

P R O G R A M M E

JULY

- 8th Night Run - 1st event for the Iron Man
Weekend
- 9th Sprint & Motorkhana
- 10th Hillclimb at Mt. Cotton.
- 16th Rally Novice & Clubman Rally QLCC
- 17th Motorkhana - Club Closed just past SPIR
10.30 a.m. see you there.
- 22nd Natter Night
- 24th Lakeside Races. ASCC
- 29th First Aid Talk
- 31st Autocross BSCC

AUGUST

- 6th Natter Night
- 7th Rally DDSCC
- 8th Sprint QMSC
- 13th Natter Night
- 15th Interclub Motorkhana
- 20th Night Run - Club Rooms 8p.m.
- 22nd Para Quad Day Run
- 29th Surfers Paradise Race Meeting

SEPTEMBER

- 4th Hillclimb at Mt. Cotton.
 - 11th Sprint - Lakeside
 - 16th Night Run
 - 17th Warana Rally
 - 25th Open Motorkhana (QMROA)
Hillclimb Lakeside.
-

How do you stand for a trophy at the end of the year?

CLUB POINT SCORENIGHT RUNS

DRIVERS;

P. Rayment	40
G. Findlater	34
N. McNeil	28
D. Webster	20
A. Scott	10
R. Ritchie	6
R. Cossor	4
A. Randall	4
G. Fahey	3
B. Harvey	2

NAVIGATORS;

D. Rayment	40
J. Curtis	34
R. Ritchie	20
H. George	18
M. Spiden	10
B. Cossor	4
B. Vandenberg	4

MOTORKHANAS

M. Spiden	40
N. McNeil	24
P. Rayment	24
B. Harvey	18
G. Findlater	12
D. Rayment	8
J. Curtis	4

BEST T TYPE

D. Webster	28
------------	----

Cont'd...

Points Score Cont'd.UNDER 1300cc Speed Group D

M. Spiden	40
P. Frazer	18
B. Cossor	1
J. Finn	1

BEST M.G.

M. Spiden	80
G. Findlater	50
G. Fahey	35
D. Webster	28
P. Rayment	24
H. George	20
B. Harvey	20
P. Frazer	18
B. Nixon-Smith	8
R. Ritchie	7
A. Randall	5
J. Laub	4

LADIES

D. Rayment	48
J. Curtis	39
J. Jones	22
B. Cossor	17
M. O'Shanesy	16

RACE MEETINGS (Subject to alteration - when checked)

Dick Johnson	25	Mal Hopcraft	21
Geoff Russell	20	Richard Warland	19
John Fraser	18	Kerry Horgan	17
Kees Koppenol	19	Barry Singleton	15
Alan Telfer	13	Dale Johnstone	12
Paul Budda	14	R. Wardrop	11
Tony Jay	10	Chris Burke	9
Leigh Craig	9	Ian Murray	9
Kevin Kilbride	9	Reg Tonkinson	7
Col Wenzel	5	Peter Aldridge	5

Cont'd.14

Points Score Cont'dSPEED TROPHY

V. Appleby	40	L. Hastie	20
J. Heffernan	40	G. Symes	20
T. Jay	40	B. Smith	20
M. Spiden	40	A. Telfer	20
J. Pidgeon	38	D. Vidler	20
R. Cossor	32	P. Frazer	18
G. Fahey	32	M.O'Shanesy	16
R. Jones	32	E. Thomas	16
D. Kemp	32	B. Cossor	12
D. Webster	28	T. Gillespie	12
S. Weir	28	L. Garth	8
J. Jones	22	B. Nixon-Smith	8
P. Rayment	22	J. Hall	6
S. Austin	20	G. Findlater	4
L. Barram	20	J. Finn	4
H. George	20	J. Laub	4
D. Gillespie	20	B. Harvey	2

.....

