

THE OCTAGON

- 1 - OCTOBER, 1973
C O M I N G E V E N T SOctober
19th

Treasure Hunt

20/21st

Open Rally

26th

Natter Night

27th

Q.M.S.C. Sprints (M.G.invited)

28th

Qld Motorkhana Championship Round 3(BSCC)

November
2nd

Film Night

3/4th

Interclub Rally

4th

Guyfawkes Motorkhana

9th

???

11th

Surfers Paradise

16th

Treasure Hunt

18th

Qld Motorkhana Championships (Round5)

23rd

Free Night (CAMS Dinner)

25th

Hillclimb

30th

Annual General Meeting

December
7thMGCC Dinner Dance and Presentation of
Trophies - Royal Qld Yacht Club

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PERPETUAL TROPHIES

The latest standings in the Perpetual Trophies for the Gala event of the year - December 7th -

Motorkhanas

1	Phil Griffin	Cooper S	60 points
2	Les Hastie	Cooper S	56
3	Robert Keeble	Cooper S	33
4	Jerry Kent	Cooper S	32
5	Peter Rayment	Mini DeLuxe	19

Treasure Hunts

1	John Kelso	45½ points
2	David Robinson	42½
3	Ray Quinn	40½
4	Peter Rayment	32
5	Alan Conway	31½

Navigators for above

1	David Tait	43½ Points
2	Malcolm Spiden	41½
3	Les Rose	40
4	Libby Sullivan	30
5	John Heath	20

Speed Trophy

1	Fritz Sorensen	Capri V6	102 points
2	Phil Griffin	Cooper S	100
3	John Moorehead	MG Mazda	88
4	Keith Tufnell	MGB	32
5	Vince Appleby	VJA Honda	80
6	Barry Nixon-Smith	Torana XUI	80

Under 1100 cc Speed Trophy for Group D

1	Bruce Wasley	A/H Sprite MkIII	64 points
2	Chris Timms	MG Midget	12
3	Bill Randle	A/H Sprite MkII	8

BEST M.G. AWARD

1	Keith Tufnell	M.G.B.	86 points
2	Alan Burns	MGA	50
3	Peter Rayment	MGTC	41
4	Kenneth Wasley	MG Midget	38
5	Steve Austin	MGB	38

Ladies Trophy

1	Libby Sullivan	Celica	59 points
2	Sandra Tufnell	MGB	21
3	Joan Appleby	Viva	8
4	Kitty O'Shanesy	Mini Van	1

Best All-rounder

To qualify for this trophy members must compete in a minimum of 2 Motorkhanas, 2 speed events, and 2 Trial type events (i.e. night runs).

1.	Malcolm Spiden	Escort	120 $\frac{1}{2}$ points
2.	John Moorehead	MG Mazda	102
3.	Peter Rayment	Mini DeLuxe	78
4.	Bill Randle	A/H Sprite	78
5	John Kelso	Renault R10	60 $\frac{1}{2}$

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ENCOURAGE AWARD

Since the Octagon last went to press there have been Race meetings at Surfers Paradise and Lakeside. It is therefore with pleasure, we announce the winners of two Encourage Awards.

The first for MG members who entered Surfers Paradise race meeting was won by DAVID MILES in the Centaur Clubman. Once again David Harding and Des White were the adjudicators.

Secondly, winner of the Award at the Lakeside meeting was Ian Peters, who drove the Peters and Peters Haminox Lotus Super 7 to some extremely quick times. Congratulations to these two members.

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GROG-A-THON

Last Sunday week was spent watching the Hardie- Ferodo 1000 or at least the first 50 laps or so. The most gratifying feature of the grid positions was to find Queensland's top two Saloon car drivers in the first 10. John French was the fourth quickest in practice and club member Dick Johnson was in 7th pole position.

How long has it been since Queensland has had two so near the front? Unfortunately, due to technical difficulties the telecast was lost a half an hour before lunch thus spoiling any chances of seeing our local heroes do battle in Australia's most publicised Motor race.

