

CONTENTS

	<u>PAGE</u>
Coming Events	2
Editorial	3
Letters to the Editor	5
Newsdesk	7
Books	9
Miscellaneous Mumblings from Eventide	11
New Hope for Hillclimb	15
One Track Mind of S.C.R.A.P.	17
Fourth National Meeting (Easter) <u> </u> IMPORTANT	20
Presentation of Trophies	23
Re-Scrutineered	24
Classified	27

editor : PAUL VALERY

typist : RAE GREEN

assistants :

TERRY GREEN ; JULIE WEBB

coming events

JANUARY

- | | |
|------|-------------------------------------|
| 12th | Scavenger Hunt |
| 14th | Working Bee Mt. Cotton |
| 19th | Closed Touring Assembly (Night Run) |
| 21st | Working Bee Mt. Cotton |
| 26th | Free Night |

FEBRUARY

- | | |
|------|---|
| 2nd | Film Night |
| 9th | Free Night |
| 11th | Motorkhana |
| 16th | Closed Touring Assembly (night run) |
| 18th | Solo Trial at Caboolture
(Circular Sprint on Dirt) |
| 23rd | Table Top Rally |

MARCH

- | | |
|------|---|
| 3rd | Presentation of Trophies - 8p.m.
at Tristania Road, Kenmore (Ann Thomson's
haunt) |
| 25th | Q.M.S.C. Sprint at Lakeside |

APRIL

- | | |
|------|-----------------------------|
| 29th | Q.M.S.C. Sprint at Lakeside |
|------|-----------------------------|

EDITORIAL

Well here I am recovered from what I'm sure must have been a freak loss of awareness over the last couple of months, only to wake into reality to find that I must have been 'bonkers' to apply for Chief Scribe for '73. During my daze recently, life as "Future Editor" has been quite inspiring for I seem to recall a few well-wishers, fans and the like 'faintly' shouting into my ears something to the effect of "YOU'RE BLOODY MAD MATE". Well, I would like to make amends now, and thank them all for their consoling thoughts, for I must say I need every bit of support I can get.

Congratulations must go to John Campbell for such a fine and arduous effort throughout '72, however if anyone is knowledgeable of his present whereabouts, I would appreciate a sly phone call or some devious form of notification, as he hasn't come good with the 10 grand he promised me for this '73 editorship.

Furthermore, I don't know whether many members ~~hae~~ visited the J.C. haunt, however I must make myself fit to say that his dog is very proficiently trained. I say this after receiving severe lacerations to the left nostril and **right** ear lobe, upon gingerly approaching the area for the 10 grand pick up. This was followed up with clouds of blue smoke erupting from the garage, a deafening scream of tyres and an Elliot Ness type Centaur being belted out and off up the road by 'Clyde' himself who was uttering high-pitched obscenities to the effect that I was 'unbalanced' in frame of mind. I quietly retreated and crawled out along the front lawn up into my ex blue bamboo-shoot (Corona). I finally came back to my senses when the local 'postie' mistook my gaping mouth for the Campbell letterbox. However, I must confess that life as Editor, like any other appointment, can have its depressing moments too.

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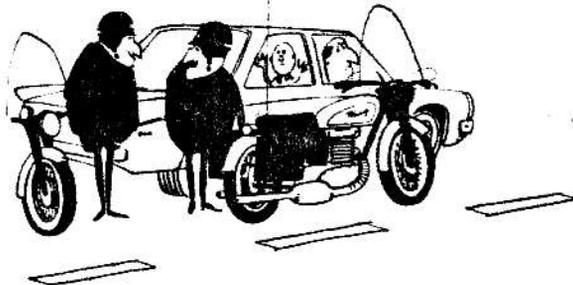
Nevertheless I would like to take this opportunity to mention to all members that any proposed Octagon articles will be deeply tolerated and possibly left till '74 so that my biased views can take precedence.

Finally, I would prefer not to be serious, but this is not the case. I sincerely hope that all members this year will enjoy some type of Club Activity or deviation, so long as constant participation or involvement reigns supreme. It's not sporting to let the same few be the 'Club' or do all the organisation and work. Don't just be an ink name lying stagnant in the books --- if you're not willing to participate, then we want to KNOW YOU as a person. Remember numbers are the key to success and that the M.G. Car Club is only as efficient as its members mould it.

