

# OCTAGON



THE MG. CAR CLUB.  
QUEENSLAND CENTRE.

1.

THE OCTAGON

June - July, 1965.

THE M.G. CAR CLUB . . . . QUEENSLAND CENTRE

Affiliated with the Confederation of Australian Motor Sport

Proprietors: THE M.G. CAR CLUB (PROP.) LTD., GT. BRITAIN

Patron: Lord Lambury of Northfield

General Secretary: F. Wilson McComb

OFFICE BEARERS AND EXECUTIVE COMMITTEE (OLD) 1965

		Bus.	Private
President	J. Clark	68 1131	96 1348
Vice-President	D. Kennedy		4 1805
Past President	B. Tebble	47 1327	97 5352
Hon. Secretary	J. McCarthy		63 2477
Hon. Treasurer	I. Campbell		7 4510
Hon. Auditor	D. Lovejoy		56 2730
Club Captain	R. Jenkins	5 3674	49 4110
Asst. Sec.	G. Palmer (Miss)	97 4171	95 2209

Committee: K. Johns, P. Lovelock, R. Jenkins,

L. Tocque, D. Bright, Miss E. Swan.

Octagon Committee: D. Kennedy, K. Johns, Miss E. Swan

CLUBROOMS - 620 Wickham St., The Valley, Brisbane.

POSTAL ADDRESS - Box 18474, G.P.O., Brisbane.

.....

- EDITORIAL -

I think the Hillclimb is still uppermost in the minds of all our Committee members; I hate to harp on the subject, but we still do not get enough members at our working bees. The devoted few are making progress with a shed completed for the tractor, clearing of the undergrowth proceeding, and the survey just about completed.

Watch for the contour model which will appear in the Clubrooms and give us your opinion on where the Climb should go. Better still, see the site for yourself - and cut down some of the small trees while you are there.

With the survey complete, the track will be dozed out. The Club finances are quite good, but will have to be better before a bitumen track can be laid. It will cost £1 per yard to bitumen it, a total cost of £1000. It is a lot but must be found in the future, so SUPPORT YOUR CLUB ! ! !

NEW MEMBERS

We welcome the following new members to the Club and extend our best wishes for a long and happy association with it.

D.G.Hughes  
 J.D.Rorrison  
 C. Timms  
 K.A.Gisler  
 Miss M Andrews  
 R. Ealand  
 R. Koppenul  
 P. Harris

We also wish to extend our apologies to two then-new members whom we "took down a peg" in the last Octagon by naming them as owners of Mark II A Sprites when in actual fact they are both owners, and proud ones too, of Mark III Sprites. Our apologies to J.R.M. Hart and K. Townsley.

. . . . .

PROGRESSIVE POINTS SCOREAll Round Trophy

I.D.G. Cornes	93	- Joint Leader for Speed Trophy
J. Read	86	
K. Horgan	84	- Leading for Navigation Trophy
Miss E. Swan	82	- Leading for Ladies Trophy
A. Gardiner	67	- Also in the running for Navigation Trophy
K. Littlemore	59	
G. Littlemore	42	
J. Fraser	41	- Joint leader for Speed Trophy
D. Partington	36	
K. Cook	34	

. . . . .

AN OPEN LETTER TO ALL MEMBERS . . . . .

Every night, as I drive up Queen St, ( to pick up Sunday Mail reporters), I get progressively more depressed as I see literally dozens of MG's parked there.

Have these MG owners no feeling for the idea of their cars? After all, they drive sports cars. . . the vehicle of the sporting motorist. Most of the drivers seem to have strong sporting instincts - at least five try to blow me off from the traffic lights . . . why won't they try at a sprint meeting? They all seem to be able to dodge around safety zone standards as well as I can . . . why won't they drive in a motarkhana? Great hordes of them will flock to a movie in town with a motor racing flavour . . . but come to a MGCC film night? Like Hell!

