



THE OCTAGON **NOVEMBER 1994**

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

NEXT EDITION MID FEBRUARY - ASSEMBLY CLUBROOMS
 10th FEBRUARY. COPY TO EDITOR LATE JANUARY PLEASE.

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NIGHT RUNS	PHIL HUTCHISON	355 2188	
MOTORKHANA	PAULINE GRAHAM		808 2878
FUND RAISING	<i>POSITION</i>	<i>VACANT</i>	
SOCIAL	<i>POSITION NOT</i>	<i>YET</i>	<i>FILLED</i>
LIBRARIAN & HISTORIAN	JOHN KINGCOTT	351 6541	
EDITOR	DAVID ROBINSON	848 0221	844 1037
ASSISTANT EDITOR	JOAN APPLEBY	857 1561	857 1561

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President Report

Well, another year of Motor Sport has drawn to a close with the running of the Race Meeting on 27th November and the Hillclimb on 4th December. With only the Touring Assembly on 9th December our year of competition is at a close. All the points will be assembled and we can now prepare for the Presentation Dinner.

Having only been in this hot seat for a few months, I can only speak of the year that has been covered in that time. I have found co-operation from everyone in the Club and it is a joy to me to find so many people who are willing to help without being prodded all the time.

We now have a full committee and I think shows that we are headed for great things in the months to come. I was very tentative about taking the President's roll, but I have had such good back up from the rest of the committee that I feel that maybe I can do something for the Club which I was not able to do as an ordinary member.

John Kingcott has been a great help to me in producing the sheets for the side of the Timing Shed for all Hillclimbs (thereby saving me hours of work) and for taking the catering trailer to the Hill. Helen has also been very supportive in helping with Scrutineering, and now doing all the scribbling so that I may get other areas organised.

David Robinson has always been there when I wanted help or anything done for events and for this and for him fitting it in with his busy schedule I am most grateful.

Linden Cooper has been tremendous in always being there to take the part of Clerk of Course at Hill Climbs and Steve Austin at Race Meetings has done the same thing. John Davies Steve Austin and Peter Tighe between manage to bring all the equipment to the Hill that we need and Peter Rayment always keeps the Timing gear in tip top condition. Ann Thomson is always there to do the timing and this certainly takes a lot of the burden away when we know that people will always be there.

My friends in the canteen. What can I say? Even when we think we are going to be short of workers, I come to the canteen and there they are working like crazy to get everything ready. I don't think there has been once this year when I have seen less than four of the ladies of the Club working with great gusto.

For all the other members too numerous to mention who have helped when and where they could, I say a big thank you. After all,, we are all here for the good of the Club and it is marvellous to see everyone pulling together to make things work.

I hope that you all have a very happy Christmas and a bright and prosperous New Year and that after a break and restful holiday,, we will all be back as enthusiastically as ever to keep this Club the best Club in Australia.

Thankyou ance again to all my friends both within and outside the Club

JOan
appleby
President.



MG CAR CLUB OF QUEENSLAND INC.

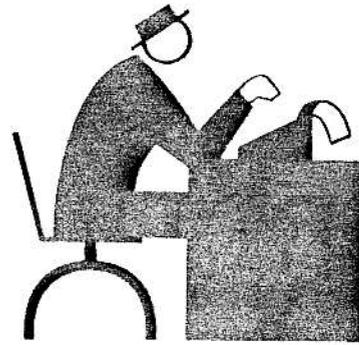
PROGRAMME OF EVENTS

##	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
JANUARY 1995					
	27th	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
FEBRUARY 1995					
##	3rd	Touring Assembly	Clubrooms 7.30pm	Phil Hutchison	355-2188
	4th	MG Presentation Dinner	TBA	Kerry Strange	349-1400
	10th - 18th	Motor Show	Exhibition Buildings	TBA	
	18th	National Meeting get Together	Rayments place 12pm	Deila Rayment	300-3148
##	19th	MGCC Race Meeting	Lakeside	Joan Appleby	857-1561
	24th	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
MARCH 1995					
##	12th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
	24th	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
##	31st	Touring Assembly	Clubrooms 7.30pm	Phil Hutchison	355-2188
APRIL 1995					
	14th-18th	National Meeting	Perth		
	28th	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
MAY 1995					
##	7th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	26th	Touring Assembly	Clubrooms 7.30pm	Phil Hutchison	355-2188
JUNE 1995					
	2nd - 4th	Aust Hillclimb Championships	Mt Cotton	Joan Appleby	857-1561
	23rd	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
JULY 1995					
##	2nd	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	7th	Touring Assembly	Clubrooms 7.30pm	Phil Hutchison	355-2188
	28th	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
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
	25th	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
SEPTEMBER 1995					
	22nd	Noggin & Natter	Clubrooms 7.30pm	Ray Edwards	341-7502
OCTOBER 1995					
##	8th	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	27th	Touring Assembly	Clubrooms 7.30	Phil Hutchison	355-2188
NOVEMBER 1995					
	24th	Noggin & Natter	Clubrooms 7.30	Ray Edwards	341-7502
##	26th	MGCC Race Meeting	Lakeside	Joan Appleby	857-1561
DECEMBER 1995					
##	3rd	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	8th	Touring Assembly	Clubrooms 7.30pm	Phil Hutchison	355-2188
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.				

