



THE OCTAGON

OCTOBER 1994

OFFICIAL JOURNAL OF THE MG CAR CLUB OF QUEENSLAND INC.
AFFILIATED WITH CONFEDERATION OF AUSTRALIAN MOTOR SPORT

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ASSISTANT EDITOR	JOAN APPLEBY	857 1561	857 1561

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MG CAR CLUB OF QUEENSLAND INC.

PROGRAMME OF EVENTS

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
	OCTOBER 1994				
##	28th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
##	30th	Come Fly a Kite Day Run	Ferny Grove Tavern 8.00am	John Crane	
	NOVEMBER 1994				
	11th	New Members Night	Clubrooms	Delia Rayment	300-3148
	18th	Magazine Night	Clubrooms	David Robinson	8441037
	25th	Noggin and Natter	Clubrooms 8PM	Ray Edwards	341-7502
##	27th	MG Race Meeting	Lakeside	Joan Appleby	857-1561
	DECEMBER 1994				
##	4th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	9th	MG Touring Assembly	Clubrooms	Phil Hutchison	355-2188
	FEBRUARY 1995				
	10th - 18th	Motor Show	Exhibition Buildings	TBA	
##	19th	MGCC Race Meeting	Lakeside	Joan Appleby	857-1561
	MARCH 1995				
##	12th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
	APRIL 1995				
	14th-18th	National Meeting	Perth		
	MAY 1995				
##	14th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
	JUNE 1995				
	2nd - 4th	Aust Hillclimb Championships	Mt Cotton	Joan Appleby	857-1561
	JULY 1995				
##	23rd	Hillclimb	Mt Cotton	Joan Appleby	857-1561
	AUGUST 1995				
##	18th	Ironman Touring Assembly	TBA	Phil Hutchison	355-2188
##	19th	Ironman Sprints	TBA	Joan Appleby	857-1561
##	19th	Ironman Motorkhana	TBA	Pauline Graham	200-8031
##	20th	Ironman Hillclimb	Mt Cotton	Joan Appleby	857-1561
	OCTOBER 1995				
##	15th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
	NOVEMBER 1995				
##	26th	MGCC Race Meeting	Lakeside	Joan Appleby	857-1561
	DECEMBER 1995				
##	3rd	Hillclimb	Mt Cotton	Joan Appleby	857-1561
	NOTES:				
	1/. CLUBROOMS ARE OPEN FOURTH FRIDAY OF EACH MONTH FROM APPROX 8PM.				
	2/. PLEASE NOTIFY PAUL STRANGE (3491400) OF ALL CHANGES, ADDITIONS AND DELETIONS TO PROGRAMME.				
	3/. DATES ARE SUBJECT TO CHANGE. IT IS THE ENTRANTS RESPONSIBILITY TO CONFIRM EVENT DETAILS.				
	4/. PLEASE SEE ALTERNATIVE LIST FOR NON MGCCQ EVENTS. CLUB POINTS WILL BE AWARDED FOR SELECTED INVITATIONAL EVENTS.				

NIGHT TOURING ASSEMBLIES

DATES:

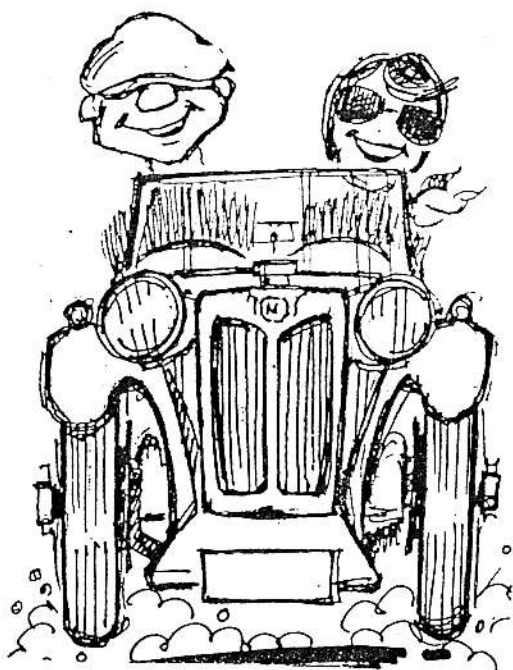
28TH OCTOBER

9TH DECEMBER

VENUE: AS PER PROGRAMME OF EVENTS

WHAT TO BRING: Navigator/Driver - Maximum 2
1993 UBD Torch/Maplight
Third Party Extension preferred
\$10.00 Entry Fee
A Sense of fun and Adventure

MORE INFORMATION: Phil Hutchison 355 2188
Before 8.00 pm please.



