTION

Next Major Auction of collectable vehicles, Automobilia, early bicycles and steam will be conducted in Sydney in October. P.L. Pickles & CO Pty. Ltd., are the auctioneers and they are taking entries now Contact Paul Clark (02) 708 5733. Their address is 63-71 Rookwood Rd., Yagoona.

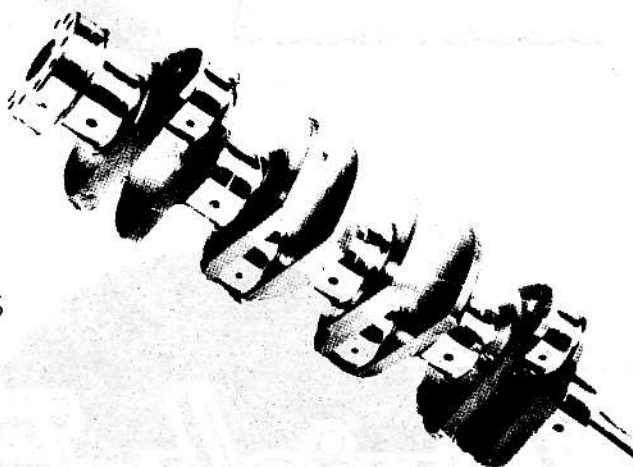
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GRAFTON HILLCLIMB REPORT  
7th June, 1987

After a rough trip down on Saturday, over bad roads and coping with rainy weather we were all wishing for sunshine on Sunday.

However, when we awoke we soon realized that no magic fairy had attended to our hopes, as we dismally watched the rain puring down.

Oh well! We were there - complete with racing cars, and they are called that because we are supposed to race them, so despondently we set off for the Hillclimb.

It was good to see so many M.G. members present and prepared to do battle with the slippery track.

The runs started with the Road Registered Class and up to 2000 cc was easily won by Dean Tighe with a time of 35.26. 300lcc and over was won by Bob Kane whose time was 35.86.

Sports Sedans 0-3000cc was strongly contested with 11 entries. Club member Jim Berry tried very hard, but he had trouble keeping his car pointed in the right direction (as did many others) and retired early. Terry Corbett's and Allan McConnell's runs were so smooth anyone would have thought they had an Auto Pilot in control of their vehicles instead of the mere mortals behind the wheels. However, the class was won by Grant Baker, and Terry received an award for being the most consistent driver on the day.

Racing Cars 0-750 cc saw John Davies flying the QLD banner, but though John tried both wet and slick tyres he couldn't catch Jay Richards time of 31.45. These southerners are just more used to the rain and miserable weather (HAHA). Over 1300 cc was contested by Fred Axtell (QLD) and Paul Arthen (NSW). On Fred's second run he forgot to go around the hair pin and after help from officials removing a rock in his path, he finally found his way to the finish line. However, on the next run Fred turned his direction finders, himself and his car to perfection to clinch a Class win with a time of 31.47.

Racing Cars 130lcc - 2000cc yielded a field of 7 entrants. David Robinson soon found out just how slippery the track was, when his car clipped a tyre and left part of it's nose behind. Peter Bull surveyed the racing conditions and decided to wait awhile and see if the sun came down as far as NSW and John Boyce (in David's car) did a quiet run just to make sure the car was alright after it's minor excursion. By the time the third run commenced a ball of yellow appeared in the sky.

Fourth run time ;-- and it became obvious that Mr. Sun decided it had visited for long enough and began to indicate it was time to return to it's home - QLD. Peter decided it was now or never and recorded a time of 30.72 which gave him a class win and also FTD (Fastest Time of Day).

Cont'd.....

GRAFTON HILLCLIMB REPORT CONT'D..

Racing Cars over 2001cc was won by Ivan Tighe with a time of 30.78.

Sports Cars was the last class to compete 0 - 1600cc was won by Peter Bail from Adelaide. ( He also won his class at Mt. Cotton )

Over 1600cc saw Wayne Cossor beat his father Bob by about half a second and win with a time of 32.05.

Our thanks go to Grafton HillClimb for their hospitality and a well run meeting.

Bob & Bev Cossor.

.....  
Bev had sent us some photos taken at Grafton - but owing to the fact that they were too dark we have been unable to print them. We thank her for her effort and would like other members to note, if you want us to included photos in the magazine the following are essential;-

- (a) clear photos
- (b) light processing

(With photo copying - as we are presently doing them - it would seem that this is the way to go.)

Also, it was pleasing to see so many members wearing Club or C'ship T/Shirts. Remember if you want some give us a ring just before the next event as we don't always take them with us - owing to room. Editors.

.....  
MORE BODS & BENDS

CONGRATULATIONS to our young Membership Secretary Phil Hutchison on his recent wedding. Boy you shorely kept that one a secret Phil.

(P.S. We have at least found out a name now. We believe the lovely ladie is NINA. )  
.....



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SECRETARY'S JOTTINGS.

The Australian Hillclimb Championships has probably foremost in my mind for the last month or two. As those that came both in helpers and competitors my thanks to you as I can appreciate the difficulties that you encountered. To all that helped in any shape or form, many thanks. I am sure that those that came as spectators or our southern competitors will remember the 1987 Championships as one of the better competitions. My commiserations go out to those competitors that made the effort to be at Mount Cotton for the Practice Days but did not make it to the event. I know how much effort and time goes into preparing for a major meeting and sheer frustration when all does not go according to plan.

Our next major happening of large proportion is the 1990 M.G. National Meeting in Brisbane. Your Committee will need all the help it can get and to ensure that it runs well all the planning must be done well in advance.

As members it is your club and we all should realise that not all people participate in all events, so perhaps you can help in the running of an event that you do not run in, and those committee members and helpers that seem to be always there may relax and enjoy the sport that they work so hard to help others have a great day. Lets not be selfish but work to-gether to the benefit of our Club.

DAVID ROBINSON.

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# WORKING BEES

## MT COTTON HILLCLIMB

WORK STILL CONTINUES ON AT MOUNT COTTON IN READINESS FOR THE IRON MAN WEEKEND AND ALL FOLLOWING CLUB HILLCLIMBS. SPEND SOME TIME AT THE HILL SO THAT IT IS ALWAYS IN TOP SHAPE WHEN YOU COMPETE.