BEST ALL ROUNDER

M. Spiden	90	S. Austin	20
P. Rayment	86	L. Barram	20
N. McNeil	52	D. Gillespie	20
G. Findlater	50	L. Hastie	20
D. Rayment	48	G. Symes	20
V. Appleby	40	B. Smith	20
J. Heffernan	40	A. Telfer	20
T. Jay	40	D. Vidler	20
J. Curtis	39	P. Frazer	18
H. George	38	B. Cossor	17
J. Pidgeon	38	M.O'Shanesy	16
R. Cossor	36	E. Thomas	16
G. Fahey	35	T. Gillespie	12
R. Jones	32	A. Scott	10
D. Kemp	32	L. Garth	8
S. Weir	28	B. Nixon-Smith	8
D. Webster	28	J. Hall	6
R. Ritchie	27	A. Randall	5
B. Harvey	22	J. Finn	4
J. Jones	22	J. Laub	4
		B. Vandenberg	4.

By our Club Captain - who is enjoying an overseas trip.

An exciting battle for outright honours took place at the Queensland Hillclimb Championships, staged on the 5th June, 1977. Leading after the 3rd competitive run Barrie Garner was pipped by .4 second by Werner Rodkin on the final run.

Category I under 1500cc was Peter Rayment all by himself struggling to better the 52 seconds bracket (his Mother-in-law says its either married life or it's because he's over the Hill. Ed.)

All the action was in the over 1500cc class, won by Werner Rodkin (Brabham BT 36 BMW) whose first run ended as he slid off onto the grassed area before the hairpin the first time (posing for the T.V. cameras.Ed.) After the next two runs Werner's time stood at 47.0 until the slicks were used to record his 46.0 second run. Runner up and possibly the most disappointed man was Barrie Garner who held the lead from the first run on 46.4. The final run for Barrie, in his new Bowin-Hay Leyland V8, ended in him performing a 180 degrees manouever out of the hairpin the second time thus destroying any change of victory. "You can't say I wasn't trying" was Barrie's comment on returning to the pits.

Third in class and overall was Gary Cossor, son of Club Member Bob Cossor, driving the Wortmeyer SCV Special. On his first appearance at Mt. Cotton, Gary produced a 46.8 seconds in practice, 43.0 on his first run and 47.3 as the motor finished the run on 3 cylinders and was retired for the day. The piston broke up and the head stopped at the top of the bore.

Rolf Vine won the Fastest Queenslander award, presented by the John Fraser Advanced Driving School, 4th in class and 5th outright, with a 48.7 seconds run in his Elfin 600E F2 racing car. Rolf arrived for the second run and was quick to break into the sub 50 seconds bracket.

Cont'd...

Q.H.C.C. Cont'd

Next two competitors were the Formula Ford drivers - Paul Bishop (Robe Formula Ford) and Peter Ainscough (Elfin 600B). Paul after an exciting days long battle on 51.4 seconds downed Peter 51.5 seconds.

Up from Grafton was the President Pat Crowe in his Raven Special on 53.0 seconds.

In the Group A Sports Cars, Bruce Dalziel won the up to 1300cc class, set a new record for the class, won the Group award and was fastest sports car, thus receiving the Glyn Scott Memorial Trophy. Bruce, in his ASP 340c set a new record of 49.6 seconds. Second in class and group was John Lungren in the Mini-speed Mk.11 on 50.3 John had produced a 48.9 in practice, but could not produce sub 50 seconds times in the official runs. Russell Green, Nota Clubman, was third on 52.7, ahead of Reg Tomkinson - Centaur Clubman Mk.111 on 54.5. For both Russell and Reg it was their first appearance at Mt. Cotton. After experiencing clutch problems in practice Richard Croston took his Centaur home changed the clutch returned for the final run to stop the watches at 58.1 seconds. Certainly a dissapointing day for the Croston team.

Group A over 1300ccs was won by Paul Aitken (Cougar Leyland) on 50.6 seconds ahead of Grant Beaumont in the ex Bruce Wasley, Rotary Sprite, now with a muffler, on 62.5.

Group B Sports Sedans up to 2000ccs saw a new record set by Geoff Russell, in the Brisbane Tuning Service Mini-Clubman of 49.3 to take the class ahead of Gerry Bezett, Leyland Mini, on 51.5 seconds, Keith Henry Morris Cooper on 52.3 and Tony Jay Mini Deluxe, 56.3.

