

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

PUBLISHED 8 TIMES PER YEAR

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Members personal advertisements are free.

The opinions of correspondence and advertisers expressed in
'The Octagon' are not necessarily those of the Management Committee
nor the MG Car Club of Queensland Inc. and as such the Club accepts
no responsibility.

All enquires to the Editors c/- GPO Box 1847, Brisbane. Q. 4001

MANAGEMENT COMMITTEE

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<u>TREASURER</u>		
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<u>EVENTS SECRETARY</u>		
Joan Appleby	857 1561	
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Peter Rayment (MARQUE REPRESENTATIVE)	300 3148	838 8932
<u>COMMITTEE</u>		
Terry Corbett	892 1151	229 3300
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Ian Costin	300 3622	(T/Type Co-ordinator)
Steve Austin	245 5265	
<u>MEMBERSHIP SECRETARY</u>		
Phil Hutchison	277 4274	282 1377

POSTAL ADDRESS OF CLUB

GPO Box 1847, Brisbane.Q.4001
(The Committee meets every 2nd
Monday at the Clubrooms - if you
have any queries then contact a
Committee member or write to above)

ADDRESS OF CLUBROOMS

18 Nash St., Rosalie.Q.
(These are open most
Friday nights for a natter.)

REGALIA Club T/Shirts (round or V neck), Dilly Bags are on sale at the
Clubrooms \$4 for bags and \$8 for T/Shirts.

CONSTITUTION A copy of the Club's constitution is available, for club
members perusal at the Clubrooms. Copies of this constitution are also
available for a nominal fee from the Hon. Secretary.

CALENDAR OF EVENTS

JULY 22nd - Entries Close for the Hillclimb & Sprint for the Iron Man weekend.
 29, 20 & 31 * MGCC IRON MAN WEEK-END - A full week-end of Motorsport.
 Fri, Sat & Sun Friday Night - Touring Assembly (Night Run);
 Saturday - Motorkhana & Sprint;
 Sunday - Hillclimb.
 Entry for the whole week-end is \$60, or you can enter any of the events individually. Both the Sprint & Hillclimb the entries close 22nd JULY. Whilst with the Motorkhana & Assembly Run you can enter on the night, if you only want to do one of these.
 Sup. Regs & entry forms will be available from either the Clubrooms (most Friday nights) or the Event Secretary Joan Appleby Phone 857 1561.

AUGUST

5th Fri. MGCC GENERAL MEETING - Clubrooms 8p.m.
 Open to all club members and friends. COME AIR YOUR VIEW. Agenda includes reports from the Secretary & Committee persons on - Plans for club; Plans for Hillclimb; 1990 MG National Meeting; Club Magazine etc. If you have something to say about the Club etc then this is YOUR OPPORTUNITY.

7th Sun * MGCC PICNIC RUN - to Wivenhoe Outlook. This is situated at the end of the first completed stage of the Northbrook Parkway, the new tourist road under construction between Mt. Glorious and Lake Wivenhoe. Meet 10a.m. at the park near the entrance to Slaughter Falls, Simpson Road, at the foot of Mt. Coot-tha. If no room for lunch at Wivenhoe Outlook we'll come back to Mt. Glorious. For info/rain check ring Peter 3003148 or Ian Oostin 300 3622. All members welcome.

13th Sat RNA MISS SHOWGIRL PARADE - we require 6 MG Sportscars if interested let Peter Rayment know 300 3148.

14th Sun * MGCC of Q LAKESIDE RACE MEETING - a full day of motor racing, including this time regularities for sports cars. If interested contact Joan Appleby Event Secretary on 857 1561. Sup regs. will also be in clubrooms.

21st Sun Working Bee at Mt. Cotton Hillclimb Circuit - come and have a day in the bush. If available and wanting more details then ring Terry Corbett 892 1151.(AH).

24th Wed 1990 MGCC NATIONAL MEETING - meeting Clubrooms 7.30 All interested persons welcome.

28th Sun *MGCC of Q MT. COTTON HILLCLIMB - sup regs from Event Secretary as above or from Club rooms.