NEXT WORKING BEE DATE - SUNDAY 26th JULY 1987

## HELP NEEDED

Anytime from 7am

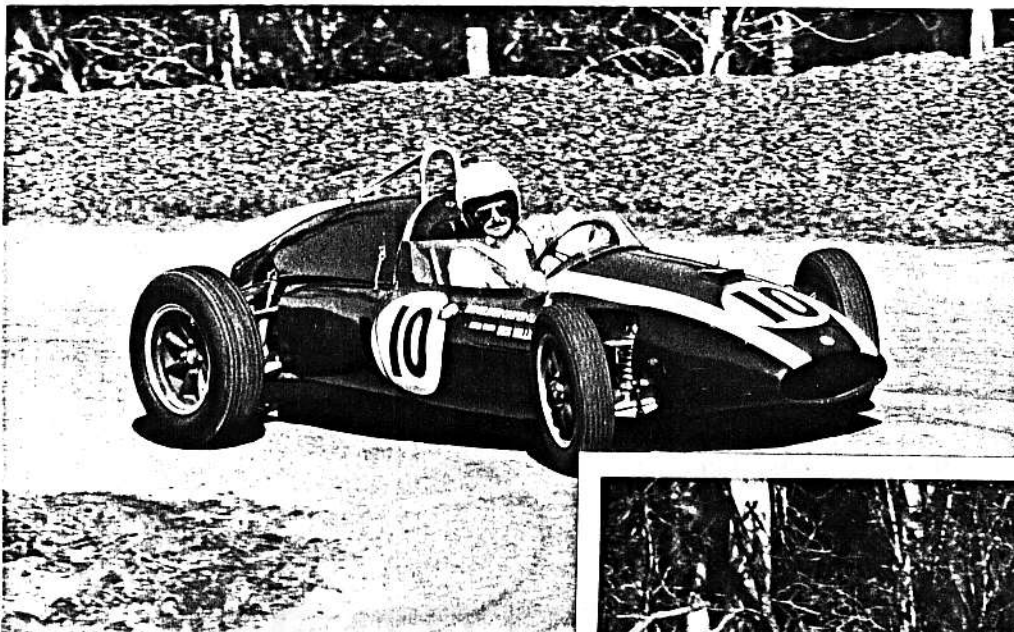
# Australian Hillclimb



Above: DEAN TIGHE on the way to a Class Win at 51.7 secs showing that Panel Vans can travel quickly.

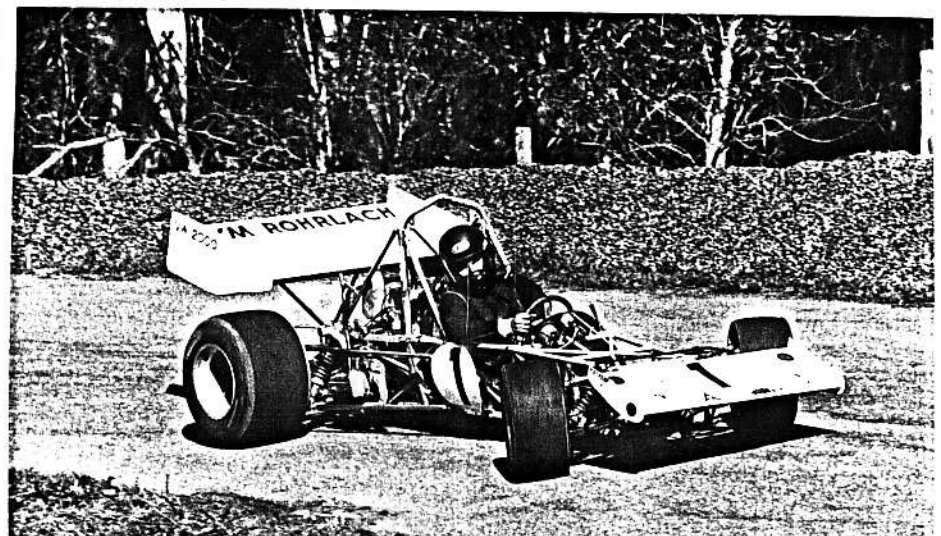
Top Right: FRED AXTELL - a Class Win at 44.3 secs in a car that is relatively new.

Right: ALAN McCONNELL our club photographer who supplied these action shots.



DICK WILLIS proving that old ones still go quickly to win his class at 50.3 secs

KIM ROHRLACH  
1987 AUSTRALIAN  
HILLCLIMB CHAMPION  
1st Official Run  
under 40 secs.  
at 39.87 secs





1987 AUSTRALIAN HILL CLIMB CHAMPIONSHIP

"Oh, what a beautiful morning" could have been the theme for the weekend of the championships on 29/30/31 May. The weather was superb and the Queensland sunshine was really turned on for the Southerners who came up for the meeting.

Untimed practice on Friday was uneventful until the last of the contenders for the titles went out to practice. Unfortunately, Peter Holinger has a getting together with the nuts in the hairpin and after catapulting off them landed rather heavily on his tyres and did quite a lot of damage to his car, most of it being irreparable for the weekend. A couple of cars later, Bob Cossor had an altercation with an embankment, but after two nights and a day's effort managed to be able to run on Sunday.

Saturday's timed practice went quite smoothly, and by the times taken, it surely looked as though records would certainly drop on the main day. Kym Rohrlach was unlucky in that on both Friday and Saturday he only had one practice run before having engine problems which with the help of Ivan Tighe on Saturday night managed to be corrected.

Sunday dawned bright and clear and competitors were lined up for Scrutineering very early. I wish to thank Graham Campbell and his crew for the excellent job over the whole weekend as they travelled from Surfers Raceway to do the Scrutineering, which meant much organisation for the weekend.

In the big racing car Class, we saw the magical 40.0 secs broken in the first run by Kym Rohrlach, with a 39.9 secs run. I think that Kym must have been extremely happy about this as I believe that he was just about doing cartwheels in the pits when he came back. For the next two runs his supercharger kept doing the wrong thing, so from having only three runs for the weekend, he managed to take fastest time and the Australian Hill Climb Championship for 1987. Congratulations Kym. In second place was Roger Harrison with a time 40.5 secs and Ivan Tighe in third in a time of 40.6 secs. Fourth outright was also a 2001 cc and over Racing Car in Robert Rumble and Fifth Dwayne Wilson. Sixth was taken by Peter Bull who drove his March in the 1301-2000 cc Class.

