

P R O G R A M M E

- JAN. 21st Night Run
This is the first night run of the year so come along and start accumulating those points towards the end of year loot as well as having a good time. The run is to be set by Tony Scott and Hayden George.
- 28th Free Night
- Feb. 4th Natter night
- 6th Sprints Lakeside A.M.S.C.
- 10th Tour of Castlemaine Brewery. For Details see other article.
- 12/13th Surfers Paradise Race Meeting
- 18th Night Run
- 20th Open Motorkhana (QMC Rd 1) IWMAC
- Mar. 6th Closed Hillclimb Mt. Cotton
Make sure you keep this day free so that you can run. See Neil McNeil or Joan Appleby about Supplementary Regs.
- 13th Sprints Lakeside QMSC
- April 8-11th National Meet, Katoomba (Contact Peter Rayment if you are going.

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DON'T FORGET

Your 1977 Membership Renewal is due to be paid NOW!!!

Come into the Clubrooms or post to G.P.O. Box 1847,
Brisbane, 4001.

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HILLCLIMB MARCH 6th

Start getting ready now for the first Hillclimb of the year and make sure if you want to enter phone a committee member and let them know that you want some supp. regs.

(another good place for the rusting process). Ofcourse look under carpets in cabin and boot areas. Most important check for cracks in engine bay, just behind the front engine mount area. If any cracks go unchecked the front will drop off - I'm not joking either, so clean that area well and have a good look. Also the suspension pick up points.

The Motor will leak oil at the rear oil seal - the only worry is the degree of leakage - a minute amount is of no real worry but certainly a heavy loss will require a build up of the surfaces which constitute the seal (not an impossible task but an annoying one) check to see if the exhaust pipe is adequately held to the freader.

The layshaft in the gearbox has probably worn but I would not worry about it unless one has trouble engaging gears or it jumps out of gear. Don't buy a stuffed box as cogs are expensive.

(If you doubt the toughness of the material used for layshaft it is the toughest that can be made - I've had one tested. If you do buy a Spridget with gears that are difficult to engage have the clutch pressure bled first - the problem may just be that.

If rear suspension feels spongy, the rear shock may need a bit of fluid in them - it can be done at home but if you cannot a quick trip to W & W can do wonders for a while as too the front. A careful check of the leaf springs for cracks is essential - usually hairline cracks in the centre (longitudinally). Front suspension - have a look and feel with the king pin/fulcrum pin area as it is a very suspect area.

General area to look at are condition of hood with windows, tonneau, half tonneau, upholstery etc and if the car has wire wheels do inspect their condition because wire wheels do break spokes (if it has steel wheels you're laughing). Pull the knock off and make sure the threads are not butchered OR as I found one was just forced on by the local Charles, the result being an extremely difficult to budge knock on and a thread filled with contamination that had to be attached with a hack saw to be made usable.

A look and check of the body panels for straightness, fitting of boot and bonnet.

If you are satisfied with the car, do your research of the current prices (via papers) and if you believe it is a reasonable buy at the price you should enjoy some fresh air motoring - remember its your money.

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MEMBERSHIP FEES 1977

DUE NOW PAY EARLY
SO

THAT YOU DON'T MISS OUT ON ANY EVENTS

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PRESIDENT'S REPORT

The Committee for this year was elected at the Centre Annual Meeting held in November 1975, this being the 20th Annual General Meeting.

Those elected to the Committee were - J.Appleby, D.Austin, A.Thomson, I.Friar, G.Labudda, K.Potter, P.Raper, P.Rayment and M.Spiden.

At the first meeting of the New Committee the following were elected to the position of

Vice President	P.Rayment
Hon.Sec.	J.Appleby
Hon.Treas.	A.Thomson.

At the meeting held on 30th September Dale Johnstone was elected to fill the position left by Paul Raper who was no longer able to attend the meetings.