However the day was not a complete waste, as the group spent a very warm day in the pool (we were at the "boarding cottage"). Although reports were few and far between, we did eventually hear that Dicky has secured fifth placing in the outright results.

Congratulations Dick.

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REGRETFUL ACKNOWLEDGEMENT OF OFFENCE - that's the dictionary definition of the apology the committee owes to Stew and Val Rice. You see these "committee blokes" decided it was time to hold another Bingo Night. So John Moorehead goes over to see Stew and Val, and they say they'll run it for us. The date is fixed, the Club rooms swept, Pete Rayment produces several thousand small washers for covering cards, Ann Thomson draws extra change.

At 8.30 p.m., in the midst of a great emptiness, someone looks in the last Octagon - if the announcement had been put in the programme there might have been a good crowd. The Committee is very sorry for this oversight, but to the Rices, we certainly can say - it was nice to see you again, anyhow.

GUY FAWKES MOTORKHANA

November 4th promises to be a most unusual day. Traditionally, the last motorkhana for the year was always held as close as possible to the old Guy Fawkes day thus earning the above title. It was also held as a competition between the President's team and the Club Captain's Team.

However this year these youngsters are being challenged by a group of Super Oldies. Rumour has it that many of the club's earliest members are forming a representative side in order to show the Younger Generation a trick or two.

Since it has been a few years from their last appearance at an event of this nature, we will endeavour to provide tests which they were accustomed to.

So come on you older members such as Tom Hatton, Brian Tebble and Vince Appleby, surely you can round up some of the members of yesteryear?

Remember - 4th November at Thornside.

Note:- To qualify for the "Oldies" one must not have competed in a motorkhana organised by MG for approximately 3 years, and must be club members (CAMS stipulation)

If possible, could all of the regular competitors please leave their Wintertreaded tyres at home for this one occasion.

Walking sticks will be provided for those who desire them. (I wonder if Blossy will compete)

What will those two Charlies who rode the push bikes last meeting be up to this time?

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DON'T FORGET

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COME TO THORNSIDE

MOTORKHANA REPORT

The fourth round of MG's Motorkhana Series was held at the Club's new ground at Thornside being supported by 19 members. From the beginning it was to be a Mini v's MG v's Sprite day.

Phil Griffin won the first event but was to have Bob Keeble in his newer Mini 'S' and Les Hastie pushing him all day. Phil, who is leading the Queensland Motorkhana Series, completed the day by winning two events as did Les, with the fourth event being captured by the ever improving Bob. Shall be interesting to see if Bob can win a round from the flying Griffin.

Rolly Wetzig returned to the fold throwing the B around in an extremely smooth manner, only to be downed by the bearded John Heath in his rebuilt A. Regular participant Gary Whittaker suffered an "off Day" as he scored poles in the first event and later suffered fuel pump troubles. Surprise of the day was the blue Mini de luxe piloted by Mal Spiden. Peter very generously lent the car but at the end of the day's events Mal was 0.5 secs to the good - it WAS a long walk home.

Newcomer to motorkhanas, Greg Symes, drove his Clubman GT into sixth place overall - a very good attempt in his first event. Gwen Hastie and Karen Keeble, persuaded by their husbands to "have a run", both driving for their first time, exhibited "good" judgement which resulted in speedy performances as the results prove. Had Carol Griffin entered we could have witnessed the Griffins v's Keebles v's Hasties (oh, well just a thought).

Sprites are quicker than MG's, and Darryl Markwell proved it. He was the highest placed rear wheel drive with Assistant Clerk of Course Alan Conway in the Renault Yellow Sprite finishing 2.1 seconds further down. As can be viewed from the results, the "open" cars engaged themselves in a great battle and hopefully this will continue in events to come.