If you really want to know, gentle reader, (and you must if you have continued to read this far), why all these MG's are not in the MGCC, the answer is in ourselves. Firstly, we are a narrow minded "clicky" lot who don't want new members who could show us up in one way or another. And secondly, none of us are interested enough in our own Club to actively go out and meet these MG owners and take them down to the Clubrooms. Thirdly, a new member does come into the Clubrooms occasionally, to be met with unfriendly stares, or have his car rubbished . . so what if he says he's got a full race cam . . . how many of you run a badly tuned, standard motor car, and throw the "bull" a bit about "6000" in top etc.?

Still reading? Marvellous! Probably you will agree that perhaps a little of this does go on, so why don't you do something about it? If you turn your back on the problem, you label yourself as a typical uninterested member - have you actually paid your fees this year? - of this Centre.

Want to meet me at the Club and have a "bitch" about my letter? How about just showing up with a few new members and proving me wrong instead?

SIGNED:

A Disheartened Member.

HILLCLIMB PROGRESS REPORT

It is with great pleasure that we are able to report progress at the Hillclimb Site.

The first and most obvious advance of the year is the completion of the tractor shed which, at the moment, is a multi-purpose store-shed, meeting place, toasting rack, and rain shelter. With the completion of the shed we can look forward to the arrival of the tractor and some larger scale removal work and grading can be done.

The other and less obvious but very important advance has taken place in the surveying of the land which is being done by members of the Club. At the 20th June it was 8% complete and expected to be completed at the next attempt - weather permitting. From this survey, a contour map and model will be drawn up and made, thus enabling the exact positioning of the track to be best determined. This, of course, will be a decision to be reached by the members of the Hillclimb Sub-Committee.

So, in the near future, we can look forward with anticipation to these two events - the arrival of the tractor at the Climb and the decision on the location of the actual climb. BUT until then there is still plenty of work to do - and plenty of fun to be had in doing it (and after?) - in clearing the small trees.

Come along to the next working bee -

See the progress that has been made -

Help towards making more progress -

Let yourself be one of the privileged few who in a year or so will be able proudly to boast - "I can remember when this was just another bit of bush: I helped build this, the MG Car Club Hillclimb."!!!

The next working bee - Official, that is - will be on the 17-18th July and we look forward to seeing YOU there. Come along - enjoy the company, enjoy JEEP excursions over the hillside, see the panoramic view from the top of the hill - and don't forget there is a new road which lessens the distance by a mile or so, so that there is only about  $\frac{1}{4}$  mile of dirt to be covered. Take the first turning to the right on the newly surfaced section of the road to the Pacific Highway. SEE Y U THERE !!!!!

P.S. Under a revision of the Points Score System you can now earn yourself two points for a half-day's attendance and work at a working bee (official) and four points for a full day's; the points to count towards the All-Round Trophy.

.....

## SPECIAL - SPECIAL - SPECIAL

PRE-RELEASE PREVIEW OF THE NEWMG "C" SPORTS !!

As the MGCC is part of the world-wide BMC set-up, we have been lucky enough to receive from Abingdon a few details of the MG "C" model, to be released in 1966. The details as we know to date are:-

- (i) In keeping with BMC policy, the motor is to be a bored out version of the Austin 1800 motor, with a capacity of 1998c.c.s. Carburation is by two down-draught Zenit - instead of one - as on the Austin 1800.
- (ii) The body is of the closed, fixed hard-top style, using the same body panels as the Austin 1800. A removable soft top is to be an optional extra.
- (iii) The wheels are 12" discs, with "MG" on the hubcaps. BMC has decided not to put wire wheels on this model MG as discs are cheaper to produce in quantity.
- (iv) The gear change will be three on the column - a floor gear change will be available later at extra cost.
- (v) The important sales promotion feature will be the four five seats . . . the first BMC sports car to offer seating for more than two, in the MG range.