EVENTS

This year has been a busy one from the point of view of the number of events held. However, attendances at the events has been below what I would like it to be. This has been disappointing to the members who spend so much time preparing events as the support of members by participation in events provided for their pleasure is essential to the well being of the Centre.

The Club organised day runs, film nights, table top rallied, night runs, socials, driving school, open forum, lecture night, hillclimbs, motorhomas, a Novice Rally for which a special thanks must go to Ann Thomson and Ross Moir and Grand Prix Sales Aspley for the work and support given to make the Novice Rally once again a most successful event.

A special event run this year was the first ever Para-Quad navigation run which raised in excess of \$1800 for the Paraplegic Welfare Association. I must once again thank Ann Thomson for her tireless efforts in organising the event.

HILLCLIMB

The Open Hillclimb held this year was a success thanks to a number of sponsors. However, the closed hillclimbs suffered financially because of a drop in the number of entries. So let's see an increase in entries next year and try to encourage more members to enter.

FINANCE

Special details of the Club's financial standing will be found in the Annual Balance Sheet and Treasurer's report and the figures contained in these will explain the situation better than I could.

CENTRE MAGAZINE

The Octagon has continued in generally the same form as in previous years. This year's publication was under the editorship of Allan and Colleen Conway till August when commitments forced them to stand down. Although there were a couple of people who volunteered to take on the job, we were unable to make use of these as there were insufficient articles being supplied by the members. However, it still proved a successful medium for conveying news to the members.

President's report (Cont.)

MEMBERSHIP

This year saw us with a membership of 170. We are still improving our percentage of MG owners in our total membership of MG enthusiasts. Although everybody must work next year, to recruit further M.G. Owners.

In conclusion, I would like to thank everyone who assisted in keeping our Club active by organising or working for its events or helping in any other way.

The Committee has worked hard all year with very little thanks for all the work they do. I would like to say thanks to them for the help they have given me through the year and let's make next year a bigger and better year for M.G's.

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M.G.C.C. NATIONAL MEETING NEWS

The 1977 National Meeting of the M.G. Car Clubs will be organized by the Sydney Centre and will be held at Katoomba in the Blue Mountains.

For the benefit of new members, those out of touch of Club activities, and those who have been around awhile but have never attended a National Meeting - these events have been held each Easter since 1971 when Sydney Centre held the first and they are a not to be missed event by anyone who is involved with M.G. and its associations. Personally I have attended 4 and it would have to be a rather drastic happening to keep me away.

The Easter programme consists of sporting and social events and all hours of the weekend are designed to accommodate all tastes. Its an opportunity to meet interstate members each year, and for the first time in 1977 we will be meeting M.G. enthusiasts from New Zealand's Wellington "T" Register.

Accommodation has been arranged in the Katoomba area in Caravan Parks, Motels and at the Hydro Majestic Hotel which will be the Meeting centre.

Approximate costs for accommodation are as follows:

HYDRO MAJESTIC:	\$25.00 per person/per day (all meals included)
MOTELS:	\$12.00 - \$15.00 per person/per day (Bed and Breakfast)

* For any further information please contact Peter Rayment(at the Club Rooms Friday nights). Also, all persons wishing to make a definite accommodation booking, see Peter, a \$50 deposit will be required for same.

FRIDAY - REGISTRATION DAY

SATURDAY - CONCOURSE, MOTORKHANA, & PARADE.

SUNDAY - SPRINT MEETING AT CATALINA PARK.
PRESENTATION DINNER.

MONDAY - FARWELL BREAKFAST.

BOOKS OF INTEREST TO THE M.G. ENTHUSIAST

This the third MG annual covers events in 1975 around the world including Australia. Between these reports with great photos are researched MG stories and lore. Pearls of wisdom and contemporary pictures from Cecil Cousins, MG's first employee and later works manager for many years, and Alec Hounslow who bravely rode with Nuvolari in the epic K3 win in 1933.