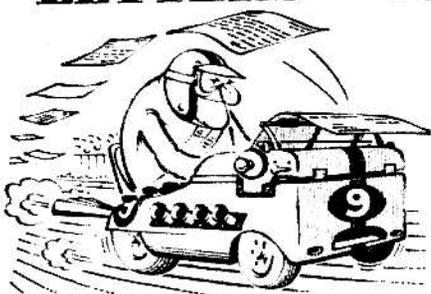
Unfortunately for most of you this is my final statement, but I would prefer to begin to say that M.G.C.C. and myself wish you all the best in the New Year.

NOTE:

PLEASE DIRECT ALL OCTAGON MATERIAL TO -
 THE EDITOR,
 M.G.C.C. OCTAGON,
 11 IONA TERRACE,
TARLNGA. 4068



"The idea is to play it cool for a while so that their whole life passes in front of their eyes."



Dear Sir,

After being notified of your Club's existence the other day, I have been pressured into writing to you with the hope that you may be able to assist me with a serious problem - I can't drive for 'NUTS'! I would sincerely appreciate if you could inform me of any driver of note who could train me in advanced driving techniques. I would prefer an 'older' and more experienced instructor if possible.

Your early attention to this matter is necessary.

SIGNED - UNEASY DRIVER
MEMBER QXYZ

EDITOR

We have been through our files and have not been able to find any driver of note. However, we have been able to track down an 'older' and 'experienced' driver who would certainly know something about advanced driving techniquesJOHN FRASER (hmmmm)

Actually John is able to offer an Advanced Driving Course at either Lakeside or Surfers Paradise Circuits, the course is divided into two half day instruction periods delineated as Levels 1 and 2.

LEVEL 1 John will show the pupil correct cornering techniques, emergency stopping procedure and how to handle front 'skids' He will also evaluate on the mental skills involved in all types of road driving.

more

LEVEL 2 He will then sort the car out by fiddling with tyre pressures and setting up the handling of the car etc. The pupil will then be allowed to try 'harder' and this will follow with instruction periods of how to perfect the various techniques.

We believe that this is a very advantageous course to all who are interested in motoring and for only \$15-00 per half day quite an inexpensive one. John Fraser will be instructing in our Club Advanced Driving School again this year, round about April.

Dear Sir,

Would you please advise me of the various types of licences required for motor racing events, as this will not only be of assistance to myself, but I feel also for many others in the Club.

Yours faithfully,
Confused, Brisbane.

Editor Soitingly - A prepared list is detailed hereunder.

<u>Road Event Licence</u>	-	Open Road Events Open Gymkhanas Open (Private) Autocross
<u>Limited Competition Licence</u>	-	Open (Public) Autocross Closed (Public) Autocross Open Sprint Open Hillclimb
<u>General Competition Licence</u>		Open Race Meeting Closed Race Meeting
(provisional or full)		Open Rally Cross Closed Rally Cross

All other closed events require a club licence.

NOTE - Some races as specified in the N.C.R's. require a full licence.



newsdesk

1. ___Ivan Tighe has retired from motor racing much to our regret and I'm sure we all extend our best wishes to him. HOT NEWS - Ivan's Elfin 600B is for sale at quite a reasonable price.
2. ___Bob Romano is engaged.
3. ___Iain Corness has finally sold the Super-Bee (Ed - Wot you're joking) Iain sold it as a rolling chassis, (For you rotter's that is without engine and gearbox) to Peter McCabe who is going to compete with it in Club Events. (Ed - I don't believe it - at least someone's got the spirit to compete!)
4. ___John Fraser is doing well in the Europa - Recently scored two 3rd outrights and two 2nd's in class.
5. ___WELCOME NEWS - There are working bees on the 14th and 21st of this month at Mt. Cotton. Yes, WORKING BEES and they don't sting much. Surely this time with over 200 members in the Club we can expect an astounding attendance. (Ed Sure is astounding)
6. ___This year there will be a Queensland Motorkhana Championship to be held over five (5) rounds. Full details will be given in due course, however the tentative dates are:
April 15th, July 1st, August 12th, October 14th and November 18th.
7. ___Ex-Club member and certain '73 member, Graeme Finan, (the dirty old fox) has retired almost completely from motor racing. He will probably continue to run hillclimbs and sprints as he has just acquired his 'old' 1071cc (BMC) motor back from the old improved 'S'. This was the motor, together with that car with wh ich he broke the old 1100 cc Class Record with a scorching 53.2 seconds at his first Hillclimb (the one and only in that car)