Results were as follows:-

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Event No. 1

1 P.Griffin	28.9
2 R.Keeble	30.6
3 L.Hastie	31.8
4 P.Rayment	33.1
5 M.Spiden	33.6

EVENT NO. 2

1 P.Griffin	28.8
2 R.Keeble	29.5
3 M.Spiden	29.5
4 L.Hastie	30.3
5 P.Rayment	30.7

Event No. 3

1 L.Hastie	33.1
2 B.Keeble	34.5
3 P.Griffin	34.8
4 P.Rayment	35.4
4 M.Spiden	35.4

Event No. 4

1 B.Keeble	35.4
2 L.Hastie	36.0
3 P.Griffin	36.5
4 P.Rayment	38.3
5 M.Spiden	38.9

Event No. 5

1 L.Hastie	23.3
2 P.Griffin	23.4
3 B.Keeble	24.3
4 M.Spiden	25.6
4 G.Symes	25.6

Overall Results

1 P.Griffin	Cooper S	152.3
2 R.Keeble	"	154.3
3 L.Hastie	"	154.5
4 M.Spiden	Mini DeLuxe	163.0
5 P.Rayment	"	163.5
6 G.Symes	Clubman GT	170.8
7 D.Markwell	A/H Sprite	174.4
8 J.Heath	MGA	175.0
9 R.Wetzig	MGB	175.3
10 K.Keeble	Cooper S	176.1
11 A.Conway	A/H Sprite	176.5
12 M.Ovens	"	178.0
13 L.Sullivan	Celica	182.8
14 G.Whittaker	MGB	183.6
15 G.Hastie	Cooper S	184.0
16 D.Pearl	Wolsley	200.3
17 N.McNeil	Torana GTR	202.5
18 R.Black	Holden Ute	207.8
19 R.Raper	Cortina	Retired

C.A.M.S. 1974

Some information for you from the September NCC meeting.

We may as well start off with the bit you're going to scream about most. Capitation fees have doubled. They now stand at \$2.00 per member per year - and we're lucky it's not more. Compared with some sports we're getting off lightly. Basketball would cost you \$10 and athletics \$3; or rather, your Club would have to pay this per member. Affiliation, association and permit fees have stayed the same. Licence fees have not increased, except that a Road Event Licence for a non-club member will be \$10.00. This should boost Club membership, especially for the rally orientated clubs. The manual will cost \$2.50 plus postage. Protest and Appeal fees have also risen.

A new licence has been introduced. This is a licence to advertise. It will cost \$10.00 and will be necessary for cars having a log book which carry advertising other than the names of the entrant, the driver, the make and model and the attributed entrant.

Licence requirements for autocrosse have been brought into line with sprints and hillclimbs. Club licences only will be required for closed events. Previously you needed a Limited Licence for a closed public autocrosse.

Group C cars taking part in the Australian Rally Championship rounds will be able to have certain suspension improvements to bring them into line with FIA thinking.

Discussion as to the possibility (we do not say probability) of holding a Pacific Championship continues.

Sports Sedans. Flush fitting panels need not be fitted unless they are original equipment.

R.F.D. Aust. Pty. Ltd. of Sydney are approved to fit Safety Tanks.

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C.A.M.S. (cont)

The present Australian Formula II has been extended to 1975.

Philip Island will conduct the Gold Star round allocated to Symmons Plains.

Did you finish? To be classified as a finisher, a car must cross the finishing line under its own power, no later than 3 minutes after the winner has done so (in the case of circuits of 3 kms length or less), or 6 minutes (in the case of circuits longer than 3 kms); Moreover, it must have covered at least 75% of the distance covered by such winner.

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IMPROVE YOUR DRIVINGANDHAVE MORE FUN

All you need to do is to see JOHN FRASER, Queensland Representative for Peter Wherrett Driving School.

Classes involve only half a day and are conducted at both Lakeside and Surfers Paradise.

Contact John at 57 1380 (Brisbane) or 075-35 1951 (Gold Coast) and make an appointment.

WEEKENDS AND WEEKDAYS AVAILABLE

LAKESIDE 7th October, 1973

T.D.H. said to be designing small trailer suitable for towing behind Lotus 47. Trailer is for transport of spare fuel.