**DAY RUN SUNDAY
30th OCTOBER MEET
AT FERNY GROVE TAVERN
AT 8.00am.**

**4th
December**

EVENT SECRETARY
JOAN APPLEBY
857 1561

HILLCLIMB CIRCUIT
GRAMZOW ROAD
MT COTTON

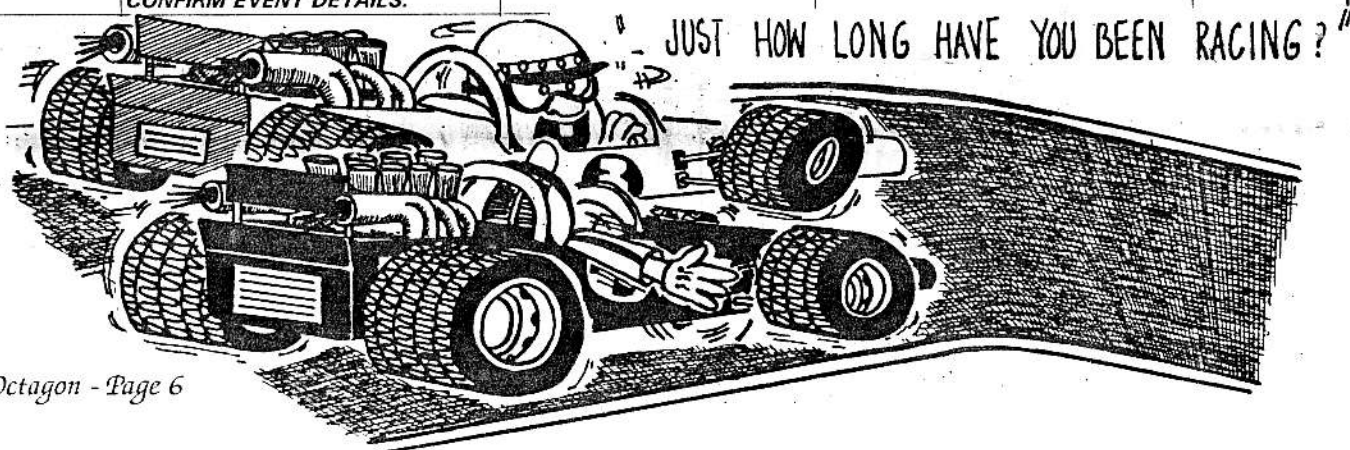
**MT COTTON
HILLCLIMB**



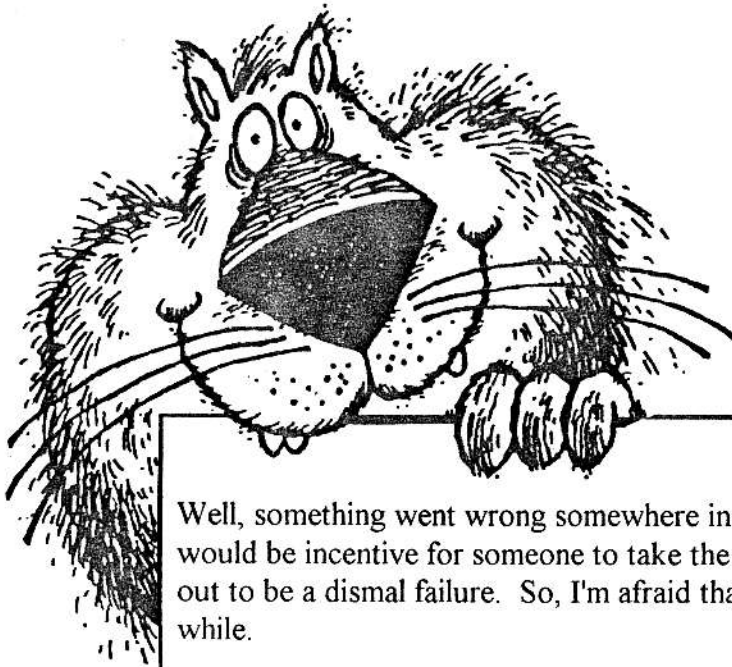
*ACTION STARTS
9.30 AM*

INVITATIONAL EVENTS AND ITEMS OF INTEREST

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
	OCTOBER 1994				
	23rd	Race Meeting	Lakeside	Lakeside	
	29th	BP Range Rally Classic		BSCC	391-8881
	30th	Interclub Motorkhana	Old Airport	Paul Strange	349-1400
	NOVEMBER 1994				
##	6th	QMC 6	To be advised	To be advised	
	13th	Aust Grand Prix	Adelaide	na	na
	20th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	27th	Early Morning Run	Shell Nambour 7.30am	Peter Kerr	074-411722
	DECEMBER 1994				
	18th	BSCC Motorkhana	Boondall carpark Q	Paul Strange	349-1400
	JANUARY 1995				
	FEBRUARY 1995				
	3rd	Evening of Champions	TBA	CAMS	369-4566
	4th	ATCC	Calder Park		
	19th	2 Litre Championships	Oran park		
	26th	ATCC	Symmons Plains		
	MARCH 1995				
	5th	2 Litre Championships	Phillip Island		
	11th	Show,Swap,Shine Spectacular	Carrara	Ed Ahern	075-737549
	12th	ATCC	Bathurst		
	18th	Indy Grand Prix	Surfers Paradise		
	APRIL 1995				
	9th	ATCC	Philip Island		
	23rd	ATCC	Lakeside		
	MAY 1995				
	7th	2 Litre Championships	Symmons Plains		
	21st	ATCC	Winton		
	28th	2 Litre Championships	Mallala		
	JUNE 1995				
	4th	ATCC	Eastern Creek		
	JULY 1995				
	9th	ATCC	Mallala		
	16th	ATCC	Wanneroo		
	23rd	2 Litre Championship	Lakeside		
	AUGUST 1995				
	6th	ATCC	Oran Park		
	13th	2 Litre Championship	Winton		
	27th	2 Litre Championship	Eastern Creek		
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PRESIDENT REPORT



Well, something went wrong somewhere in the system. What I thought would be incentive for someone to take the Presidency other than me, turned out to be a dismal failure. So, I'm afraid that you are stuck with me for a while.



I promise that I will do my best for the Club, but am making no rash promises as to what will be achieved this year. With the help of everyone in the Club, I hope that we can achieve lots of things and with a few new members of the Committee we might inject some new ideas for events for EVERYONE in the Club.

Disappointment was a mild word for the way I felt when out of 300 members we could not even get a full committee nominated for office. Why is it that a committee of any club cops heaps from some members as to what they should be doing, and yet when the time comes to stand up and be counted, no-one wants to be seen.

The Hillclimb on Sunday was very successful and I personally want to thank the people who so generously gave of their time to help with the canteen. We even had David Wood and Colin Porter from the Scrutineering team helping with the cooking. Co-operation is the name of the game and I felt that if everyone co-operated all year like these folk did on Sunday the Club must go ahead in leaps and bounds.



We have a Race meeting to run on Sunday 27th November and our last Hillclimb for the year on Sunday 4th December so please keep us in mind when planning your Sundays towards the end of the year. Help at both meetings would be appreciated.

Any Sports Car drivers who would like to enter the Regularity Trials on Sunday 27th November who get in touch with me on 857 1561 will be sent Supplementary Regulations for the event.

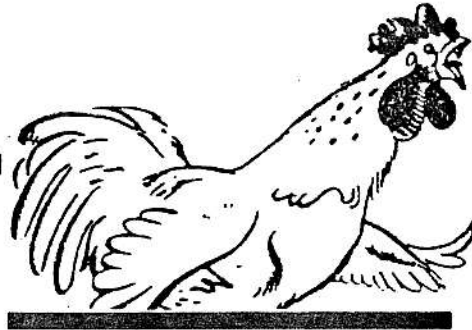
Day runs and other MG type things are in the programme so look for the event you wish to participate in and enjoy the company of the other Club members.

May we all work together for the next twelve months for the good of the Club and for the friendships we make through this aspect of sport.

Joan Appleby.