The good news is that he has just got engaged. (Finan - Ah well
Bazza - there was nothing better to do) (Ed - How Sweet)

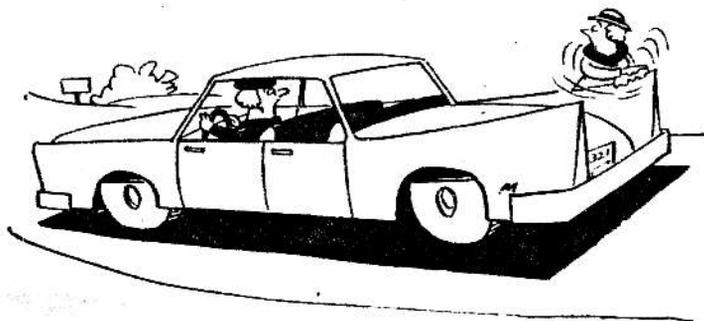
8. ___The McCarthy Centaur has been sold to Bruce Miller. Bruce will put his Sprite engine into it. (Ed - What was that)

9. ___Vern Hamilton's Elfin 600B which he bought new in May 1970 has been sold, less engine and gearbox, to Sydneysider Ross Hodgson. Vern drove this car to second place in the 1972 Australian Formula 2 Championship, however Ross will probably run the car in Formula 3 form. Vern has announced that in 1973 he will purchase a new Formula 2 car after having a look around and trying to evaluate the merits of the various new models available.

(NEWS FLASH - J.R.F. says it will be an Elfin)

10. ___The Northern Districts Car Club are holding a Solo Rally on the 18th February 1973, and all M.G.C.C. members are cordially invited to attend. It will be conducted on a circular dirt circuit and as the title suggests only one car will be permitted to compete at any one time, so it should be a nice safe days entertainment.

11. ___Kerry Horgan had the misfortune to bend his M.R.C. at Hume Weir. Kerry spun out and Peter Lander came round and collected Kerry's car between the two front wheels. We were pleased to hear that Kerry was uninjured.



"Keep wiping—I'm told it won't go if the points are wet."

BOOKS

9

The Technical Book and Magazine Co. Pty. Ltd. has just advised us of new publications available on M.G. Cars.

I feel sure that many members would appreciate the notification of the availability of these publications.

They have advised that if any further information is required not to hesitate in contacting them at 289-299 Swanson Street, Melbourne, Victoria. 3000.

A copy of their attached book/price list has been reproduced hereunder -

NEW BOOKS AVAILABLE ON M.G. CARS

Price

M.G. Cars - The Early Years - M. Allison	\$3.95
M.G. Cars in the Thirties - R.M. Clarke	\$4.85

Two new books in the Brooklands Scrapbook Series of interest to all M.G. enthusiasts.

OTHER BOOKS IN THE SERIES

M.G. Cars 1929 - 1934 - M.G. Cars 1935 - 1940	
M.G. Cars 1940 - 1947 - M.G. Cars 1948 - 1951	
M.G. Cars 1952 - 1954 - M.G. Cars 1955 - 1957	
M.G. Cars 1957 - 1959	Each \$3.95

THE STORY OF THE M.G. SPORTS CAR - F. Wilson McComb

more 

This the first comprehensive history of the M.G. is the product of 12 years research and 10 years service with the Company that manufacture the world's most popular sports car.

\$10-60

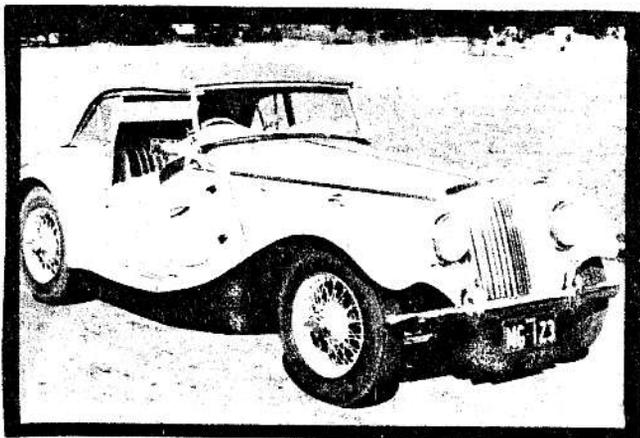
OTHER BOOKS AVAILABLE ON THE M.G.