CALENDAR OF EVENTS CONT'D..SEPTEMBER

- 2nd Fri Working Bee at Clubrooms to help collate the next magazine. Light work and a chat. Your hand welcome.
- 11th Sun *MGCC of Q CONCOURS - Anzac Park , Toowong. Held in conjunction with the Marque Sports Car Club again - cars such as Sprites, Triumphs, Alfas, Austin Healys, Lotus and Porsche will all be involved in their own independent displays. Ideal venue for family picnic.
- 16th Fri *MGCC of Q NIGHT RUN leaves the Clubrooms 8 p.m. Set by the dubious duo of Mal Spiden & Allan McConnell. Enter on the night. You will need your UBD, torch, navigator - pencil&paper. Etc. It's a good way to get to know Brisbane.
- 18th Sun DUCATTI OWNERS CLUB have hired Mt. Cotton Hillclimb -- for those interested in a something different Hillclimb to spectate at.
- 17&18
Sat & Sun QRDA RACE MEETING
- 25th Sun *ALL BRITISH CAR CLUB'S DAY -- help swell the ranks of the MGs at this picnic day. Taringa Soccer Club, Fairley St., Indooroopilly. More details to come.

OCTOBER

8 & 9

- Sat & Sun *MGCC of Q ALL HISTORIC LAKESIDE RACEMEETING
details to come.

15 & 16

- Sat & Sun *MGCC of Q RALLY For further details contact Ann Thomson 378 1368.

NOVEMBER

- 18th Fri *MGCC of Q NIGHT RUN

- 20th Sun INTERCLUBS MOTORKHANA -- if you want to be part of a team then contact Club Captain Peter Rayment 300 3148.AH.

- 27th Sun *MGCC of Q HILLCLIMB

DECEMBER

- 4th Sun *MGCC of Q LAKESIDE RACE MEETING

- 11th Sun *MGCC of Q PICNIC RUN

* denotes MGCC point scoring events -- towards perpetual trophies.

Some events have been included for their interest sake. If you have any to add i.e. of swap meets etc. then let us know. P & D

EDITORIAL

Dear Members,

'Put your money where your mouth is' - is an expression often used to-day and in days gone by, by someone who wants someone else, who has sprouted off their opinion about something, to be more positive and put their words into action.

This is the challenge/opportunity offered to you, as a Club member, on the night of the 5th August (Friday).

Members who have major concerns such as -

- Where is the Club headed
- Does the Committee have any major plan/s
- Should the Club become a business
- What is the future of Mt. Cotton Hillclimb
- Are all the members being catered for
- Should there be more open meetings where any member can air his/her views - adverse to the present closed meetings

to things like - should we have metal Club badges made and whatever comes in between.

If over the last few months you have had any query you have desired an answer to or a suggestion of improvement to any clubrelated problem then, this is YOUR opportunity to 'have a go mate'.

Well we're off to Moogerah Dam THIS week-end, for the Picnic Run which was washed out on the 26th June. You will see that we have another run organised for the 7th August where we shall be going up to the Brisbane Forest Park/National Park area up Mt. Glorious way - a good opportunity for the roof's down - to look at the forest and the scenery.

The first major event on the calendar though is the IRON-MAN week-end and believe us you have to have an iron will to see the whole week-end through.

Even if you don't want to enter, it is a good spectator week-end/or if you'd like more first hand experiences your help would be most welcome on either of the following - catering, flag points, marshalling etc....just ask an official for a job. We personally will need assistance timing the Motorkhana - so's we can run ourselves if nothing else.

Well we must away for this time. Again it might appear a short and sweet magazine, but we are sure you'll find something of interest herein. Also, lack of time and news items is an ongoing problem to contend with.

See you,

Peter & Delia Rayment.

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BODS & BENDS

Just been talking with Julie Findlater - seems like they will be hearing the patter of little feet (no.3) again in December - Good luck Greg & Julie hope all goes well.

Errol & Wendy Hoger are definitely back in Brisbane after their stay in Toowoomba. Looks like they like the Rochedale area as they bought back into there. All the best in your new Home - Errol, Wendy, Sharon Lea and Evan, (the gang for short).