INVITATIONAL EVENTS AND ITEMS OF INTEREST

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
JANUARY 1995					
	15th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	22nd	Winfield Triple Challenge	Eastern Creek		
FEBRUARY 1995					
	5th	ATCC	Sandown		
	19th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	26th	ATCC	Symmons Plains		
MARCH 1995					
	3rd	Evening of Champions	TBA	CAMS	369-4566
	5th	2 Litre Championships	Phillip Island		
	11th	Show, Swap, Shine Spectacular	Carrara	Ed Ahern	075-737549
	12th	QMC 1	TBA	TBA	
	12th	ATCC	Bathurst		
	18th-19th	Indy Grand Prix	Surfers Paradise		
	19th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	25th-30th	Targa Tasmania			
APRIL 1995					
	2nd	2 Litre Championship	Oran Park		
	9th	ATCC	Phillip Island		
	23rd	ATCC	Lakeside		
MAY 1995					
##	1st	QMC 2	TBA	TBA	
	7th	2 Litre Championships	Symmons Plains		
	13th	2 Litre Championships	Calder Park		
	21st	ATCC	Winton		
	21st	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	28th	ATCC	Eastern Creek		
JUNE 1995					
	4th	2 Lite Championship	Mallala		
	18th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	18th ->	Round Australia Tripl			
JULY 1995					
	2nd	QMC 3	TBA	TBA	
	8th&9th	Qld Historic Race Meeting	Lakeside	Historic Racing Register	
	9th	ATCC	Mallala		
	16th	ATCC	Wanneroo		
	16th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	23rd	2 Litre Championship	Lakeside		
AUGUST 1995					
	6th	ATCC	Oran Park		
##	13th	QMC 4	TBA	TBA	
	13th	2 Litre Championship	Winton		
	18th ->	Australian Safari			
	20th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	26th	2 Litre Championship	Eastern Creek		
	27th	12 Hour Production Race			
SEPTEMBER 1995					
	3rd	Sandown 500			
##	10th	QMC 5	TBA	TBA	
	20th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
OCTOBER 1995					
	1st	Tooheys 1000	Bathurst		
	15th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
##	22nd	Interclub Motorkhana	TBA	TBA	
NOVEMBER 1995					
	12th	Australian Grand Prix	Adelaide		
	19th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
DECEMBER 1995					
	17th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
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FROM THE EDITORS DESK



Another year has passed and unfortunately this edition of our Magazine is dated November as our magazine is registered with the State Library and has been for many many years and requires this dating.

I must apologise for the lateness of this edition and the general lack of content, my only excuse is that I have been extremely busy with myself as Number 1 priority for a change. It's good to see some new faces in the Trophy Winners. I hope that more of our new members become actively involved. The programme appears to be jam packed with excitement and events. The committee wishes all our members an eventful year and safe motoring.

The Motor Show is on in February and those who are available to help in manning the stand, please contact Joan Appleby. There is a WORKING BEE AT THE HILLCLIMB on the 12th February - contact John Davies.

Tony Jay has moved to 25 Joanne Crescent, Thornlands and his new Phone Number is 821 2277 and not as per the inside front cover.

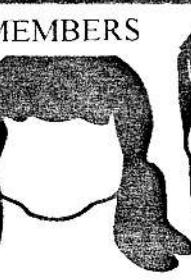
Next magazine is mid February, so please send any contributions as soon as possible and this edition will be more like previous "Octagons".

Bye for now.

David Robinson

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.