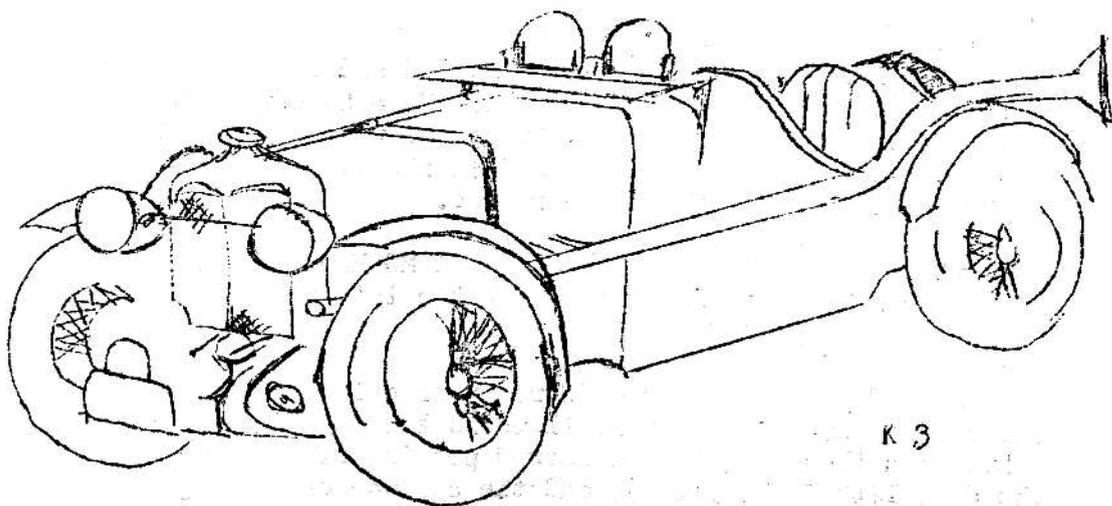
As you can see, the new MG will be a proud successor to the MG B, still retaining all the features which distinguish MG's from ordinary motor vehicles.

This car will suit the enthusiast owner of MG B's . . . the "who will never flap as you drive, you will be able to pick up three four girls in Queen St - instead of only one - and the gear lever will not get in the way when at the Drive-In movies.

. . . . .  
In all seriousness, though, there are far too many of us, especially in MG B's running around all the time with our hoods up. Let's start a new fashion . . . open air motoring! The Club is willing to store your hood while you have it off. The queue forms on the right - behind Kerry Horgan!

I.G.

. . . . .



K 3

## THE EVOLUTION OF A RACING

CAR

by PIP BUCKNELL

When one talks of cars there is no doubt that the M.G. marque will be discussed and no car did more than the K 3 to make these two letters so famous.

In 1932 the 746c.c. motor which was designed for the J 3 held every record in Class H, including the 24 hours record which was set by a perfectly standard J 3 which is now in Australia. The record still stands.

And so the 1933 season saw the birth of a new 1087c.c. racing sports car. This was developed from the K 1 sports model and was basically the same car hotted up and cut down. But there was more to it than this. The first motor was a specially prepared K 1 motor consisting of standard parts but super-charged with a powerplus blower. Its result gave 100 bhp. This motor was fitted with an E.N.V. pre-selector gear box and all this was somehow fitted in a J 1 chassis. The resulting car was completed in 1932.

Frank Howe was the man really responsible for the rapid development of the K 3. He had watched the Mille Miglia in 1931 and conceived the idea of entering a team of British cars. He tried vainly for 1932 but in this he failed and instead had to be content again, to watch the race. Here he was most impressed with the performance of a 746 cc MG which averaged 52 m.p.h. for two-thirds of the race before shearing its camshaft drive and thus being forced to retire.

Finally it was decided to enter a team of MG Magnettes (the public name for K 3). This decision was taken late in 1932 and as yet the K 3 hadn't even been designed.

So the second prototype was made ready as quickly as possible. The car was completed barely 11 weeks before the race itself, but even the exhaust note showed promise of things to come. The day, 12th January 1933, and the car was on its way to Italy for practice over the actual course. The plan was that the chosen drivers - except Hamilton - would meet in Milan on January 19th to commence extensive practice.