LETTERS

**GOT SOMETHING
TO CROW ABOUT**



WHERE ARE ALL YOUR LETTERS. THE EDITOR IS WAITING. SURELY YOU HAVE SOMETHING TO CROW/COMPLAIN/INFORM ABOUT. LETS HAVE YOUR VIEWS. *THANKS TO THOSE WHO HAVE WRITTEN THIS MONTH. EDITOR*

TO THE EDITOR

On Wednesday 28 September 1994 the annual election of office bearers for MG Car Club of Qld Inc was conducted at the Nash St. club rooms.

In recent editions of The OCTAGON magazine there were nomination forms for the position of PRESIDENT of the MG Car Club as well as the management committee. As well as the nomination forms there was also a proforma that members could fill out for PROXY VOTING if the club member was unable to attend the Annual General Meeting.

The club has a total membership in excess of 300 members, yet only fourteen (14) members could make the effort to attend the annual general meeting and after a number of phone calls by the out-going President David Robinson secured an additional five (5) proxy votes to make up the minimum number of votes required to elect the management committee. There were only a couple of apologies from members who were unable to attend due to illness or work commitments

In the absence of any nominations for the position of President, as David Robinson was stepping down after almost three (3) years as President, Joan Appleby nominated for the position of President on the eve that nominations closed. With all respect to Joan Appleby, Joan has spent many years on the management committee and has a full work load in the position of EVENT SECRETARY without taken on the extra burden of President. (But don't you know that I have more time than anybody else - Joan)

The MG Car Club is only as good as the members that belong to it, and it is very poor that only twenty (20) members took the effect to support the club and the management committee at the Annual General Meeting.

We are all equal as members and it only takes five (5) minutes to fill out a PROXY FORM from the club magazine and return by mail to the club's Post Office Box.

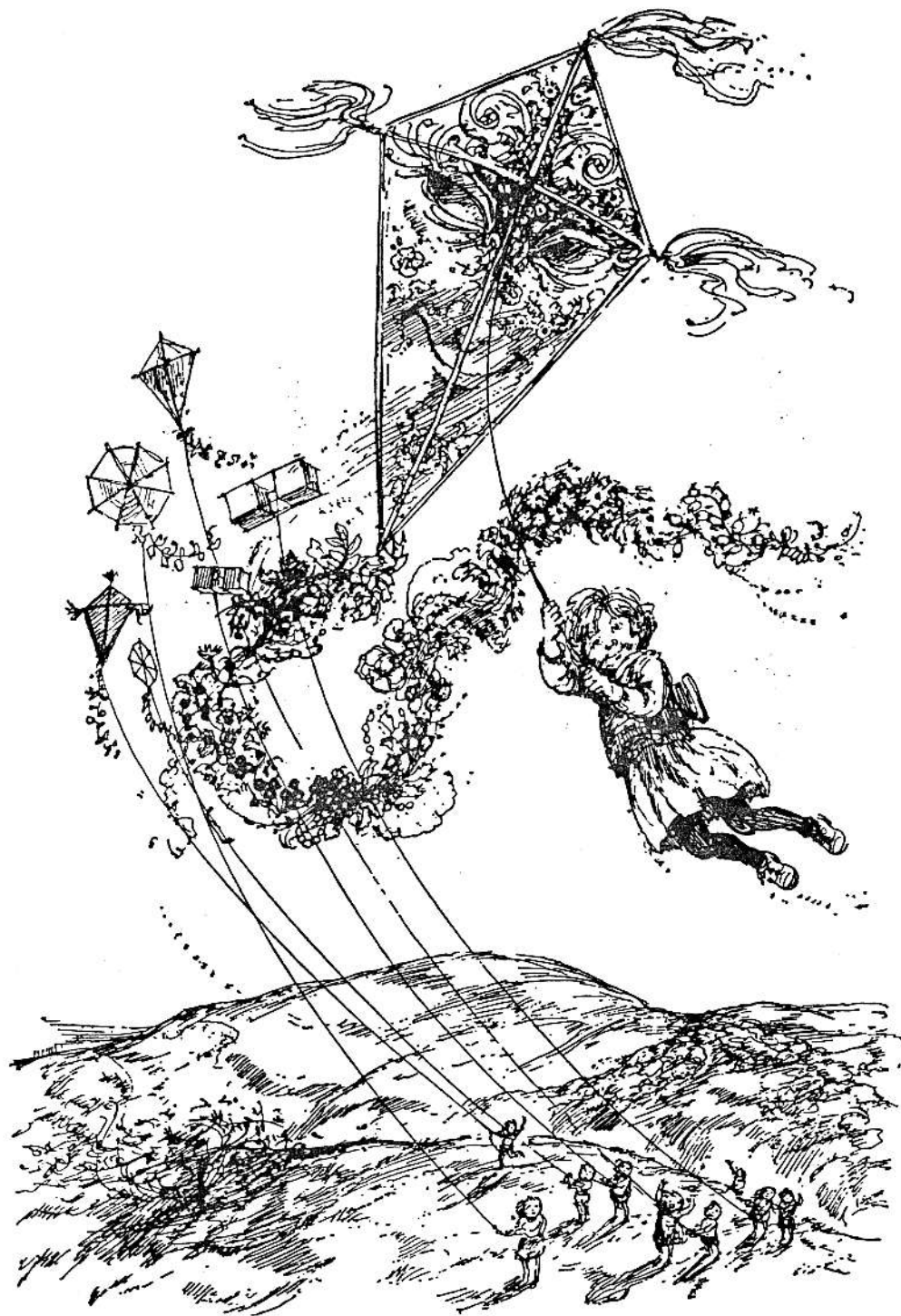
There are still positions unfilled on the management committee and I am sure that Joan would hand over the position of President to anyone else that offers.

For without a President the club would surely die, and we all do not want that, do we?

A special word of thanks to the out going President David Robinson and his family, as David has served on the committee for the last ten (10) years.

JOHN CRANE

Come Fly a Kite



DAY RUN

SUNDAY 30th OCTOBER

MEET AT FERNY GROVE TAVERN AT 8.00am.

On a bright sunny day fortythree competitors arrived at the Club to do battle with the up and downs and twists and curves of the Hillclimb. We have sixteen new drivers in this number and we tend to get a bit concerned that over exuberance might cause us some hassles. Except for a couple of minor skirmishes with the nuts, everyone seemed to behave themselves and so we were able to fit in six runs for everyone plus the top six elimination.

John Davies was really turned on, and after having broken a chain on the start of his first run got fired up and broke his existing record. Doing a 40.41 he is getting very close to that elusive 39 mark and if he keeps going this way we may see him do it by the Australian Championships here next year.

John Walker seems to have come to grips with the V8 beastie as well, as he broke the MG record for the over 2000cc class to record a 51.35 run.