In the other classes there was always close competition and I feel the spectators really saw an interesting day of motor sport for a very reasonable price. As you will see from the results below, most classes were extremely competitive -

RACING CARS Up to and Incl. 1300 cc

1st	Fred Axtell	Axtell Suzuki	44.3 secs
2nd	John Davies	Robb Kawasaki	44.6
<u>1301-2000 cc</u>			
1st	Peter Bull	March	43.1 secs
2nd	Ian Peters	Renmax	43.4
<u>2001 cc and over</u>			
1st	Kym Rohrlach	VW Spec S/C	39.9 secs (New Rec)
2nd	Roger Harrison	Elfin	40.5

SPORTS CARS Up to and Incl. 1500 cc

1st	Peter Bail	Mallock U2	46.2
2nd	Keven Johnston	LeCa	48.1
<u>1501 cc and over</u>			
1st	Bob Cossor	Welsor	46.3
2nd	Rod Johns	Lotus Elan	48.2

SPORTS SEDANS AND GT Up to and Incl. 1300 cc

1st	Tony Jay	Mini Clubman	49.4
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THE OCTAGONJULY 1987THE AUSTRALIAN HILL CLIMB CHAMPIONSHIP CONT.1301 - 2000 cc

1st Terry Corbett	Escort	46.3 (New Record)
2nd Alan McConnell	Cooper S	47.4

2001 cc and over

1st Daryl Small	Gemini	47.8
2nd Vic Cameron	Mazda	47.9

PROD & TOUR CARS Incl. Street Sedans and Club CarsUp to and Incl. 2000 cc

1st Dean Tighe	Escort	51.7
2nd Stephen Roser	Escort	51.8

2001 cc and over

1st Jim Brooker	Capri	50.9 (New Record)
2nd Greg Cox	Mazda	51.2

MARQUE SPORTS CARS

1st Peter Harburg	Porsche	53.0
2nd Glen Battershill	Elan	54.3

GEMINI CLASS

1st John Novak	Gemini	57.2
2nd Wayne Andrews	"	58.4

APPENDIX J GROUP N

1st Brad Stratton	Cooper S	50.8 (New Record)
2nd Peter Gilbert	Cortina	55.2

FORMULA VEE

1st Jim Rowston	Manta	51.6
2nd Thierry Reig	Manta	52.6

FORMULA FORD

1st Royce Gregson	Wren	45.6
2nd Giles Cooper	"	45.9

HISTORIC CARS J,K,L,M,

1st Dick Willis	Cooper Climax	50.3 (New Record)
2nd Brad Goulding	Nita	51.1

BEST M.G. IN CLASS

Mal Spiden	MGB	57.4
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GLYN SCOTT PERPETUAL TROPHY FOR FASTEST TIME BY A SPORTS CAR

Peter Bail	Malloch	46.2
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MARTIN TIGHE PERPETUAL TROPHY FOR FASTEST TIME BY A FORMULA FORD

Royce Gregson	Wren	45.6
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AITKEN MOTORCYCLE WRECKERS PERPETUAL TROPHY FOR FASTEST AGG TIMES

(excl, Slowest run) for MOTORCYCLE POWERED CARS

1st Fred Axtell	Suzuki	89.3
2nd John Davies	Robb	89.4
3rd Paul Aitken	PGA Spec	89.8

TASMAN BUILDING SOCIETY PERPETUAL TROPHY FOR F.T.D.

1st Kym Rohrlach	Vw Spec	39.9
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FIRST DRIVER TO OFFICIALLY RECORD A TIME UNDER 40 secs

1st Kym Rohrlach	VW Spec	39.9
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AUSTRALIAN AND QLD HILL CLIMB CHAMPIONSHIP OUTRIGHT PLACINGS

1st Kym Rohrlach	39.9
2nd Roger Harrison	40.5
3rd Ivan Tighe	40.6
4th Robert Rumble	41.8
5th Dwayne Wilson	42.8
6th Peter Bull	43.1

My sincere thanks to all those who worked so hard to make this event so successful. I cannot name everyone of you personally but please accept this as my personal thanks. It was great to have so many competitors, but the event could not have been run so well if the slaves had not worked so willingly behind the scenes. Thankyou once again.

Joan Appleby



TRADING POST

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M.G.A BonnetsX2, Bootlid X1, Outersills X 2 sets, door shut strip X 2 sets, brake master cyliner X 1, voltage regulator X 1, contact Mark Mathiesen Phone 379 4249 (A/H).

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Contact Len Melrose on 355 2686 (A/H).

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JULY 1987

LETTER TO THE EDITOR

DEAR PETER AND DELIA

FOR THOSE OF YOU WHO DID NOT ATTEND THE AUSTRALIAN HILLCLIMB CHAMPIONSHIPS HELD AT MT. COTTON RECENTLY THE DAY PROVED TO BE TO THE MAJORITY OF PEOPLE A GREAT SUCCESS. HOWEVER HARD YOU WORK YOU ALWAYS SEEM TO GET SOME NEGATIVE ATTITUDES.

IN MY OPINION WE PROVED THAT EVEN THE KNOCKERS WOULD HAVE TO ADMIT THAT AS FAR AS THE FOOD PROVIDED FOR THE COMPETITORS AND SPECTATORS WAS CONCERNED IT WAS MORE THAN ADEQUATE.

THIS WAS RECONFIRMED BY ALL THE POSITIVE COMMENTS MADE PARTICULARLY BY INTERSTATE COMPETITORS. AFTER SEEING THE FACILITIES PROVIDED ON THE FRIDAY THE MAJORITY SAID THEY FELT IT WASN'T NECESSARY TO BRING FOOD FOR THE FOLLOWING DAYS.