With the K 3 were a large Mercedes and an Alfa-Romeo which the drivers would use to follow up when not at the wheel of their racing machine. Of course the roads at this time of the year were covered with ice and snow and as yet the MG was not "run in". So Jacko Jackson drove very carefully. He was most impressed with the pre-selector gearbox and saw its obvious possibilities.

On the way to Milan Jacko called in at the Bugatti works. Here Ettore Bugatti showed great interest in the car but expressed horror at the design of the front axle. This information was telegraphed back to MG and the design men were sent back to work again. For who is to doubt such a man as Ettore Bugatti?

On reaching Milan the real tests began. From the start they were hindered by snow and ice. On the first day the car boiled from all the low gear work and the tyres slipping so badly on the ice and in the end the drivers had to return to Bologna. One problem was persistent and that was the oil-

ing of spark plugs. Eyston thought out a scheme for slightly modifying the inlet manifold and this too was telegraphed back to England, along with Birkins suggestion that the car needed a stronger front axle beam.

Over the next few days, things went well and in the mountains the pre-selector gear box really proved itself as Eyston had no trouble in leaving the fast Alfa-Romeo far behind. But in doing this it was discovered that the road wheels wouldn't take the strain and one had very nearly collapsed when they reached Rome. So off went a further telegram asking for wider hubs and improved springs.

All through Italy the car had roused great interest and by the time it reached Rome the drivers were asked to meet H.M. the King of Italy and Signor Mussolini.

After leaving Rome it was decided that second gear was too low for fast work on the gradients and that the quadrant type of control for the gear box was not sufficiently definite and all drivers agreed that more steering lock was needed. Thus the purpose for which the practice car had been brought to Italy was proving a success and the criticisms that the driver had to offer were borne largely from their enthusiasm for the machine itself.

Whilst driving amongst the slush and mud it became plain that greater clearance was necessary between the wheels and the wings of the K 3. It was also agreed that the wind-flaps on the scuttle were inadequate and better protection would be provided if a single flare stretched right across the scuttle, an improvement duly carried out on the team cars.

And so the car returned to Abingdon where it was stripped down completely and its various parts were passed to the experts for examination. The machine had been away for five weeks; it had proved that its design was all that was intended and the trip had disclosed those minor faults which were to be expected in a new car, but which, if they had been allowed to remain, must certainly have robbed the team machines of the chance to put up a good performance.

At this stage the start of the Mille Miglia lay hardly six weeks ahead. In that time the knowledge gained from Lord Howe's trip had to be assimilated, a complete team of three machines built, tested

and sent to Italy sufficiently in advance of the race to allow practice on the track. This was all too short a time for the construction of only one machine, so the moment the try-out model was stripped down, work continued day and night.

No material was employed that wasn't the best. And this is just one side light - a light lorry was employed for days in collecting the connecting rods from the forging place and delivering them to the factory and back again to replace the defective ones.

The first engine completed disappointed all as it gave 72 b.h.p. at 4500 instead of 76. Constant checking showed that the bearings had failed and a looser setting was employed.

Whilst the engines were being perfected the chassis were being built. All the alterations which the long January trip had suggested as advisable were now made. This included a new idea in the instrument panel. It was bent inwards on the near side in order to bring the instruments into clear view of the driver. This also placed the switches nearer his driving partner enabling his seat to be set back by some inches and thus giving the pilot of the machine all the elbow room he could possibly need.

As the cars neared completion the audacity of their challenge to Italy became revealed. There was an entry list of 98 machines - all from Italy except three K3's and one Mercedes. Was this a mad challenge with an unproven car?

For the last three days and nights before sailing date - March 12th - Jacko and his men worked non stop. The first machine was completed late on the afternoon of 11th March and the only try-out was driving it to the station to make ready for the latest possible acceptance of the other cars.