Ken and Pauline Graham vied for the best time in their class, with Ken eventually winning with a run that was just .07 secs outside the existing



16TH OCTOBER

record. Maybe next time Ken.

It was good to see Alex Bordon out in the Anglia which used to belong to Linden Cooper. It now sports a rotary motor and Alex

improved his times all day, so he will be one to watch out for.

The Lotus Super 7's of Ken and Shaun Gray and Andrew Chapman (Driving Guy Bedington's car) had a good battle, as did the MGB's in their class, with Barry Smith, Peter Rayment and Brian Hunter enjoying themselves.

The day finished with presentation of Awards, and a chat round the catering shed. We also received a lovely surprise when Linden and Michelle brought their new son down to see us. Glad to see you have got him interested in the Hillclimb at an early age.

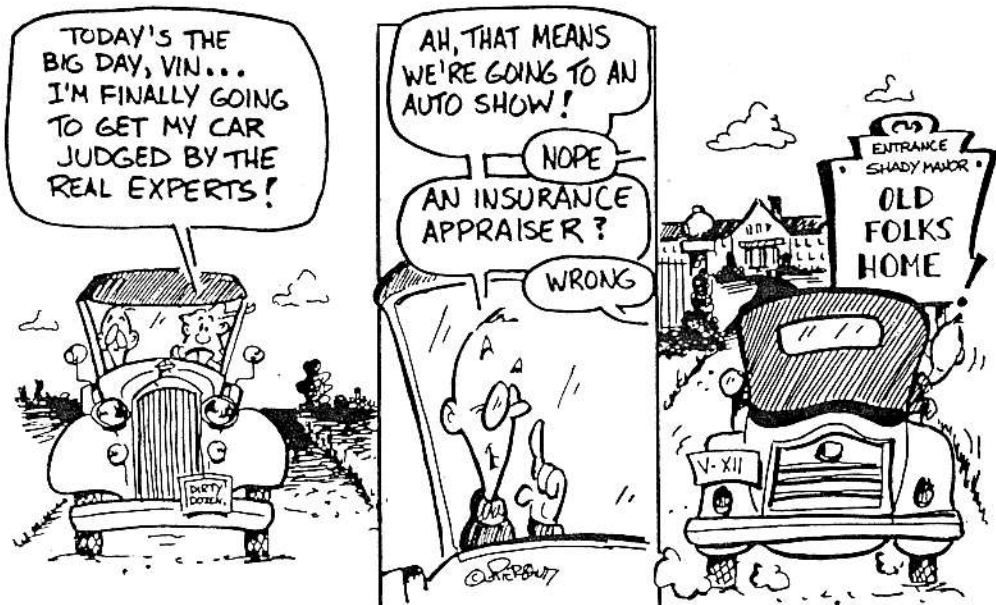
NEW MEMBERS WELCOME

We would like to welcome these new members to our Club and hope they enjoy the Club and the company of their fellow members as much as our current members.

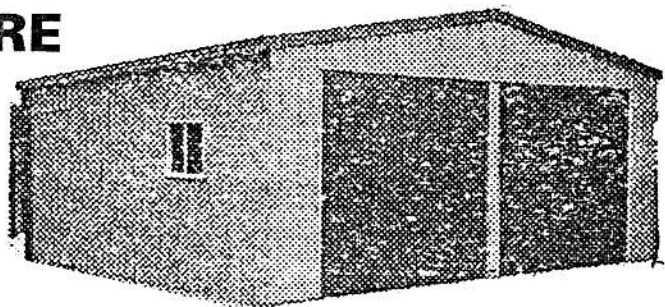
Neal Stone	Datsun 1600	Nigel Pemberton	
Bronwen Douglas	MGBGT V8 & MGC	Bob Romano	Cheetah Mark 8
Peter Amundsen	MGB Mark I	Gayle Sharry	MGB Mark II
Ben Dunn	MGB Mark I	Andrew Sharry	MGB Mark II
Terry Dewley	MG TF	Charles Ryman	Porsche 911

"Otto Mechanic"

By Jay Piersanti



DO YOU HAVE A SPARE ONE OF THESE



THE CLUB IS LOOKING FOR A NEW HOME FOR OUR CATERING TRAILER. IF YOU CAN HELP THEN PLEASE SPEAK TO DAVID ROBINSON PHONE 844 1037 B/H

Changing from positive earth to negative earth

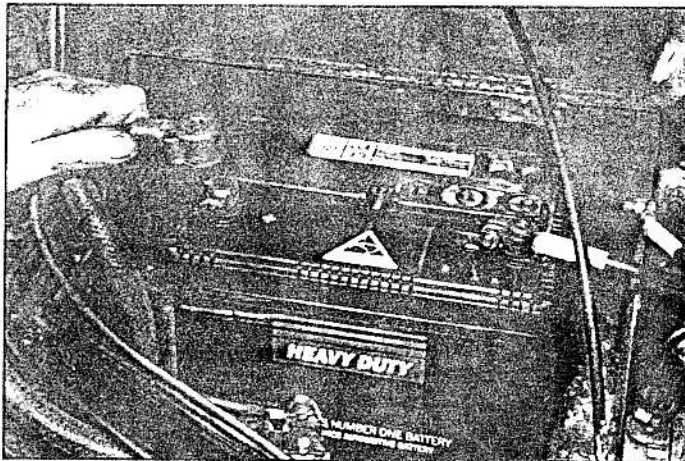


Photo 3 Disconnect the terminals and change its position

Positive earth vehicles function extremely well. They do exactly what they were designed to do – they turn the starter motor in the right direction – their engines run and perform as well as was ever intended. In fact, they even charge the battery in the right direction to prevent it from going flat.

A problem only ever arises when one comes to install the modern radio, cassette, or in this case, CD player into the positive earth vehicle.

