

PROGRAMME

<u>OCTOBER</u>	3rd	Natter Night.
	5th	Bathurst.
	10th	John Fraser Lecture Night.
	12th	Driving School.
	17th	Night Run.
	19th	Sprints.
	24th	Film Night.
	26th	Motorkhana.
	31st	Slides Night.

NOVEMBER 1/2nd Open Rally.
6th : Night Motorkhana. (Main Straight
 Surfers)
7th : Natter Night.
8/9th Motor Racing/Surfers.
14th Bingo.
19th Flea Market.
 Hill climb entries close.
21st Night Run.
23rd Closed Hillclimb.
28th Annual General Meeting.
30th Open Rally.

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EDITORIAL

This week is set aside each year for the Warana Festival and, as you can see by our cover, we are right into the spirit of things. Last Saturday some of our members took part in the parade and we hope that all our members are getting with the spirit of Warana - Fun in the Sun.

Last month, while we were making whoopee in the snow, and someone else was writing this magazine for us, John Campbell took the time to write one of those Letters to the Editor that make this job worthwhile. Sometimes we feel we are writing this magazine for the post office sorting machine to gobble up - and then you get a letter like that. Thanks John.

A coming opportunity for the M.G. owners in the club to show off their highly polished machinery will be the forthcoming cavalcade with the West Indian Cricketers from the airport to the city. We hear there will be something like 20 M.G's involved. (Something like the big build up before the big let down, when we thrash them at the 'Gabba - Australia to win the 1st test!)

Next in this editorial pot-pouri is a 'pat on the back' for Peter Wherrett and his T.V. show Torque. Did you see the programme last week about club motor sport? It showed that car club members are not just speed maniacs and that involvement in clubs can improve driving ability. Sad that the M.G. Car Club did not win the days competition, but cheer up lads - there's always a next time!

ALLAN & COLLEEN CONWAY.

CHERMSIDE SHOPPING CENTRE SPRING RALLY

The M.G.C.C. Clubman and Novice Rally held on the 6/7th Sept. was one of the most enjoyable and successful held this year. Thanks to generous sponsorship and a good entry (for this time of year), we had an unexpectedly big roll-up at the start. At any rate there was a colourful enough crowd to bring people in off Gympie Road to see what was going on - which is what we wanted.

Apart from a couple of driver errors and the usual lost sheep, it was a most successful night. Every M.G.C.C. entry finished - what's more, they took out four awards (not counting the special M.G.C.C. award), this must be a record for the club in recent years.

The bar-b-que at the finish was, as is everything organised by the Appleby's, a great success. Competitors rallied right to the finish at Lake Dyer and then had a chance to "wind down" before driving home.

A few results:-

Outright :	G. Wolski/I. Thomson	Morris 1500	25
Clubman:	1. S. Kabel/G. Weale	Mazda RX3	28
	2. P. Wickham/S. Weir	Torana	39
Novice :	1. G. Wolski/I. Thomson	Morris 1500	25
	2. K. Condor/W. Hurdy	Mazda 808	83

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As is our custom, we will not be sending letters to club members who assisted, but here and now the committee thanks -

Ross Moir (Director)

Russ Worthington (Mr. "Get it fixed")

Ian Wells (Set up)

Vince Appleby (Chef)

Tony Pipe (Assistant Cook)

CONTROL OFFICIALS

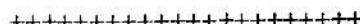
Allan & Colleen Conway.

Tony Jay

Max (Grot) Boothby

Paul Simpson

All committee members either officiated or competed.



SOUR GRAPES.

This is not the sort of article we like to have to publish in "The Octagon" but the committee feels that the matter cannot just be ignored. Some people are members of both this club and S.P.A.R.C., and they want to know what gives. WE QUOTE:

"Our friends C.A.M.S. have just told us they really like us. First of all they have banned us from running motorkhanas on the straight, plus we are not allowed to use our auto-crosse track until we erect an armco fence the whole length of the straight.

They came to these decisions after a lot of prompting from certain delegations from other clubs.

I would like to see our club make an all out effort to get Mt. Cotton Hillclimb banned, as I have run there 3 or 4 times and in my opinion it would be the biggest health hazard around. Also after running dozens of motorkhanas on the main straight it is far safer than driving on the road at Mt. Cotton, for that matter."