Rolf Vine looked like setting a new lap record - he got down to a 1'02.8" in practice. Unfortunately mechanical troubles stopped him.

Old gangrene got lost in the wet and was returned to the pits on the end of a bit of string. Perhaps the excitement of getting engaged to Val Hansen was too much for his heart to take.

John Wharton had the worst of bad luck when another driver claimed his bit of road. We hope this won't put him out of racing for too long.

Some nice driving from Clive Browne, who is getting very quick. Rather marred by really spectacular loss down the hill towards KLG.

Barry Wraith in his usual place most of the time at the front.

Ian Peters really moving the Super 7 along. Probably the fastest one of these cars have been pushed round since Barry Locke's days.

Kerry getting consistently quicker, looks set for 59's next meeting.

Trevor Bassett didn't seem to be having one of his best days - did a little re-shaping on the Elan.

Vern Hamilton had his first drive in the Sports Shut Escort. Seemed to be having a ball.

Bruce Briggs having his first meeting. Improved his times very nicely during the day.

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Peter Walton probably put up some of his fastest times. Seemed to be very consistent.

Barry Nixon-Smith getting down to some really quick times. Started off the back of the grid in the last race and had hoards of minis snapping round him - like pekes at a greyhound.

Needless to say Lionel won all his races - including the Queensland Sports Car Championship round. Incidentally he is now leading in the Australian Sports Car Championship with two rounds to go.

To return to Rolf Vine. It was the Sports Racing Car under 1300 cc record he missed out on. In the few laps he completed he broke his own Clubman record.

Vern Hamilton also took a record. He broke Alan Moffat's old 1301-2000 cc record by over 8 seconds.

Talking of records. We think it is time the promoters either removed the old "Production" Sports Car records from the Programme or put in a note of explanation. These cars never were production sports cars. They were the old Group B Improved Production Sports Cars, and you only have to look at the records shown to see how quick they were. Only two sports racing cars currently performing in Queensland could have beaten most of them. It must be discouraging for present-day competitors whose cars comply with Group D to know that they can't come within twenty seconds of these times.

Members Results

Barry Nixon-Smith
Barry Wraith
Vern Hamilton

Outright

1 x 1st
3 x 1st

1 x 3rd
3 x 1st

Class

4 x 1st
1 x 1st
1 x 1st
3 x 2nd

3 x 1st
1 x 2nd
1 x 3rd 1 x 2nd
1 x 2nd

Peter Walton
Kerry Horgan
Trevor Bassett

1 x 2nd 2 x 3rd 1 x 1st 1 x 2nd 1 x 3rd
1 x 3rd

NEWCASTLE

Newcastle promised to be superlative according to reports of the 1972 expedition. With this thought in mind, Keith with Sandra pit crewed by Terry and Rae Green departed Brisbane on Friday morn. Twelve hours later part two of the Queensland contingent consisting of Peter, Neil, Lib, Malcolm left towing the Cooper-Ford -- the event Round Two Australian Hillclimb Championships, King Edward Park.

363 days of the year this strip of bitumen is a public drive through the park thus the onus of maintenance rests with the local council. In the practice sessions, the Queenslanders settled down with Keith recording a time of 62.78 and Peter a 51.87. There were a few comments on the bumpiness of the circuit by some other older competitors (Reminded us of some Brisbane roads). After 4 practice runs, Errol Richardson proved quickest with a run of 45.40 whilst arch rival Murray Bingham was 0.65 behind and Paul England third on 46.88.

Saturday night was for renewing old friendships from Grafton, The Sydney National Meet (the Great 500 return match is to be held in Melbourne next year) and Mt. Cotton whilst we viewed a film of the 1972 climb.

Sunday morning arrived fine and bright but a westerly was blowing that made things a bit breezy up on the hill-top. At the start of the official runs, the drivers quickly settled down to the job at hand, the fastest runs usually being made in the morning as in the afternoon the seaspray settles on the track together with the angle of the sun which makes driving more difficult. Richardson in the SCVsmashed the outright record with a 43.24 secs, then promptly spun out after crossing the finish line. Bingham recorded a time of 44.83 to win the sports car category. Records fell in several classes, the times being comparable with those from Mt. Cotton.