The M.G. Story - J.H. Wherry	\$6.15
Maintaining the Breed - J. Thornley	\$9.15
Tuning & Maintenance of M.G.'s - P.H. Smith	\$5.90
M.G.B. - A comprehensive owners manual - S. Turner & J. Organ	\$6.95
The M.G. Workshop Manual - All Models 'M' to 'T.F.' - Blower	\$9.90
The Complete Official M.G.B. - R. Bentley	\$7.80

Plus a full selection of Workshop Manuals
and Handbooks for all Models -

WRITE FOR DETAILS

NOTE: When ordering by mail, please add 70cents
to cover postage and packing.



Micellaneous Mumblings from Eventide

Well, after an absence of some months from the typewriter, I've finally gotten around to hitting the key board again.

The trouble is, of course, that I've been pushing Horgan and Corness around in their respective wheel chairs and not been able to keep up the flow of genius to the Octagon.

But now, with Superbee sold, and Iain having purchased his own electric powered wheel chair device, and Kerry having regained the use of two of his lower limbs (including one leg) I guess I can get going again.

The 47 too, has been occupying a lot of time, what with extensive rebuild of front right corner. What a massive shunt that was - and doesn't it prove the seatbelt argument yet again - 115 mph to zero with no injury - everyone should have them - even in the toot. The other lesson is that you don't just go and race your new car. What you do is have lots of private practice until the car is an extension of your will (not the legal type). The aviation sphere has shown this to be most important too.

Anyway, with the untiring assistance of Alister Rees of Trend International, and some well chosen words from TDJ, we finally made the Nov 26 meeting at Surfers, and even had some success, even though we ran the Sunday with a wrongly angled lower control arm (it had a bow in it) and 3⁰ negative castor. Subsequent development and testing has made the old girl handle even better than before, and the recent acquisition of Cosworth rods and steel cams should give my talent quite a boost - as Horgan says - the faster you go in a straight line, the more

people come up to you and tell you what great talent you possess. As McCarthy says - there is no substitute for several large Bank Accounts.

Talking of old KEH (doddering old B.....) on the way to Sydney to pick up the old beast, he was saying how he oozed talent - he didn't say from which end it oozed, but I guess he meant through his fingertips.

One incredible thing we noticed on our trip down the New England Highway, or the Old England Loway if your like deviating, was the number of new Mercedes Benz we passed - they were all speeding in the direction of Queensland - Horgan's theory was that they were trying to get home before their warranty ran out - quality European cars and all that.

Jeez, doesn't he go off about quality cars shaking themselves to destruction. On the way down we saw a Volvo pulling a trailer - Quick as a flash Horgan retorts (through his upper denture which was dangling over his lower lip) "There goes a smart quality car owner - tows his own spare parts."

We also saw large numbers of rabbits bodies lying on the highway - poor things having been run over - a case of splitting hares!!

At about 7.00p.m. when we were approaching Gosford (Ray Hanger territory) the Famous Maroon Fairlane coughed itself out of contention - every mile or so it ran out of breath. It turned out to be dirt in the fuel line - the result of a dirty drum of fuel - packaged by a well known service station proprietor from Yeronga - actually, it wasn't his fault, but it made an interesting evenings entertainment.

Back to the week before the race meeting when I was chasing some brake hoses, I discovered again, how pitiful the retail trade service is, like - you trot into one of Brisbane's largest brake hose specialists! with a length of their product tucked under the arm, and after a half hour wait you are told "Sorry we don't make that".

JRF - "But it has your name on it"

Counter Clerk - "Oh yes, but that came off an 1834 Sunbeam Talbot"

JRF - "No it didn't it's off a Lotus."

Manager of Establishment - "Lotus - that's Italian isn't it!"

JRF - "Mother, help me".

Anyway, a Mr. Eric Porter of Safe T Brakes eventually came to the rescue and in no time flat, we had all we needed. So, if it's brake hoses your needin - see Eric Porter.

