

The official magazine of the M.G. Car Club of Queensland  
affiliated with the Confederation of Australian Motor Sport.

PUBLISHED BI-MONTHLY

Next edition due out end January  
Proof to us by Mid Jan.

All adverts. by members - on personal issues-  
ARE FREE

ALL ENQUIRES TO THE EDITORS c/-  
G.P.O. BOX 1847, BRISBANE. 4001

The opinions of correspondents and advertisers expressed in  
'The Octagon' are not necessarily those of the Committee nor  
the M.G. Car Club of Queensland and as such the Club accepts  
no responsibility.

COMMITTEE

<u>President</u>	<u>Phone Home</u>	<u>Work</u>
Steve Austin	245 5265	
<u>Secretary</u>		
David Robinson	848 0221	844 1037
<u>Events Secretary</u>		
Joan Appleby	57 1561	
<u>Membership Secretary</u>		
Phil Hutchison	277 4274	848 5061
<u>Treasurer</u>		
Ann Thomson (CAMS Delegate)	378 1368	
<u>Club Captain</u>		
Peter Rayment (MARQUE Representative)	300 3148	835 8932
<u>Committee</u>		
Linden Cooper	341 3942	209 0533
Giles Cooper	378 1221	229 3995
Reg. Tomkinson	376 4304	376 5657
<u>Octagon Editors</u>		
Peter & Delia Rayment	300 3148	

POSTAL ADDRESS OF CLUB  
G.P.O. BOX 1847,  
BRISBANE.Q. 4001

ADDRESS OF CLUBROOMS  
18 Nash St., ROSALIE.  
(These are open most  
Friday nights for a  
natter)

(The Committee meets every fortnight-  
at the Clubrooms - if you have any  
queries then contact a C'ttee member)

P.S. The CLUBROOMS WILL BE CLOSED ON 19th, & 26th DECEMBER and  
Also on the 2nd JANUARY.

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

MERRY XMAS EVERYONE

MERRY XMAS EVERYONE

& A HAPPY NEW YEAR

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

CALENDAR OF EVENTSDECEMBER

13th Saturday WORKING BEE at our Mt. Cotton Hillclimb Circuit  
- come and help prepare the course for the A.H.C.  
Contact Steve Austin or David Robinson for details.

17th Wednesday VIDEO NIGHT at the Clubrooms - M.G. Car Club's  
National Meeting 1987 Preview Plus Stop Press  
+ previous National Meeting Videos. Join us  
for a relaxed evening and see what Western Australia's TC Owners Club has install for us.

YOUR CLUB MEMBERSHIP IS NOW DUE + Your basic CAMS LICENCE

JANUARY

16th Friday \* NIGHT RUN - leaves the clubrooms 8p.m. bring  
a UBD/ referdex, navigator and a sense of  
humor. Set by the devious duo Delia & Peter.

28th Wednesday FUNDRAISING NIGHT FOR THE AUST. HILLCLIMB C'SHIPS  
at David & Jeanne Robinson's home, 4 Scherger St.,  
Marooka. Demonstrations of Tupperware & Nutri-  
Metics. 7.30p.m. Bring a plate. All welcome.  
Natter & nogging for those not interested in the  
demonstartions.

FEBRUARY

1st Sunday WORKING BEE at Mt.Cotton

6th to 15th M.T.A.Q. MOTORSHOW R.N.A. SHOWGROUNDS BRISBANE  
Cars wanted for Club display.

15th Sunday MIDNIGHT TO DAWN RUN - starts Carringdale Shopping  
Centre Creek Rd. 11p.m. Saturday 14th. All M.G.  
members welcome to participate. Don't forget your  
Club membership card and CAMS Basic Licence.. For  
further particulars contact Peter Rayment 3003148.

22nd Sunday \* CLUB MOTORKHANA - Toombul Shopping Centre- on  
the bitumen - full details next edition.

27th Friday M.G. CAR CLUBS ANNUAL PRESENTATION OF TROPHIES  
DINNER - details next magazine- but put the  
date in your calendar NOW!!!!!! so's you won't  
FORGET.

MARCH

8th Sunday \* CLUB RACE MEETING AT LAKESIDE INTERNATIONAL  
RACEWAY - helpers wanted ring Joan Appleby 57 1561

20th Friday \* NIGHT RUN leaves Clubrooms 8p.m.

22nd or 29th \* HILLCLIMB at Mt. Cotton

APRIL EASTER M.G. CAR CLUBS' NAT. MEET PERTH

MAY AUSTRALIAN HILLCLIMB CHAMPIONSHIPS - 30th & 31st May here  
at our Mt. Cotton Hillclimb Circuit. Sponsors wanted.