TO MY WORKERS OVER THE THREE DAYS OF THE CHAMPIONSHIPS JOAN TIGHE, CAROL BULL, LORRAINE AND KAREN SCHUSTER, JOHN CRANE, DOMINIQUE MUIR, MANDY AND RACHELE TOMKINSON, RENEE BULL, MARLANE BULL, ELLEN MEAGHER, GLEN BOYCE I CAN ONLY SAY I COULDN'T HAVE DONE WITHOUT THEM AN ITS GREAT TO SEE THAT WHEN YOU ASK FOR SUPPORT FROM THE MEMBERS OF THE CLUB IT IS GIVEN WHOLEHEARTEDLY. THANKS TO THOSE ALSO WHO OFFERED HELP, BUT DUE TO CRAMPED CONDITIONS I WAS UNABLE TO ACCEPT THEIR KIND OFFER.

A SPECIAL MENTION AND THANK YOU FOR THEIR MORAL AND PHSYICAL SUPPORT GOES TO JAN TOMKINSON AND DIANE DAVIES.

MY ONLY HOPE IS THAT THE EFFORT PUT INTO MAKING THIS EVENT FINANCIALLY SUCCESSFUL WILL BE PUT BACK INTO THE UPGRADING OF M.G.'s HILLCLIMB FACILITIES FOR COMPETITORS AND SPECTATORS.

YOURS SINCERELY

JEANNE ROBINSON

IF YOU WANT TO BUY ANY AIR TOOLS  
or AN AIR COMPRESSOR THEN  
SEE ALLAIR SALES AND SERVICE

**ALLAIR SALES & SERVICE**

Consolair Tools Pty. Ltd.

Specialised Sales &amp; Service Pneumatic Tools &amp; Equipment

**(07)848 3077 (07)848 5995***Ray Ketting*

Manager

27 LUCY ST.,  
MOOROOKA, Q. 4105  
TELEX AA 44649

Show your current Membership Card and Discounts will be given.

Remember to help those that help our club.

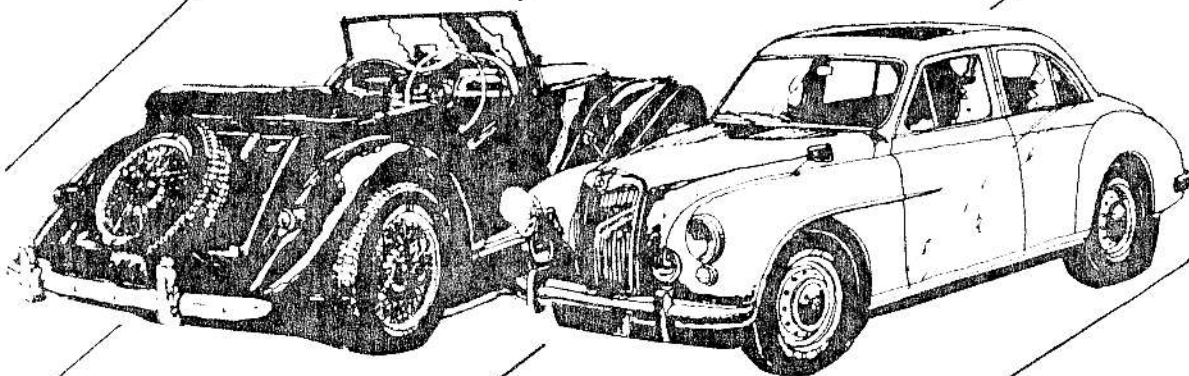


*You are invited to*

The M G Car Club of Queensland Inc.'s



# **CONCOURS & DISPLAY**



## **SUNDAY, 23RD AUGUST.**

*Arzac Park, Toowong (near the Bus Depot)  
Cars to be in position by 10A.M.*

### CLASSES FOR THE EVENT; -

*PRE-WAR : TC : TD : TF : A : B MKI : B MKII : MAGNETTE & SALOONS  
MIDGETS & ROLLING CHASSIS*

*PLUS*

*NON MARQUE CLASSES - STREET & SPORTS RACING  
TROPHIES FOR ALL THESE + OVERALL*

*IF ENTRIES WARRANT WE WILL SPLIT THE CLASSES*

*B.B.Q.'s : CHILDREN'S PLAY AREA : CLOSE TO BOTANIC GARDENS*

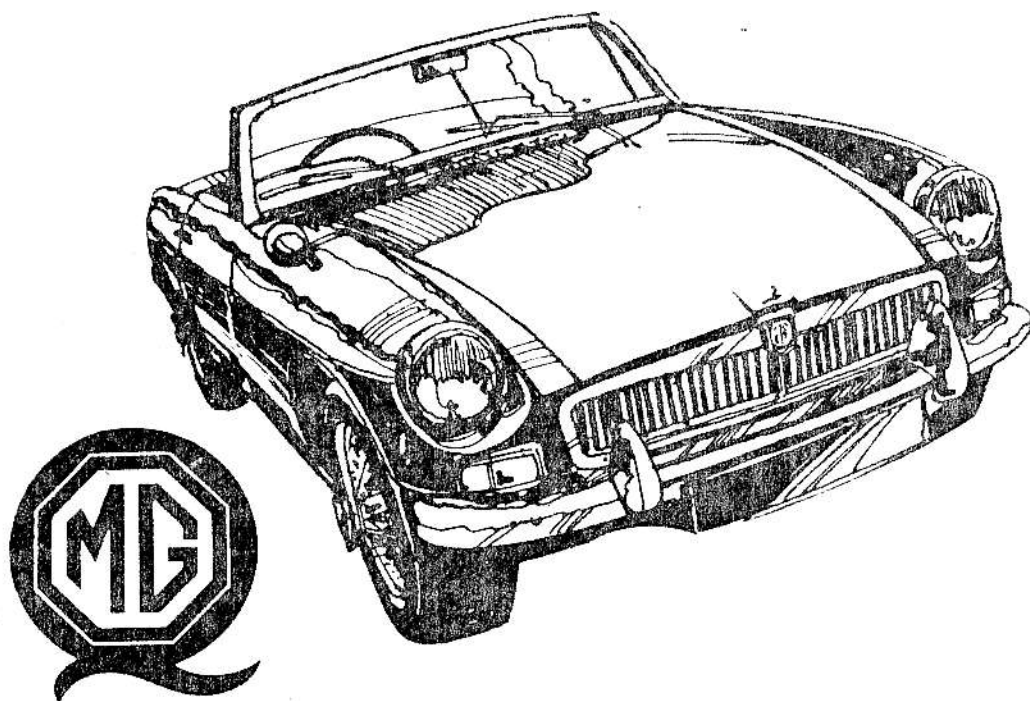
*\* All Enthusiasts welcome*

*\* If not wanting to enter the Concours, place your car in line to add to the Display*