The over 2000ccs class was captured by Ken Davidson in his 5 litre Torana. Ken was able to come to grips with the circuit very early to record 47.8 sec. on his second official run and to be placed 4th outright. Behind Ken were two of the Bargwannas both in their immaculately presented identical red Toranas except one had ALF printed on the windscreen, the other had JOHN. John recorded 49.8 to down brother Alf on 50.8.

Cont'd...

Q.H.C.C. Cont'd

John English won the Production Touring Car class up to 2000ccs with a time of 52.7 in the Peak Performance RS 2000 Escort.

The other Bargwanna, Harry, in his red Torana scored a class and Group victory with 50.3, ahead of John Heffernan (Torana) 53.2 and Max Volkers Capri V6 on 55.3 until Max ventilated the block on the second run.

Group D saw a 100% M.G. entry. Malcolm Spiden won the lower class on 57.8, whilst Greg Fahey secured the larger class before departing to play football. Greg's time was 58.1 which was .4second ahead of Leon Horstmann making a very careful return after a two years absence. Leon worked his way down to 58.5 from the mid 60seconds bracket. Next was Steve Austin who recorded a 60.2 with a rather tired motor, followed by Barry Harvey on 62.0. Barry has improved his personal times by some 3½ seconds since last hill-climb, per chance some mid night oil.

For the first time, the increasing popular class of Post Vintage and Historic Cars, was run. Winner was Arnold Taylor (Holden Special) who set the record at 57.1, half a second ahead of Noel Tuckey in the Gilltrap Yesteryear World entry, the Mini-Din (ex Ian Peters, Tony Pipe, Gary Labudda). Doug Partington in his familar yellow MGTC Special improved his times from 12 months ago to record a 58.6 run ahead of Don Webster (MGTD) and George Gilltrap of Gilltraps Yesteryear World in his Hudson Special on 64.4.

1st	Werner Rodkin	Brabham BT36	46.0
2nd	Barrie Garner	Bowin-Hay	46.4
3rd	Gary Cossor	Wortmeyer SCV	47.3
4th	Ken Davidson	Torana	47.8
5th	Rolf Vine	Elfin 600E	48.7
6th	Geoff Russell	Leyland Mini	49.3

TASMAN BUILDING SOCIETY FOR F.T.D...Werner Rodkin

GLYN SCOT MEMORIAL TROPHYBruce Dalziel

M A N Y T H A N K S

May we take this opportunity to thank each and every person who helped to make the Queensland Hillclimb Championships the success it was and we hope you had an enjoyable day.

Looking forward to your support at our next Hillclimb - Iron Man Weekend - 10th July.

XXXXXXXXXXXXXXXXXXXXXX

Below is a letter received by the Club from Annerley Caravan Centre, who sponsored a class at the recent Hillclimb Championships.

340 Ipswich Rd.,
ANNERLEY.Q. 4103
Phone 391 1448

Dear Secretary,

In recent times with inflation, and all other cost increasing, it has become imperative for the buying public to "shop around" to obtain for themselves the best deal available. We are offering to the members of your Club an exclusive price discount if they purchase a new Millard Caravan from us. This discount will apply mainly to buyers without Trade-ins, but we will also be offering a better than average price on Trade-ins.

The discount structure we envisage is a discount of 10% of our List Price i.e. the price of the van not including sales tax. So a caravan, say a 7 berth 158 10 model, selling for \$3950, would attract a cash discount of \$268. This price will still include items such as Reg., Gas Cert., tow ball, full gas bottle, etc. and delivery in the Metropolitan Area. The client would be requested to have in his possession an Order from your Club as his Bona-fide to attract this discount.

I trust that this offer will be acceptable to your Club, and assure you that we offer service to all our clients, second to none.

Yours sincerely,

Ross Henry,
Manager.

Continued from last Octagon.

LIMITATIONS ON ALTERATIONS TO MOTOR VEHICLES.

