

PROGRAMMEMAY

- Fri. 11th - PARTY-NIGHT AT THE FINDLATORS (Julie & Greg)
147 Passage Street, Cleveland. B.Y.O.M.G.
- Sat. 12th - WORKING BEE - MT. Cotton - Monster Bar-be
que at Lunch time. *
- Sunday 13th - MACLEAN BRIDGE '79 - Display of sports,
classic, and vintage cars. Everyone welcome
admission free. For details ring 355 6655
- Fri. 18th -- Open forum at the Clubrooms - to discuss
final preparations of the Australian Hill-
climb Championships.
- Sat. 19th & - Surfers Paradise - Races.
- Sun. 20th
- Fri. 25th - Night Navigation Run - The Rayments, 70
Bromwich Street, The Gap. (Starting Point)
- Sat. 26th & - WORKING BEES - Mt. Cotton
- Sun. 27th
- Mon. 28th - Hillclimb Entries Close - re The Australian
Hillclimb Championships.

JUNE

- Fri. 1st - Clubrooms - Natter Night.
- Sat. 2nd & - MONSTER WORKING BEE - at Mt. Cotton -
Sun. 3rd bring the kids down too they'll enjoy
the fresh air.
- Thur. 7th - DISPLAY GARDEN CITY of Hillclimb Cars-
let us know if your's is available.
- Fri. 8th - DISPLAY VALLEY CITY PLAZA of Hillclimb
Cars - let us know if your's is available.
- Fri. 8th - Last Minute Prep. Night for C'ships at
the Rayments, 70 Bromwich St., The Gap.
- Sat. 9th - PRACTICE DAY - 12p.m. - 4p.m. at Mt. Cotton
- wanted Officials!!!!
- Sun. 10th - THE AUSTRALIAN HILLCLIMB CHAMPIONSHIPS
Mt. Cotton - tell every Tom, Dick and
Harry. If you want Posters (for your
local friendly Garage to put up) please
ring Delia or Peter on 30 3148. Thanks.
- Mon. 11th - A NIGHT OUT ON THE TOWN with some of the
Interstate drivers from the Hillclimb
Championships - if interested ring Bev.
Cossor - 390 4189 and leave your name.

PROGRAMME CONTINUED

JUNE

Fri. 15th - Night Navigation Run - starting point Clubrooms
Sun. 17th - GRAFTON HILLCLIMB - for sup. regs or information
ring R. Fish on STD 066 42 1491 (HOME) or write
P.O. Box 334, Grafton. NSW 2460
Fri. 22nd - Natter Night - at the McNEILS - 17 Pedley St.,
Wavell Heights - Phone 266 2800.
Sat. 23rd & - LAKESIDE Sprint Meeting

Sun. 24th
Fri. 29th - Natter Night - Clubrooms

JULY

Sun. 1st - MOTORKHANA - closed Club
Fri. 27th,
Sat. 28th & - IRON MAN WEEK END - Night Run (Fri. night),
Sun. 29th Sprint & Motorkhana (Sat.) & Hillclimb (Sun.)

SEPTEMBER

3th - DRIVING SCHOOL - LAKESIDE

* For information on working bees contact Peter 30 3148 or
Neil 266 2800 (both after hours numbers)

MG MG MG MG MG MG

PHOTOGRAPHS FOR THIS ISSUE were taken by Peter Rayment at
the NATIONAL MEETING at Ballarat and printed by courtesy
of Alan McConnell - Thanks AMG.

EDITORIAL

Dear Members,

Hi - for those of you who did not go to Ballarat for the National Meeting at Easter - you missed out on a very good Meeting. Our congratulations goes to Melbourne Centre on such a terrific week-end. Both Peter and myself enjoyed it immensely.

The weather was superb - so much so, that one Melbourne gentleman even thanked us for bringing down a drop of our more decent weather.

The programme was well organised - and boy what organisation must go in to a National Meeting (it's bad enough trying to organise the coming Australian Hill-climb Championships).

We luckily arrived fairly early on the registration day, which enabled us to visit the 'well worth a visit' Sovereign Hill, on that day. This was one of the three free tickets to local tourist attractions, given to us on registration. Another free ticket was for a ride on the one and only remaining trams in Ballarat, which does a joggling trip along one end of Lake Wendouree past the Begonia hot houses - tram Museum etc. Oh! how I drooled over those begonias - but such conditions one has to grow them under!