*\* BESIDES OUR CONCOURS - THE COMBINED SPORTS CAR CLUBS  
WILL HAVE THEIR CONCOURS BEING HELD IN CONJUNCTION -  
CARS SUCH AS PORSCHE, LOTUS, ALFA, TRIUMPH ETC.*

*FOR FURTHER DETAILS CONTACT - PETER OR DELIA RAYMENT - 3003448  
OR IAN COSTIN - 3003622.*





*You are invited to a*

*Progressive Picnic Run for M.G.s.*

SUNDAY 5TH JULY

*Leaving 10A.M. from K.Mart Chermiside  
(cnn. Webster & Gympie Rds.)*

*x Smoko... Sth. Pine Dam*

*x Lunch... Sutton's Beach, Redcliffe.*

*For further details contact any of the following:-*

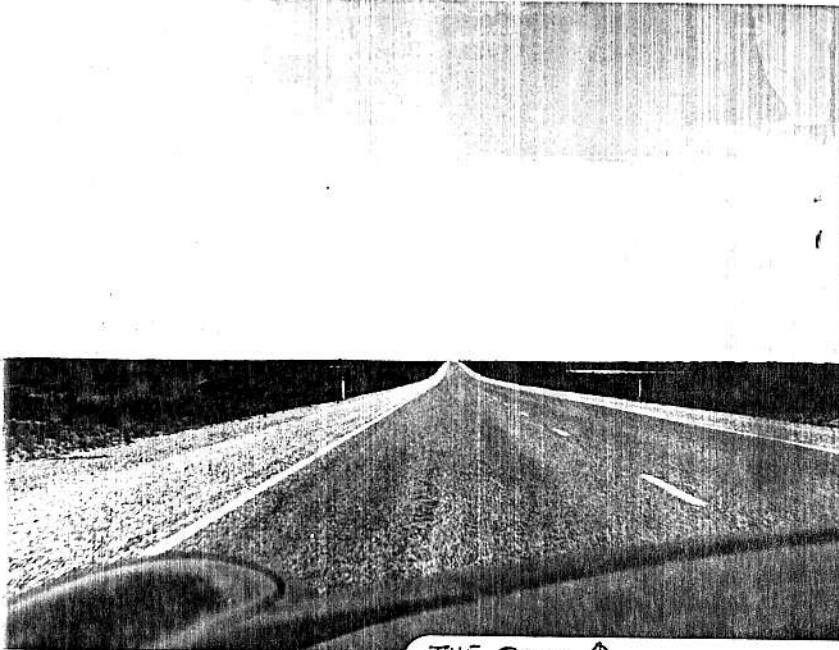
*Peter & Delia Rayment 300 3148 (H)*

*Jan Costin 300 3622 (H)*

*OR Scott Ramsay 397 1632 (H).*





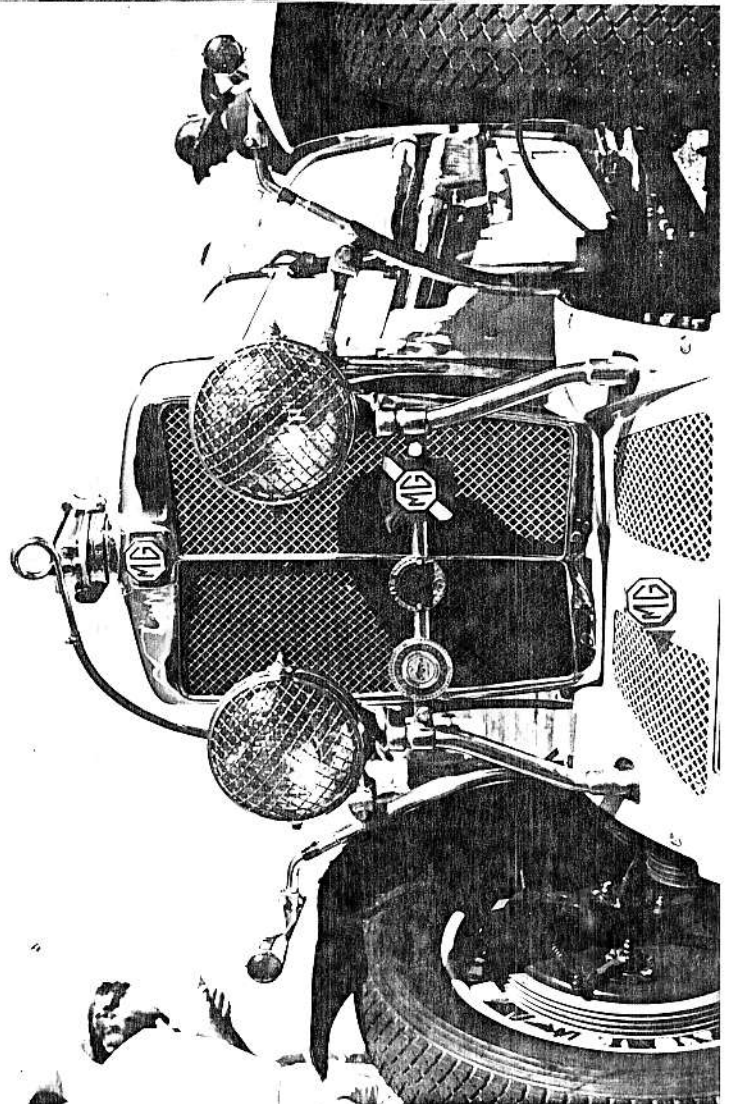
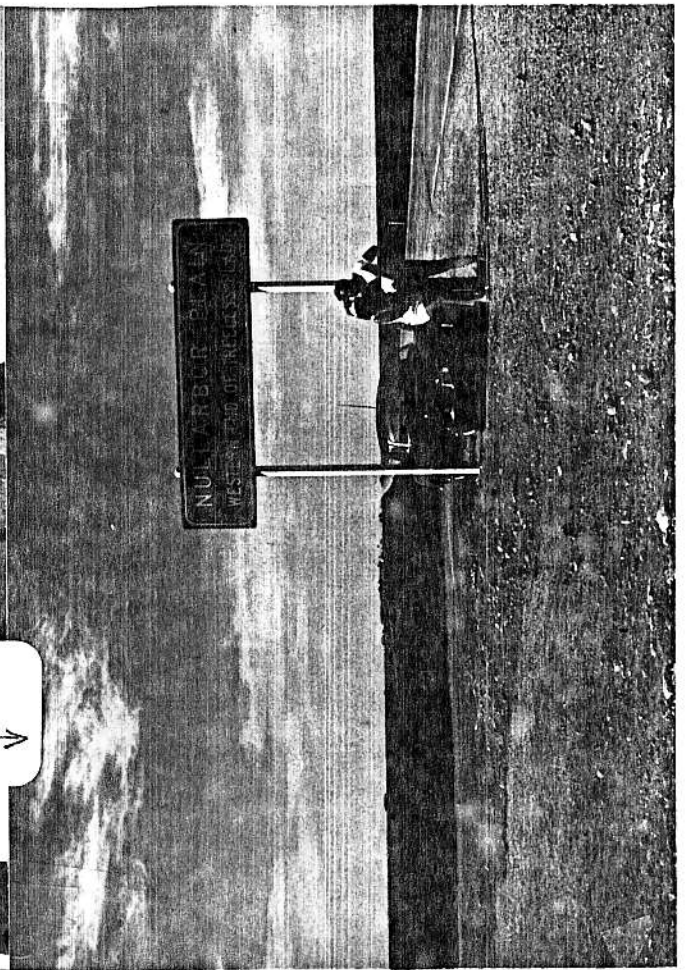