6. WHEELS AND TYRES:

Motor vehicles manufactured on or after 1st January, 1973 are required to be fitted with a placard designating the acceptable size tyres and rims for the particular vehicle. No departure from the sizes specified in the placard is permitted. In any case the following will apply;-

- (a) No wheel shall be widened by the use of more than one periferal weld made in accordance with recognised engineering standards.
- (b) Track measurement must not be increased by more than 25mm (1") at either front or rear of the vehicle.
- (c) Tyres or wheels must not foul on the body, chassis or suspension or adversely affect the turning radius of the vehicle. (Adjustment of steering stops to provide clearance is not permitted.)
- (d) Wheels and tyres must not protrude beyond the vehicle body and flaring of mudguards to accommodate wider wheels and tyres is not permitted.
- (e) Tyres must be fitted to rims in accordance with the requirements of the Tyre and Rim Association of Australia.
- (f) Fitting of spacers between wheels and hubs additional to any provided by the vehicle manufacturer as original equipment is not permitted.
- (g) Alloy wheels may only be used if they are of a type approved by the Chief Inspector or alternatively if they are manufactured and marked according to Australian Standard - AS 1638 - 1974. Marking required by this Standard is as follows -

Cont'd...

Limitations on Alterations to Motor Vehicles Cont'd.

- (i) Manufacturer's name or trade mark.
- (ii) Number of Australian Standard, i.e. 1638.
- (iii) Batch number/year.
- (iv) Maximum wheel loading.

Marking shall be by casting into the wheel or by any other permanent method not involving sharp indentation. It should be located on the front face of the wheel where practicable, otherwise it shall be where it can be seen without removing the wheel or tyre from the vehicle.

Their use should not conflict with the foregoing requirements.

(h) Wheel nuts must engage the thread of the wheel studs for at least the same length as the nuts provided by the vehicle manufacturer and the taper on wheel nuts and wheels must be compatible. Wheel nuts of the hollow bolt type must, when placed in the stud hole come within 3 mm ($\frac{1}{8}$ ") (but not closer than 1.5mm ($\frac{1}{16}$ ") of the inner surface of the wheel, they must also be a close fit in the wheel stud holes.

(i) Reworking of disc brake calipers, hubs and suspension components to facilitate the fitment of replacement wheels is not permitted.

7. BRAKE CONVERSIONS:

Service brake systems fitted to passenger cars and derivatives manufactured on or after 1st January, 1977 must not be altered.

In any other case service brakes may be converted from mechanical to hydraulic operation provided it is a properly engineered conversion and in accordance with the practices of recognised braking systems design and efficiency. The altering of brake rods by welding or bending to obtain adjustment is not permitted. The use of disc brakes in conjunction with "I" beam axle and king pin arrangements is not permitted except if fitted as original by the vehicle manufacturer.

Cont'd next month..

Letter to the Club

Dear Members.

As the poster on your Clubrooms notice board says, the Q.L.C.C. is organising an Open (Novice -Clubman) Rally on 16-17th July, 1977. Under the new crew eligibility rules, only Novice and Clubman competitors may drive, but anyone may navigate including classified drivers.

The rally is the Kriticos Motors Rally, is sponsored by the GMH dealer in Caboolture, Kriticos Motors, is 200 Km. of competitive rallying (route chart and navigation) and starts in Caboolture at 5.15p.m. on 16.7.77.

So far \$700 prizes are offered, with special prizes for new competitors.

Supp. Regs. will be available in early June, and I would appreciate if you could advise your members of this event.

A special award will be made to the best control.

Yours faithfully,
Bruce Nicol
Director.

Queensland Light Car Club,
P.O. Box 181, South Brisbane. Q. 4101.

XXXXXXXXXXXXXXXXXXXXXXXXXX

KATOOMBA - EASTER '77

We regret that results from the National Meeting have still not come thru yet - so we haven't forgotten. Ed.

XXXXXXXXXXXXXXXXXXXXXXXXXX

NATMEETPERTH 1978BULLETIN 1.