Extract from S.P.A.R.C. September Newsletter.

We did head this article "Sour Grapes" didn't we? We might add that for sheer, unmittigated spite - it takes the cake.

To deal with the first paragraphs. We assure you that no "delegations" from this club approached C.A.M.S. M.G. members have always enjoyed the motorkhanas at Surfers and wouldn't want to be without them. Further information on requirements for motorkhana tracks is being sought by State Council. In so far as we know, S.P.A.R.C. are running an autocross this week-end and no new armco was erected or requested before the permit was issued.

With reference to the last paragraph - of course Mt. Cotton is dangerous. So are Silverdale, Calder, Oran Park, Collingrove, Surfers, Sandown, Amaroo, Waneroo, Lakeside and every other circuit you like to name. Someone over-drives or something breaks and a dangerous situation immediately arises. Does it follow that we should make an all out effort to get motor-sport banned?

CONT'D.....

SOUR GRAPES (Cont'd):

Belt up S.P.A.R.C. There's more to do for the sport than indulge in a round of mutual throat cutting. Have a look and see how many drivers have graduated from hillclimbs to circuit racing - maybe the race promoters wouldn't be as happy as you to see Mt. Cotton go.

Finally we must add that the President of S.P.A.R.C. has rung a member of our committee and apologised for the remarks made, explaining that he had not seen the article before it was printed. We thank him for this and accept his apology.

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B O D S & B E N D S

We sometimes get our rumours right. Gary Scott has bought an open wheeler. It's a Formula 3 Cheetah. He had it at the recent Lakeside meeting but unfortunately had problems. Should be going very quickly soon.

John Wharton and Kerry Horgan have had their entry for Bathurst accepted.

Yet another 08Shannessy has joined the club. Welcome Meg and please note that members of this club drive on tyres not lids!

I mark from one competitor after rally - "Never seen a car roll right in front of me before; most enlivening" - it wasn't Meg!

We want to say we were as disappointed as Bruce, because we couldn't have been, but we were all set to welcome our first G.P. winner after last Surfers.

Ken Potter offered to sell his body!!! at the coming flea market. Offers????

I have never seen so many tender vehicles on jacks at the last Surfers meeting. About every non-competing vehicle lost its radial tyres to begging competitors. The Peters stripped Ken's B.M.W., Gary Whittaker traded with Steve Austin, Barry Wraith appeared with some road tyres making the Torana, with its flared wheel arches, look quite funny.

M.G. drivers have common problems - at Lakeside on 28th Sept., Gary Whittaker and Peter McCabe both ran out of petrol!

INTERCLUB MOTORKHANA

The interclub motorkhana has been run and won but not by us. To be frank - we were done -- but not for the want of trying. With all our 'Stars' not around, 12 people were found to compete in two teams. Team 1 - Bruce Briggs, John Kelso, Bob McMurdo, Andy Hockley, Malcolm Spiden with reserve Tony Jay. Team 2 - Steve Austin, Ken Potter, John Campbell, Neil McNeil, Barry Vandenberg and Tony Pipe. Unfortunately Tony had gear selection troubles on the day and could not compete.

What did people do wrong ?

Event 1 - Andy's Sprite claimed a pole.

Event 3 - John Campbell (MG) didn't garage properly. Bruce Briggs fell foul to the timekeepers who spied the front of his car darting across the mouth of the garage, pierce the garage space and slide out again before Bruce was able to grab 1st gear. He was thus penalised a wrong direction for which he was lumbered with an extra 32 seconds (slowest time plus 5 secs) which also toppled our No. 1 team from 3rd to 9th.

Event 4 - Bob McMurdo - almost W.D. but stalled the car. Tony Jay lost his way.

Event 6 - Barry Vandenberg - finished in the wrong garage. John Kelso stalled the rather standard borrowed Escort.

Looking at our 'hero's' performances, John Kelso (who must be one of the most talented drivers in the club) Andy Hockley (just out of retirement) really stand out.

Bob and Tony were 'claimed' at the last minute and certainly did not disgrace themselves. Tony was competing for the first time on the day and didn't even know what motorkhanas were before Friday night!

Bruce and Malcolm kept up their usual battle for best performance.