Advance Curves

Continued

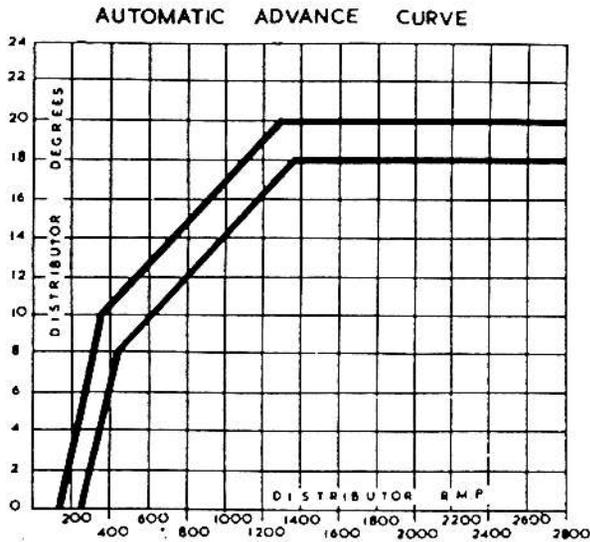
Differential curve

This diagram shows a typical timing curve produced by such a differential spring assembly.

The space between the two curves represents the tolerance allowed.

The quick initial rate of advance permitted by the light spring will be noticed, in this case 8-10° at 400 distributor rpm.

The advance then increases more gradually to a maximum of 20° at about 1350 rpm and there is no further increase at higher revs.

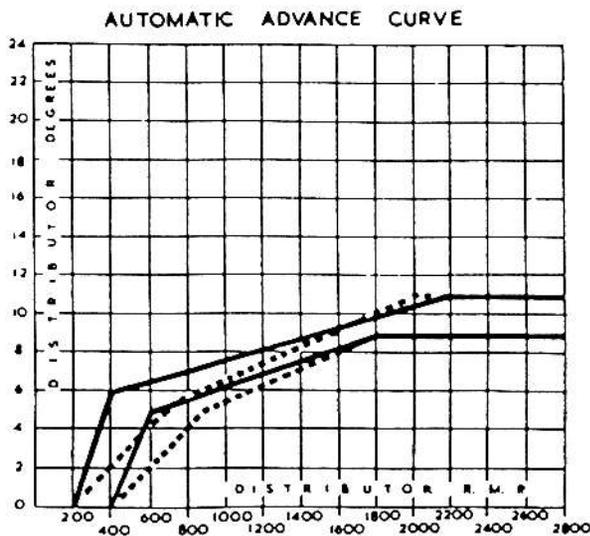


Distorted curves

This diagram shows the result of partly closing the loop in the heavy spring. The dotted lines represent the advance obtained when the loop is partly closed; the continuous line, the normal advance curve.

Now, although it might appear that the engine has lost its "pink" when revved quickly under no-load conditions, it will be sluggish when accelerating under load.

From this it will be realised that the loop is there for a purpose, and must not be bent, squeezed or otherwise adjusted.

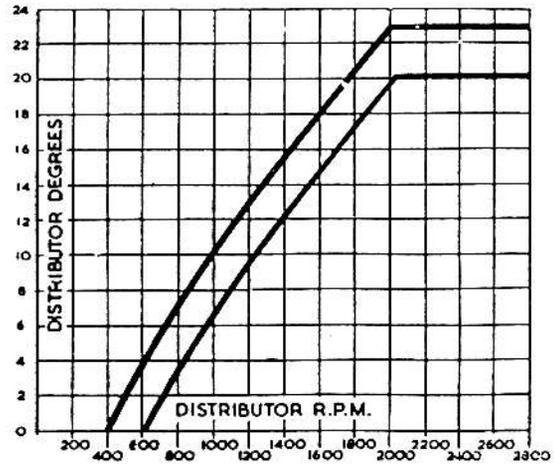


EQUAL SPRING ASSEMBLY

The other type of auto advance in general use employs two equal springs and gives a "straight line" advance curve.

The equal spring mechanism produces this form of advance curve. This particular advance commences at about 400 rpm and progresses steadily to the maximum. In this case there is no quick initial advance, as permitted by the weaker spring.

AUTOMATIC ADVANCE CURVE



A very important point to remember with both types of advance mechanism is that manipulation of the springs in no way affects the total advance given to the spark timing. The total advance is preset during manufacture and no adjustment is provided.