Finally as the race day came closer, the final preparations grew more frantic. Bleeding the braking system highlighted the type of humour which emanates from Trend International.

JRF is busily pumping up and down on brake pedal and says to hairy Alister Rees.

"How much fluid we got left Al "

"Bout half a pint you wingin galah - we'll save the rest for Ron".

"Ron - Ron who "

"Later Ron you bloody peasant" guffaws the big hairy type, who then has hysterics at his own joke - falls onto the floor - has five orgasms and swallows his tongue (Ed - good grief).

The final coat of rough white went on at 2.00a.m. Saturday morning - so see Alister for instant impossible fibreglass jobs.

I've also had a lot of correspondence from the ancient McCarthy - seems he has discovered the nicities of the permissive society and forgotten all about motor sport. Bout time. Now he's bought an Alfa - what next - the matron down here at Eventide will be most surprised at the change in Jon - if he ever comes back.

As I said before I.D.C. has sold superbee - the new owner is Peter McCabe - south of the border. Peter really has a lot of talent, having put an ancient M.G.A. round S.P. in 1.35's. The plan is, so Peter tells me, that he will enter club sprints, Hillclimbs, and any Club races promoted in '73. Good luck young fella. Back to Iain the oldie - he says he has definitely retired from the fray - for the foreseeable future anyway. Seems only yesterday that KFH, Iain and myself were having a lot of fun at

Lakeside - round the '69 era - anyway, it's all over now what with KFH and his increasingly successful vehicle doing well in the south, and IDC buying bikes instead of cars.

Ivan Tighe also has indicated his retirement officially - Ivan of course has had a long and successful racing career over nearly two decades - sorry to see another "oldie" going.

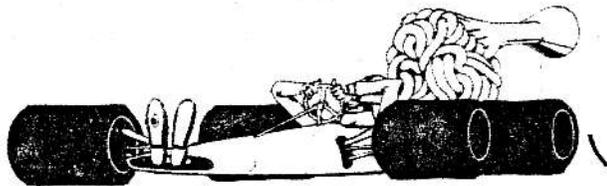
And finally, these young upstarts like Spiden et al. I know he's my cousin and all that - but he's gone and stripped his sprite in my dear old mothers' garage at 82 Stafford Road - there's bits and pieces everywhere, Glad wrap paper, Man Juniors etc. And he's gone and thrown out all of Alisters empty Kentucky Fried Chicken boxes!!

What'll me tame cockroaches eat now

Then they make him Club Captain - you mark my words, there will be naughty deviations unparalleled in the history of the club now. A few days ago I caught him in there polishing his shaft - dirty depraved beast.

And if you happen to see any compromising photos - purporting to be of JRF at a certain twenty-first birthday party - ignore them - they're filthy forgeries faked by the young devils who frequent our hallowed clubrooms these days.

See you next month. (Matron's on her way to check our bed-pans - it's 7.00p.m.too, so I'd better get some sleep.)



NEW HOPE FOR

HILL CLIMB

The Committee is sorry that members have been left so long wondering about the fate of their Hillclimb donations for the Mt. Cotton appeal.

At this time they have announced that the appeal has reached a total which in the opinion of our trustees, makes the project viable - but only just. Since this decision was reached, two more successful meetings have been held, but how long can we expect this to go on! Consequently the Club has been able to make the October loan repayment out of Club Funds - and on time. This means that there is an additional \$500-00 to be used for vital track repairs.

The money which members have donated has **not** been left idle. It has been earning 6% interest while the success or failure of the appeal has hung in the balance.