And so it was at this point - March 12, 1933 - my car was finally built. I will now go on to tell a little of this car's history which will include a brief account of the Mille Miglia.

and sent to Italy sufficiently in advance of the race to allow practice on the track. This was all too short a time for the construction of only one machine, so the moment the try-out model was stripped down, work continued day and night.

No material was employed that wasn't the best. And this is just one side light - a light lorry was employed for days in collecting the connecting rods from the forging place and delivering them to the factory and back again to replace the defective ones.

The first engine completed disappointed all as it gave 72 b.h.p. at 4500 instead of 76. Constant checking showed that the bearings had failed and a looser setting was employed.

Whilst the engines were being perfected the chassis were being built. All the alterations which the long January trip had suggested as advisable were now made. This included a new idea in the instrument panel. It was bent inwards on the near side in order to bring the instruments into clear view of the driver. This also placed the switches nearer his driving partner enabling his seat to be set back by some inches and thus giving the pilot of the machine all the elbow room he could possibly need.

As the cars neared completion the audacity of their challenge to Italy became revealed. There was an entry list of 98 machines - all from Italy except three K3's and one Mercedes. Was this a mad challenge with an unproven car?

For the last three days and nights before sailing date - March 12th - Jacko and his men worked non stop. The first machine was completed late on the afternoon of 11th March and the only try-out was driving it to the station to make ready for the latest possible acceptance of the other cars.

And so it was at this point - March 12, 1933 - my car was finally built. I will now go on to tell a little of this car's history which will include a brief account of the Mille Miglia.

saw the first bunch away at 7 a.m. The 1100 class started at 8 a.m. with the first car driven by Eyston and Count Lurani surging away and skidding a little as its tyres slid against the slippery posters posted on the road surface. He was followed by Birkin and Rubin ( in K 3002 ) in three minutes and finally Lord Howe and Hamilton 3 minutes later still. They were followed by the rest of the 1100 class and then the bigger cars at three minute intervals.

The crowd had heard a little of these three green machines and gave them great cheers the whole way along the route. It had been decided that Birkin and Rubin would drive fast as their car was capable of going, in the hope of breaking up the Maserati team which looked like being their hottest competition.

Eyston touched 100 m.p.h. in the first two miles and then a plug gave out and Birkin passed him at something like 110 m.p.h. before he was once again moving. Eyston now lifted his speed to just over 110 mph over the flat road and the two cars were not fifty yards apart as they went through Piadena. By now the K 3's were well warmed up and showing what they could do, travelling flat out along the level roads of the plain north of Ferrara. Spectators were waiting for them in the villages and they heard Birkin long before he came in sight, with his car a dark blur at the head of a swirling trail of dust.

Birkin was setting a cracking pace and averaged 87.95 mph as he ran into the first control at Bologna, 13. miles from the start. Eyston followed two minutes later and Howe arrived as he left. The pre-selector gear boxes now came into their own on the mountainous stretches ahead but any advantages were offset by plug troubles. The lead changed constantly as one car stopped, then the other. Birkin seemed to have more trouble than Eyston but less than Howe but it was Birkin who led into Florence by two minutes from Eyston with Howe eleven minutes behind.

Disaster struck as they approached Siena and Birkin's furious driving came to an end. As he entered control his car was misfiring badly and it was discovered that a valve had burnt out. He had covered 228 miles at an average speed of 61.7 mph and broke all records for the distance by twenty-five minutes. Eyston was close behind and Howe still 11 minutes behind him. As these two left the unhappy Birkin and Rubin behind news came through that Birkin's drive had succeeded and one Maserati was out with gearbox trouble and the other was very sick.

It wasn't all plain sailing for the other K3's but they finally went on to take first and second places in the class at an average speed of 56.89 mph. Eyston covered the distance in 23 hours, 1 minute and 4 secs and Howe finished 90 seconds later. What a result for the British entry - 1st and 2nd in class and teams prize!

Apart from the trouble of spark plugs ( the leading car used 157 ) and an unfortunate valve defect, the cars had come through with flying colours. Their return to England was received by press and public as a great national event.

.....