If you have not already heard, NatRally has gone West for 1978. Australia has, at last, opened the frontier and there is bitumen clear through to Perth and NatRally '78.

Plans for Easter '78 are already well under way, and we can report;

1. 1978 is a 4 day rally.
2. Accommodation is at Sheraton Perth Hotel - and limited billeting is envisaged.
3. The events are;-
 - a. Concours d'Elegance.
 - b. Speed Day.
 - c. Motorkhana.
4. Great Social Event line-up.
5. Plenty of time for sight seeing.

The organising sub committee feel that, as a result of comment at past rallies, where possible everyone would endeavour to be under the one roof. On this basis we have appointed the Sheraton to be Rally Headquarters Hotel.

FRIDAY. Registration will be at the Sheraton from noon till nine. Just look for the MG in the foyer. Register, park your pack and join the Super Swan Noggin.

SATURDAY. Concours d'Elegance.

The venue is near the hotel and the city so shopping for forgotten toothbrushes is no problem.

Saturday night is free. Entertainment is up to the individual. Drive-Ins, Clubs, Dinners, Nogs - even sleep is permitted.

SUNDAY. Speed Day at the Wanneroo Park Circuit - on site catering will be to save you worrying about food and drinks. After the thrills and high speed of Wanneroo Park Circuit - we've arranged a leisurly river trip down the "SWAN" with a barbeque stop thrown in. Meat and everything supplied at the barbeque except for false teeth.

MONDAY. is Motorkhana Day. Full details of these events will be in future bulletins. Monday night will be the Presentation Dinner. Venue is the Golden Ballroom of the Sheraton and no way should you miss this dinner. Cont'd.

Natmeet '78 Cont'd.

TUESDAY will be the Farewell Breakfast and Delegates Meeting.

PERTH !!! That's clear across the country. How can anyone afford a trip there? Everyone can, it's no harder than going from Perth to Katoomba, Launceston, Melbourne, Sydney, Brisbane or Adelaide. It just takes a bit of saving and some keen fund raising.

For example, we've raised money from untold events like Auction nights, (10% to fund) Balls, Parties, Loading on Entry Fees, Raffles and so-on. No doubt you'll have schemes to raise money - go to it because Easter '78 will be well worth it.

A good idea is to elect a NatRally co-ordinator who organises everything; Fund raising, Teams, T-shirts, the lot. Here in the West we elect our co-ordinator as soon as we return from the previous rally. Feel welcome to try this idea with our compliments. If your co-ordinator is not totally exhausted he can lead you to Perth - general directions follow.

We suggest that you aim for the Eyre Highway and head west to Norseman. At Norseman you have a choice of heading to Perth via the Gold & Nickle Country of Kalgoorlie/Kambalda or turn left and follow the "Leeuwin Way" through Esperance, Albany and the South West of W.A. Both routes are 100% bitumen and as the tourist brochures show you, there is plenty to see.

We would like to stress the importance of all correspondence being forwarded to the Club's postal address rather than to an individual. In this way it is hoped that many misunderstandings can be eliminated.

Cont'd..

NatMeet Cont'd.

Because you are coming so far to Perth, we want the 1978 to be another Great Rally. To do this we need to know the numbers.

To assist with our planning some indication of approximate numbers would be appreciated. If, at this stage, you are planning on Perth in 1978 ask your co-ordinator to fire us a line giving the number of potential starters.

Octagonally

Peter Harper,
PRESIDENT.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

RACE MEETINGS RESULTS CONT'D

N. Tuckey	4	D. Webster	4
J. Heffernan	3	I. Peters	2
R. Croston	2	W. Davidson	2
P. Walton	1		

RALLY POINT SCORENavigators

	<u>Round 1</u>	<u>ARC</u>	<u>Round 2</u>	<u>Progressive</u>
R. Moir	10	6	-	= 16
J. Hall	1	8	7	= 16
L. Garth		1	1	= 2
P. Hutchinson			2	= 2

Drivers

N. Swaysland		8	7	= 15
C. Harrison		1		= 1
G. Smallman	1		1	= 2
A. Scott			2	= 2
N. Singleton			1	= 1
M. O'Shanesy	1		1	= 2
A. Thomson	1			1

NEWSLETTER FROM THE N.S.W. HILLCLIMB CLUBINTERSTATE CHALLENGE HILLCLIMB

On Sunday, 7th August, the N.S.W. Hillclimb Club will be host to a large band of hillclimb enthusiasts for the second annual interstate challenge hillclimb. The venue for 1977 is Silverdale, acknowledged as the best course in Australia. (if you say so Ed.)