Both Keith and Peter came 4th in their respective classes as Keith stopped the clocks at 61.11 and Black Pete on 50.47. By late afternoon, the Queenslanders were found by Darok and

Marie Finter. "We looked for you on the hill but couldn't find you so we looked in the most likely place - in the gutter." This called for a reunion icecream so off and annoy the already overworked icecream vendor. (Ah, well, we did buy a few dozen Sundaes that weekend).

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DON'T FORGET THE M.G. ANNUAL DINNER
DANCE AND PRESENTATION OF TROPHIES AT THE
ROYAL QUEENSLAND YACHT CLUB OVERLOOKING OUR
DELIGHTFUL BRISBANE RIVER.

COME AND HEAR GARY WHITTAKER DESCRIBE THE
PLEASURES OF SAILING, PETER RAYMENT WILL TELL
HOW TO CRASH A YACHT INTO THE NUTS AND
LISTEN AS THE OLD COMMADORE HIMSELF (THAT'S
J.R.F.) REMEMBER THE DAY WHEN HE CIRCUMNAVIGAT-
ED AUSTRALIA WITH MATTHEW FLINDERS AT THE
TURN OF LAST CENTURY. ALL THIS AND MORE ON
FIRDAY HIGHT 7TH DECEMBER 1973.

TICKETS SINGLE \$5.00 DOUBLE \$10.00

SEE COMMITTEE FOR TICKETS BUT BE EARLY

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INTERCLUB MOTORKHANA

Once a year all the clubs associated or affiliated with CAMS are invited to enter a team to compete in the Interclub Motorkhana. This SPARC, being the winning side in 1972, organised the meet at the Surfers Raceway where two events were held on bitumen whilst the remaining four were on grass. As was the case last year MG were able to enter two teams.

The choice of drivers for both teams was made difficult as many top motorkhanaists found themselves unavailable for that day due to prior commitments e.g. marriage working etc. and thus forcing the selectors to dig deeply into the bag of regular participants. This problem was eventually solved as two teams arrived on 9th September.

Our main hope for glory rested upon the A team naturally and was predicted to finish well in the first 5 (15 teams competed), but it was destined to be a disastrous morning. A trippage before the first event certainly did not settle nerves nor did it escalate hopes. In the forward and reverse slalom, Bill Randle performed a wrong direction followed by Bruce Briggs' discovery of fuel surge troubles. Bruce was still suffering the after effects of his illness as well as using an eighty mile old machine. Refusing to be downhearted about their misfortune, our heroes fought an unfortunately gathering penalties for a few downed poles. This certainly did not enhance their score. The two highlights of the day were Bill Randle winning the Eccentric test and Brian Tebble's return after 6 to 7 years absence from this form of the sport. Brian, one of the original members (he and JRF are competing in the 100 yard wheel chair dash at Evertide) finished the day being the quickest member of the A team - not a bad effort for an oldie. Through the day reserve Keith Tufnell sat biting fingernails, having the unfortunate pleasure of being relegated to a viewing role. After all their troubles our A team finished 7th.

The second team was selected from members who could be selected in future years to represent the club in open

competition. This lot was expected to finish somewhere in the first ten - hopefully.

Obviously it was not a 'glamour' side and "I'm glad we are not relying on them" could have summed up their chances. Well, with a Renault, 2 Minis, a Celica and an Escort one couldn't expect much. John Kelso lead them in- to battle admirably supported by Les Rose, Colin Sands (in Minis) while Luscious Libby, the only Lady? competitor on the day, and reserve Malcolm Spiden brought up the tail end. Slow they were but only one pole fell during runs. While other clubs scored wrong directions, spinnages, poles etc., the B team carried on regardless trying their best and were rewarded with a fine 3rd placing outright - a surprise to all.