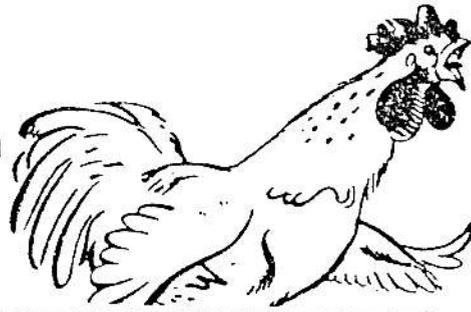
NEW MEMBERS

Les Parry
Roger Young
Christian Rolsch
Malcolm Cumes
Geoffrey Fast
John O'Keeffe
Aaron George
John Ravey
Julia Potts
Nicole Norris
Cameron Leggatt
Ross Liddle
Roberto Gaitanis

Van Dieman
MGA Twin Cam & Alfa Spider
Commodore
MGB
Datsun 240K
MGB
A/H Sprite
MGB
Gemini
Isuzu
Van Dieman

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.

In one of my more philosophical moments I deemed that there were three key elements in determining whether your motor sport was enjoyable.

1. Did it make the hair on the back of your neck stand up ?
2. Did you get the opportunity to push your car and yourself to the limit?
3. Did you learn anything that will help you do better next time?

Unfortunately, for many of our members, it is believed that only circuit racing could possibly fulfil these three parameters. This is not necessarily so!!!

The Mount Cotton hillclimb is certainly not a place for the faint hearted if you decide to take the place seriously. But laying down a good time at Mount Cotton is just as satisfying as a good lap at Lakeside, the hair on the back of your neck is still the same hair and with a single run of between 44 to 54 seconds you'd better hope you learn something each run.

As you go through life there are moments which you will always remember. For me there was the final daylight section of the 1977 Southern Cross Rally where we were last car on the road and got 3rd fastest time, the momentary vision of the straight line between the Dunlop bridge and Hungry in the Porsche (alas never to be repeated in the real car), and now the first loop at Mt Cotton on the 3rd run of the day in December.

My 1977 experience alone justified my long involvement in rallying, I'm still not sure what my momentary vision justified even now, but that one corner in December 1994, that must take no more than 2 seconds, totally justified my decision to join the Sports 1300 class.

I am just grateful for being able to recognise the corner for what it was, because I doubt that anyone else shared the moment. The resulting lap time was quick but nothing really special, but the feeling...the sensation of that one corner was as good as anything I have experienced in motor sport. It really didn't matter that I missed the record that day, because I came away from Mt Cotton with a memory that will last forever.

For those without experience of the Hill, they will probably think that Tony Jewels has been breathing in too much Avgas, raving on about a 2 second corner. But those who can empathise, and those who have been there, will understand. Life is made up of lots and lots of 2 second corners, it is only very occasionally that you realise that just for a particular 2 seconds you have done your absolute best.

And that is part of the joy of Mt Cotton, the skill of having to work in extremely small time increments. I am learning (albeit slowly) this skill, but it should surely be part of any racing drivers bag of tricks.

Tony Jewels (Ed. - *A rare insight into a Sports 1300 owner and campaigner.*)

CLUB POINT SCORES

TOURING ASSEMBLY DRIVER

NUMBER	CHRISTNAME	SURNAME	FEB	MAR	MAY	JUN	JUL	AUG	OCT	DEC	DVR	PLACE
1461	PHILIP	HUTCHISON	10	10	10	8	8	10	10	8	74	1
869	PETER	RAYMENT	6	4	10	10	10	3	8	0	51	2
1946	ANDREW	LAKE	8	6	8	3	10	8	6	0	49	3
1987	PAUL	STRANGE	3	10	6	2	6	0	0	10	37	4
2008	PETER	TIGHE	6	3	4	6	4	1	10	0	34	5
1224	BARRY	SMITH	10	0	0		0	0	0	0	10	6
2568	ALAN	BRUCE						10			10	6
2041	KEN	PHILP	0	0	0	4	0	4	0	0	8	7
1676	CARL	STECHER	2	2	2		1	0	0	0	7	8
1830	DEAN	TIGHE						8			6	9
1892	STEPHEN	POCOCK	0	0	0	4	0	0	0	0	4	10
2306	DAMIEN	HOLYOAK	0	0	3	1	0	0	0	0	4	10
1766	BRAD	STRATTON						2			2	11
1703	JOHN	NOVAK	0	0	0		0	1	0	0	1	12
1563	ALAN	MCCONNELL	0	0	0		0	1	0	0	1	12
2398	FRED	DOUGLAS					1				1	12
2290	TONY	JEWELS						1			1	12
2107	GRAEME	ADAIR						1			1	12