Second team found Steve Austin as anchor man with Pot Pot and John Campbell as support. Neil was conned in, so was Barry. Barry was engaged in a personal duel with Casos' Triumph Herald (from IWMAC) to see who could lift the inside rear wheels the highest off the deck. As the day grew on, so the liftages increased (in height and accuracy). Both made outstanding performances - raising the wheel - in the gate slalom - who won

INTERCLUB MOTORKHANA (CONT'D):

I'm not going to say but the McMurdo/Potter/Campbell/Hockley/Grot/Hector/Spiden/McNeil/Kelso group were in stitches ALL afternoon at this and the sight of Cameron Fisher's 350 GTS automatic (with electric windows) power oversteering. I'm sure all bystanders were convinced they are mad with skipping, war cries, forming arches for our team to drive under and a rather unusual method of walking courses (with the aid of an umbrella - oh! that sounds interesting) - it won't be long before the men in their white coats come along!

For me - it was the most enjoyable motorkhana I have competed in for years. Thanks lads!

1.	B.S.C.C. No. 1	987.0
2.	Darling Downs/Q.M.S.C.	997.8
3.	S.P.A.R.C.	1023.6
4.	H.T.C.C. No. 1	1024.5
5.	Morris Mini	1104.9
6.	B.S.C.C. No. 2	1130.6
7.	Honda C.C.	1143.0
8.	Renault C.C. No. 1	1143.7
9.	M.G.C.C. No. 1	1154.9
10.	Q.M.S.C.	1161.4
11.	Renault C.C. No. 2	1163.8
12.	M.G.C.C. No. 2	1164.4
13.	H.T.C.C. No. 2	1224.4
14.	Q.F.M.C.C. No. 2	1248.0
15.	Morris Mini (Ladies)	1256.1
16.	H.T.C.C. (Ladies)	1290.3
17.	I.W.M.A.C.	1298.8
18.	Q.F.M.C.C. No. 1	1316.4
19.	B.S.C.C. (Ladies)	1343.6
20.	Renault C.C. (Ladies)	1354.6
21.	Gympie Motor Sporting	D.N.R.

Congratulations to Brisbane Sporting Car Club on their victory.
See you next year!

WOULD YOU REALLY LIKE AN E-TYPE.?

Cousin Malcolm has been at me again (he's like that) for a road test and some ravings on ye olde English vintage E-Type Jaguar - so here goes. (Anything to pass away the time in my old age!!).

Full technical details of the 3.8 E-Type appear in a table (and chairs) elsewhere in this article, but sketchy details are as follows:-

The first prototype Jaguar E-Types were running around in roadster form way back in 1957, but technical and other problems delayed release to the public until March 1961, when the E-Types was the star of the Geneva Motor Show. This was the coupe version incidentally.

Powered by a 3781 c.c. D.O.H.C. six cylinder which produced 265 h.p. and delivered 260 per lb torque, the E-Type had a top speed of up to 170 m.p.h. (depending upon axle ratio chosen) and $\frac{1}{4}$ mile standing start times of 15.3 secs. 0 - 60 m.p.h. came up in 7.5 secs and 0 - 100 in approximately 16 secs. Other features of the beast were triple 2" HD8 SU carbies, four wheel power assisted disc brakes (complete with air scoops to the inboard rears which snuggles up to the diff housing) independant suspension all round, comprising torsion bars up front and four telescopic shock absorbers and coils in the rear. Compression ratio was 9:1 with 8:1 being optional. C.R. by the way was determined by the piston set used and not the head. 9:1 C.R. equipped cars merely had the head painted gold - hence the big chase around for "gold Heads" in the early sixties. The C.R. can be determined by checking the engine number - if the last numeral is 9 - its a 9:1 C.R. In early Jaguars this is marked on the head up front of no. 1 cylinder. Later versions had the number on the side and even lower N/S rear portion of the block.

The gear box on the 3.8 was sturdy, but terribly slow to shift. The 4.2 version introduced in August 1965 had an all synchro box which was much nicer. Also new in the 4.2 were the seats - much more comfortable.

Wheels and tyres were 15" wires, 5" rim and 6.40 Dunlop RS5's - wow! With all that power, a long narrow machine and tiny rims you needed that 2.5 turns from lock to lock to catch it all. The 6" rims fitted to the later Jaguars and modern rubber really is a help.