\* M.G. Car Club points scoring events- towards the perpetual trophies.

EDITORIAL

Dear Members,

'Tis that time of year - parties, processions, santa, crackers (NO sorry they're band now aren't they) and good cheer!!!

May we take this opportunity to wish each and everyone of you a MERRY CHRISTMAS & A HAPPY NEW YEAR from the Committee and we look forward to your company next year - which we might add is shaping up to be a good one - event wise.

Thank you to the couple of people who provided photos for this edition - namely John Crane and Giles Cooper - our camera can't be everywhere. We had hoped for a little more support as this is YOUR magazine remember and we KNOW there are shutterbugs out there - amateur or professionals all welcome to exhibit their shots herein anytime..

An apology to Albert Budworth for we have spelt his name incorrectly further in the magazine - our shorthand leaves a little to be desired at times.

Changes administratively since last magazine, within the Club are that we have two new members on the Executive Committee - namely Giles Cooper and Reg Tomkinson. Congratulations to them both for taking the step to help OUR club. Perhaps if we had more members join the Committee or the work force then this Chinese proverb could apply;-

The man who rows the boat generally doesn't have time to rock it.

We believe Winston Parr from across the border is now the proud owner of a Magnette ZA, perhaps if he were to bring it to some of the events then we'll all know about it...

Congratulations go to Wayne Douglass and his good wife on the recent arrival of their girl- believe this now makes a pidgeon pair.

Good luck to Pat & Neil McNeil on their recent shift of homes - all the best in your new one. (Guess who likes Chinese food - Neil and Delia dinned at the same restaurant recently in separate parties though Pat.)..

Well that's it for now we've run out of time.

Peter & Delia Rayment.

.....  
YOUR CLUB MEMBERSHIP & CAMS BASIC LICENCE NEED RENEWING NOW....

ADELAIDE G.P. - WET, WILD, AND FOUDETERAL

By Giles Cooper

On Sunday 19th October, 7 Queensland F. Fords set off to race at the Adelaide G.P. meeting, some being towed, but 3 cars ( Ian Peters, Brett Peters & David Roberts ) going on ahead in Terry Hook's trailer. Most people took 2 days to do the 2100 kms, over-nighting in Cobar or Broken Hill ( great road) and arriving in Adelaide Monday afternoon. Everyone got their pushbikes out of the trailers and went straight out for a ride around the G.P. circuit which was still having finishing touches done to it, and everyone came away with one conclusion - a F.Ford would need 6 gears to get around it instead of the usual 4! On Tuesday after it was ascertained that the car's had arrived in one piece, Giles Cooper and Ian Thomas went out to Mallala to do some final testing, and had the first taste of the wet, cold weather that was to follow.

Early Wednesday morning saw everyone gathering in the rain at the G.P. track, and pitching tents and shelters to protect themselves as much as possible. Paperwork, scrutineering was done, and everyone tried to keep as warm as possible while they discussed the track and their hopes for the weeks competition. First practice on Friday saw Ian Peters, Brett Peters, David Roberts and Ian Thomas out, while Wayne Douglass, Alan Telfer and Giles Cooper watched with interest. Rain was coming down intermittently on an already wet track, and mud from the paddock made the corners after the Brabham straight hairpin particularly treacherous. Later, arrangements were made to hose down the wheels of all cars before going out onto the track. Several cars came to grief against the concrete walls during the session, but all Queenslanders came in in one piece, but very wet and muddy. The noon session was still partially wet, and Giles, Wayne, and Alan went out for the first time, while Ian Peters and David Roberts had their second practice. Giles spun off without problems early on, in an effort to keep up the pace in the wet, and ensure a good grid position but got going again without too much delay. The others soldiered on as rain started in earnest. Giles Cooper spun in the chicane at the end of the start/finish straight, crashing into another Wren that had already been parked (must be the mating season?) while David Roberts had a suspension failure in the back left/right section and speared off into the wall wiping off the front corner of his car. Giles was taken off in a track Ambulance, but after no bones were found to be broken, hurried back to the paddock to survey the damage - one corner gone and a side chassis rail severely bent, which messed up the gear change shafts etc. Important spare parts were begged, borrowed or stolen, and within 2 hours the car was ready to run, although he missed his second practice session. David & Reg Roberts and helpers took their car off to Elfin, and did their rebuild over there. Proposed race grids were a real mess due to the rain, with some usual front runners at the back of the main grid, as they hadn't had any dry laps in practice. Ian Thomas & David Roberts were the only two to make the grid for Saturday's main race, but Brett Peters was well up the grid for Friday's race, Ian Peters on 17th, Giles Cooper on 22nd, Wayne Douglass on 24th and Alan Telfer on 26th.