TOURING ASSEMBLY NAVIGATOR

NUMBER	CHRISTNAME	SURNAME	FEB	MAR	MAY	JUN	JUL	AUG	OCT	DEC	NAV	PLACE
1553	CHRIS	LAKE	10	10	10	8	8	10	10	8	74	1
2196	SAMANTHA	RAYMENT	8	6	10	10	10	10	8	0	62	2
1243	DAVID	ROBINSON	8	4	4	6	4	8	10	0	44	3
2067	KERRY	STRANGE	4	10	6	3	6	0	0	10	39	4
1861	JOHN	DRANE	0	10	3	2	0	0	0	0	15	5
2280	DAVID	LAKE	0	0	8	4	0	0	0	0	12	6
2363	BRAD	SMITH	10	0	0		0	0	0	0	10	7
2516	JARROD	TAPPIN	3	0	0		0	0	0	0	3	8
2315	CLAYTON	MORTELL	2	0	0		0	0	0	0	2	9

CONCOURS

NUMBER	CHRISTNAME	SURNAME	JUL	SEP	TTL	PLACE
2503	AMANDA	PENROSE	10	12	22	1
2267	PETER	KERR	10	10	20	2
2008	PETER	TIGHE	10	10	20	2
1406	DELIA	RAYMENT	10	10	20	2
1987	PAUL	STRANGE	10	10	20	2
2067	KERRY	STRANGE	10	10	20	2
2484	RON	CLYDESDALE	10	10	20	2
2196	SAMANTHA	RAYMENT	8	8	16	3
869	PETER	RAYMENT	8	8	16	3
2499	MARTYN	JENKINS	10		10	4
2435	BRIAN	HUNTER	10		10	4
482	JOHN	WALKER	0	10	10	4
1688	ERRDL	HODGER	10		10	4
2573	GEOFF	KELLY	10		10	4
2392	BRUCE	MUTCH	10		10	4
1839	ROD	HILEY	10		10	4
2566	BILL	PENROSE		10	10	4
2570	SEAN	KEIRANAN	8		8	5
1224	BARRY	SMITH	8		8	5

LADIES

NUMBER	CHRISTNAME	SURNAME	DRIVER	NAVIGATOR	HILL	MOTORKHANA	CONCOURS	TTL	PLACE
2196	SAMANTHA	RAYMENT	0		34	6	0	16	76
2067	KERRY	STRANGE	0		30	3	22	20	75
2227	PAULINE	GRAHAM	0		0	22	16	0	39
2503	AMANDA	PENROSE						22	22
1406	DELIA	RAYMENT	0		0	0	0	20	20
2331	PRIMROSE	ROGERS	0		0	12	0	0	12
2599	JULIA	POTTS	0		0	8	0	0	8
2233	ZOE	MCCONNELL	0		0	4	0	0	4

MOTORKHANA

NUMBER	CHRISTNAME	SURNAME	RD1	IRM	RD2	NOV	MOT	PLACE
869	PETER	RAYMENT	10	10	10	0	30	1
1987	PAUL	STRANGE	10	8	10	0	28	2
1862	KEN	GRAHAM	12	0	12	0	24	3
2067	KERRY	STRANGE	8	6	8	0	22	4
2289	REX	KEEN	10	0	10	0	20	5
2227	PAULINE	GRAHAM	8	0	8	0	16	6
2008	PETER	TIGHE	6	3	6	0	15	7
1563	ALAN	MCCONNELL	0	12	0	0	12	8
2316	KEN	FREEBURN	0	10	0	0	10	9
1766	BRAD	STRATTON	0	10	0	0	10	9
2568	ALAN	BRUCE		10			10	9
1830	DEAN	TIGHE	0	8			8	10
2107	GRAEME	ADAIR	0	6	0	0	6	11
2041	KEN	PHILP	0	6	0	0	6	11
1243	DAVID	ROBINSON	0	2	0	0	2	12