Cont'd.....

WOULD YOU REALLY LIKE AN E-TYPE (CONT'D):

Nevertheless, when we were racing the old PGW-658 on ancient Olympics (get it) back in 67, times of 1.34 - 1.35 around Surfers and 1.13's around Lakeside were not bad. On new type tyres and wider 6" rims those times would have come down a bit now - so that's pretty fair performance, even by today's standards.

The first E-Types to arrive in Australia were promptly grabbed by leading entertainment and business people who very smartly launched their sleek machines into any and every obstruction available. There weren't too many straight ones around mate!

The first E-Type I saw was one of the yuk salmon grey with red interior jobs - it had been a submarine for 48 hours - and didn't look the best.

Then came the Bayliss E-Type - which just recently has gone up on blocks - a red one. Well, before Kerry Horgan and Bruce (g'day Bruce) sprinted it, I had the pleasure of spending a day at Lowood with Mr. Bayliss Snr., driving it - and riding shotgun. The most vivid memory was coming through Bardahl curve - a long sweeper to the left - at about 90+ with Mr. Bayliss driving. "This is the main straight?", he asked inquiringly, easing up to 100 m.p.h. "No" came the breathless answer, "this is M.G. corner coming up - a right angle left hander". "Oh" - then the brakes came on and we easily made it around - that was impressive!

Sprint times at Lowood (on super gas) for both the Bayliss E-Type and my 4.2 were to the order of 15.4 - 15.5 secs, and flying $\frac{1}{4}$'s were 123 - 125.64 m.p.h. - 7.16 secs I recorded once. Maximum speeds of 140 m.p.h., or very near, were to be seen briefly on the downhill run into Mobilgas. E-Types also tend to gently body roll at 130+ m.p.h. - not that way you fool! Once at Lowood, we lined up Dane Horgans 390 CID Mustang and raced side by side for the entire 2300 yard straight - the Mustang being quicker up to 90 - but the E-Type eventually just getting past way up (and I have witnesses Horgan!). We did it in both directions. (100 octane gas and some fiddling made E-Types noticeably quicker).

Up high is where the E-Type has always been good - even today, very few can match the 90 m.p.h. - 120 acceleration of the Jaguar.

CONT'D.....

WOULD YOU REALLY LIKE AN E-TYPE? (CONT'D):

The 3.8's were red-lined at 5500 -while the 4.2's were marked at 5000 r.p.h. A good check if you are not sure which one you are being sold! This could be safely exceeded, however, I always ran 5500 and on rare occasions 6000 in the 4.2, and covered 1000 odd practice and racing miles and still had 40 + p.s.i. at all times. Warped discs were the biggest problem - two new ones were eventually acquired to overcome the problem. Also boiling brake fluid and horrible oversteer had to be treated - and were eventually controlled.

Problem areas in E-Types are - or were - body rattles, clutches, overheating (in U.S.A. More so than here) and electrics. Fuel economy incidentally is good. I constantly obtain 23.6 from the series '2'.

Low speed tractability is great - anything over 900 r.p.m. (24 m.p.h.) is utterly smooth - (ask Pot Pot and Malcolm).

Certainly E-Types draw the boy racers - Morris Z utes, Mark III Zephyrs, L.T.D's towing caravans, 351 Fairlaines, etc.

Oddly enough, Q cars don't seem to bother with E's - "he must have money to own one - he might fight the case".

Yes Jim, they are magic machines, even watching the ladies getting in and out - Jaguar thought of everything!

Back to racing and the lightweight E-Type. The lightweights had a short and interesting history.

While Graham Hill had some early successes in 1961 driving the "steel" versions, the appearance of the 250 G.T.D. Ferrari really put the bird amoung the Jaguars (get it - car amoung the pigeons - remember? - forget it!!).

So off to the factory went the privateers, only to obtain part time assistance at best. No two lightweights were the same, but basically what happened was that aluminium replaced steel in the monocoque and the bonnet and doors and the early versions were all roadsters. This brought weight down from 2700 lbs to 2028 lbs, In addition, aluminium blocks were used, mark IX discs, bigger half shafts, Mark X bottom plate in rear sub frame, Mark X hub carriers, alloy calipers, bigger torsion bars, different steering arms, Z.F. diff (mostly) 15" alloy wheels, 6" rims (later 7") and frequently a five speed Z.F. gearbox.