### N E X T      I S S U E

In the next issue, we will bring you further information on the history of this car, and its further evolution. The final instalment of the story will be the arrival in BRISTOL of this car sometime in August; after this, Pip is hopeful of sprinting it at one of our meetings, if not all of them, next year. Really something to look forward to! : A car with a history like this, right HERE !      WATCH FOR IT !

.....

OBSERVATIONS ON THE TREASURE HUNT HELD ON JUNE 18TH  
by L. Tocque

I may well be suffering from an illusion but I believe a few people actually enjoyed the latest treasure hunt - maybe it's in comparison with the first treasure hunt of the year when we had four crews out of sixteen complete the course. All crews completed more or less the whole of the 23 questions - some by "wild" guesses while others did the thing by the book.

I hear the toll-keeper won't be the same after having cars wheeling round and round his hut while people tried to count the number of window panes. The count varied between 80 and 96, so I still don't know how many there are - I never did count them as there were too many.

I'm surprised that people are still not carrying torches on treasure hunts - How do they expect to be able to see what is 52 miles from Mount Coot-tha? I'm still surprised to see the Survey Mark still in place on Mt. Gravatt, and I think certain crews should send a letter of thanks to the night watchman at Rocklea for dashing out every two minutes to shout "Seven till three, Monday to Friday" to maniacs in sports cars.

RESULTS: 1. I. Cornes and K. Horgan MG B. 12 points  
J. Reid and himself Mini 10 points  
D. Wilkins and R. Hewitt Holden 10 points  
M. Hart and G. Runnegar Sprite 10 points

.....

Have you seen "The Man with the Camera" at Sprints and Race meetings? He is wellknown Racing Car News, Sports Car World, Australian Motor Sport and Australian Auto Sportman photographer Ted Holliday who can supply you with a 10" X 8" print of yourself or your "pin up" driver at the extremely reasonable price of 6/- . Contact him at the Club.

.....

Congratulations to Club Member, Mrs. Ann Thompson who at the Lowood meeting in March earned herself the title of "First Woman to Lap Lowood in Under Two Minutes"

.....

LOWOOD - 13.6.65

The June meeting started off at Glynn Scott's garage with scrutineering on Saturday afternoon. A larger than usual number of our members was competing, among these being Geoff. Anderson, (Holden), Iain Cornes and Don Sampson in MG A's, Neil Bohill in his XK 120 (brave lad!) and Kevin Johns in his Cortina and Kerry Horgan and Richard Johnson (Holden).

The first touring car race saw John French in his fast Cooper "S" take the lead and show a clean pair of heels to Frank Mellitt in his Lotus Cortina. Geoff Anderson proved his Holden to be the best of the local Holdens. Kevin Johns and Kerry Horgan were having a great "ding" with Kevin finally winning as Kerry's Holden began to run out of brakes - makes it hard to stop, you know.

A forty-five minute race for Sports Cars saw Don Sampson and Iain Cornes battling it out, with Don winning as Iain had mechanical trouble. Jon McCarthy looked rather lonely all by himself. This race was eventually won by Albert Ward in the ex-Geary Lotus 23 B.

The Improved Production Touring Car race over 15 laps saw Frank Mellitt pushing John French. John was on three wheels to set new class records, while Frank Mellitt slowed after an incident at M.G. corner. While braking for the corner, Frank missed getting second gear and attempted to go through too quickly. He spun, lifting two wheels in the process.

The half-hour race for touring cars was marked only by a Cortina rolling at Castrol. A Touring Car Handicap concluded the meeting.

All the Club members who entered enjoyed themselves, except perhaps Neil Bohill who went sideways more times than he went forward.

Next meeting is Lakeside, on 25th July.

.....

GRAFTON HILLCLIMB  
 ))) ))) ))) ))) )))

DON'T FORGET THIS MOST IMPORTANT WEEKEND, THE 10TH - 11TH JULY.

THE RUN IS BEING ORGANIZED AS A CLUB RUN SO WATCH THE NOTICEBOARD FOR DETAILS - COME AND SEE YOUR CLUB MEMBERS IN ACTION !!!