In the meantime various F.I practices were going on, along with Superkarts ( are they fast!) Touring cars and Mondials, and those who weren't too busy straightening cars took time out to watch. For those of us who had driven on the track, the F.I's made us realise just how fast they were, even in the wet. Unbelievable speeds, and if anything went wrong in the tight sections, not even enough time to pray!

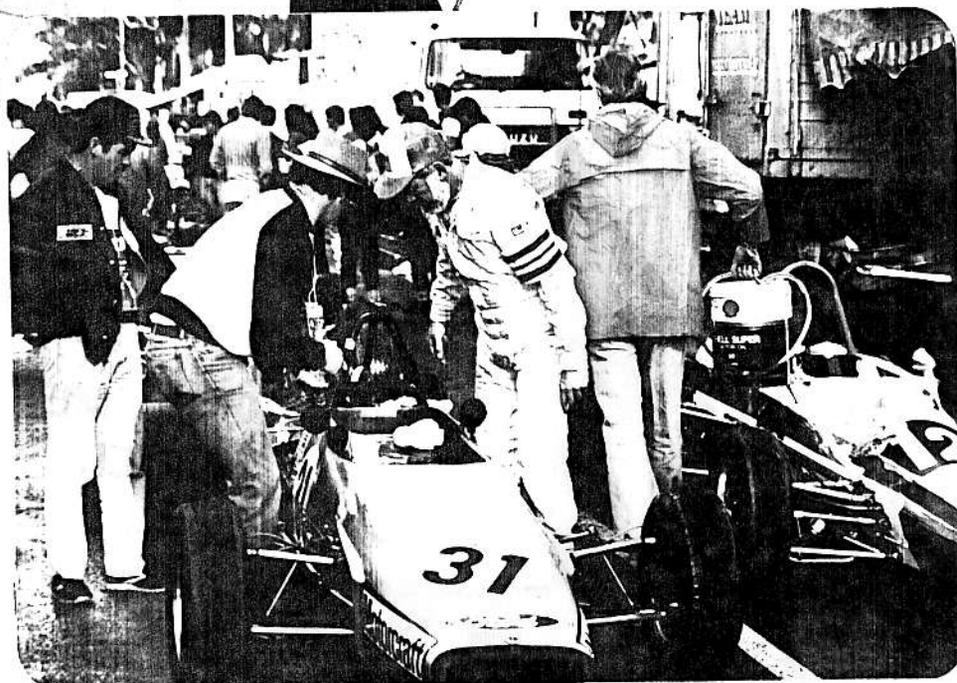
Cont'd...

Adelaide's Australian Grand Prix Qld's Gappers.

Giles Cooper's WRN Formula Ford Showing off its new Livery.



Ian Peter's ELFIN F.F. before his session.



Some of the qlders

- Terry Corbett
- Gary Cossor
- Yvonne and

Janett Cooper sporting Ebeiar XXXX jackets in front of the Fosters tent.



WESTWARD HO!

MISS M.G.

FAMILY

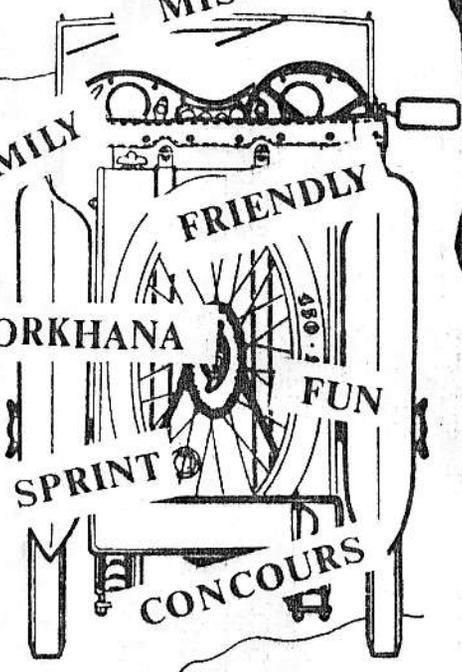
FRIENDLY

MOTORKHANA

SPRINT

FUN

CONCOURS



PHOTOCOMP

MG NATIONAL MEETING  
PERTH EASTER 1987

(COMMENCING GOOD FRIDAY 17 APRIL 1987.)

'6 NAT. MEET '87

- PREVIEW PLUS  
STOP PRESS.

VIDEO

WED. 17TH DEC. 8pm  
at the Clubrooms.

+ Videos of previous  
National Meetings

All interested persons welcome

ADELAIDE G.P.

CONT'D....