VACUUM OPERATED TIMING CONTROL

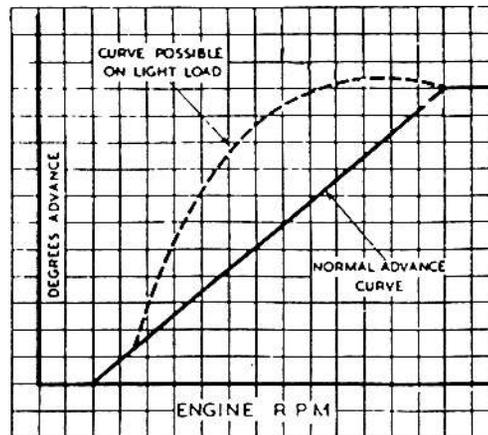
The centrifugal advance mechanism is dependent on rpm alone. Additional control of the spark timing is affected by the vacuum unit. It is connected to the engine inlet manifold and its operation depends on the depression present in the manifold — that is, its effect varies with the load on the engine, i.e., throttle opening.

The vacuum advance curve

The vacuum unit produces additional advance, as shown by the dotted line, when the engine revs are high but the load light — when there is a high vacuum in the induction manifold due to the small throttle opening. It alters the position of the contact breaker in relation to the cam, so varying the timing.

When the engine is pulling hard on full throttle, the vacuum in the manifold is low and the vacuum advance becomes wholly or partly inoperative. The spark timing is then solely dependent on the centrifugal advance.

The general effect of the vacuum unit is to increase the "liveliness" of the engine, and, when economy type carburetors and wide spark plug gaps are used, a noticeable improvement in petrol consumption is possible.



Where the vacuum control is connected

If the unit is to function correctly, the point at which it is connected to the carburettor manifold is all important.

THIS ARTICLE FROM

Advance mechanisms

The vacuum pipe should be half sealed when the throttle butterfly is closed. The main condition of operation is that at idling speed the vacuum unit is out of operation.

Small throttle opening

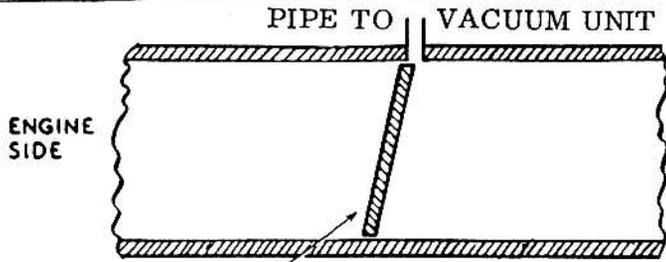
With small throttle opening the vacuum at the inlet pipe is high and there is maximum permissible advance.

Full throttle opening

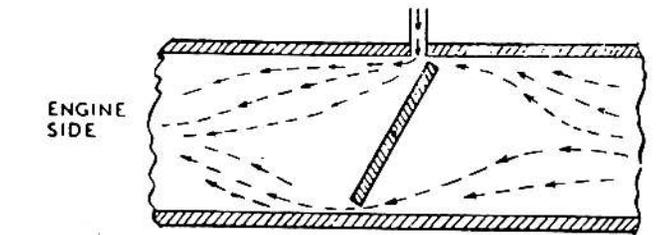
With full throttle opening there is a low vacuum and accordingly little or no extra advance from the vacuum unit.



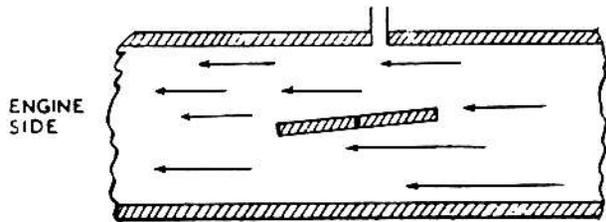
You should by now be fully aware that if you are not carrying out a full distributor check and adjust when doing an engine tune up then you are only doing half a tune up.