BEST ALL ROUND

NUMBER	CHRISTNAME	SURNAME	DVR	NAV	RUN	MOT	CON	TITL	PLACE
869	PETER GRAH	RAYMENT	31	0	44	30	16	141	1
2008	PETER CHAR	TIGHE	34	0	52	15	20	121	2
1987	PAUL ANDRE	STRANGE	37	0	0	28	20	85	3
2196	SAMANTHA S	RAYMENT	0	62	6	0	16	84	4
2067	KERRY J'AN	STRANGE	0	39	3	22	20	84	4
482	JOHN L	WALKER	0	0	74	0	10	84	4
1245	DAVID MARK	ROBINSON	0	44	32	2	0	78	5
1461	PHILLIP	HUTCHISON	74	0	0	0	0	74	6
1555	CHRISTOPHE	LAKE	0	74	0	0	0	74	6
2316	KENNETH JA	FREEDURN	0	0	60	10	0	70	7
1224	BARRY JOHN	SMITH	10	0	54	0	8	72	7
1977	JOHN	DAVIES	0	0	56	0	0	56	8
878	IVAN	TIGHE	0	0	54	0	0	54	9
1740	JOHN LYNTD	BROADBENT	0	0	52	0	0	52	10
1862	KENNETH JA	GRAHAM	0	0	28	24	0	52	10
1563	ALAN JAMES	McCONNELL	1	0	38	12	0	51	11
2107	GRAENE C.	ADAIR	1	0	42	6	0	49	12
1946	ANDREW IVO	LAKE	49	0	0	0	0	49	12
2417	ROBIN WALT	MUTIMER	0	0	46	0	0	46	13
1830	DEAN JOSEP	TIGHE	6	0	32	8	0	46	13
1889	PETER J.	HERLIHEN	0	0	42	0	0	42	14
1688	ERROL KENT	HOGER	0	0	32	0	10	42	14
2368	ALAN R.	BRUCE	10	0	22	10	0	42	14
2227	PAULINE IV	GRAHAM	0	0	22	16	0	38	15
2126	DEREK JOHN	HOLSTEIN	0	0	38	0	0	38	15
2365	BRADLEY	SMITH	0	10	26	0	0	36	16
2331	WARWICK	HUTTON	0	0	36	0	0	36	16
1899	MARK GERAR	THOMPSON	0	0	34	0	0	34	17
2480	KENNETH	GRAY	0	0	34	0	0	34	17
2347	GREG	McHUGH	0	0	34	0	0	34	17
2435	BRIAN	HUNTER	0	0	23	0	10	33	18
2479	RON	WOODBRIDGE	0	0	33	0	0	33	18
2278	TONY	JEWELS	1	0	30	0	0	31	19
1500	JOHN	HEFFERNAN	0	0	30	0	0	30	20
2574	ALEX	BORDON	0	0	30	0	0	30	20
2267	PETER CAMP	KERR	0	0	8	0	20	28	21
2041	KENNETH	PHILP	8	0	14	6	0	28	21
1766	BRADLEY JO	STRATTON	2	0	16	10	0	28	21
2276	JOHN DUDLE	GIRARD	0	0	26	0	0	26	22
2369	SHAUN EDWA	GRAY	0	0	26	0	0	26	22
2350	EVAN KENT	HOGER	0	0	26	0	0	26	22
2483	DANIEL SIE	MISCHOK	0	0	25	0	0	25	23
1591	WILLIAM JO	MORRIS	0	0	24	0	0	24	24
1892	STEPHEN HE	POCOCK	4	0	20	0	0	24	24
2388	SCOTT ANDR	MUTIMER	0	0	22	0	0	22	25
2095	RONALD STE	RUTHERFORD	0	0	22	0	0	22	25
2503	AMANDA KER	PENROSE	0	0	0	0	22	22	25
2518	JOHN N.	BOSCI	0	0	22	0	0	22	25
1275	RICHARD DO	CROSTON	0	0	20	0	0	20	26