CONT'D...

WOULD YOU REALLY LIKE AN E-TYPE (Cont'd):

The engine featured fuel injection, wide angle head, because of bigger valves, the angles had to be altered, 10:1 compression, dry sump, etc., and 300 h.p. was delivered.

Finally by running on alcohol and dynamite - revving in the key of B flat, 344 b.h.p. was delivered.

In addition, Malcolm Sayer designed a low profile narrow nosed bonnet and roofline body, which ultimately was made into streamlined coupe form with very good results. Rockie Prothoroe in his "low drag" coupe ran very successfully for two seasons and Jackie Stewart did not do badly either. Peter Lindner also recorded some notable success until his death in 1964. By then the lightweights had begun to slip and despite all attempts by the privateers, the Jaguar racing legend slowly faded.

By now the mid engined "Prototypes" had arrived (the cheating had begun in earnest) and with them came the death of the true "sports car" - which is almost certainly the reason we see the decline in the "sports car" today, and the drop off in sports car owners and drivers in the club. Sad!

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MORE BODS & BENDS....

Good old lovable John Kelso has cracked the winners circle - he won the Handicap Race at the recent Lakeside Meeting - congratulations John!

Have pity on the open sports and racing cars during foul weather. As one Kerry Horgan remarked of the touring cars in such weather - you can put on the windscreen wipers, turn on the heater and enjoy your racing!

Congratulations to Dick Johnson - winner of the Chesterfield Challenge Cup at Lakeside on Sunday 28th September. He took it away from the southern "Stars" by sheer consistency.

Mals ever widening circle of interests has now encompassed fishing - seen at the finish of the Warana procession in the grip of a blue octopus!

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C L U B D R I V I N G S C H O O L

The Advanced Driving School at Lakeside is definately on - October 12th at 8.30 a.m. sharp.

Numbers at this stage are 15, so some five berths or so remain. Cost is an astonishingly low \$6.00, which means you save \$19 on current commercial rate.

Don't forget to check your car so that tyres, brakes, etc., are in good condition. Seat belts must be fitted and worn at all times by any occupants, crash helmets if you exceed 60 m.p.h. Adjust tyre pressures up by about 4 - 6 lbs and ensure oil levels are O.K. - especially B.M.C. junk which surges through B.M.C. bend.

Instructors are John Fraser, Kerry Horgan, John Kelso, Mal Spiden and a host of other so called experts.

Don't try too hard in the morning - that's when all the aces come unstuck and bend things. Do, do as you are told, please.

Toilet facilities will be available - so bring some accessories like hand towels, soap, etc. Lunch will be available at Golden Fleece Service Station at Kallangur or make a picnic day of it if you so desire.

The Club will however have food and drinks on sale (via the charming, lascivious Joan Appleby) if you forget yours.

See you there!

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Roll up and pay for the Club Advanced Driving School NOW. Assure your place on the list to be tutored by placing MONEY across the palm of a committee member NOW.

Don't forget the Driving School Lecture Evening on Friday 10th October 1975 at the Clubrooms and the day itself on SUNDAY 12TH OCTOBER 1975.

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Surfers Paradise International
Raceway.

2nd September 1975.

Dear Joan,

Would you please pass on to your members the sincere thanks from Surfers Paradise International Raceway for the assistance provided by the members of the M.G. Car Club at the Rothmans 40th Australian Grand Prix last Sunday.

It was indeed encouraging that members were prepared to go ahead with the parade in spite of the diabolical conditions and it was a shame that the weather spoilt the desired effect.

Again our thanks to all concerned and we are pleased to have such an active and spirited club assisting us.

Yours faithfully,

GRAHAME WARD

Press & Public Relations.

THE COMMITTEE WISHES TO THANK ALL THE MEMBERS WHO APPEARED AT THE RECENT SURFERS PARADISE MEETING FOR THE SPECIAL PARADE LAP. UNFORTUNATELY WE COULD NOT CONTROL THE HEAVENS !

Next Closed Motorkhana

26th October 1975.