THROTTLE BUTTERFLY CLOSED, NO VACUUM ADVANCE



THROTTLE PARTLY OPEN WITH PISTON SPEED HIGH. SO MAX VACUUM ADVANCE



FULL LOAD, FULL THROTTLE, LOW PISTON SPEED SO NO VACUUM ADVANCE

RACE MEETING

SUNDAY AUGUST 14

LAKESIDE RACEWAY

FULL FIELD OF CLASSES

ALSO FOR THE FIRST TIME "REGULARITIES" FOR SPORTSCARS.

PHONE JOAN APPLEBY 8571561 FOR SUP REGS.

A FULL DAY OF ENTERTAINMENT. BE THERE.

FIFTH ROUND N.S.W. STATE HILLCLIMB CHAMPIONSHIPS -- GRAFTON

After the very WET Queensland Hillclimb Championships on Sunday 5th June, Saturday 11th June dawned fine and dry and saw the Queensland invasion of Grafton.

Acting upon sound advise from John Davies several of the teams took a supposed short cut from Rathdowny to Kyogle following the main interstate railway, but after all the rain of the week before the unsealed raod was washed out in many stretches.

The Saturday was unofficial practice and drivers and crews made fine tune adjustments to their machines.

After practice everyone returned to the Crown Hotel, that was an old multi-story rambling establishment -- onthe banks of the Clarence River with a modern Hotel attached, where mass accommodation had been pre-booked.

After diner, at another local establishment, the evening entertainment switched to the local R.S.L. Club where several members made a small donation to the N.S.W. State Coffers (the pokies won).

Sunday dawned fine but cool and the action turned to the hill.

The first cars away were the road registered up to 1300cc followed by road registered 2001-3000cc.

Next came the Vintage and Historic. Which saw an interesting clash between Dick Willis, in his cooper and Mike Gosbell in his beautifully prepared MG TB Special. With Dick Willis obtaining the best time of 32.32 seconds.

Then came Sports Sedans up to 3000cc. Where after his first visit to Grafton Greg Johnston, in his Escort, did a time of 32.15 seconds on his first run to lead the class. Later in the day he improved his time to 30.59 seconds and was never in fear of loosing his classwin.

Sports Sedans over 3000cc were next to challange the top of the hill. There was some very close competition between Barry Wraith in his Ford Anglia, Peter Cross in his Alfa and N.S.W. driver Garry McFadyen in his Torana. Peter was not able to get the power to ground and the pressure was on when Barry recorded a time of 30.01secs., Garry was able to find that bit extra and recorded the fastest time in class of 29.78secs.

After a motor rebuild John Davies entered his Robb Kawasaki in the 751-1300cc for Racing Cars. After setting a blitzing time of 29.97secs to lead after the first round, unfortunately John snapped a drive shaft and was not able to take any further action for the rest of the day. Allan Burrows won the class in his beautifully prepared Suzuki with a time of 29.49 on his fifth run.

The action was really heating up when the action switched to Racing Cars 1301-2000cc. The pace was set when local driver Bill Norton set a flying time of 28.40 on his first run. Sydney driver Ernie Shankleton set a time of 30.44 seconds, followed by John Boyce in his V.W. Special of 31.42 seconds.

Cont'd.....

GRAFTON CONT'D....

In later runs Bill set a blinder of 28.22 seconds.

But a repeat of the Australian Hillclimb Championships developed between Ernie and David Robinson in his Cheetah. David got the upper hand on Ernie with a final time of 28.50 seconds to finish second in class.

Then came the battle of the heavy weights where Ivan Tighe had problems getting power to ground in the slippery conditions. He did well enough to secure his class with a 28.30 seconds, but not well enough to secure the Fastest Time of Day, which went to Bill Norton by .08 of a second.

Under the N.S.W. regulations to score points in the Championships there was a top ten run off to decide the Champion of the Day.

The results of the top ten were;-

1st	Roy Goodman	28.93	seconds
2nd	Ivan Tighe	28.96	"
3rd	Ernie Shackleton	29.38	"
4th	Gary McFadden	29.49	"
5th	David Robinson	29.99	"
6th	Mark Turner	30.33	"
7th	Allan Burrows	30.44	"
8th	Geoff Kelly	30.51	"
9th	John Boyce	30.81	"
10th	John Davies	-	

STOP PRESS

The judges have not yet decided who made the best paper-dart from the paper place mats at dinner, but the final landing was a large bin.

JOHN CRANE.