Team A		Team B	
R.Quinn	228.8	J.Kelso	218.3
W.Randle	232.6	L.Rose	212.2
B.Briggs	273.1	C.Sands	218.9
B.Tebble	220.2	L.Sullivan	237.0
J.Moorehead	256.2	M.Spiden	232.6

Position	Team	Time
1	SPARC	1044.6
2	QMSC	1086.3
3	MGCC Team B	1119.0
4	HTCC Team A	1145.7
5	MMCC	1174.7
6	IWMAC	1176.2
7	MGCC (Team A	1210.9
8	QMROA	1244.3
9	BSCC Team A	1259.8
10	GCTMSC Team A	1273.1
11	BPAC Team A	1274.2
12	BSCC Team B	1281.6
13	GCTMSC Team B	1290.2
14	HTCC Team B	1368.0
15	BPAC Team B	1434.3

It's congratulations to the Surfers Club on a hard fought victory and look as though we will again trek to the Gold Coast in 1974.

BODS AND BENDS

The curse of the Course Big A has acquired one bug-eyed Sprite. On further investigation of said car and owner it was discovered the vehicle is for pose and not for competition as first thought. Seems this manly lad now has his monogram on each wheel.

Brad Hart has returned to the Club fold. Good to see him working at the last Hill climb.

Latest news from Townsville reveals that Don Mackay is king of the Minis. Apparently Don is scoring second FTD at the Drag meets only being blown off by the really hot machines.

At the latest motorkhana Neil McNeil incurred a most unusual penalty during the Eccentric test - no poles just a harmless green snake in the suspension.

BIRTH RATE - Nil

Black September - Latest Scores -

5 cars 2 windscreens Nil bookages
(Newsflash - 6 cars)

Ann Thomson really should give up parking.

You can always recognise a Queenslander no matter where he is. On practice day at Newcastle one of those drivers was found asleep in his racing machine while his pit crew slept on the footpath behind the car. Sunday lunchtime 6 were found huddled together on the grassy slopes overlooking the climb.

MG actually had 3 teams in the Interclub Motorkhana. Two were entered by the club the other by Surfers Paradise. All members of the winning team were members of MG.

Sorry about that mythunderstanding in last month's Octagon - reporter's error, anyhow Happy Birthday.

Hate session - this Editor using a typewriter.

Russell Worthington has acquired himself a Morris Cooper S for motorkhanas - watch out Griffin, Keeble & co.

Film evening for November 2nd promises to be a beauty with films including "From Harrocit it started" (sounds like a 1972 Scottish Rally to me)

Dick Johnson finished 5th outright in the Hardie Ferodo 1000 last weekend. Second private entry but first XUI with the smaller fuel tank installed.

One of our most 'eligible' bachelors has at long last been crossed off the available lists. It's congratulations to Kerry Horgan and Val Hansen on their recent engagement.

Who was the Phantom Race Caller at the hill climb? It even drowned out the Official Commentator.

Comment from a certain Mr. Whippy after the sale of a dozen ice creams "Please don't come back again".

Lionel Ayers won at Waneroo Park (WA) and is now leading in Australian Sports Car Championship.

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This month MG was approached by the National Cash Register Company to help them in their display. Each year the Company chooses a different theme for promotional purposes - this year the theme being Motor Racing. After several telephone calls, Joan Appleby was successful in obtaining the appropriate para fanalia required by Mr. Liddle of NCR.

NCR were extremely grateful for the assistance we gave and I would like to thank those Club members who so willingly lent their suits and helmets which together with our posters and curtains made a very good display. A photo will be put up in the Clubrooms of this display. I believe that Dr. Iain Corness gave an excellent talk on Motor racing compared with sales promotion which fitted in very well with the promotions.

Hon. Sec.

for sale

For personal reasons my Elfin 622 is for sale as a rolling chassis with or without Hewland FT200 Gearbox. This magnificent machine has never been raced and has done only 50 practice miles. It is available at a song at hundreds of dollars below new price.