The other free ticket entitled us to a ride on the Paddle boat which took us on a 30 minute excursion on Lake Wendouree itself.

Details of the motoring events have been covered by Peter in his report further in this Octagon. I would like to endorse what Peter has said in his article that it would have been all that much more enjoyable for us - if we would have had some of our own Club members there with us. You'd better get your cars going for the next NAT. MEET, as it's only a very short distance away - GOLD COAST. Let us know if you're interested in going so's we can organise some accomm-
Cont'd.....

Editorial Cont'd.

odation. As you can imagine what the Gold Coast is like at Easter time - hopeless.

The blank wall is still there - hence the lack of reports in this magazine again. Though the blank wall did speak to me last week in the way of a 'life' member. It said we (meaning 2 life members) did not like our choice of photos which we chose to publish in this magazine. May I remind people why the M.G. Car Club was formed almost 50 years ago (will be next year) ;-

- (a) To promote Motor Sport.
- (b) To promote M.G.s in Motor Sport.

Most items and photos that we print in your magazine are about or taken of members of this club plus about or taken of people or cars that are associated with or work with this Club.

If you wish to take this job over you are most welcomed. We have to cater for the member who is doing something in the Club at the moment. Times change - so please realise this.

See you all at Julie and Gregs this Friday. OK.

Delia Rayment.

MG MG MG MG MG MG MG MG MG

Bods & Bends

Had a phone call from Rob and Bev Ritchie in Sydney recently - they wanted to know when the Iron-Man Week-end was on, so's they could have a go again - Rob won it in his MGB in 1977.

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WANTED Mk 11 Jaguar or MGA Phone Barry Vandenberg 528429H

.....
WANTED 1 set of 15" wire wheels. D. Robby, RB23 Maroochydore Rd., MS 1153 Buderim.

NATIONAL MEETING REPORT

The National Meeting of M.G. Car Clubs took place at Ballarat. With M.G's coming from all directions to converge on this Victorian Regional Centre.

Registration took place at a mid city car park where you could get both car and driver under cover. Here ones particulars were taken and money changed hands and off to sort out ones accommodation - be it motel, hotel, caravan or camping.

Saturday morning dawned with clear blue skys and a light breeze. So in the park on the banks of Lake Wendoree was the setting for the Concours. Here row upon row of MG's were lined up for the enthusiast and the local population turned out to see the cars. Something like 9 prewar cars, 40 T types, 25 A's, including 4 twin cams, 70 MGB's, 25 GT8s, 3 midgets, and assortment of specials, magnettes, Y types etc.

Unfortunately, there was not some of the pre war cars that I was hoping to see.

Then with a parade of the MGs thru the town, escorted by the local constabulary the cars found their way out to the Ballarat airfield, where on a disused piece of the airstrip was held the motorkhana and the sprint meeting.

Here both Delia and myself had hurried driving lessons in the T.C. Delia not having driven the car for thirteen years and myself for four years. Oh! how one's driving can get sloppy driving some modern cars with synchros. that work.

We started on the Hopkirk. Slow and precise and a bit of practice at handbrake turns.

Next into the Double Garage. Learnt to drive the car in reverse in that event.

Then onto the straight salolm. Just a tweak of handbrake

Cont'd..

NAT. MEET. REPORT CONT'D.

to help the Tc's 300 yard turning circle.

Then finally for us the T ee salolm, where with handbrake working and the car sidestepping correctly this event went well.

That night we had a tremendous Bar-b-que with mainly New South Welshman, but with a smattering of all staters, that was good fun.

Next morning back to the airstrip where a standing quarter kilometer sprint was being held. Here the cars were run off in pairs to add a bit excitement to the affair.

However, the miss I had noticed on taking the car out on it's first trial run just before we left was still there. No overrevving this day. Run it up to 3,500 RPM when it misses and change gear. At least Delia found a TF she could knock off. Me, I was beaten by everything.

That night the presentation dinner held in the civic centre hall when down well, with myself getting a trophy for second in the special class for the motorkhana.

So, with bleary head off to the farwell breakfast for chicken and champagne, with much noggin and nattering about the week-end.

Unfortunately there was not a big contingent from us but you had all better be getting your fingers out, because next year it is at the Gold Coast, so get your cars going and we will see what we can do.