THE ROAD. ↑  
THE HAZARDS  
↓  
NO TREES →

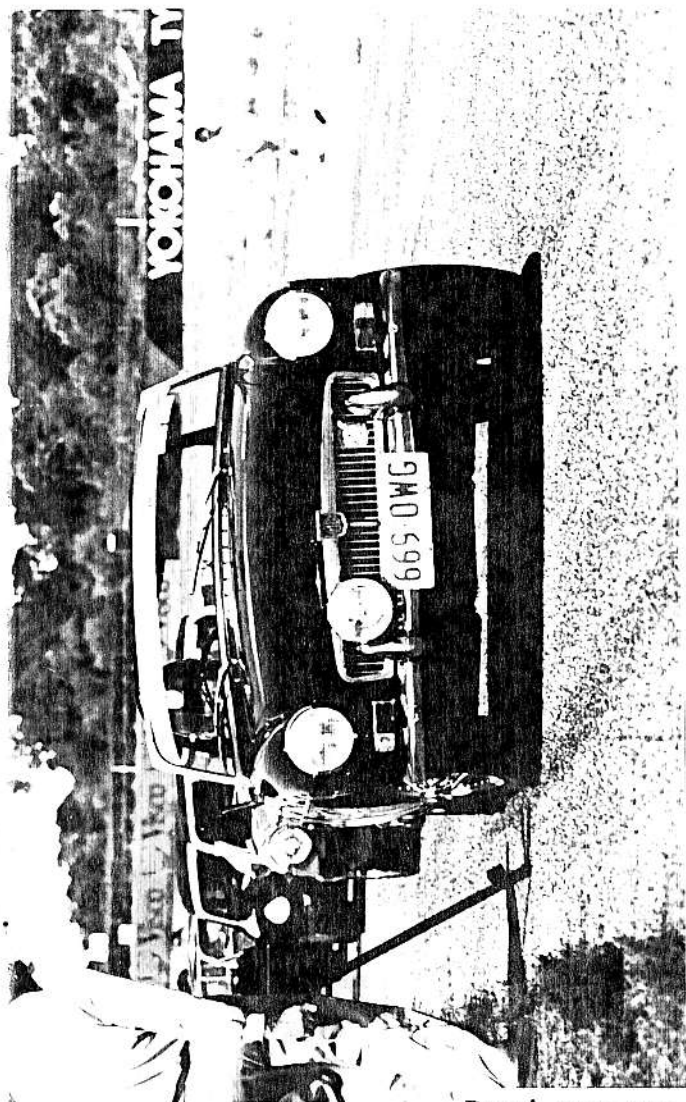


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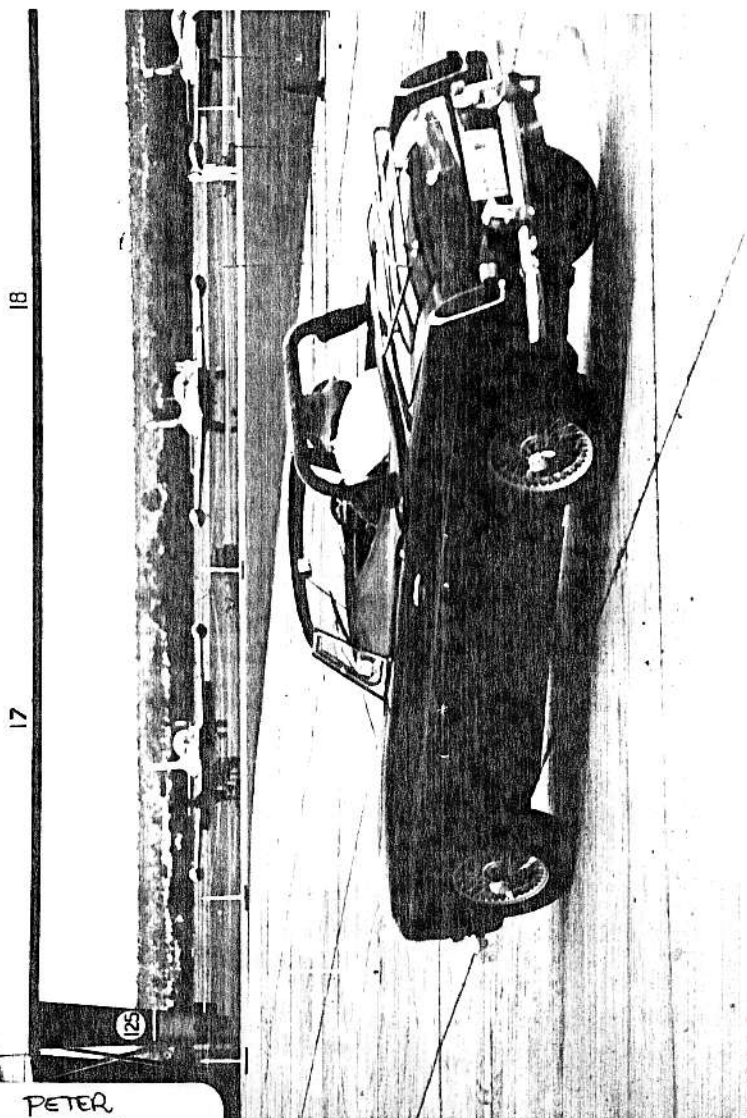
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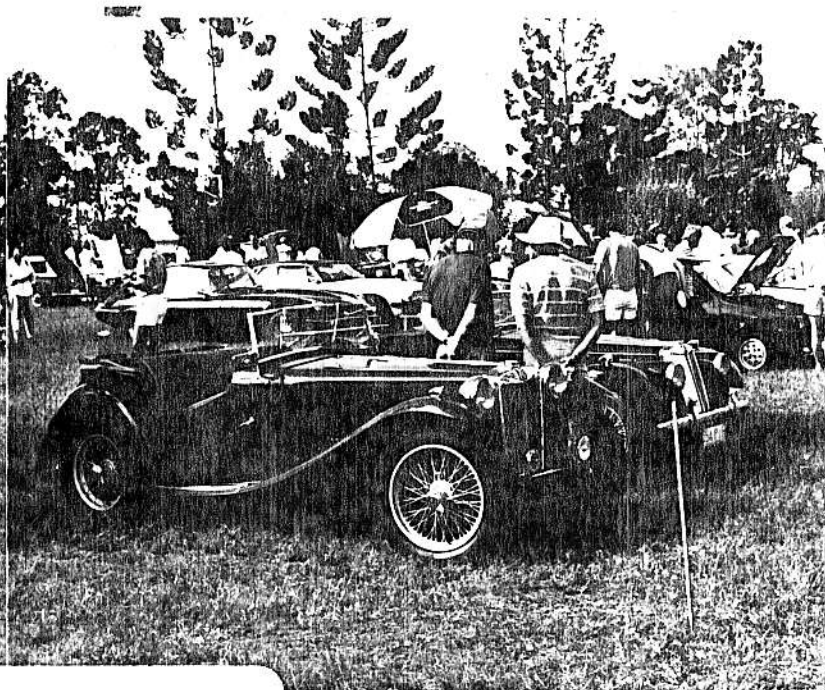




DELIA OFF THE  
LINE AT  
THE SPRINTS  
WANAROO



PETER  
HAVING  
FUN AT  
PEARCE RAAF  
BASE.



MG'S AT MOTHERS DAY  
MEETING  
MCLEAN'S BRIDGE

M.G. CAR CLUB OF QUEENSLAND INCORPORATED

The M.G.Car Club of Queensland is now incorporated in accordance with the Associations Act 1981.

Anyone who has been holding their renewal of membership until this had been effected may now pay up!

Roughly this means that in most cases claims cannot be made against the members of the Club or its officers. Claims can still be made against the Club.

--- oOo ---

CONSTITUTION AND RULES

The Constitution and Rules of the M.G.Car Club of Queensland Incorporated may be perused at the Clubrooms.

--- oOo ---

THIRD PARTY INSURANCE AND THE IRONMAN

The Committee, after considerable discussion, has decided that Entrants in the night run section of the Iron Man Weekend, should take out Third Party Extensions on their normal policies for their cars. You may not be aware of the fact that Third Party Insurance is voided on Queensland registered cars if they are being used in a competition.

These extensions are obtained from whatever insurer carries your normal third party (Look on your registration if you're not sure). They can't refuse to give it to you and it costs about \$1 or \$2 depending how kind the cashier's feeling.

Suncorp Branches where an extension is obtainable are City, Chermside, Sunnybank and Main Roads. Presumably they're also obtainable from most Country Branches. F.A.I. supply them from City, Ipswich, Redcliffe and Toombul.