Keep watching "The Octagon"
for further details.

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QUEENSLAND MOTORKHANA CHAMPIONSHIP

Gympie found 46 entries, 33 from Brisbane. The day itself was wet until 10 o'clock but drying so the first few runners were at a disadvantage unless they had special tyres.

No. 1 Steve Austin recalls using little throttle in second gear, seeing 40 m.p.h. on the speedo and getting nowhere. The later runners certainly had an advantage on the drier ground.

After 8 events - Phil Griffin won his first round for the year, thus improving his chances for this years title. Series leader, Jack Read, claimed second spot some 6.8 behind with G. Heath 2.8 in arrears.

M.G. members who competed were:

		<u>Class</u>	<u>Outright</u>
Car 1.	Steve Austin	7	40
Car 2.	Malcolm Spiden	2	25
Car 14.	Tony Pipe	7	42
Car 27.	Bruce Briggs	3	4

A half time spectacular was performed by the local motor cycle club whose "stars" displayed their abilities. Even the local HDT saloon car was demonstrating its potential!

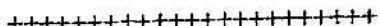
At the conclusion of the 4th round of the Qld. Motorkhana Championships the outcome of this years series depends entirely on Round 5. A competitors best 3 of the 5 performances count towards the series. At present - unofficially:

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>	<u>5th</u>	
J. Read	1	2				43
K. McCloy	1	1		1		41
P. Griffin	1	1			1	40
S. Heath	1		1	1		40

Future Applicants for membership of the M.G. Car club will have to pass a test in general knowledge. We print below a sample list of questions for you to pass to prospective members. We feel that such a test will ensure the future high standard of membership (!)

Time allowed: 7 weeks. One week extra allowed for reading this paper. Answer any TWO questions.

1. Who Won World War Two?
2. Who came second?
3. What is a silver dollar made of?
4. Explain Einstein's Theory of Relativity OR write your name in BLOCK letters.
5. Spell the following: (a) dog (b) car (c) carrot.
6. What time is the News at Ten on?
7. Apx. how many commandments was Moses given?
8. There have been six kings of England named George, the latest being George VI. Name the other five.
9. Who built Stevenson's rocket?
10. Write out the numbers from 1 to 10. (Marks should be deducted for every number out of sequence)
11. What musical instrument does Phil the Fluter play?
12. Of what country is Canberra the capital? (Candidates must not write on more than two sides of the paper).
13. Do you understand Newton's Law of Gravity? (Answer YES or NO)
14. Spot the deliberate mistake: "An apple a day gathers no moss".
15. Name the odd man out of the following: Cardinal Heenan, The Pope, Jack the Ripper, Archbishop of Canterbury.
16. Who is odd man out? Tom Smith, Dick Brown, Mahatma Ghandi, Harry Collins.
17. Is a DUNKER (a) a person who dips biscuits in his tea (b) a contraceptive (c) a lorry for motorway construction.
18. Name the winning jockey in the 1972 Greyhound Derby.
19. Who built the great Pyramids? (a) Civil & Civic (b) E.A. Watt (c) Pharohs (d) McDougall Ireland.
20. In the 1973 Sheep Dog Trials, how many were found guilty?



NITE RUN - AUGUST.

The Conways (Hoorah! Hoorah!..Ed.) set a run and wisely left town - not that the run was wrong, it's the best set so far this year. Our good natured sport J.K. (with KB) was left to hand out judgement.

After using all the familiar streets in Spring Hill, the event really started with a quick detour into Dark Street around the block for pole 63603 (only Pot Pot and Hector scored this one as all sailed past to find 63601 - he he!). Onwards to first right after the Australian Hereford Society Ltd., when Bruce McNeil/Miss J.Smith? looking for meter number 3174??

Vulture Street, Riverview Tce., left into a No Through Road and under the Captain Cook Bridge to the parking reserved for the Church, all but Don Webster/Neil McNeil found this - Neil actually knew this street but scored a miss on the night.

A quick trip into Abingdon Street to see Grant Beaumont, saw Peter Rayment and Grot accelerate down to Les Rose's boot place - near Tender Joy, whilst into Dornoch Tce., went Ray Quinn/Ruby Lancaster.