Perhaps the most unlucky story of the week-end, must be Barry Vandenberg. After having the clutch collapse on the Wednesday before he was ude to leave, which he got fixed, he had a rod go thru the side of the block at Coonabarraban. Barry continued onto Melbourne to his Mate's where he tried to chase up another engine. So after getting the car shipped to Melbourne he is I believe having his holiday regardless of the mishap.

Peter Rayment.

HILLCLIMB REPORT

After the last Hillclimb (29th April) we have only a few week-ends left till the Championships. Unfortunately there is still a lot of work to be done. The loops must be cleared of regrowth and the track surrounds from behind the haipin up to the finish line.

All of the fence posts need to be checked and retamped as necessary. The concrete needs to be finished in the finish road.

Any grass growing in the track has to be carefully removed and the track virtually swept for the whole distance.

To get maximum work done could any intending workers please let me know 225 7219 (W) or 30 3148(H) so I can sort out what is the best jobs to tackle.

Peter Rayment

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DONT FORGET that if you want to run in the Championships you must have at least a Limited Competition Licence and a log book. (You will need a medical for the licence so you will have to get a move on.)

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FOR ALL THE M.G. owners who are going to Maclean's Bridge on the 13th May. We will meet at the Acacia Ridge Hotel at 9a.m.. If you intend coming could you let Peter Rayment (30 3148) know.

MG MG MG MG MG MG

CAMSNEWSCAMSNEWSCAMSNEWSCAMSNEWSCAMSNEWSCAMSNEWSCAMSNEWSCAMSNEWS

For the new member, C.A.M.S have the following 2 booklets which may be able to help you;-

"CAMS IS MOTOR SPORT"

this booklet covers;-

WHY C.A.M.S?; NOW -WHAT TYPE OF EVENT; WHAT TO DO NOW
with sub titles

The Need for Rules, Who makes the Rules?, C.A.M.S.! Respon-
sibilities, Motorkhanas, Observed Section Trials, Treasure
Hunts, Rallying, Hillclimbing, Sprints, Racing, Off Roothing,
Rallycross, etc.

.....

"GETTING STARTED IN RACING"

this booklet covers;-

1. Licences, Application, Licences Types, 3 Fees,
- 4 Observation, 5 Upgrading, 6 Calendar, 7 Racing Wear,
- 7 The Car etc.

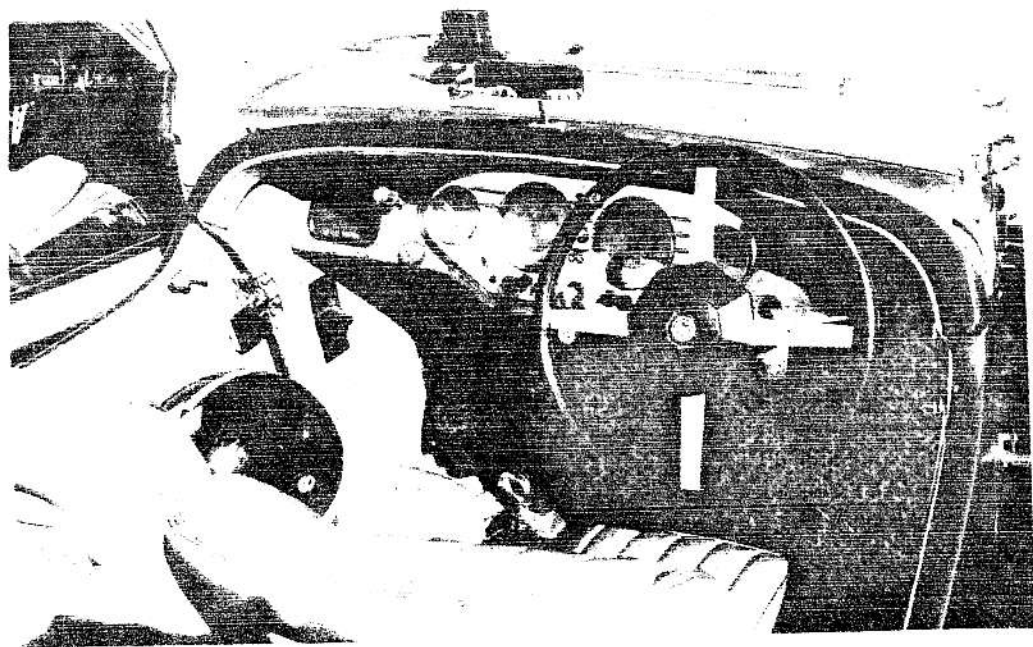
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For further information see Burnie Moy, CAMS Manager,
11 Nash Street, ROSALIE.Q. Telephone 36 48 02 (area code 072)