The first interstate challenge was held at Morwell in September 1976, and was jointly organised by the Gippsland Car Club, and Camperdown Motor Sports Club. The event resulted in a resounding victory to Victoria by 21½ points to NSW's 6½ points. Thus Victoria's name appears as the first winner engraved on the perpetual trophy donated by Peter Holinger - a pair of bent alloy racing rims mounted on a base.

For 1977 the event has been expanded to take in other states and we are hopeful of having competitors from Queensland and ACT as well as Victoria and NSW. The event is being conducted as a "Closed Invitation" event and the invited clubs are Gibbsland Car Club and Camperdown Motor Sports Club - both from Victoria, M.G. Car Club (Qld.) Canberra Sporting Car Club and the NSW Hillclimb Club.

Headquarters for the week-end of 7th August will be the glorious "Olde English Style" Hotel at Wallacia, on the foothills of the Blue Mountains, some 6 miles from Silverdale. The licensee of the hotel has put the place at our disposal for the Saturday night with a smorgasbord followed by a "noggin and natter" around a log fire. The hotel has 25 to 30 rooms available and will hold these for people attending the hillclimb until mid July, so if you intend competing book early. Should the hotel be full by the time you get around to booking, the nearest town is Penrith, approximately 15 miles away. Camping is allowed on the Silverdale property for those who wish to "rough it". Practice facilities will be available on Saturday 6th August by arrangement with Jim Robson, owner of Silverdale.

Cont'd...

Newsletter from NSW Hillclimb Club Cont'd

The fee being \$5.00 per day.

ENTRY INFORMATION ;

Date ; 7th August, 1977

Venue; Silverdale

Event Secretary; Mrs. K. Lear - 4 Fraser St., Jesmond -
Phone (049) 558387.

Entry Fee; \$12.00 plus \$3.50 personal accident insurance
(if required).

Entries Close; On the day of the event.

Records; By special permission of CAMS, records may be
established at this event - subject to a fuel check and
inspection of vehicle log book.

VENUE INFORMATION. 64 Kms from Sydney. Length - 653 metres. R
Record P. Holinger (Holinger Repco) 31.86 secs. Established
22nd September, 1974.

ACCOMMODATION INFORMATION:

Hotel Wallacia, Mulgoa Road, Wallacia - Telephone (047)
738435 Tarrif: Approximately \$20 double including break-
fast. Meal arrangements ; Dining room facilities and smor-
gasbord on Saturday night followed by 'noggin and natter'
around log fire. If booked out try hotels or motels in
Penrith (15 miles away).

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Letter to Club Members;
(From an ex Committee -President)
Member.)

177 Glen Iris Rd.,
Glen Iris. V. 3146
(Phone 25 3004
Melb. 03)

Dear Members,

Just a quick note to give you our new address for
the Octagon etc and also to announce the birth of our
second child a daughter, named Anna Georgina. So now we
have James who is 2 yrs 3 months and sister a 7lb baby,
both doing well.

Please say hello to those in the committee who can
remember the good old days etc. May see you all in winter
'78.

Signed; Will Charlton.

A SUCCESSFUL SOCIAL EVENING !!!!

Our many thanks to Coral Scott for the use of her home (once again) on the night of our most successful Wine & Cheese night of 21st May.

All who attended where greatly pleased with the array of cheeses and the Kaiser Stuhl wines presented.

For those of you who missed it you surely missed one of "the" best events of our social calendar.

THANKS CORAL.

XXXXXXXXXXXXXXXXXXXXXX

CLOSED MOTORKHANA - 12th June.