FILM NIGHT - May 28th.

This film night was probably the best for a while, for we kidnapped some very new films from Castrol and B.P. The Castrol films had just arrived from England, and we were the first to see them. These were "Brand Hatch Beat", "Drag Strip" and "Power Boat Express" (for the nautical types in the audience).

"Drag Strip" was very interesting with a new view of "Drugging". Tony Francey, when asked how he got his 1800 h.p. on the road, replied - "I watch the smoke pattern off the tyre over my shoulder. You can see if the tyres are burning too much!" "Brand Hatch Beat", while about the European Grand Prix, showed a glimpse of saloon car racing - Ed: Was that all? Why the rewinding? - with Mini Coopers surrounded by tyre-smoke.

The B.P. films shown were "A Fortnight Between", the lives of four drivers between the two G.P. meetings. Probably the most impressive sight was the start of the Rheims 12 Hour Race at night, with Graham Hill in a 250 LM Ferrari. He did a very large "wheelie" from a Le Mans start, just before charging into the mass of starting cars. It all looked rather dangerous.

A touch of home was "Weekend at Longford", a recent film with a number of International drivers and such Australian well-knowns as Manton in his Mini and Jane in his "Jag". Among the supporting races were some lively spins, including Bill Burrs wrecking his "Jag" among some trees. Another film was "Race for Life" with the usual Yankee stock car bash and crash.

Altogether, a very good evening.

DON'T MISS THE NEXT ONE WHEN WE WILL HAVE SOME MORE VERY RECENT AND EXCITING FILMS FOR YOUR ENJOYMENT.

THE DATE - JULY 30 - JULY 30 - JULY 30 - JULY 30

- - - -

Report by D. Kennedy

SOME RESULTS OF RECENT EVENTS -

- Night Navigation Run, May 21st: 1. J. Reid and I. Reid - 12 points  
 2. I. Cornes and K. Horgan - 10  
 3. K. Littlemore and M. Kempe-10
- Motorkhana, May 23rd: 1. B. Neville - 850 - 12 points  
 2. I. Cornes - MG A - 1 points  
 3. D. Lovelock - 850 - 3 points

G U E S S   W H O ?

This is a true story, about one (?) of our members. (Ed: no prizes for correct answers.)

Week 1: "I think I'll sell my car this weekend."

Week 2: "I think I'll sell my car next weekend."

Week 3: "Anybody know of somebody wanting an MG A?"

Week 4: "There's a bloke coming to look at it tomorrow."

Week 5: Courier Mail, Classified Ads - "For sale, MG A, excellent condition, phone...."

Week 5½: Courier Classifieds - "For sale, Lotus Elan, new, a bargain at £3000 . . . . .Used Cars".

Week 5¾: "I think I'll buy a Lotus Elan this weekend, if I sell my MG A."

Week 6: "He offered me £260 for the MG, I'll sell it privately for £850."

Week 7: "I think I'll get that 'Beestie Special' advertised in the latest Racing Car News - if I sell the MG this weekend."

Week 8: "Don't tell anybody, but I've practically bought the Mk III Sprite at . . . . .Used Cars, there's a girl looking at the MG this weekend."

Week 9: "I may as well race the MG this weekend as I've got to put tyres on it anyway before I sell it."

Week 10: "I think I'll put an MG B motor in the A, and keep it for another year."

Week 11: "I think I'll buy the Cooper Mini that . . . has for sale - after all he has only driven it for four hours one Sunday afternoon."

Week 12: "The prang has not done very much damage, and I may as well race it this weekend while the bumper bar is being fixed, then I'll sell it next weekend."

Week 13: "Wait till you see the car I'll have next week - I've sold the MG A."

Week 14: "Accept £600 for the MG? Do you think I'm crazy? I think I'll keep it and have it lowered 2" all round, and fit an MG B motor."

Week 15: "I think I'll keep it standard as there might be some production car races soon."