In the narrower lanes at West End, Barry Vandenberg was entertaining Hayden George with his wheel lifting Viva - yes talent! Gary Whittaker had some terrified bogs in the form of Alan Randall/Paul Hoskitch and Greg Findlater in the hot seats as they were amazed at the wide Pacers journey down the rather narrow lanes.

Car 1, Malcolm Spiden/Bob McMurdo, were back within time - like most, but victory once again was captured by an M.G. pilot Ken (One Shed) Potter with Paul Simpson calling the turns.

Results:

1)	Ken Potter	Paul Simpson	MGC	8
2)	Ray Quinn	Ruby Lancaster	Corolla	10
2)	Peter Rayment	Max Boothby	Renault 12	10
4)	Mal Spiden	Bob McMurdo	Escort	20
5)	Gary Whittaker	Paul Hoskitch, Greg Findlater, Alan Randle	Pacer	30
6)	Don Webster	Neil McNeil	MGTD	43
7)	Barry Vandenberg	Hayden George	Viva	77
8)	Bruce McNeil	Miss J. Smith	Torana	86

STILL MORE BODS & BENDS!

Goodyear produced a racing tyre years ago called the "Blue Streak". Watching Ian Wells into the hairpin supported the claim by its manufacturers.

V.J.A. now owns the club record at 44.3. Unfortunately he did not visit the people in the second loop - pity all eyes were upon him.

G.W. loaned his slicks to S.A. Next meeting is K.P. to run them?

Alan Burns finally broke the 57.0 sec. barrier - by 1.4 secs.

Ian Wells cracked the magic minute barrier with a 58.2 run.

Good to see Big Andy bending the poles once again. He has certainly lost none of his talents since his last appearance 12 months ago. Maybe city traffic improves ones manouevring ability.

John Fraser has bought Barry Singletons Renmax, and Barry is moving into Phil Moore's Elfin 360. This car won the 1974 ASCC. Good luck both of you!

Seen whilst checking the Warana Rally. One white Marina ridiculously poised on its sump-guard on top of a bank. One front wheel tippy-toe on the ground, t'other three pretending to be aircraft wheels. Cross navigator, red-faced driver, background of grinning helpful-remark makers.

Our Pres. adds up times very well. Then he subtracts a few minutes for luck. Mal seen thoughtfully sharpening large knife.

Club Hero of the Month - Steve Austin - who drove in the parade at Surfers on slicks! It was probably the wettest meeting we've had this year! We may add that the slicks belonged to Gary Whittaker, who had grabbed Steve's road tyres to race on!

IS THAT ENTERTAINMENT?

The Home Movies Night which was held on Friday 26th Sept., at the clubrooms was a great success. Films of Lakeside, Surfers Paradise and Mt. Cotton from Ken Walsley, the first Novice Rally this year by Derek McCreary and some antideluvian movies of Lowood from the super oldie himself - John Fraser (before this generation was born!) topped off with slides from Paul Simpson.

Highlight of the Film Evening was a grandious eruption (!) from the gallery above 620 Wickham Street at centre stage when a fifty one year old Anglia tries manouvring his way up Wickham Street against on-coming traffic.

Next slide night is 31st October and will feature slides from 1975 1000 and the Southern Cross.

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MANY, MANY THANKS TO THE FOLLOWING MEMBERS WHO DROVE THE MISS INVERALL ENTRANTS IN THE WARANA PROCESSION ON SATURDAY.

HAYDEN GEORGE, LES ROSE, ALLAN CONWAY, MAL SPIDEN, GREG FINDLATER, ALAN RANDALL AND BARRY VANDENBERG (IN BOB MALLONS CAR)

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Don't forget - Redline 7000 Dinner Dance
at 29 Murray Street
17th October - 7.30 p.m.
presented by
Back Beat Racing Drivers Club.
Come along & support our entrant in
the "Miss QLD MOTOR RACING PERSONALITY"
ROBYN APPLEBY.
Double: \$25 Single: \$14 Includes All
Booze & 6 course Meal.

CALLING ALL MEMBERS WITH M.G'S...CALLING ALL MEMBERS WITH M.G'S....

The Cricket Club has asked us to take part in a cavalcade from the airport to the city with the West Indian Cricketers on Thursday 20th November 1975 at 8.50 a.m. (approx).