One fine sunny Sunday morning in June several members of the club met in a grassy paddock at Surfers Paradise. The reason - a closed motorkhana. (Ha - that fooled all you evil minded bods- Ed.)

All members and cars rolled into the paddock as expected apart from one certain car club captain who arrived on foot with his car following close behind. Nevertheless his times were certainly not behind any one elses as he made a clean sweep of the day.

First up was a Salom which did not pose any problems except someone put a lot of poles in the way. The ground was very smooth (and slippery) so many of the events that is, Waltz Salom, Reverse Garage, and a "Modification of??", proved to be quite enjoyable. Neil surprised everyone by throwing his Torana around in to second place (although he is the only person who can find reverse on it). The final results were;- Mal. Spiden, Neil McNeil, Greg Findlater, Peter Rayment, Barry Harvey, Julie Curtis, Delia Rayment and not forgetting Rob Ritchie. Many passing Alfa driver turned British Racing green with envy to see how MG's really do drive. Spectators were numerous including MG owners, car drivers, passerbys, and horses. Without a doubt an enjoyable day was had by all !!!!
How about joining us for the next one -- 17th July.

The Official Magazine of the M.G. Car Club (Q'ld Centre).
Affiliated with C.A.M.S. and with M.G. Car Club (Home Centre)

		<u>Phone Home</u>	<u>Business</u>
<u>PRESIDENT</u>	Neil McNeil	266 2800	52 6415
<u>VICE PRES.</u>	Peter Rayment		36 2980
<u>SECRETARY</u>	Joan Appleby	57 1561	
<u>ASST. SECT.</u>	Mike Keown		
<u>TREASURER</u>	Ann Thomson	373 1368	
<u>CLUB CAPTAIN</u>	Mal Spiden	57 7704	33 5011
<u>COMMITTEE</u>	Dale Johnstone	261 2030	358 3062
	Chris Burke		94 0111
	Grant Beaumont	391 2631	
	Ross Moir		59 0544

.....oooo00000oooo.....

Postal Address;	Address of Clubrooms;
Box 1847 G.P.O.,	620 Wickham St.,
BRISBANE.Q. 4001	THE VALLEY.Q. 4006

.....
YOUR CAMS Delegate is Ann Thomson - contact her on 378 1368 if you have any problems in that department.

.....
FOR SALE - 67 MGB, white, motor excellent, new clutch, front shokers. Reg. November. Paul Wilson P.O. Box 10, Nundah.
WANTED - one Wire Wheel for 67 MGB contact as above.

.....
FOR SALE - MGB Hood, no bars, as new, 2 Perspex H'Light Covers. Contact Barry Johnson, 8 Stanley Tce, East Bris.

.....
WANTED - 1 roll cage suit KE 20 (1970) Toyota Corolla Sedan - Phone 378 5463 Bus. Hours.

.....
FOR SALE - Group A Sports Car, Holden Motor, MG G/Box, wets and slicks, trailer and spares. Dale 'Bung' Johnstone Phone 261 .2030. Who has his Red MGB. For sale also -\$2,500

FOR SALE - Form. Vee (Mako) Log Book. \$800 heaps of spares ideal hillclimb car. Inspect Shell Redcliffe D/Way Cnr Anzac Avenue & Sutton St., Redcliffe Phone 284 5877 (Mal Hopcraft).

.....
FOR SALE - 1962 Daimler SP250 \$3,900 ONO Phone 370 1922
.....T. Philbrick.



HEY YOUSE
GUYS!

DON'T
FORGET

OUR IRON - MAN WEEK END

THIS WEEK END

8th, 9th and 10th JULY, '77

8th ----- Night Run - Leaves from
Clubrooms - start 7.45p.m.

9th-----Sprint & Motorkhana organised
by Q.M.S.C. at Lakeside.

10th-----Hillclimb at Mt. Cotton organised
by our Club.

Entries for these events close at
the Club Rooms this Wednesday night.

WHO WILL DO IT THIS YEAR? WHY NOT YOU?