Friday saw the rain continue, with the pits now a quagmire, and Giles' Budget supplied 4 wheel drive being put to good use unsticking others from the mud. The Superkart race was abandoned in a hail storm after 3 laps on slicks, and the Mondials didn't fare a lot better. Finally the F.Ford consolation race was lined up on the grid with no rain, but a wet track. When the lights turned green, Giles, who had elected to run high gear ratios, managed to get all the power to the ground, while others sat in one spot spinning rear wheels. Ian Peters just got him back before the chicane, and from then on much of the race became a mud and water fogged mist, with only flag marshals signals to tell you if any other cars were close by. Giles got Ian back around the track, where the track was rapidly drying out, but it was raining again from the end of Brabham straight around past the start/finish line. Brett Peters got up to lead the race, but soon the wet conditions got the better of many, and gradually more and more cars were damaged and out of the race, especially through the chicane. One particular accident spread oil all over, and 10 mph was about top speed through there as cars snaked and spun all around.

Brett just lost the lead on the final lap, finishing second, Giles got up to eight despite nearly spinning as he passed the chequered flag, Ian Peters 10th, Wayne Douglass 13th, and Alan Telfer 15th. Ian Peters had been pressing very hard on the last lap to catch Giles, and restore the balance of power back to the Elfin camp, but Giles got past another car under brakes at the end of the Brabham straight which prevented Ian getting any closer.

Saturdays main F.Ford race gave the expected excitement at the first corner with 5 cars being punted off at the chicane. Somehow David Roberts scraped through a hole that hadn't been there 1 second earlier, and wasn't there 1 second later! The race was dry, and some fast and furious driving was evident throughout the race. Guest driver Wayne Gardner was punted off at the chicane when in 5th position on lap 8, and when the offending (and undamaged) other driver asked Wayne for a push start, was given a very brief but descriptive hand signal that implied he wouldn't get a push in a million years! Ian Thomas got through the first corner melee with only a few dents, and went on to finish 9th from an 11th grid position start, and David Roberts ended up 11th off a 21st start, despite having no brakes for most of the race.

After the cars had been packed away, it was time to enjoy the racing of the F.I.'s (as much as the cold and wet weather allowed). A great Grand Prix, although disappointing for the Mansell fans, but everyone has to admit he had great car control when the tyre blew - perhaps he could beat Wayne Gardner on 2 wheels ?!

Most of the time away from the track in Adelaide was spent in the Casino - with more than one person coming home with more money than they took. Forty of us also had a party in a Mexican Restaurant on Saturday night, with much Tequila and Taco's consumed to warm the inner beings - thats our excuse anyway.

Cont'd.....

ADELAIDE G.P. CONT'D...

Giles Cooper's XXXX team had to take the award for the best stir-Fosters even tried to have him thrown off the track before a wheel was turned! And 9 people wearing XXXX gear caused a riot in every bar in "Fosterville" - incidentally our own Queensland beer is illegal to buy in bottle shops in S.A.!

All in all, despite the weather, a great week, and the battle is laid down for the next Lakeside meeting as all the cars seem to be ready, and looking forward to a SUNNY, DRY Queensland meeting!!

.....

A FEW SELECT PHOTOS OF THE QUEENSLANDS TRIP TO THE G.P. APPEAR FURTHER IN THE MAGAZINE. THANKS TO GILES FOR HIS REPORT.

.....

LETTER TO THE P.M. SECRETARY

THE M G CAR CLUB (N.S.W) LTD.  
G.P.O. Box 5165, SYDNEY. 2001  
Phone 637 9224

Dear Sir,

As you may be aware our Club is conducting a two day Race Meeting for all Historic Category cars, plus Marque Sports Cars, at Amaroo Park on 24th/25th January, 1987.

Also, there will be Regularity Runs for cars of a suitable 'Square Rigged' type up to 1955, (eg. up to TF1500). This we hope will appeal to those people who whilst not wishing to race their cars, may welcome the opportunity to take them around the circuit at a speed to suit themselves.

May we request that you give us some publicity at your Club meetings and/or outings over the period leading up to the Meeting. Further to this, we will have our posters promoting the event very shortly, and will forward a copy to you and would appreciate it if you would display this when practical. We will also be offering this very attractive poster for sale, to provide funds for the Meeting, and will forward details along with the poster.

We thank you in advance for your co-operation in these matters,

Yours faithfully,

Trevor Bailey,  
SECRETARY OF THE MEETING.

.....

## PRESIDENT'S REPORT - 1986

After the Annual General Meeting 1985 we finished the year with a race meeting which was successful.

To start 1986 we were confronted with excessive increase in insurances (not 10 to 20% as we were use to but 300 - 400%). This meant a complete restructure of the costing of all events in relation to fees charged. We had no option to pass these costs on.