Take your registration with you or at least know your number! Other information required --- You are competing in the "M.G. Car Club Touring Assembly" and you will be travelling over "Public and Private Roads in South East Queensland". You want the extension from 6.0 p.m. on 31st July to 1st August 1987. These certificates should be presented at the start with your Club Membership Card and Licences. You don't have to leave it to the last minute to get this, get it this week.

--- oOo ---

UNDER EIGHTEEN? All persons under the age of eighteen competing in M.G.Car Club of Queensland Inc. Ironman events or even riding as a Passenger in a competing car must have a letter from a parent or guardian giving permission for them so to compete.

--- oOo ---

INTENDING G.C. LICENCES HOLDERS

Going to apply for a General Competition Licence?

Leave yourself plenty of time before the meeting at which you intend to compete.

Medicals have to be assessed and small errors in your application corrected. Most of the hold-ups are the applicants fault! No Photo, wrong money, no Club Signature, no medical. You name it, CAMS Office has met it!

If new drivers want a licence they have to attend a lecture. The Scheduled lectures for the rest of 1987 are as follows:-

13th July 1987  
10th August 1987  
31st August 1987  
5th October 1987  
2nd November 1987  
7th December 1987.

--- oOo ---

IRON MAN WEEKEND

This comprises a Touring Assembly on Friday night 31st July, a Motorkhana and Sprint on Saturday 1st August at Lakeside International Raceway and a Hill Climb on Sunday 2nd August. Just a few details on each -

- Touring Assembly - As mentioned on the previous page, don't forget to get your Third Party Extension for this event. Letter from Parent or guardian if under 18 years of age.
- Motorkhana - Letter from parent or guardian if under 18 years of age. As shown in CAMS Manual Page 338 Rule 1.7 all cars in the Motorkhana shall be adequately muffled so as to limit noise emission.
- Sprints - There will be no familiarisation laps of the circuit. All times will be taken from the start of the event at 9.30 a.m.
- Hill Climb - There will be no practice for this event. All runs will be timed from 9.30 a.m.