Since the discovery that electrons and current travel in opposite directions (and not the same direction as was once thought) a rethink of automotive electrical systems brought about the change from positive

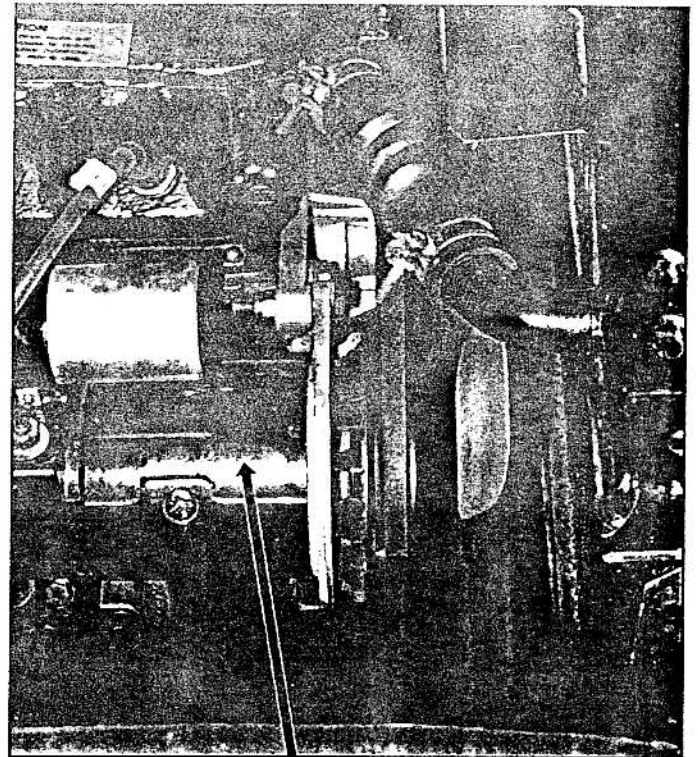


Photo 4 – generator

Australian Classic Car Monthly, September 1994

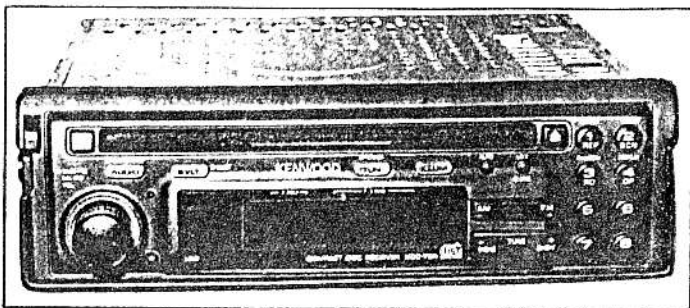


Photo 2 – 1990s devices like this CD player require cars to be wired negative earth

earth to negative earth wiring. Consequently, any subsequent polarity-dependent accessory was manufactured to suit the negative-earthed vehicle. However, as all classic car buffs will know, there are still many positive earth vehicles clocking up mileage on Australasian roads.

(photo 1). Its pleasant lines and body shape, indicative of its era, have stood still – but time and technology have not (photo 2). This classic, however, like most classics, is still a flexible platform and can be changed to suit modern technological needs – just try changing over a 1990s fuel-injected, electronic ignition, turbo-charged, computer-air conditioned, four wheel steering Japanese import from negative to positive earth!!!!!!) I only hope that it never has to happen ...

Conversion:

1 — Disconnect the battery terminals and change around the battery position, then reconnect the terminals with the negative post to earth. (photo 3).

2 — Locate and loosen the generator mounting and adjusting bolts (photo 4).

3 — Next, remove the fan belt completely, then rotate the generator pulley by hand just to make sure that it is spinning freely (photo 5).

4 — Locate the voltage regulator control box on the fire wall and remove the cover (photo 6).

5 — Next, push the voltage regulator contacts together as shown in photo 7 (Because the fan belt has been removed, the generator pulley will now spin on its own.) This is because the generator is now operating as a motor. Carrying out this step is one of the most important procedures as it will correctly polarise the generator for a negative earth and enable it to once again charge the battery in the correct direction.

6 — The final step in this conversion is to change over the coil low tension terminals (photo 8). The negative terminal of the coil should now be connected to the points at the distributor. (Note: If your vehicle is equipped with an ammeter, the terminals of this gauge must also be changed around – disconnect the battery terminals first.)

7 — Finally, refit the voltage regulator cover and fan belt, then adjust the belt to the correct tension.

Clive Broadbent

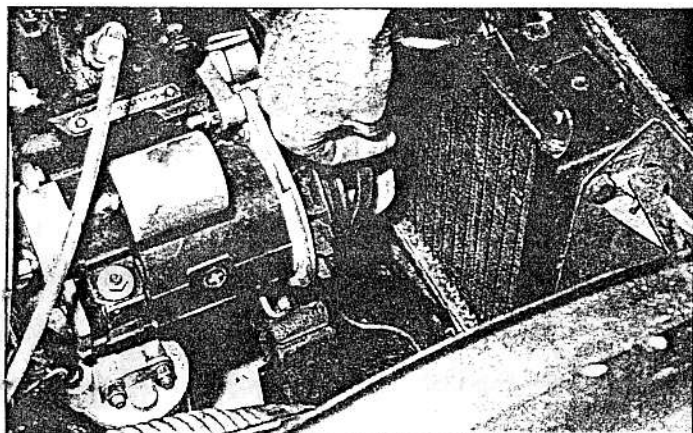


Photo 5 – after removing the fan belt, make sure the generator pulley rotates freely

It's easy – Clive shows you how to convert the polarity of your classic to suit modern electrical accessories