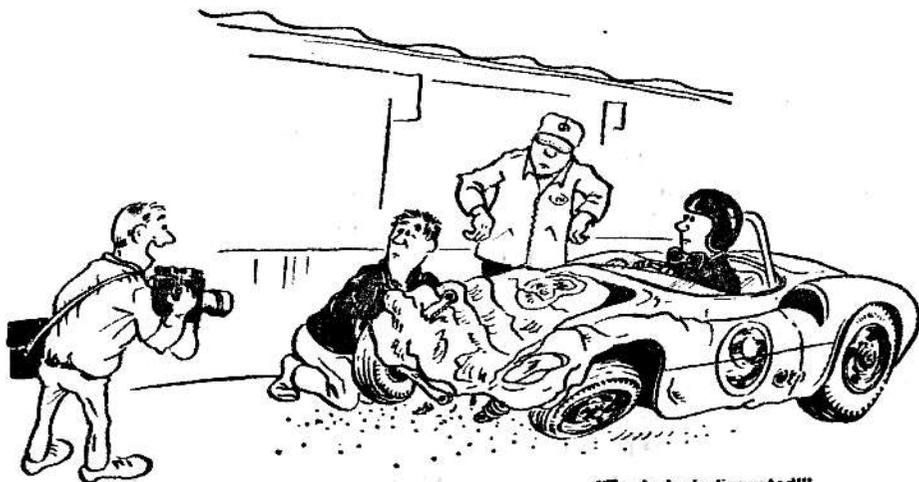
The Committee would indeed like to mention now, exactly how the money is going to be spent. This can't be executed yet, but they do know that all of it will go in- track repairs, drainage, the return road and the like. There will be none to spare for general facilities.

The track has now reached the stage where we are quite definitely losing entries from the faster machinery, because pot holes and bumps are causing serious damage. In spite of the efforts of the FEW members who give their "similarly valuable" time to patching the track and wrestling with the condition of the return road, we are obviously losing ground - and literally. This is where the

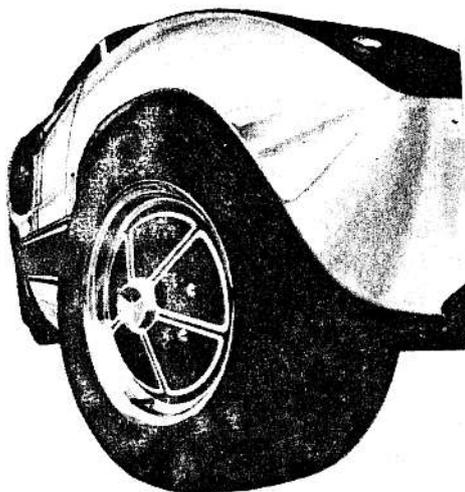
money will have to go. The trustees have insisted that professional advice be obtained and a report made to them. This is currently being undertaken.

Once again, the Committee thanks those who have given help, with special thanks to the past members, the non members and other Clubs who have come to our rescue.

But, what about the 'leeches' in the Club who refuse to give any assistance whatsoever, but selfishly prefer only to participate in the sporting events. What are they going to do. Better still, if applicable, what are YOU going to do about it.



"Try to look disgusted!"



**ARE YOU
RIGHT IN
THE HEAD?**



.....

One track mind of S.C.R.A.P.

We've got it gang! This is the answer.

At last, peace in the ranks. We are proud to announce that there has been a new sub-club formed for all Disgruntled M.G. Car Clubians, whoever they may be.

It's called the Slot Car Racers and Pikers Club. In short, the Club is called S.C.R.A.P. Pretty good eh!

We would like to extend an invitation to all potential S.C.R.A.P. members to come along to our first Hill Climb to be held in the M.G. Car Club Rooms Toilet!! (Ed. Good grief) Yay fun, fun Fun. Bring your slot cars and umbrellas.

THE EVENT

All slot cars will be scrutineered on the premises by a fully trained electricity board approved gardener - so be careful. Because of the circumstances in which the race is to be held, all cars must come with wet-weather tyres and a S.C.R.A.P. approved water-evaporater attached to the dash. It is to be remembered that no trick cams, wild head jobs or funny exhausts will be

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tolerated (mainly because ~~lot~~ cars don't have 'em - Gardener)

We have solved the ever present problem of accidents incurred by spectators when a car spins madly out of control - Yes, we of S.C.R.A.P. will quickly and efficiently dispose of any out of control cars with a quick flush thereby causing the offending car to be disposed of. So bring your kids being sure of their safety.

Competition is expected to be rough. The Hillclimb will be comprised of 3 starts per car with an average time giving the fastest time of night. Any car which is disposed of will be deemed a non-starter and the driver shall hold the rank of Piker.

CLASSES

The cars will be divided into two main classes, each broken into 85 divisions and 23 sub-divisions so each car will be the sole car in its class, thereby giving all M.G. Sub-Club S.C.R.A.P. members an assured win! Imagine being Queensland Champion for life. What prestige (Ed. Good grief)

The lap will be 12 feet long and because of its dimensions it will be called a "Run". At no time shall the word "Short circuit" be used when describing the short circuit, even if it is in all intents and purposes a short circuit. Short circuiting is frowned on by the Committee with the penalty of 'disposal' for all who indulge.