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REMINDER FOR ALL STATE COUNCIL DELEGATES, STEWARDS,
RALLY DIRECTORS, CLERK OF COURSES, ADV. COMM. MEMBERS,
CLUB PRESIDENTS/SECRETARIES, CHIEF SCRUTINEERS, COURSE
CHECKERS, ETC. to attend the Seminar at the Q'ld
Soccer Club, Perry Park, Mayne on Monday 21st May, 1979.

CAMS CAMS CAMS CAMS CAMS CAMS



Overall Winner

Andt Fairweather's

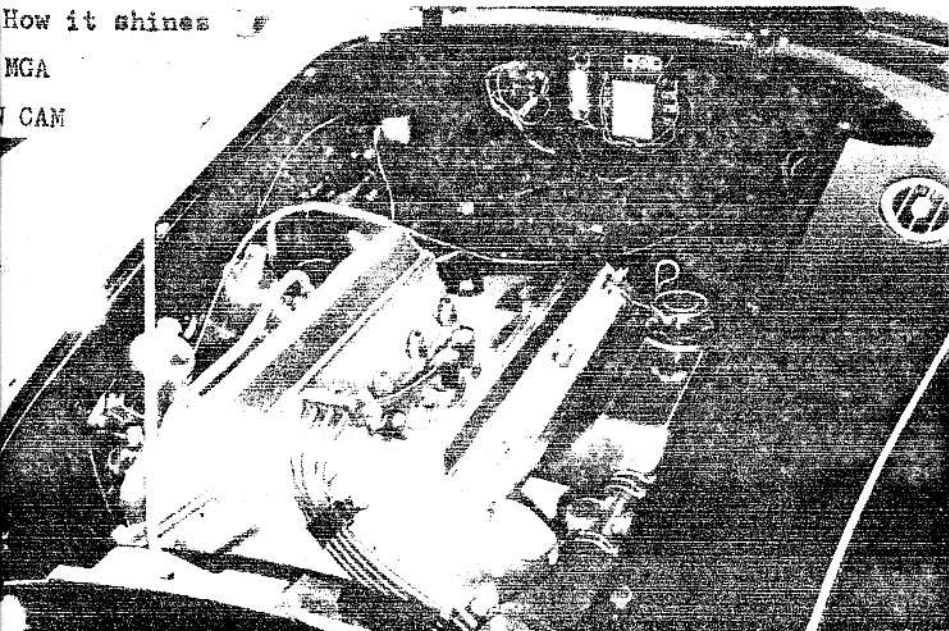
A 1600 Mk. II.



How it shines

MGA

CAM



THE ANTIQUE MACHINERY RESTORATION
SOCIETY
ANNUAL FIELD DAYS 16 & 17th JUNE
EIGHT MILE PLAINS STATE PRIMARY SCHOOL

The Antique Machinery Restoration Society has pleasure in inviting you to our first Annual Antique Machinery Field Day, to be held at the Eight Mile Plains State Primary School. The school entrance is located in Underwood Rd. just off Logan Rd. We are catering for the whole family demonstrations of Steam Engines, Tractors, Stationary Engines, Childrens Rides, Pottery, Spinning & Weaving, Macrame etc.

CATERING Light refreshments, lunches, morning and afternoon teas will be available on both days.

ENTRY FEE: Please note no entry fee is payable by exhibitors or their immediate family.

TRANSPORT & UNLOADING: Facilities for large machines cannot be provided at this time, we regret this situation and hope that larger facilities can be provided in future years. If any prospective exhibitor requires financial assistance for transport, please notify the society of details and each case will be considered on its merits.

It is requested that machines be unloaded and on site by 10 a.m. on each day where possible and that exhibits remain on display until at least 4p.m.

PROGRAMME : All entries will be numbered and printed in a special booklet. It is important therefore that all entries be received by the date 9th May.