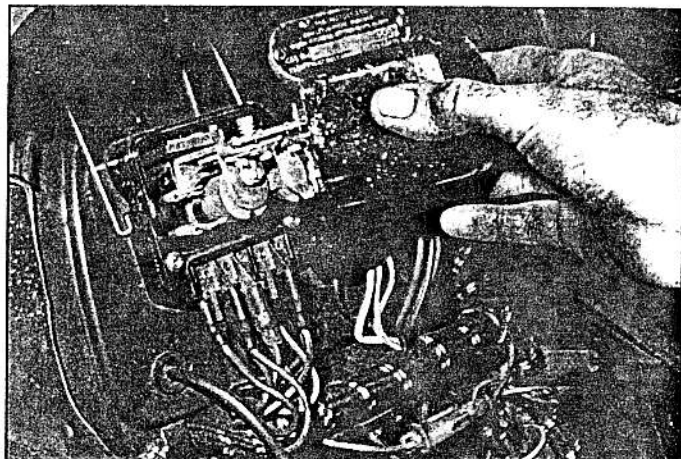


Photo 6 – the voltage regulator control box on the fire wall

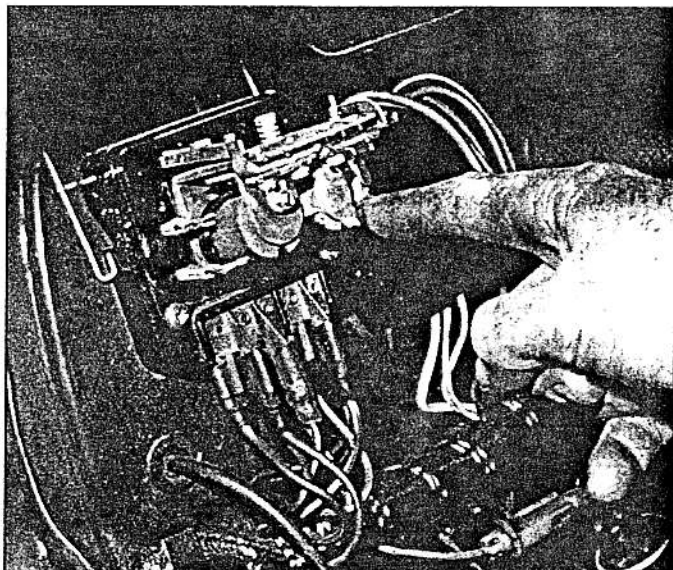


Photo 7 – push the voltage regulator contacts together

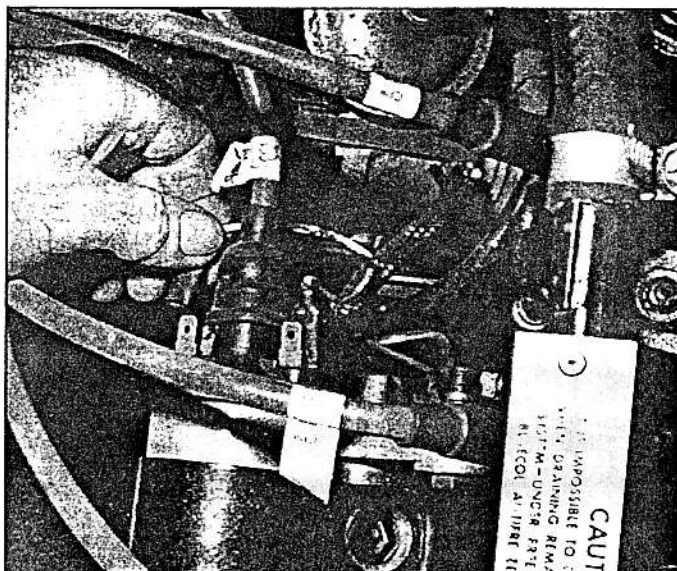
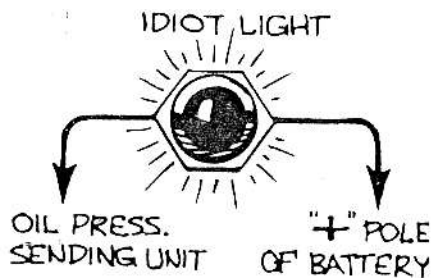


Photo 8 – change over the coil low tension terminals

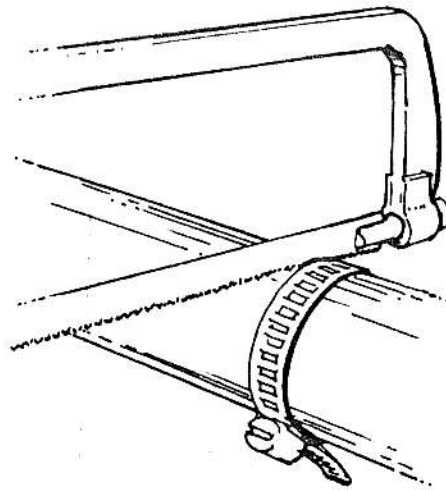
READERS' TECH TIPS

DO YOU HAVE ANY
HELPFUL HINTS
THEN WRITE
TO THE EDITOR



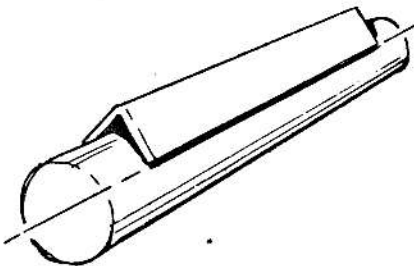
■ COOLANT PRESSURE

Have you ever ripped a radiator hose off your racer and lost coolant so fast that it wouldn't register on the temperature gauge? If so, screw in an oil pressure sending unit in the cooling system with an idiot light in view of the driver. If the pressure gets below the usual 4 to 6 PSI it takes to activate the system, the sender light will tell the driver that the cooling system is gone.



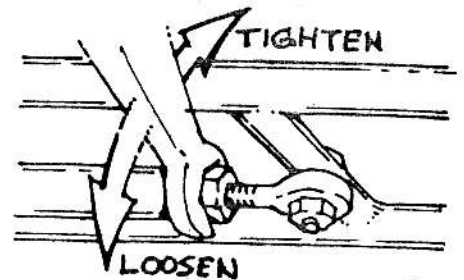
■ HACKSAW HELP

Here is a neat little trick that really works. Do you have trouble making a straight cut on round stock (exhaust tubing, rollbars, etc.)? If so, try this. Use a metal hose clamp as a guide. Keep the hacksaw blade flush against the band of the clamp. Now you have a straight cut the first time. It has saved me a lot of time and materials.



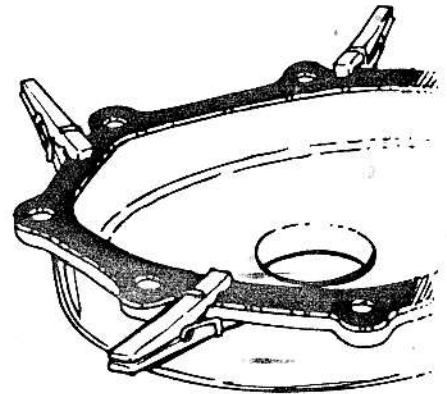
■ GET IT STRAIGHT

To lay out a straight line on a piece of tubing or round stock, simply place a length of angle iron on top of the tubing and use either of the straight legs as your straightedge.