COMMITTEE

The Committee will consist of 38 members, namely 37 presidents and 1 vice president, who at all times have complete authority over the six club members. However, the Committee cannot over rule the Gardiner whose decision on complicated electrical matters is absolute. The 38 Club Committee members will elect a person each year who will be pronounced King or like, as the case may be. The title holder will be the official Lord Executioner at all meetings. (Ed. Good grief)

FEES

Fees will be paid annually and cost a moderate 5 cents a year. However, the entrance fee for events shall cost \$185-00 to cover executing and plumbing fees. (E. Good grief)

Hoping to see you all there.

Signed S.C.R.A.P. Instigator



***PLEASE Return any perpetual
Trophies ----- POLISHED !***



fourth national meeting

..... Easter Weekend 1973 - April 20th - 24th

We are now able to outline organising plans for the fourth National Meeting of Australian M.G. Car Club Centres (abbr. 4 NATMEET or as they call them in the United States "Gatherings of the Faithful Followers of the Sacred Octagon")

Unlike previous Natmeets all activities will be centred at one location, namely ORAN PARK, which is situated close to Camden 40 miles out of Sydney on the Hume Highway. This has resulted from the fact that Sydney at Easter is very busy with the Royal Easter Show.

Oran Park for those who don't read the motoring press is a comparatively short demanding circuit with excellent spectator viewing and good general facilities. The motorkhana will be staged together with the flying lap dash and the races on the circuit and using a grass car park for the concourse.

The M.G.C.C. (N.S.W.) is certain that there is adequate motel/hotel type of accommodation in the immediate vicinity but booking must be done early when details are made available. These are expected to be available in mid-January. They will be offering camping both tents and caravans and billeting for those on the impecunious side. They have worked on the proviso that as the Wednesday following Easter is Anzac Day, EVERYONE will be able to squeeze the Tuesday off also, making it a break for those not taking any holiday entitlement of 6 days at least i.e. Friday - Wednesday.

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In line with popular opinion expressed at the Adelaide delegates conference, we are staging the concourse as the first event of the weekend. So no adverse comments please about not enough time to clean the cars - as usual uncleanness due to travelling from another centre will not be penalised.

A C.A.M.S. licence is required, and supplementary regulations, registration forms and costs will be available in the last week in February.

HOWEVER THE M.G.C.C. (N.S.W.) WANTS TO KNOW WHO ARE COMING AND IN WHAT CARS - SO IF YOU ARE GOING, IT IS A MUST TO CONTACT JOAN APPLEBY (57.1561) OR ANN THOMSON (78.1368) BEFORE OR ON THE 12TH JANUARY SO THAT THE CLUB CAN GIVE ADVICE BEFORE THE 15TH JANUARY.

(Editor - The Editorial Staff has greatly endeavoured to have this Octagon to you by the 12th January. If we have failed we deeply regret this error but hope that you can quickly make amends)

The Programme is as follows:

FRIDAY - REGISTRATION all day and into the night for everyone.
 SCRUTINEERING for Sydney Members and any interstate arriving during the day.
ENTRIES For Competitive events will close in the evening, so make use of advanced facilities when we make them available.
 Noggin and Natter after 6.00p.m.

SATURDAY - CONCOURSE 10a.m. to 3.00p.m.
10-12a.m. Scrutineering. Balance of Interstate visitors.
3.00-4.00p.m. Scrutineering Interstate Concourse Cars.
4.00-5.30p.m. Twilight Bar-B-Q.

5.30p.m. Familiarization laps.

6.00-11.00p.m. Night lap dash (under lights
most of the way)

SUNDAY - Motorkhana 10.00a.m. to 1.00p.m.

1.30p.m. to 3.00p.m. Practice sessions for
Race Day.

3.00p.m.-5.00p.m. Day lap dash (Possible
2 runs each)

EVENING FREE.

MONDAY - 10.00-3.00p.m. RACE DAY - Early finish

to finalise all results.