On open events the club ran its Q.R.C. Grand Prix Mazda rally earlier in the year and although entries we down slightly the event was successful and the competitors changed the complaints from too muddy and wet, to too dry and dusty.

The open race meetings were run at Lakeside and despite a lack of a major sponsor for the events the club has not lost completely on these events. Although the last event (final figures not yet available) due to rain and lack of spectators could put a different light on this situation.

The historic race meetings of which we were one of the organisers was successful from the competitors point of view and also the organisers position. After the meeting compliments from the competitors to the organisers were flying thick and fast.

On the club event side of things we started with a display at the M.T.A.O. motor show (MG through the years). Although at the show the stand created interest but did not get the same response as the previous year. We also participated in the first club motor show at Carindale which allowed people to see the MG Car Club of Qld was alive and well. Various other displays were participated in and I thank those people who gave their time and machinery freely to help promote and support the club.

The iron man event once again attracted fair capacity fields for all events and many tales came from an enjoyable week-end. I thank the people who gave their time to put this event of events together. It is rewarding to see that the competition for this event was so close that final results could not be guessed or worked out until the final event at the hillclimb on Sunday afternoon.

If something can go wrong it will. This happened for the concourse and the event had to be postponed due to rain. The event went ahead later on a Saturday afternoon later in the year and for various reasons known to the people who could not make it numbers were down on what was expected. Lets hope for a better turn out next year.

The hillclimb has had a reasonable year with entries staple at around 50 but noticeable by their absence was the MG's. The Q.H.C. was run in June with fair support locally from normal club competitors and a small but strong contingent of southerners keeping the locals honest. Due to new insurance costs and increases in ambulance and other services, entry fees for this year were increased and lets hope the increases next year are a bit more sane. More on that point from the new committee in the New Year. For 1987 we have the A.H.C. and already we have started to update the circuit to have no problems with obtaining our licence for that year. Sponsor is required for this event. Any suggestions??

Early in the year we started with a presentation night at a restaurant. The format was basically as if you were going to dinner with friends with a slight break for presentation of 1985 trophies. This was successful especially compared to the previous year and could be tried again unless somebody has a better idea. This is a social event and we want everybody to attend and make it into something you would like to bring your friends to.

A month ago a special general meeting was held, and the interested few attended to incorporate the club under Justice Dept. guidelines. This was duly passed and the constitution is now in the hands of the Justice Dept. for ratification. More on that as the due process takes place.

The committee in structure this year has undergone changes due to people resigning for various reasons and to those who have stayed and those who have replaced them I thank for the extra effort required. To those who resigned I say don't lose sight of the club you have helped.

The committee runs the club, chooses the events to be run and helps lay the basics for your enjoyment you can get out of the club. So if the club

appears to run events that don't suit you, you only have yourself to blame because the members of the committee spend time setting the events, and it is only natural that their likes and dislikes will be reflected in the events run.

With a club as big as this one why should a few do all the work to keep the majority happy and not get some enjoyment out of it for themselves.

Positions are available on the committee for those who have the interest of other members of the club at heart and maybe a variance of event could occur with new ideas.

To those who helped make events happen this year I thank you and hope you continue to support the club in following years. To those who only compete why not jump the fence and help organise occasionally. This way you find out your problems are small by comparison.

*SAFE MOTORING OVER THE CHRISTMAS AND NEW YEAR  
FESTIVE SEASON AND I HOPE TO SEE YOU IN THE  
NEW YEAR.*

*STEVE AUSTIN*

*DON'T FORGET  
MEMBERSHIP FEES ARE NOW DUE FOR 1987*

---

---

AUDITORS' REPORT

M.G. CAR CLUB OF QUEENSLAND.

M.G. CAR CLUB OF QUEENSLAND  
BALANCE SHEET AS AT 30 SEPTEMBER 1986

The size of the M.G. Car Club of Queensland does not allow an adequate system of internal control and as such this Audit Report is limited to an opinion on the preparation of the Financial Statements from the books and records as presented to us.

Accordingly, we are of the opinion that the attached Financial Statements of the M.G. Car Club of Queensland fairly disclose the results for the year ended 30th September 1986.

Signed at BRISBANE this Twenty Seventh day of November 1986.

HALL CHADWICK & CO.  
Chartered Accountants  
N.G. HALLIGAN  
Partner.