2289	REX GREGOR	KEEN	0	0	0	20	0	20	26
1238	IAN MURRAY	PETERS	0	0	20	0	0	20	26
1406	DELIA MAY	RAYMENT	0	0	0	0	20	20	26
2484	RONALD CHA	CLYDESDALE	0	0	0	0	20	20	26
2499	DAVID MART	JENKINS	0	0	10	0	10	20	26
1703	JOHN	NOVAK	1	0	18	0	0	19	27
2454	ANDREW THO	CHAPMAN	0	0	18	0	0	18	28
2565	CAMERON JA	ROBINSON	0	0	18	0	0	18	28
2575	ROBERT ANT	DEVONSHIRE	0	0	16	0	0	16	29
1861	JOHN FREDE	CRANE	0	15	0	0	0	15	30
2360	PER FRIIS	HANSEN	0	0	14	0	0	14	31
2507	BRUCE MICH	COOK	0	0	13	0	0	13	32
2361	WAYNE RAYM	FOSTER	0	0	12	0	0	12	33
2280	DAVID JANE	LAKE	0	12	0	0	0	12	33
2331	PRIMROSE	ROGERS	0	0	12	0	0	12	33
2446	LLOYD MALC	BAX	0	0	10	0	0	10	34
1486	GLEN	CARPENTER	0	0	10	0	0	10	34
1692	GARY STEPH	GOULDING	0	0	10	0	0	10	34
2310	PAUL KENNE	GRAY	0	0	10	0	0	10	34
1839	ROD	HILEY	0	0	0	0	10	10	34
2463	STEPHEN ST	MOORE	0	0	10	0	0	10	34
2392	CHARLES BR	MUTCH	0	0	0	0	10	10	34
2130	DAVID JOHN	SOUTHGATE	0	0	10	0	0	10	34
2366	KERRY WILL	PENROSE	0	0	0	0	10	10	34
2573	GREGG E	KELLY	0	0	0	0	10	10	34
2559	IAN KENNET	FERGUSON	0	0	10	0	0	10	34
2398	FREDERICK	DDUGLAS	1	0	8	0	0	9	35
1118	STEVE	AUSTIN	0	0	8	0	0	8	36
1790	JOHN NEIL	BOYCE	0	0	8	0	0	8	36
2125	SHANE	EKLUND	0	0	8	0	0	8	36
2179	NEIL HAMIL	HAASE	0	0	8	0	0	8	36
2466	VERNON LEI	HOBBS	0	0	8	0	0	8	36
2407	ADAM PAUL	ROGGENKAMP	0	0	8	0	0	8	36
2570	SEAN	KEIRMAN	0	0	0	0	8	8	36
2599	JULIA	POTTS	0	0	8	0	0	8	36
1676	CARL W.	STECHE	7	0	0	0	0	7	37
2211	ERIC JOHN	BLTYHE	0	0	6	0	0	6	38
2288	ANDREW	FLETCHER	0	0	6	0	0	6	38
2438	JOHN HAROL	VARNHAM	0	0	6	0	0	6	38
2530	BRYCE WARW	HUTTON	0	0	6	0	0	6	38
2597	AARON	GEORGE	0	0	6	0	0	6	38
2506	DAMIEN	HOLYOAK	4	0	1	0	0	5	39
2253	ZOE	McCONNELL	0	0	4	0	0	4	40
2522	JEFFREY	CAMERON	0	0	4	0	0	4	40
2157	RAYMOND TH	EDWARDS	0	0	3	0	0	3	41
2465	GRAHAM ROB	HOBBS	0	0	3	0	0	3	41
2337	LEIGHTON A	MELLOR	0	0	3	0	0	3	41
2516	JARROD BOY	TAPPIN	0	3	0	0	0	3	41
2549	WACO	HANLIN	0	0	3	0	0	3	41
2482	ROBERT AND	MISCHOK	0	0	2	0	0	2	42
2492	JOHN RUTHE	HORNABROOK	0	0	2	0	0	2	42
2515	CLAYTON JO	MORTELL	0	2	0	0	0	2	42