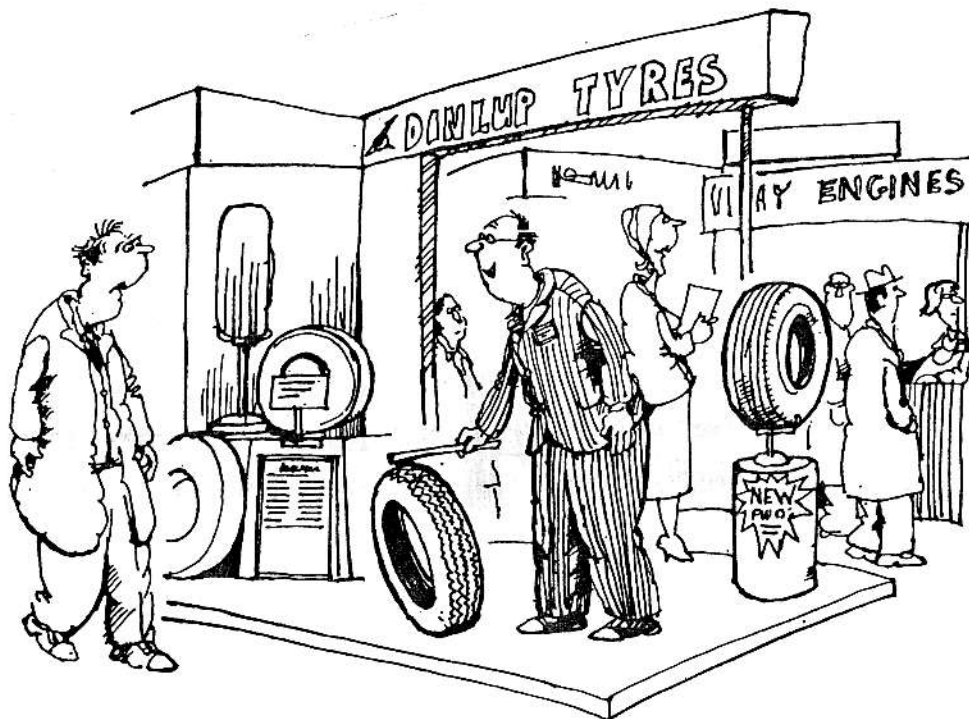
■ NO GUESSING

Eliminate the guesswork! Place all radius rods, tie rods, panhard bars, drag links, etc. with the left-hand-threaded heims on the left. Put the right-hand-threaded heims on the right side as you face the center of the car. This way, when you put a wrench on any heim jam nut from the top, just pull to loosen and push to tighten.



■ SPRING LOADED

To hold gaskets in place while the sealer is drying, use household clothespins to hold the gaskets.



WHAT DOES 250 KPH & DELIVERS ON INVESTMENT?

It's common English in the world of sponsorship to refer to race cars as mobile billboards but in New York, *Financial World* magazine is taking it one step further - the magazine's management is selling space on race cars as rolling advertising pages. *Financial World* is America's oldest business magazine and has entered into a two-year deal as co-sponsor of an Indy car in the PPG Indy Car World Series. Why? Following a cover story entitled "The World of Corporate Promotions" it was discovered that motor sport delivers one of the best promotional returns on a corporation's investment dollar. Example: according to Joyce Julius & Associates, figures for the 1993 Australian IndyCar Grand Prix monitored 105 sponsors with 2 hours 54 minutes and 5 seconds of clear, in focus 30 seconds exposure time, while 88 sponsors were mentioned with a credit of 10 seconds each. Total estimated value \$11,325,000.00.

AUSTRALIAN GRAND PRIX 1985-1994

Ten years of the best in motor racing. According to that great motor sport magazine, "Autosport", Adelaide hosted its first AGP in 1985 with "the intention of boosting the image of a city, a state and a country. They also ended with the achievement of boosting the image of motor racing."

PRODUCT RECALL "TOTAL" HARNESSES

The importers of Total harnesses advised CAMS that a possible fault might exist in some models marketed under the "PRO" and "MAGNUM" names. The fault occurs when excessive pressure is applied on the straps of the belt which sometimes prohibits the buckle from releasing properly. Competitors and scrutineers should be aware of the situation and importers, Autosport of Beulah Park in South Australia, will naturally replace all buckles free of charge. Please contact Mike Armitage of Autosport on (08) 332 8811 for more information.

CAMS *Report*

SEPTEMBER 1994



EXECUTIVE NOTES

It's just over four months since I joined the CAMS Administration Team and so far, I have sought to absorb much detail of 'how things are done' in this exciting sport. I've also been adding my own ideas on customer service, getting things right first time, developing processes for all administrative activity and most importantly, promoting the concept of continuous improvement in everything we do.

I am pleased to report that the hard-working CAMS staff recognise the value of these principles and change is occurring. We have adopted an overall theme of openness and accountability to the stakeholders in CAMS who include car club members, State Councils, CAMS committees, entrants groups, manufacturers, sponsors and track operators.

During my many interstate visits I have sought opinions of our effectiveness and credibility and I'm sure it comes as no surprise to anyone, staff or members alike, that improvement and change will be widely welcomed.

The most enjoyable and challenging part of my job so far has been working with the CAMS National Councillors in putting together the planned restructure of the organisation. The main ingredient will be the creation of a Commission, operating on proven business lines, guiding and monitoring the CAMS Administration.

These changes, when endorsed by our members, will lead to a more innovative and responsive CAMS I can assure you and from where I sit, that's an exciting prospect.

We are very keen to hear directly from our members, particularly if you have any suggestions to pass on, so please drop me a line.

Until next issue - Safe Competing!

Ed Ritchie
Chief Executive Officer

CEO ANNOUNCED

Acting President, David Tait, chose the historic joint CAMS/AUSCAR press conference to announce the appointment of Mr Ed Ritchie to the permanent post of Chief Executive Officer. Stepping into the

CAMS PRESIDENT RECOVERING

Reports are that we won't recognise CAMS President John Large when he returns to normal duties following his massive heart attack during a National Council meeting last May. Having shed 15 kgs, Large is taking time to ensure a complete recovery.

CAMS RATES ARE FOR OUR MEMBERS TOO

If you are a member of a CAMS affiliated Car Club don't forget, CAMS has corporate rates with Hertz, Qantas and Travelodge/Parkroyal. When you make your bookings ask for the corporate rate..at Hertz you have a generous discount of up to 25 percent off car rental - worldwide. Just quote Customer Discount Program # 100753 and you will be provided with a CDP sticker for quick Hertz reference.

PERSONAL ACCIDENT INSURANCE

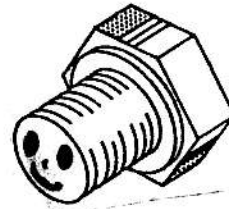
Many enquiries are received by CAMS from members who are confused about one aspect of Personal Accident Insurance; if they have taken out CAMS PAI as well as their own separate PAI insurance, who pays? The simple answer is that the insurance company which receives the claim pays the claim. It is suggested that you advise both companies of the details of each cover. If you are claiming any loss of earnings, you must validate that loss. If you require any information about the CAMS Personal Accident Insurance please call Sedgwick Limited on their Toll Free line: 1800 068 652.