The Golden years at Brands Hatch describes all the famous cars and drivers who were reunited for this meeting which was the MG Car Club's celebration of 50 years of the Marque. There is a profile of Betty Haig who single-handed in a second hand PB won the Rallye Freminin in 1938. She still owns the car. There are exposures of the last of the square-riggers (TF) and the first of the moderns (MGA) as well as a quarter century appreciation of the TD (born 1950) along with a reproduction of the rare TD Mark II brochure produced to homologate the competition specs. of this model so that the three factory cars could enter production sports car races.

A guide to MG country around Abingdon and Oxford is a must for any enthusiast visiting the 'Old Dart' and a portfolio of the K3 provides a new range of photos both old and taken recently.

The whole concept of the book is captured in this paragraph from the editor, Richard Knudson, of the New England MG T Register fame in the US: "There really is an MG world; it is a place where people are at peace. They share, they talk, and they co-operate; its too bad the real world doesn't operate that way. It is for those warm and friendly people that this annual is produced. It is about that special Octagon Spirit which brings and binds people together in the common enjoyment of the best little car ever made. I hope you find MG World/75 full of that Octagon Spirit."

The book has 150 pages with a colour cover and comes to you for the most reasonable sum of just \$10.00. 1973 and 1974 annuals are still available at the old prices of \$8.75 and \$14.95 while Knudsons book "MG the sports car that America loved first" is \$14.50. All these books can be mailed at the following rates, NSW \$1.20, Vic.Qld. and SA \$1.75 and \$2.15 elsewhere in Australia and N.Z.

These books may be available at either the Queensland Book Depot, Phoenix Book Store or write to Rob Dunsterville, 72 Marlborough Rd., Willoughby. N.S.W. 2068.

"AN M.G. EXPERIENCE"

By Dick Jacobs.

This book is available from Technical Book & Mag. Co., 289 - 299 Swanston Street, Melbourne. V. 3000, for \$12.60 + Postage \$2.45. But it may be available from Queensland Book Depot or Phoenix Book Store.

Basically, this book tells about the exploits of Dick Jacobs involment in Motor Sport. Starting from an M.G. 'T.C.' in 1947, in continues on through various types of events at several circuits throughout Europe. Then on his retirement from active racing, the book tells of experiences as a recing team Manager. It is not just a story of Dick Jacobs and M.G.s. It's a Story of an Era.

COMBINED SPORTS AND CLASSIC CAR ASSOC.

After a very successful motorkhana held on 12th December 1976 organised by Sprite Car Club of Queensland the next CSCCA event is to be a Smörgasbord cum Bar-B-que cum pool party to be held at the Boulevard at 284 Witton Road, Indooroopilly on Friday 25th February. This is to be organised by the Ferrari Group. \$10 per head, drinks and meal included. Dress casual with togs in pocket.

This should be of interest to all sports car owners and bring your wives and girlfriends so that they will go to the other events without grumbling. See Peter Rayment at the Blubrooms for tickets.

The Next event hot on its heels is a Daylight to Dawn Run. "Hoods Down". organised by the Healy owners, Club. From Midnight Saturday 12th March to Sunday morning 13th.

See next magazine for further details.

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BODS AND BENBS

Don Webster is running at the Vintage Historic Race meeting at Amaroo on January long weekend - Good Luck Don.

Other people running - Richard Croston and Noel Tukey in the Ferrari Super Squalo, from George Giltraps Auto Museum. This car has just had a major rebuild. Richard thought that he had two cars by the number of parts on the floor of the garage.

Don Webster has also done some major rebuilds whilst getting ready with a broken gearbox to be fixed and a broken steering arm with just two weeks to go. Just as well it happened now and not on the way there.

We wish all of the members who have entered the race meet a successful time. Also to those who are going to watch hope you enjoy the weekend. Wish we could be there too.

Grant Beaumont has his body back - those sleek racy naked lines are a joy to behold. But he plans to make it more appealing by fitting it to a MGA Chassis and painting.

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The Official Magazine of the M.G. Car Club (Queensland Centre)
 Affiliated with CAMS and with M.G. Car Club (Home Centre)

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