CLUB POINT SCORES

SPEED

NUMBER	CHRISTNAME	SURNAME	MAR	APR	JUL	SPT	AUG	OCT	NOV	WORK	HIL	PLACE
482	JOHN	WALKER	10	8	12	10	10	12	12	6	80	1
2316	KEN	FREEBURN	10	10	10	10	10	10	0	9	69	2
1977	JOHN	DAVIES	10	10	10	0	0	12	14	12	68	3
1224	BARRY	SMITH	6	4	10	8	8	10	8	6	60	4
1740	JOHN	BROADBENT	12	10	10	10	10	0	0	6	58	5
878	IVAN	TIGHE	8	12	12	0	12	0	10	0	54	6
2008	PETER	TIGHE	8	4	8	8	8	8	8	0	52	7
2417	ROB	MUTIMER	8	10	8	0	10	6	4	0	46	8
869	PETER	RAYMENT	4	10	8	8	6	8	0	0	44	9
2107	GRAEME	ADAIR	0	10	10	8	8	0	6	0	42	10
1889	PETER	HERLIMEN		6	10			8	10	8	42	10
2126	DEREK	HOLSTEIN	8	10	0	0	10	0	10	0	38	11
1563	ALAN	MCCONNELL	12	0	0	10	10	0	6	0	38	11
1243	DAVID	ROBINSON	6	8	6	6	0	0	6	6	38	11
2531	WARWICK	HUTTON	8		10			10	8		36	12
1899	MARK	THOMPSON	10	8	0	0	8	0	8	0	34	13
2480	KEN	GRAY	10	8	0	0	0	8	8	0	34	13
2547	GREG	MCHUGH			10	8	8		8		34	13
2479	RON	WOODBRIDGE	3	6	8			10	6		33	14
2574	ALEX	BORDON			10			10	10	3	33	14
1830	DEAN	TIGHE	12	0	0	10	10	0	0	0	32	15
1688	ERROL	HODER	8	8				8	8		32	15
2298	TOMY	JEWELS	0	0	0	10	10	0	10	0	30	16
1500	JOHN	HEFFERNAN	0	10	0	0	10	0	10	0	30	16
1862	KEN	GRAHAM	8	10	0	0	0	10	0	0	28	17
2369	SHAUN	GRAY	10	0	0	0	0	6	10	0	26	18
2363	BRAD	SMITH	0	6	0	10	10	0	0	0	26	18
2435	BRIAN	HUNTER	1	0	6	0	6	6	4	3	26	18
2276	JOHN	GIRAD	8					10	8		26	18
2550	EVAN	HODER		6	8			6	6		26	18
2095	RON	RUTHERFORD	0	2	10	10	0	0	0	3	25	19
2489	DANNY	MISCHOK	1	0	6	0	0	8	10	0	25	19
1591	BILL	NORRIS	12	0	0	12	0	0	0	0	24	20
1996	PAUL	VANWIJK	0	12	12	0	0	0	0	0	24	20
2388	SCOTT	MUTIMER	1	4	4	0	6	4	3	0	22	21
2227	PAULINE	GRAHAM	6	8	0	0	0	8	0	0	22	21
2518	JOHN	BOSCI	12						10		22	21
2568	ALAN	BRUCE			6	6	6		4		22	21
2541	DAVID	IVERS			6		10		6		22	21
1275	RICHARD	CROSTON	10	0	0	0	0	0	10	0	20	22
1238	IAN	PETERS	0	0	0	10	10	0	0	0	20	22
1892	STEVE	POCOCK	10	10	0	0	0	0	0	0	20	22
1703	JOHN	NOVAK	0	0	0	10	8	0	0	0	18	23
2454	ANDREW	CHAPMAN	0	0	8	0	0	10	0	0	18	23
2565	CAMERON	ROBINSON			8			10			18	23
1766	BRAD	STRATTON	0	0	0	6	10	0	0	0	16	24
2575	BOB	DEVONSHIRE				8	8				16	24
2453	DAVID	BLYTHE		6	6					3	15	25
2360	PER	HANSEN	6	0	0	8	0	0	0	0	14	26
2041	KEN	PHILP	0	0	0	6	8	0	0	0	14	26
2507	BRUCE	COOK	6	1					6		13	27
2361	WAYNE	FOSTER	4	8	0	0	0	0	0	0	12	28
2331	PRIMROSE	ROGERS	0	4	8	0	0	0	0	0	12	28
1790	JOHN	BOYCE	0	0	0	0	0	0	8	3	11	29
1118	STEVE	AUSTIN	8	0	0	0	0	0	0	3	11	29
1692	GARY	GOULDING	0	0	0	0	0	0	10	0	10	30
2310	PAUL	GRAY	10	0	0	0	0	0	0	0	10	30
2446	LLOYD	BAX	0	0	0	0	0	10	0	0	10	30
2463	STEVE	MOORE	4	6	0	0	0	0	0	0	10	30
2037	PETER	EDWARDS	0	0	0	0	0	0	10	0	10	30
2499	MARTYN	JENKINS	2	2	0	0	0	0	6	0	10	30
2559	IAN	FERGUSON				10					10	30
2130	DAVID	SOUTHGATE							10		10	30
1486	GLEN	CARPENTER							10		10	30
1987	PAUL	STRANGE	0	0	0	0	0	0	0	9	9	31
2211	ERIC	BLYTHE			6					3	9	31
2179	NEIL	HAASE	8	0	0	0	0	0	0	0	8	32
2466	VERNON	HOBBS	8	0	0	0	0	0	0	0	8	32
2125	SHANE	EKLUND	0	0	0	0	0	0	8	0	8	32
2267	PETER	KERR	0	0	0	0	0	8	0	0	8	32
2407	ADAM	ROGGENKAMP	0	8	0	0	0	0	0	0	8	32
2398	FRED	DOUGLAS							8		8	32
2599	JULIA	POTTS							8		8	32
1822	LINDEN	COOPER	0	0	0	0	0	0	0	6	6	33
2196	SAMANTHA	RAYMENT	6	0	0	0	0	0	0	0	6	33
2157	RAY	EDWARDS	3	0	0	0	0	0	0	3	6	33
2288	ANDREW	FLETCHER	0	6	0	0	0	0	0	0	6	33
2438	JOHN	VARNHAM	6	0	0	0	0	0	0	0	6	33
2530	BRYCE	HUTTON	6								6	33
2597	AARON	GEORGE							6		6	33
2233	ZOE	MCCONNELL	4	0	0	0	0	0	0	0	4	34
2522	JEFF	CAMERON		4							4	34
2465	GRAHAM	HOBBS	0	3	0	0	0	0	0	0	3	35
2067	KERRY	STRANGE	0	0	0	0	0	0	3	0	3	35
2337	LEIGH	MELLOR	3	0	0	0	0	0	0	0	3	35
2549	WACO	HAMLIN		3							3	35
2482	ROBERT	MISCHOK	2	0	0	0	0	0	0	0	2	36
2492	JOHN	HORNABROOK							2		2	36
2506	DAMIEN	HOLYOAK	1								1	37