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Other Queenslanders to make the Grafton Hillclimb were :-

Bob Cossor - Welsor, and wife Bev and son Wayne; Dean Tighe - Van Dieman RF 82; Joan Tighe; Peter Tighe; Joan & Vince Appleby; Mr. Robinson Sr; Reg Tomkinson and tribe; Vicki Moore; Glen Boyce; Dianne Davies; Steve Hanrahan; Paul Van Wyjk; & Brian Schuster to name a few. All in all quite a good crowd.

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TRADING POST

FOR SALE - MGB, 1962, fair to good condition, white, \$9,500
Phone Tracey on 287 5018

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BODS & BENDS

Believe Chris & Pauline Lake,--Tamboorine are on the look-out for a MGA if anyone knows of one.!!!

19th May 1988.

MEETING M.G. CAR CLUB OF QUEENSLAND INC. RE 1990 NATIONAL MEETING.

In attendance were:-

Peter and Delia Rayment, John and Dominique Crane, Toni Jamieson, Paul and Kerry Strange, Ann Thomson, David Robinson.

Apologies were received from Joan Appleby, Reg Tomkinson, Wayne Henman and Rod Hiley. Notes of the previous meeting were read by Peter Rayment and the following discussion took place.

Logo Design: Some members still working on design. Toni Jamieson produced some designs.

Sponsorship: Kerry Strange asked about running meeting without Sponsorship. Would be very expensive and difficult for the Club. Ann Thomson asked when the latest that Bulletin 3 can be sent out with the Registration Fee finalised. Normally sent out in December but CAMS Insurance may rise.

Late Entry Fee: Peter Rayment referred to Canberra re late registration of 200 persons on Friday Night of the National Meeting. Persons turning up at Natter and Noggin on Late Registrations should not receive meal ticket. Discussion followed that whether to include Noggin and Natter costs into Registration Fee. General opinion was that no food unless sufficient notice is given by those registering.

Art Union: David Robinson to check on clarification on prize to amount earned.

Catering: Caterers at Canberra were not great at Noggin and Natter. With three different venues on the Saturday the caterers at each venue had different problems. Much queuing at all venues. At the breakfast farewell (that some members did not attend) the organization ran much better.

Free Night: Discussion re Saturday night being free choice. Thoughts were to advise on competitors getting their own meal then coming for a light supper.

Friday Night: (Good Friday). Pubs open???? Probably need a special Licence. David Robinson to check. Need for security at venue for cars. Area needed for Registration would be approximately 400 square feet as a minimum. Peter Rayment went through bag received at registration. Discussion followed re check lists for names and licences.

Wine and Cheese Night: It was noted that Warwick Cheese often donate Cheese for these type of function. Possibility of Wine from Seppelts and Penfolds.

4/5 Day Meeting??? From the Delegate conference those that drive a long way to the Nationals appear to would like to drive a greater % of the time available. There is the possibility that the Club can take a permit for a Hillclimb so that those competitors may run at the Hill but not count to the overall weekend.

Run down on Canberra: 81 for Observation Run. Concourse 340 cars entered and 280 judged. Brisbane would expect 200 to the speed event and 250-300 to the Concourse.

Concourse: Suggestion to rope off area for class winners for short after time after announcement of winners. Also thoughts of having a wet weather alternative. Discussion was for and against.

Steering Committee: Formation of steering committee was left in abeyance as we have no real need whilst the informal meetings are at the early planning stage.

Sponsorship: Keith Williams was suggested as sponsor promoting "Hamilton Island" Ann Thomson said she would sign a letter asking him.

Changes to Draft: Print T-Shirts before 1989 before Easter 1989.
Trophies be decided by January 1990 if being purchased by outside manufacturer.

Trophies: Discussion re Types and Styles given at Canberra.

Baby Sitters: Discussion re offering this facility and what the laws are governing child minding/what events offering this service.

As there was no further business the meeting closed at 11.00 pm.

MGCC of Q CLUB RESULTS

To hand, and as at 15th July these are the results of the Night Runs and Motorkhanas.