NOTE

ACCUMULATED FUNDS	THIS YEAR	LAST YEAR
Balance 1 October 1985	36,661	29,230
Surplus for Year	12,026	7,431
	48,687	36,661
RESERVES		
Revaluation Reserve	13,847	13,847
TOTAL ACCUMULATED FUNDS AND RESERVES	\$ 62,534	\$ 50,508

Represented by -

ASSETS		
Current	3,198	4,143
National Australia Bank	20	20
Cash on Hand	100	252
Sundry Debtors and Prepayments	3,318	4,415

Stock on Hand, at Estimated Cost

- Badges	392	460
- Canteen	336	481
- Printing and Stationery	385	390
- Social Events	48	15
- Events	1,521	633
- Octagon	296	632
- Trophies	45	45
- Repairs	-	27
	3,023	2,083

Deposits

- National Australia Bank	5,275	2,982
- Savings Investment Account	5,000	5,000
- The BA Cash Management Trust	1,000	5,000
- Macquarie Finance Limited	9,500	2,000
- National Mutual Security Ltd	18,775	14,982
	25,116	22,280

Fixed

Buildings, Equipment, Furniture & Fittings & Timing Gear, at Cost Less Accumulated Depreciation	5,101	5,290
Mt Cotton Land	13,500	13,500
Trophies, at Valuation	3,809	3,809
Trophies, at Cost	107	107
	22,517	22,706

Loan	35,911	24,897
Mt Cotton Hillclimb Ltd	(19,000)	(19,000)
Less Provision for Diminution	4	
	14,911	5,897

Less LIABILITIES		
Current	62,544	50,883
Sundry Creditors	10	375
	\$ 62,534	\$ 50,508

NET ASSETS		
	\$ 62,534	\$ 50,508

TREASURER'S REPORT 30th SEPTEMBER 1986.

I submit the accounts for the year ending 30th September 1986. As these accounts show we have had another very good year financially. However with the present rate on inflation and with prices - including our own fees - continually rising we should think of the true values behind these figures.

All events showed a profit and there was a further satisfactory increase in membership. At this point I should mention Canteen Prading. Last year the profits from this facet of the Club's activities were responsible for about 21% of our revenue. This year the figure is nearer to 13%.

It should be noted that at this time Mt. Cotton is again being subsidised by other club activities. Not because the events are not viable but because of the amount of work being carried out at the circuit.

I would like to thank our Honorary Auditor Mr. N. Halligan of Messrs. Hall Chadwick & Co.

ANN THOMSON.  
HON. TREASURER.

M.G. CAR CLUB OF QUEENSLAND  
 NOTES TO AND FORMING PART OF THE ACCOUNTS  
 FOR THE YEAR ENDED 30 SEPTEMBER 1986

M.G. CAR CLUB OF QUEENSLAND  
 GENERAL FUND  
 REVENUE AND EXPENDITURE ACCOUNT  
 FOR THE YEAR ENDED 30 SEPTEMBER 1986

	THIS YEAR	LAST YEAR
Note 1 - Revaluation Reserve		
Balance 30 September 1986	\$ 13,847	\$ 13,847

Note 2 - Buildings, Equipment, Furniture & Fittings & Timing Gear

	Value for Depn	Depreciation Rate %	Amount	Value 30.9.86	Value 30.9.85
Buildings	4,777	2.5	119	4,658	4,777
Equipment	218	15	33	185	218
Power	65	15	10	55	65
Pump	89	15	13	76	89
Hoses	26	15	4	22	26
Furniture and Fittings	18	7.5	1	17	18
Timing Gear	12	15	2	10	12
Refrigerator	85	20	7	78	85
	\$ 5,290		\$ 189	\$ 5,101	\$ 5,290

Note 3 - Revaluation of Assets

Land - Mt Cotton

The Club's land at Mt Cotton was revalued by the Committee on 26 September 1978 to Valuer General's Valuation of \$13,500.

Trophies

Club trophies have been independently valued at 21 January 1981 by Mr D.J. Miles of A. Miles & Co Pty Ltd with additions since that date being valued at cost.

Note 4 - Provision for Diminution

The provision for diminution in the value of the loan to Mt Cotton Hillclimb Ltd reflects the amount estimated to be unrecoverable.

Note 5 - Audit Fees

The auditors received no other benefits other than those disclosed in the accounts.

REVENUE

Profits	2,229	2,672
- Canteen Trading	645	908
- Social Events	2,886	1,078
Donations	3,830	3,398
Subscriptions	2,938	2,703
Sundry Income	4,462	2,390
Events		
	\$ 17,010	\$ 13,169

EXPENDITURE

Affiliation Fees	83	77
Audit Fees	-	10
Badges	-	44
Bank Charges	233	279
Club Room Expenses	157	139
Depreciation	189	210
Equipment and Running Expenses	-	65
General Expenses	376	286
Insurance	851	1,420
Maintenance and Repairs - Mt Cotton	583	933
Octagon - Loss	642	82
Postages, Stationery and Telephone	1,326	859
Rent - Clubrooms	27	1,102
Repairs - Equipment	517	42
Trophies	4,984	5,738
	12,026	7,431
Add Surplus of Revenue over Expenditure transferred to Accumulated Funds	\$ 17,010	\$ 13,169

Notes to and forming part of the accounts are attached.