Also for sale, an iron Twin-cam engine, ultra-reliable and well developed (140 h.p.+) complete.

Also for sale Ford Escort Diff 3.77/1 as new.
For further particulars please phone my home on
96 4764

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For SaleMark 10 Cooper

1108 Renault Gordini Motor, 4 speed close Ratio Mountain Box, 7" wheels fronts, 8 $\frac{1}{2}$ " rear. Two Double choke Webbers Spare Gearbox, set of tyres. Two 10" rear wheels.
1973 under 2000 c.c. N.S.W. Hillclimb Champion.
BILL STODDARD Phone Newcastle 49 7770

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For Sale

Open Wheeler mid Engine Anglia through VW transmission universals at Gearbox and wheels. 4 wheel independent suspension, 4 wheel disc front cortina on herald uprights. rear cooper S inboard, fully adjustable suspension all spherical joints. Cockpit with tubular engine bearer, dual adjustable brakes. Car made of aircraft material such as aluminium, bolts, hydraulic fittings.

Selling price of \$650.00

Alan Close, 67 Highgate Street, Coopers Plains
Phone 47 4564

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M.G. Car Club of W.A., P.O. Box U1924 G.P.O., Perth 6001.
Bids to close by 30th November, 1973, on
one only MGA Mk2 grille - Condition: very good
Reserve Price \$100. Payment within 60 days and freight to
be paid by purchaser. This is a Postal Auction.

For Sale - (1) One and only Morris Cooper. Top scorer in M.C. team No.2 at recent Interclub. A ready winner. Contact Les Rose for quick sale or see him at 14 Warana St., The Gap Phone 30 2084 after hours.

Haggling starts at the magic price of \$940.00 but will settle for \$420.00 (IT'S Mrs. Rose's car)

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For Sale MGY Tourer - Good condition only needs a paint job - Twin SU's, Chrome work on the motor. Also MG motors blocks, grills, seats, you name it - it's there. The lot for \$900.00 or sell car separate for \$600.00. Will hackle. Phone 96 7989 evenings or weekends.

Mrs. G.M.Kirkby

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Lost and Found :- One shirt size OS after last hillclimb. Said item had a cigarette in top pocket. Fag is gone but shirt remains. Owner please claim at clubrooms.

One Mini wheel and tyre found after the last Lakeside Sprints. Owner may have same by contacting Joan Appleby at 57 1561 (evenings)

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ANNUAL GENERAL MEETING

Please take note that the Annual General Meeting of the Club is to be held on Friday 30th November, 1973. You will receive with this Octagon, proxy forms and nomination forms for President and Committee of the Club for the next twelve months.

If you wish to vote by proxy, or to nominate anyone to the Committee please fill in the forms and return them to the Secretary, so that they reach her not later than 14 (fourteen) days before the meeting i.e. 16th November. Proxy votes to be in by 23rd November, 1973, (7 days before Annual Meeting) --- oOo ---

DON'T FORGET TO GET YOUR TICKETS FOR THE DINNER DANCE
LIMITED NUMBER = SO FIRST IN = FIRST SERVED

The Official Journal of the MG Car Club (Qld Centre)

Affiliated with the Confederation of Australian Motor Sport

THE COMMITTEE

		<u>Telephones</u>	
		Home	Business
President	David Miles		21 2749
Vice President	Peter Rayment	68 3196	35 5646
Secretary	Joan Appleby	57 1561	57 1561
Asst. Secretary	Mike Keown		21 7886
Treasurer	Ann Thomson	78 1368	78 1368
Club Captain	Malcolm Spiden		33 5769
Committee	Terry Green		52 1981
	John Moorehead	66 7129	21 3899
	Neil McNeil	67 2800	52 6415
	Libby Sullivan	74 1020	71 3322

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Clubrooms

620 Wickham St.,
Fortitude Valley
Brisbane.

Postal Address

Box 1847, G.P.O.,
Brisbane. 4001

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