NIGHT RUNS (TOURING ASSEMBLIES)

DRIVERS

Dean Tighe	28
Alan McConnell	26
Peter Rayment	24
Phil Hutchison	19
Terry Corbett	10
Vicki Moore	9
Richard Lacey	3
Kon Kakanis	2
John Crane	2
John Novak	1

NAVIGATORS

David Robinson	28
Mal Spiden	26
Delia Rayment	24
Graham Harvey	20
Linden Cooper	10
Colleen Taller	4

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MOTORKHANA

Alan McConnell	12	John Walker	6
Ken Graham	10	Peter Rayment	6
Denis Andardo	10	John Novak	4
Ricky Lien	10	Paul Strange	4
Brad Stratton	8	John Crane	3
Len Melrose	8	Delia Rayment	2
David Robinson	8		

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These will change dramatically after our next lot of events - especially the IRON-MAN WEEK-END. A week-end not to miss. 29,30 & 31st JULY

FRIDAY NIGHT - NIGHT RUN - TOURING ASSEMBLY
(don't forget your third party extension)

29th 30th & 31st SATURDAY - MOTORKHANA & SPRINT AT LAKESIDE

JULY SUNDAY - HILLCLIMB AT MT. COTTON.

Refreshments and catering will be at all events, so patronise the Club, either by buying or helping prepare and sell.

Entries for the Sprint & Hillclimb close on the 22nd JULY. You can enter the four events and save money. Or if you haven't got the time available you can enter 1 event individually.

TOURING ASSEMBLY DETAILS - The event was set from UBD Directory No. 32 The event will leave from the CWA Hall in Redcliffe Parade, Redcliffe (this is just north of the main shopping centre). Crews must be booked in between 6.30 and 8.00 p.m. on Friday 29th July'88. The Touring Assembly will finish at Eagers Recreation Rooms, Evelyn Street, Newstead.

Third Party Extension must be taken out from the insurer who carries your normal Third Party. Information on the form should be 'MG Car Club of Queensland Inc. Touring Assembly' travelling over public and private roads in South East Queensland. You will want it from 6.30 p.m. Friday 29th July to Saturday 30th July.

MIRACLES DO HAPPEN

They say that the age of miracles is dead; that miracles do not happen!!
The following says otherwise!

Dear Sir,

In reply to your letter requesting payment, I wish to inform you that the present state of my bank account makes such an occurrence almost impossible.

My financial state is due to Federal Laws, State Laws, Council Laws, brother-in-laws, sister-in-laws, and well dressed Outlaws. Through these laws I am compelled to pay income tax, beer tax, cigarette tax, amusement tax, water tax, and electricity tax. I am required to have a car licence, a business licence, a shooting licence, a fishing licence, a mining licence, a marriage licence and a dog licence.

I am also required to contribute to the Red Cross, the Blue Nurses, the Show Society, also to other charitable organisations such as the Society for unmarried mothers and wayward girls, the purple cross, and the double cross.

For my own safety I have to carry life insurance, health insurance, car and third party insurance, storm and tempest insurance, fire insurance, accident insurance and un-employment insurance, as well as public risk liability insurance.

My business is so governed that it is not an easy matter to find out who owns it. I am inspected, expected, suspected, examined, re-examined, required, summoned, commanded and compelled until I provide an inexhaustible sum or money for every known need, desire or hope of the human race.

Simply because I refuse to donate to something or other, I am boycotted, talked about and lied about until I am almost ruined.

I can inform you honestly, that, except for an incredible miracle that happened, I could not enclose the cheque for payment.

The Wolf that comes to my door so frequently these days just had pups in my kitchen. I have sold the pups and enclose the money for same.

Yours faithfully
JOAN CITIZEN.

(This 'letter' appeared in the August 1979 edition of the News Review a Queensland Succulent Society newsletter)

NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS NEW MEMBERS

We would like to welcome the following new members, since last magazine, we hope their association with the club will be a long and happy one.

John Granzella MGB, Terry Madowick MGB GT, Jeffrey Osborne MGBGT, Kerry Strange MGB, Geoffrey Gillespie O, Detley Karanth O, Annette Knight MGBL, Eric MacDonald O, Douglas Wainwright MGTC, Eric Purtill O, Colin Wenzel (an old member rejoins) MG Midget, Alan Bonney - from Emerald MGA,

Good to see all the MGs how about seeing you at some stage !!!