7.00p.m. Presentation Dinner

TUESDAY - Farewell Breakfast
Delegates Conference



3RD MARCH

*Annual Presentation of Trophies
and Dinner Dance*

' big band '

\$ 7.50 double

\$ 4.00 single



8 o'clock at
Ann Thomson's Place

TRISTANIA ROAD
KENMORE



Dress : LOUNGE SUIT

re-scrutinized



1. ___ 'Wild Man' Bob Randle finally found the screen he wanted to show his slides ---he now manages the Townsville Picture Theatre.
2. ___ David Matley was finally 'out-cornered' - he's getting married on the 27th of this month (Ed - Poor Chap!)
3. ___ The 'Mighty' Quinn (Wot him again) finally retired from the Committee Scene to everybody's gasping/applauding* disbelief.
*PLEASE CROSS OUT WHICH IS NOT APPLICABLE.
4. ___ What's happened to Lozzie! - Lozzie who
5. ___ First John Campbell splashes mud over me at Tingalpa - then he drops the garage door on me, after which his dog jumped all over my poor body - and again just the other night he clouts me with his elbow. Where will it end. News Flash - the ZX's were returned - Retreaded (foiled again)
(Ed - May we extend our deepest condolences, retreaded!)
6. ___ P.G.R. had a great splash around in the pool over Christmas - that should keep him going until the first Motorkhana in February.
(Ed - Was that P.G.R. at the Committee meeting the other night - Cripes, I thought he was one of the 'Boys' from the M.G.C.C. New Guinea!)
7. ___ R.S. does not stand for the obvious.
8. ___ Question - For HEAVEN's sake, Wot happened to Lozzie.
Answer - Hey, speak louder.

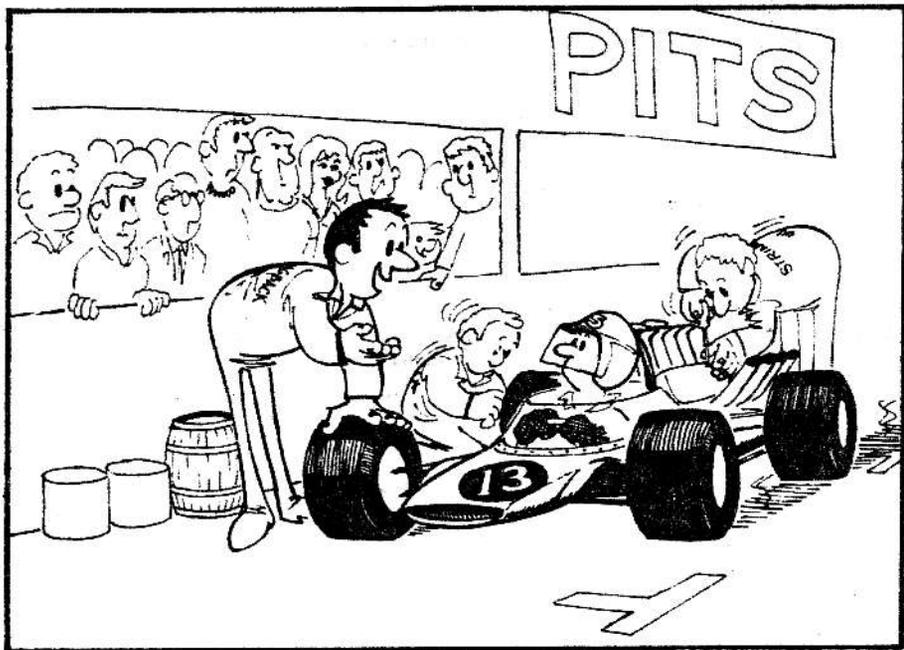
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9. ___ Steve Laue was seen and heard clambering over Clayfield rooftops on New Year's Eve looking for his lost party-cap. Asked what was he doing, he replied - "I'm looking for my baby 'XUI' - whaddaya think !"

10. ___ Peter (Black Pete) Rayment is still continuing to disguise the Cooper 'S' as his ultra-slow Mini Deluxe. (Ed Hit him Pete!)

11. ___ Paul Valery has an XUI - So Wot! It's about time he retired the 'Bamboo Shoot' to the rice fields. (Ed That's me their talking about)

12. ___ Terry Green has a 1/20 th scale baby Celica. Congratulations Terry. CONGRATULATIONS RAE!



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