If you are not contacted in the near future and you and your car will be available - please contact Mal Spiden at 57 7704 a/h or 33-5769 b/h.

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N E W M E M B E R S

The Club extends a warm welcome to the following new members.
Hope to see you at our various events soon.

Leigh Park
William Malbon
Greg Findlater
Paul Hotchkis
Lorelle Beaumont

Margaret Laver
Dianne Austin
Alan Randall
Meg O'Shannessy

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RESULTS OF LAST CLUB MOTORKHANA.

1.	Malcolm Spiden	Sprite	228.9
2.	Andy Hockley	Sprite	237.6
3.	Bob McMurdo	Civic	241.0
4.	Bruce Briggs	Cortina	244.5
5.	John Kelso	Escort	245.4
6.	Steve Austin	MGB	247.1
7.	Neil McNeil	Torana	252.1
8.	Barry Vandenberg	Viva	259.3
9.	Bruce McNeil	Torana	272.2
10.	Ken Potter	MGC	273.9

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FOR SALE.

Vern Hamilton wishes to sell his Escort Sports Sedan without engine. This car was a series production twin-cam, owned by Tony Motson and as such, with its Motson-Selbys suspension and geometry, was the best handler of its type. It is still basically the same, but was altered by Vern in the following ways: A more powerful engine was fitted; all glass replaced by perspex; fibre glass bonnet replaced the steel; Momo steering wheel fitted; NO-SPIN DIFF of 4.125 ratio replaced the standard 3.9 diff; rear firewall welded all around to bodywork.

The car is complete with two sets of mags, 1 set of Escort GT steels fitted with "wet" rubber and many spares including much of the original equipment including seats, glass and 3.9 diff in perfect condition. Amongst the spares are gearbox parts, axles, bearings, etc., and countless tyres which are still good enough for private practice.

The engine bay will accept any 4 cylinder Ford engine from a 997 c.c. 105E up to a 2 litre BDA. With Vern's engine the car has lapped Surfers in 1 min. 25.2 secs and Lakeside in 62.6 secs (at the time of this ad "going to press"). It is easy to lap regularly at Lakeside in the 63 sec. bracket.

The price of the car is \$2000. With, say, a 1500 or 1650 c.c. pushrod engine, it could be on the track for \$3000 and going very hard with safety.

Reason for sale? Vern is to try his luck again in an open-wheeler, if all plans go correctly.

PHONE - VERN HAMILTON - 96 4764

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WANTED.

Torneau cover for M.G. Midget.

Allan Conway - Phone 98 6174 a/h 71 3422 b/h.

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SEPTEMBER 1975

M.A. Brady,
9 Tpt Coy,
Lavarack Barracks,
Townsville, QLD.

Ph: 71 7207

The Secretary,
M.G. Car Club.

Dear Sir,

I am writing this letter because I am interested in purchasing an MGA 1600 and thought you may be able to help me in finding one for sale. I would preferably like about a '62 model MGA 1600 in a rough to fair condition. My idea is to completely restore it, as I like to do this sort of thing in my spare time. With this in mind, I would like, if possible, to limit my initial outlay to about \$1000.

If this particular model is not available I would be interested also in an MGA 1500, or possibly an MGB in rough condition.

If you could let me know of such a vehicle and make arrangements for me to buy it, I will send the cash amount to the person selling the vehicle, buying on your word and recommendation. I will also make arrangements for the removal of the MG by coming to Brisbane and driving it back to Townsville at my convenience, or if not roadworthy, arranging for its removal by ship.

If you could do this for me it would be greatly appreciated and I anxiously await your reply.

Kind regards,

MICK BRADY

The Official Magazine of the M.G. Car Club (Queensland Centre)
 Affiliated with the Confederation of Australian Motor Sport.

THE COMMITTEE

		<u>HOME</u>	<u>BUSINESS</u>
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CLUBROOMS

620 Wickham Street,
 Fortitude Valley,
BRISBANE.

POSTAL ADDRESS

Box 1847, G.P.O.,
 BRISBANE 4001.

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ARTICLES APPEARING IN THIS MAGAZINE WERE WRITTEN BY JOHN FRASER,
 MAL SPIDEN, KEN POTTER

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