WHO WILL BE THE
1988 IRON-MAN?!

2 MAJOR AWARDS—
THE IRON-MAN
& THE CLUB MAN

IRON-MAN WEEK-END

29/30/31 JULY

FRIDAY — NIGHT RUN (Touring Assembly)

leaves CMA Hall in Redcliffe Parade, Redcliffe
Crews must be booked in between 6.30pm & 8pm
on Friday 29/7.
The Touring Assembly will finish at Eagers Recreation
Rooms, Evelyn St., Newstead. Refreshments available.
Third Party Extensions must be taken out from
the insurer who carries your normal Third Party.
Information on the form should be 'MGCC & Inc.
Touring Assembly' travelling over public & private
roads in S.E. Queensland. You will want it from
6.30pm Friday 29/7 to Sat. 30/7 — \$7 entry.

SATURDAY — SPRINTS AT LAKESIDE * Sup. Regs. available from Secretary of the Meeting or from the Clubrooms. — \$30 entry

MOTORKHANA AT LAKESIDE
Courses as set. — \$5 entry

SUNDAY — HILLCLIMB AT MT. COTTON * Sup. Regs. as above. — \$25 entry.

* Secretary of the Meeting will be Joan Appleby, Phone 8571561
ENTRIES TO G.P.O. BOX 1847, BRISBANE.

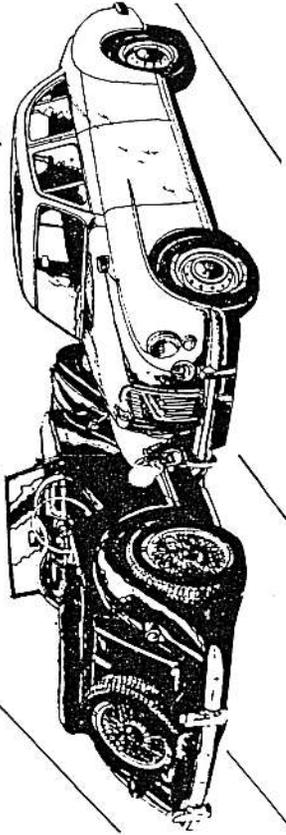
IF YOU WISH TO ENTER ALL 4 EVENTS IT WILL COST YOU \$60.00.

YOU CAN ENTER ANY OF THE EVENTS INDIVIDUALLY. THE SPRINT &
THE HILLCLIMB ENTRIES CLOSE 22ND JULY. BUT THE ASSEMBLY
& MOTORKHANA CAN BE ENTERED ON THE DAY/NIGHT.



The M G Car Club of Queensland Inc.'s

CONCOURS & DISPLAY



SUNDAY, 11th SEPTEMBER

Arzac Park, Yeppoon (near the Bus Depot)
Cars to be imported by 10am.

CLASSES FOR THE EVENT;

PRE-WAR: TC: TD: TF & A: B MKI: B MKII: MAGNETE SPACONS
MIDGETS & ROLLING CHASSIS

PLUS

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

IF ENTRIES WARRANT NECESSARY THE CLASSET

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.

* BEST OF OUR CONCOURS - THE COMBINED SPORTS CAR CLASS
WILL HAVE THE CONTEST BEING HELD IN CONJUNCTION WITH
CARS SUCH AS PORSCHE, LOTUS, ALFA ROMEO, ETC.

FOR FURTHER DETAILS CONTACT: PETER OR DELIA RAYMENT - 3003148
OR IAN COSTIN - 3003622.

you are invited

PICNIC

RUN



7th AUGUST
WIVENHOE OUTLOOK.

THIS IS SUITATED AT THE END OF THE FIRST COMPLETED STAGE OF THE NORTHBROOK PARKWAY. The new tourist road between Mt. Glorious and Lake Wivenhoe.

MEET 10am. AT THE PARK NEAR THE ENTRANCE TO SLAUGHTER FALLS, SIMPSON ROAD, AT THE FOOT OF MT. COOTHA. If we can't fit at the Outlook we'll motor back to Mt. Glorious for lunch.

For information/rain check ring Peter/Delia Rayment 3003148 or Ian Costin 3003622.

ALL MEMBERS WELCOME.