Heard that our new President needs a bit more involvement. Seems she's been off to get the Badminton people organised at the Master's Games. Probably don't know what has hit them!

Also heard about the Ruskci (tall dark and Handsome and sooo nice, that kept asking where Joan was? Could be a story in there somewhere???)

Congratulations to Michele and Linden Cooper on the birth of their son Hayden. Heard a story about Gary Goulding and Linden having a discussion about looking after the children. Now that would have been interesting to hear.

THE LOW DOWN ON DIRTY OIL & GOSSIP



With *SUMP PLUG*

Our new club secretary's wife Wendy, now has short hair. Appears that while brushing her hair, the brush managed to get tangled up and she had to do a quick trim job. Upon visiting her hairdresser, it appears that it is a fairly common occurrence. Sorry to hear about your bad misfortune.

Paul van Wijk's wife, Marion continues to be a shining star. Won a silver medal for the 5000 metres track and field event at the Masters and securing a Qld. Age Record.

Top Effort Marion. Keep up the good work. A few other stars in the Club also at the Masters. Ray Edwards won a team's silver medal for squash and Byron Humphries 1 gold and 3 silver for rowing. Congratulations to all our Club members that not only won but also competed.

Heard that our past Vice President, Steve likes not having any race meetings or car club things to attend to in the last month or so. Seems he's discovered things like race cars hiding in his garage. We might even get to see one soon.

Boy racer from Team Wus - Peter Tighe was rumoured to be threatened to have the keys taken off him for "Margaret" Magnette when he was seen two wheeling off lover's leap at the recent Hillclimb at Mt. Cotton and recording a time of 58.9 seconds. Seems the owner was seen to be getting slightly nervous and wants to go to WA with "Maggie"

Good to see John Broadbent up and about at the Hill from his recent accident. Obviously F2 Cheetah cars are stronger than Formula Vee Remanx's. John Walker must not be frightened of the V8 any more. He lowered the MG Record to 51.35 secs. Maybe a 49 is not out of the question. V8's must be better than "A's".

You've heard the story about getting the TV Man out to fix the unit and the owner hasn't plugged it into the wall. Well talk to Mr. Jewels about putting his computers together and why they don't always work.

On the 21 September 1994 Peter Kerr finally made a honest person of Margaret. Congratulations on their wedding that was held on a yacht on the Gold Coast Stop Press Sorry Peter, No room for the Magnette on this Honeymoon.

Seems there is no substitute for horsepower at the AHC at Collingrove. Better luck next year in Queensland to our Queensland Hillclimbers.

Heard about Steve "Destroyer" Pocock travelling to compete in the Formula Vee Nationals. Was on the way home Saturday after using up THREE engines. Whoops!! or should I say BANG!!!!!!

FOR SALE

TRAILER 4 wheel enclosed alloy panel suit large sports car. 4 feet clearance internally fold down rear door, override brakes, 3 tyres OK. \$1500 ono. Phone Bob Townsend (075) 983455.

FOR SALE

MG TC's (two) both dismantled for restoration. One has some parts missing at \$9,000 and the second is complete and has some new parts (woodwork) supplied at \$12,500. Both are good buys at these prices. Also MGTF 1500 motor, gearbox, speedo and MGTC gearbox. Phone Ross Houghton on 074 631 349

FOR SALE

TONNEAU COVER Early sixties model Black vinyl with zip. Price: \$90.00 O.N.O. Telephone Ross Mathers on (07) 355 4096

FOR SALE

TRE FORMULA VEE Mk I This Race Car was first built in 1983 by Kees Koppenol (Tulip Racing Enterprises). A full refit is nearing completion so as to have the car race ready again. The Car is CAMS Log Booked showing full history. You can view the car at my home or see it at the Mt. Cotton Hillclimb on December 4th. \$3950.00 Contact Gary Goulding Phone (07) 351 3506

FOR SALE

Aluminium Roll Cage to suit Escort/ Torana/Corina or small sedan. \$400 o.n.o. Phone Bruce 393 3703.

FOR SALE

Rims 8" and 10" to suit Ford Phone Bruce 393 3703.

FOR SALE

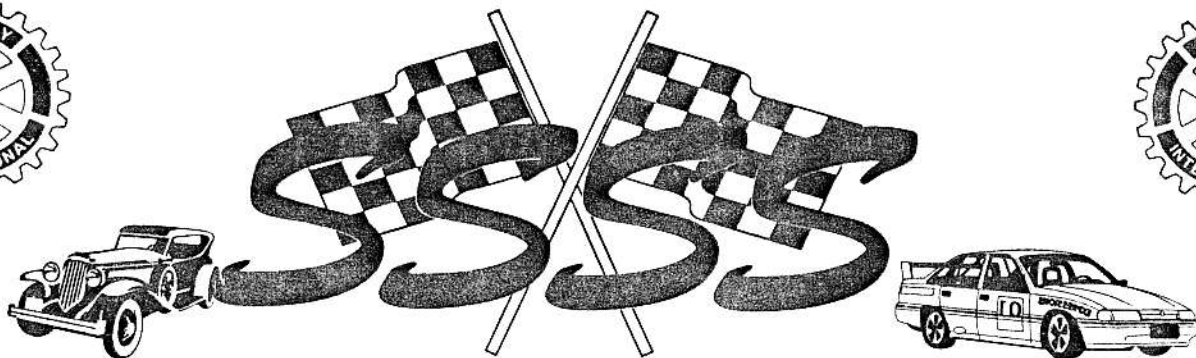
Set of Hepolite pistons and rings (+020) for post 1971 MGB. \$280 O.N.O. Phone Phil Waterhouse on (07) 202 6704.

FOR SALE ADVERTISEMENTS ARE INSERTED AT NO CHARGE.

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M.G.B. SALES
MOBILE GARBAGE BIN SALES

The advertisement features a black and white photograph of a classic MGB sports car parked on a road. To the left of the car is a diamond-shaped logo with the letters 'OTO'. To the right of the car is a mobile garbage bin, also featuring the 'OTO' logo. The background shows a simple landscape with a fence and trees.



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**For any enquiries, further information
Telephone Grahame Ward on 075 963100**

The Octagon
Page 24 **Project of the Rotary Club of Nerang**