Catering will be available at both the Sprints and Hill Climb and supper will be available at the finish of the Touring Assembly at Eagers Recreation Rooms, Evelyn Street, Newstead.

If you are not running in any of these events, we would be grateful of your assistance as officials. Please let Joan Appleby 857 1561 know if you will be available for this purpose.

--- oOo ---



A CHANGE OF PACE!!

After twelve years of almost total involvement in building, restoring and racing sports cars I had had enough. Costs have gone through the roof (just to be competitive today one has to fit new tyres every Race Meeting at over \$1000 a set), prizemoney has all but gone and sponsorship!! if your surname is Brock or Moffat and you drive a million dollar taxi cab you might get something to help keep the wolf from the door. But a sports car driver? - There must be a better way!

So I sold my "modern" sports racer what a lovely big space left in the garage and the Bank Account read in black ink - amazing! The only thing left languishing under a dusty disused bed spread sharing the space with the plumbing from the bathroom and toilet was this pretty little 1959 KM200 Sports Car.

Every time I walked past it, it seemed to do something to catch my eye. The car was in desperate need of a big restoration job. I had acquired the car at a reasonable price some years back and still had a good supply of engine spares which would suit the vehicle. So why not? You just can't turn your back on racing cars and walk away. Well, I couldn't anyway.

The work started last January - a full "ground up rebuild" ready for the Historics in October.

One of the first things I discovered was the stench of goat droppings does not diminish very much with age. You see, the gentleman who owned the vehicle before I did let his goats use it as a sort of home? Mountain. Phew! this stuff was about an inch and half deep between the chassis rails and side body panels.

The front of the semi space frame chassis was badly damaged from an accident involving the car and a large gum tree. This area was removed and replaced along with other parts of the chassis which were badly rusted. The rear suspension was rebuilt with new rose joints and towers on the rear axle.

The engine required a new block because while the goats were playing mountain climbers they ate the air cleaners (among other items) off the carbys and the rain filled the cylinders corroding the bores and tops of the pistons. The exhaust system was replaced with a new one tuned to the correct length.

The gear box was in good condition. A new scatter shield was manufactured from Duralium to replace the heavy steel one which would have given minimal protection in the event of a clutch blow up.

A new floor was fabricated with new drive shaft tunnel and gear box cover.

The body built in fibre glass was, overall, not too bad except for the front and the Ascot Taxi colours paint job - she would have made a wild taxi. I sanded through the layers of paint and bog - red - yellow - green.

The nose was fairly difficult to get right. It has taken a pasting over the years but hasn't come up too badly. I would like to change the radiator and get it further back from the front of the air intake - that can come later. French blue with white trim was the colour chosen to finish the car. Painting the KM suddenly turned into a nightmare. Every time I wanted to paint, the weather wanted to rain - a real test

A CHANGE OF PAGE CONT

of patience. Finally she was finished. All that remains is to build a trailer and get into the testing - the best part.

Richard Croston.

I am sure that If you would like to see the KM200, it your rang Richard he would be only too pleased to show off his new toy.

J.A.

--- oOo ---

SUPER SPRINT

When the Club had an invitation from the Marque Sports Car Club to attend a Super Sprint on 20th June 1987, as one of the Committee, I thought it would be a good outing for the Club members which we ourselves did not have to organise. So as a committee member I voted that we accept the invitation.

After receiving the Supplementary Regulations and a few people ringing me about wanting to enter but couldn't, I read the Regs myself. I was more than a little upset to find that classes supplied did not cover all the members of our Club, and that for this reason some of our members could not enter.

I wish to apologise to these members that the invitation was voted for by me thinking that everyone could enter. I hope that those it affected will accept my apology for this error.

Joan Appleby  
M.G.C.C.Q. Events Secretary

--- oOo ---

OPEN RESTRICTED RACE MEETING

On Sunday 28th June 1987, the Club is running another Open Restricted Race Meeting.

As usual, all the normal officials will help, but there are some of the Track officials who will not be able to make it on that day.

I am therefore, pleading with you as Club members to offer assistance to us to run the meeting. The event starts at 9.00 a.m. and continues throughout the day. There will be a free bar-b-cue type meal at the end of the day, to which officials are invited, and your lunch and drinks for the day will be supplied.

Please ring me if you will be able to assist, so that I may put your name on the Officials signing on sheets. My phone number is 857 1561.

Pleadingly yours  
Joan Appleby

--- oOo ---

Supplementary Regulations will be out shortly for the Iron Man Week-end on 31st July 1st & 2nd August, so if you don't receive them please contact me JA



IRON MAN WEEK-END DETAILS

31st July & 1st & 2nd August

A full week-end of motorsport, test your endurance, enter NOW.

FRIDAY - 31st - NIGHT RUN - Starts 7.00p.m. from Woodridge Council Chambers, Woodridge. You must have - UBD 30. Both members of the crew must be booked in by 8p.m. Finish Newstead - Eagers Recreation Rms. Enter on the night. entry fee \$7. PLEASE NOTE THE FOLLOWING You will need a Third party extanston on your insurance from your Third Party insurer whose name appears on your Registration certificate. The following wording MUST APPEAR - to run on Private & Public roads in S.E. Q'ld on the night of 31st July/1st August.

SATURDAY -1st SPRINT - will be held at Lakeside International Raceway. For sup. regs. contact our Events Secretary Joan Appleby 857 1561. Entry Fee \$26.

MOTORKHANA held concurrently with the Sprint at Lakeside. Enter on the day. Fee \$5. Starts 11a.m.

SUNDAY - 2nd HILLCLIMB - at Mt. Cotton Hillclimb Circuit Gramzow Rd., Mt. Cotton. UBD ref. Map 58 H3. For sup. regs. contact Joan Appleby as above. Entry Fee \$22.

IF YOU WANT TO ENTER THE WHOLE WEEK-END THEN FORMS WILL BE AVAILABLE EITHER FROM JOAN OR FROM THE CLUBROOMS. IT WILL COST YOU \$55 to enter for all 4 events - if you enter beforehand, with your Hillclimb & sprint entry. Thus saving you \$5.