ACCOMADATION: Facilities are available close to the grounds as well as limited facilities in the grounds. Please let us know your requirements for further details.

FOR ENTRY FORM AND FURTHER INFORMATION CONTACT :-
Robin Gay - 286 2722 (07); Les Nock - 396 5724 (07);
or Barry Skimmings - 361666 (075) Gold Coast.

SIX RECORDS BROKEN AT 2nd CLOSED HILLCLIMB
29th April

The day turned out to be a beautiful day after a dull Saturday. To have six records broken, however, was not really considered, as we had only taken down four bottles of champagne.

After all the cars had had their practice run the official runs got away at 11.45a.m.

Barry Smith unfortunately is having trouble getting his Anglia sorted out after the old Cortina. He eventually found he had no compression on two cylinders. Kevin Heffernan (54.8) was out to catch Tony Jay (52.3) but couldn't make it. Tony was certainly happy that the brick is now starting to fly. Jon Finn (58.2) had some fun on his first run but soon got back to his consistent times.

John Heffernan (51.8) is about to get a new fuel guage after making rude noises off the start line, only to run out of fuel up the first hill.

Group A Sports certainly had some variations. Bev Cossor (60.3) chasing after Bab(58.7) in their Honda S600. Steve Austin (52.1) working out where he could pick up some time on Ian Peters(50.7). George Haseler (61.4) in his first time out in the car had some axle problems which put an end to his fun (hope they're sorted out now Ed.). Laurie Barram (56.4) was certainly going quick in his midget engined AH sprite Mk.1.

The K record was shattered with a thundering 54.8 by Dick Vermullen in the Big Ford V8 special (a likely contender for the Championships maybe ?Ed.) Don Webster was trying to find where the power was going in the Cooper-MG (turned out to be in the tacho electrics upsetting the magneto) and finally got down to 61.5. Peter Rayment 64.4 in his just rebuilt MGTC was trying to find some power (hasn't got the poke uit used to have) and was beaten by Mike Oven(64.2) but beat Andrew Owens (68.0) both in A.H. Sprite Mk.1's.

Cont'd.

6RECORDS BROKEN AT 2nd Closed Hillclimb Cont'd.

Andrew Hockley the Clerk of Course was trying to figure out how he could confiscate one of the 'sprite' badges off the back of one of the cars to replace his missing one.

Doug Partington (54.0) in the lynx FJ broke his record still cursing the understeer.

Barry Wraith (50.4) in falcon powered Anglia certainly got around the hill this time to break the record, however the Anglia axle said it had had enough in his 3rd official run. Ah it is certainly good to have a weak link in the system to protect your diff.

Group C up to 1300cc certainly developed into a battle of father and son. I don't know who was showing who the wrong or the right way to get around the hairpin. First Keith (56.5) then son Alan (56.9) had spins in the hairpin. Tony Jay (55.0) drove smoothly all day with only .9 seconds between all his runs.

The racing cars had some problems. Bob Jones had his Bobbin Ford die on the Saturday and Bruce LeGarde had his BSC 11 broke the centre out of his clutch whilst idling of the scrutineering pad so ending what would have been a battle for FTD. Douglas Malouf was having some trouble getting all four cylinders to work on his LTB 1 on it's first time out. Chris Lake (49.7) was trying some low flying with his new wings. Said it felt great but he just wasn't going as fast as usual. So he will no doubt be back to the drawing board. Paul Raper (58.1) was sorting the F/V out after many hassles over the last few months.

Robert & Jim (son & father) Pidgeon certainly got the Cooper Volvo flying. On his last run Robert (47.4) did a 55 second run after a momental spin. Jim (46.5) then went out and really stirred up the Cooper and dropped $\frac{1}{2}$ second off the closed record only to have a dingle up near the finish. Now he will have to glue a few tubes back

Cont'd.....

THE OCTAGON

6 Records broken Cont'd.

together before the Championships.

Glen Carpenter had himself to run against and got down to 57.8.

Group D saw a new record to Noel Constantine (52.5) in the Midget hotly followed by owner Greg Marshall (54.3). Jan Constantine (63.8) followed this thru with the sprite with Julie Marshall 65.1. Julie who drove well thru the day won the John Fraser Most Improved Driver Trophy for the day. Mike Toppin (60.1) in the ford engined Mk 11 sprite had fun with his first run at the Climb.