TONY KEITH ALISA ALAN



JOHN COLLEEN



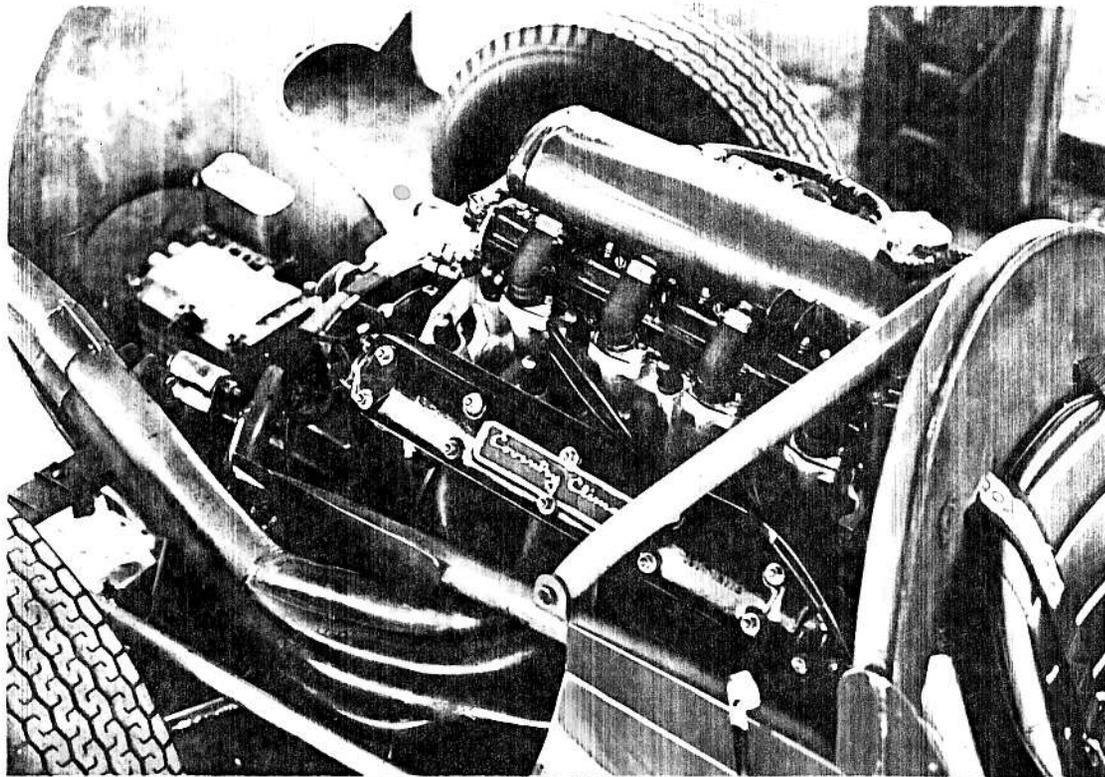
JOHN JOAN



SCOTT KAY



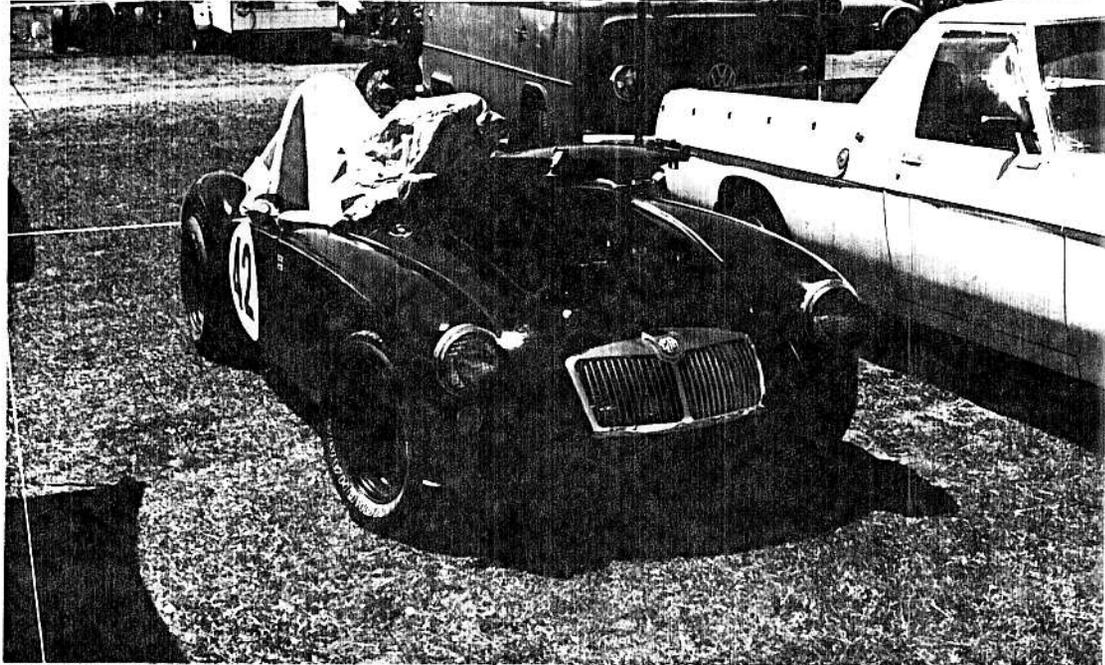
BRIAN KATH



Dick Willis's  
Cooper Climax's  
engine

LAKELAND  
HISTORIC  
RACE  
MEETING  
OCT 20

Wayne Henmans  
new MGA Historic  
car



86 CONCOURS

- Scott Ramsey  
MGA
- Alex Butterworth  
Magnette
- Ian Costin  
MG TF.
- At the Spit &  
Polish. Ian  
came second outright

TRADING POST

FOR SALE

1 X Tonneau cover for MG B w/out headrests. Unused but has been stored for about 15 years! New price \$100? BARGAIN \$45.

1 X Chrome Wire Wheel for E type Jag. Good spokes and centre hub. Dent in rim. \$25?

1 X Inlet manifold. Twin SU to early cortina. unused \$10.

1 X Jag E Type F.H.C. rear hatch door damaged - \$25.

Also have full set of E Type door and window rubbers, half of which have perished from old age. Lucky dip - salvage what you can for \$10.

Finally; Remains of 1928 Overland Whippet. Chassis, G'box, engine, front guards, bonnet. Has had dozens of owners and done a million miles - but not lately \$150.

Contact Rob Switzer on Phone 341 5630.

FOR SALE

1968 MGB Nurberg White. Complete receipts of full restoration. Rust cut out, paintwork stripped down to bare metal and completely resprayed, all new interior, black trim, leather seats, very good stereo, brand new speakers, new black carpets, chrome roll bar, brand new fold down roof- folds down behind roll bar. New black trim and black carpet in boot, wire wheels, new black trim in bonnet, motor recently re-conditioned, new exhaust system. Chrome grille. Excellent condition. Sadly selling at \$10,300 ONO Phone after 5p.m. Ron Monnier (076) 32 2220.