Week 16: "What do you mean! Still got the MG A? I don't want to sell it ! ! !"

TO BE CONTINUED?????

B O D S      A N D      B E N D S

Kerry Horgan seen stopping in the Valley to pick up a hitch-hiker in a Mazda - with six people aboard. All very noble, but the Mazda seats two in comfort, four in discomfort, and six in agony. John Weinthal suggested that the hitch-hiker might like the boot . . . he declined!

. . . . .

Believe Graham Ramsay is going to have the only Sprite with chrome . . . grey wheels and a chrome body! Has a new job with Kerry Cook and father, Chromeplaters.

. . . . .

Brother Bob Barron (no, he's not a priest ) doing very well on two wheels at present. Look out for an MG B with a push bike on the back! Doesn't he trust the 12/12 Warranty?

. . . . .

Glad to see Keith Littlemore's GT Fudd has got its teeth back in again. . . chrome plated teeth too! Kerry Cook must be making a fortune!

. . . . .

Good to see the old Bruce Neville TC Special back in the Club, now owned by Roger Ealand. Roger tells me it will be entered at every race meeting as long as his cash can last! WANTED: A SPONSOR!

. . . . .

Anyone want a good TF cheap? New member David Monroe has a "build it yourself" TF kit for sale. I think he wants about £150 for his in-bits TF.

. . . . .

MORE BODS AND BENDS

Pleasant surprises at the recent Lowood races were meetings with two members we have not seen for some time.

One was our Treasurer - Ian Campbell - down for a weekend away from his extensive working travels around Queensland. He tells us he flew down and is then seen driving his Mark III Sprite! Surely there's only one conclusion to be drawn! We are all - especially Acting Treasurer, Dave Lovelock - looking forward to his return in the near future.

The other was Howard Johnson who came from the opposite direction to be in Brisbane for a wedding which happily for him coincided with the Lowood meeting. Howard is now back enjoying his job at the Kosciusko Chalet, racing snowcats and ski-lifts!

.....

For Sale: As Iain Cornes is going interstate/overseas / to get a Lotus Super 7 / to get married / slightly nuts / quickly bankrupt he is willing to sell his entire stock of MG TC bits - three chassis', motors, diffs, bodies etc. etc. etc. . . . Price on application, to genuine buyers with ready cash.

.....

Was with regret that we recently farewelled hard-working member - Executive, Trials and Motorkhana Committee member - Les Tocque as he began his journey northwards in search of more work ! Were with an equal amount of delight - selfish of course - that we welcomed him back one week later. Maybe his trip will be used as the basis of a seven day endurance trial?

.....

Where have all the T-types gone? If one of them enters any event he will pick up a cool ten points for first in the class, as no T's are entering any events at all. Anyone got a spare TC? I need a few extra points!

.....

No, the owner of the MG B parked outside Milton Brewery is not slipping inside for a quick pint. .it's Adrian Gardiner . . he works there! That's what I really call mixing work with pleasure!

.....

## COMING EVENTS

JULY    3    Party Night at the Clubrooms  
           4    Economy Run  
       10-11   Club Run to Grafton for Hillclimb  
           16    Night Run  
           17    Working Bee at Hillclimb  
           18    Working Bee at Hillclimb  
           25    Lakeside Race Meeting  
           30    Film Night

### AUGUST

          8    Motorkhana  
           15    Sprints  
           20    Night Run - Treasure Hunt  
           21    Working Bee at Hillclimb  
           22    Q.M.S.C. Trial  
           29    Lowood Race Meeting

### SEPTEMBER

          5    Motorkhana  
           17    Night Navigation Run  
           24    Film Night  
           25    Working Bee at Hillclimb  
           26    Working Bee at Hillclimb

DON'T FORGET THESE DATES -

WE WANT TO SEE Y O U THERE -

AT ALL OF THEM.

For further information on any coming event,  
 watch the noticeboards at the Clubrooms or  
 contact the Secretary or any Committee Member.

. . . . .