So with six records broken the day drew to a close. All of the workers went home again. All of the people who manned flag points, helped in the catering tent, down at the gate, marshalling the cars, the timing and all the other jobs that have to go on for every hillclimb - a special thanks to all these unsung workers.

Also, Alan McConnell has a series of colour proof of many of the drivers in action, so if you want to see them (or buy one) contact Alan. His telephone number is 379 2754 H.

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THE AUSTRALIAN HILLCLIMB CHAMPIONSHIPS are not far away so see the bit on page 7, if you are going to enter.

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THE NEXT Closed Hillclimb is a round of the IRON MAN WEEKEND and is on the 29th July. So all you MG owners put your cars back together and if you can't get the outright certainly go for the Clubman trophy, for the best result from one car over the whole of the week-end. MG's won this trophy for the first few years but it was taken by a Mazda last year so we must be revenged and have an MG get it again this year.

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FOR SALE - Cortina parts 1500GT engine Weber carburetor and mainfold. GT diff housing GT brakes etc. Mag Wheels as new suit Datsun 1600 etc. Contact Jon Finn at the Club Rooms.

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FOR SALE SECTION

M.G. Midget - 1969 - new paint. New Torno. Hard Top and Soft. Radial tyres. AI mechanically. \$3,250 Don Young Phone 59 2943(H) 226 4100 (W).

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MGA 1960 (Silver) - 8 months reg. new steel radials, radio \$3,750 Phone 379 1070 A. Eedy.

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Centaur Clubman 1300 Ford Kent engine, Cosworth front mounted dry sump equipment. Motor just rebuilt for 1979 season. Comes with Ian Peters built all steel trailer with duratorque suspension and disc brakes. Some spares \$3,250. Tow vehicle 1969 HK 186 manual ute, if required. \$1200. Phone Don Marsh 268 1077 (Business Hours) 376 1053(H)

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Elfin 600B Formula 2. Hewland Mk 8 5 speed gearbox and spare Graviner automatic extinguisher. 1300 Ford engine. 69mm short stroke twin cam. Steel crank and webers. Fully enclosed trailer. \$5,700. Peter Bull 378 1739.

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Formula 2 1600cc Cosworth Ford all steel engine. 180HP complete with 48mm webers. Twin plate clutch. Dry sump and pump. \$5,000. Peter Bull 378 1739.

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Red MGTD registered. Fibre glass guards original engine but overhauled. bearing noise at present. Peter Henry 26 Froude St., Banyo. Phone 267 5083.

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A.H. Sprite 1964 Mk.11 been restored, in good running condition. Mr. Reinnuth 8 Idola St., Daisy Hill. 208 9904.

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WANTED MGB. GT Mark 11 with overdrive Mal. Jones (H) 370 1024 or (W) 221 4122.

DISCOUNTSTOMEMBERSDISCOUNTSTOMEMBERSDISCOUNTSTOMEMBERSDISCOU

The following firms offer discounts to M.G. Car Club Members;-

COMET BATTERIES - 54 Granite Street, Geebung.Q. 4034. Open Saturday mornings. Phone 265 2233 and ask for either Perc or Robert McGilvery.

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BILLBAILEYS STEERING & SUSPENSION SERVICE - Ph. 208 0767 Specialists in Computer Wheel Alignment & Balancing. Front End Repairs & Modifications. Hydrolastic Suspension. Re-charge (all makes and models) 56B Compton Rd., UNDERWOOD.

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P. & M. BODY WORKS - 9 Smith Capalaba. Wally Muir Prop. Phone 390 3075. Or see Wally at Mt. Cotton Hillclimb when there's one on (The Tow-truck man).

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PEAK PERFORMLNCE - Head Office 189 Wellington Rd., East Brisbane. Phone 391 6844 or 391 6037 or 3915125 for all car accessories i.e. full harness seat belts; roll bars etc.

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IF YOU known of other firms offering discounts let us know on 30 3148.

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FOR SALE

Holden H.T. Station Wagon. Mags. Steel radials. New Paint Tow Bar. Reconditioned 192 -350 CFM Holley, manifold and headers. \$1,600. Phone 358 2433 Denis Purdy.