WANTED

A secondhand set of Formula V (15") rear tyres.  $\frac{5}{8}$  worn would be OK Contact Peter Rayment 3003148 (H) or 835 8932 (W).

BODS & BENDS

JOHN DAVIES won his class in the N.S.W. Hillclimb championships - Congratulations to John.

HILLCLIMB NEWS

Officially the Mt. Cotton Hillclimb is situated on GRAMZOW RD., MT.COTTON if you are trying to direct anyone to it.

DON'T FORGET THE WORKING BEES AT MT.COTTON ON THE 13th Dec. & 1st February. Contact Steve Austin or David Robinson if available, etc.

C.A.M.S. CORNER

Members please note that C.A.M.S. OFFICE , Nash St., Rosalie, will be open for business 10a.m. to 4p.m. in future. And that their new full time Manager is Mr. Milton Brennan.

They will be of cause however closed during the Xmas New Year break.

.....  
C.A.M.S. LICENCES

If you want your CAMS Licence application signed, please contact our Treasurer Ann Thomson on 378 1368.....+ Don't forget to have your \$23 renewal in your hot little hand - for renewal in your Club.

.....  
STOP PRESS

Your attention is drawn to the coloured brochure advertisement in the latest C.A.M.S. report.

If the 1987 Manual is the same as the 1986 Manual overalls

- ' overalls made of Proban treated material are NOT approved, for use in CIRCUIT RACING.

.....  
+++++  
WISHING EVERYONE A VERY MERRY XMAS & A  
BRIGHT & PROSPEROUS NEW YEAR.  
+++++

ANYONE GOT A TYPEWRITTER THEY WISH TO GET WRID OF OR A WORD PROCESSOR THAT CAN SPELL WE WOULD BE MOST APPRECIATIVE OF IT. IT WOULD HAVE TO BE A WIDE CARRIAGE ONE THOUGH FOR DOING STE CILS ON THEIR SIDE..... CONTACT DELIA 300 3148