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APPENDIX "B"

"Application for Membership" Form
THE M.G. CAR CLUB OF QUEENSLAND
G.P.O. BOX 1847, BRISBANE.Q. 4001

NAME, in full

ADDRESS

OCCUPATION.....PHONE/s.....

PARTICULARS OF VEHICLES

MAKE.....MODEL.....YEAR.....REG. NO.....

ENGINE NO.....CUBIC CAPACITY.....cc's..

I, the undersigned, hereby apply for membership in the M.G. CAR CLUB OF QUEENSLAND. This application is subject to the acceptance by the Executive Committee and extended on condition that I will agree to abide by the Rules of the Club and Centre.

Dated..... Signed.....

Attached please find cash/cheque for \$17.00 being Annual Membership Subs.
\$ 3.00 being Joining Fee

Proposed byNO. Q.....

Seconded By.....NO. Q.....

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

C O M M I T T E E

<u>PRESIDENT</u>	<u>Phone Home</u>	<u>Business</u>
Neil McNeil	266 2800	

<u>VICE PRESIDENT</u>		
Peter Rayment	30 3148	225 7219

<u>SECRETARY</u>		
Joan Appleby	57 1561	

<u>TREASURER & CLUB CAPTAIN</u>		
Malcolm Spiden	57 7704	225 2930

<u>LADIES COMMITTEE SECRETARY</u>		
Beverely Cassor	390 4189	

<u>HILLCLIMB SECRETARY</u>		
Delia Rayment	30 3148	

<u>COMMITTEE</u>		
Grant Beaumont	391 2631	225 7219
Bob Cossor	390 4189	
Allan Randall		224 7321
Jon Finn		391 1447

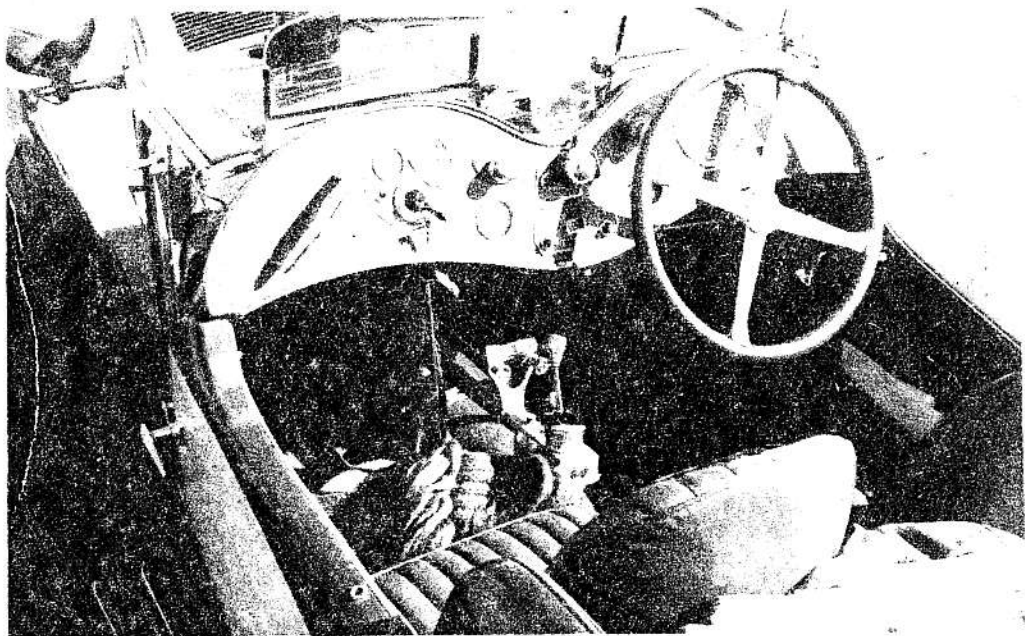
POSTAL ADDRESS
 G.P.O. Box 1847,
 BRISBANE.Q. @4001

ADDRESS OF CLUBROOMS
 Newfarm Park Kiosk,
 Dixon Street,
 NEWFARM.Q.(Temporary)

.....oo00oo.....
 C.A.M.S. Delegate; Your C.A.M.S. Delegate is Ann Thomson,
 if you have any problems, contact Ann on 378 1368.

.....oo00oo.....

OCTAGON EDITOR; Delia Rayment - Phone 30 3148
 (and Typist!!)



MG PA Dashboard
Count the Octagons