RACE

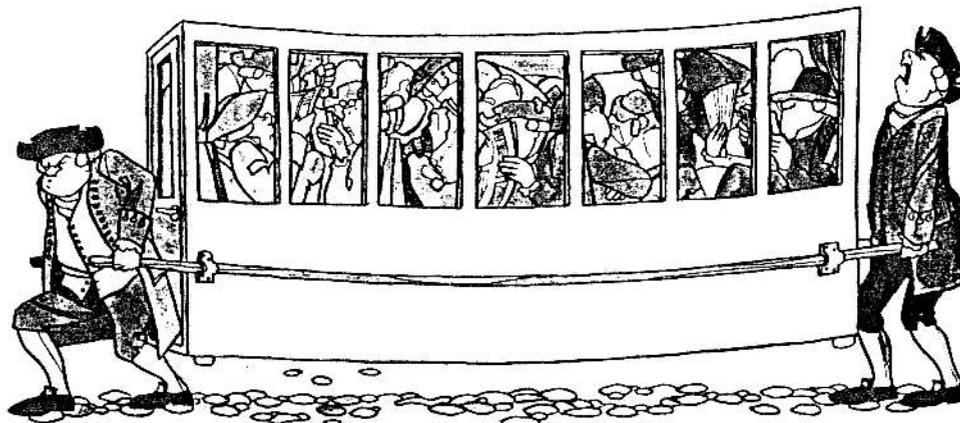
NUMBER	CHRISTNAME	SURNAME	FEB	NOV	RTTL	PLACE
2125	SHANE	EKLUND	20	20	40	1
2416	GUY	BEDINGTON	20	20	40	1
1467	DALE	JEFFERIES	20	14	34	2
1811	JOHN	STRATTON	16	16	32	3
2520	DEREK	PURKISS	12	10	22	4
1755	VERN	HAMILTON	0	20	20	5
1878	PAUL	LIVADITIS	20	0	20	5
1703	JOHN	NOVAK	0	20	20	5
1892	STEPHEN	POCOCK	20	0	20	5
2371	RUSSELL	PENFOLD	20	0	20	5
2269	REX	KEEN	0	20	20	5
2420	TONY	PATCH	20	0	20	5
1245	DAVID	ROBINSON	20	0	20	5
2298	TONY	JEWELS	0	16	16	6
1805	BRIAN	FERRABEE	16	0	16	6
2524	TREVOR	LLEWELLYN	16		16	6
2514	CHRIS	MADDEN	18		18	6
2446	LLOYD	BAX		16	16	6
2507	BRUCE	COOK	4	10	14	7
1817	MICHAEL	MCHUGH	0	12	12	8
1948	STEVE	PRICE	12	0	12	8
1563	ALAN	MCCONNELL	10	0	10	9
1865	CHRIS	CAMPBELL		10	10	9
2519	IAN	AGNEW	8		8	10
1873	DAMIEN	YOUNG	8		8	10
2595	GEOFF	FAST		6	6	11

MARQUE SPEED

NUMBER	CHRISTNAME	SURNAME	MAR	APR	JUL	SPT	AUG	OCT	NOV	WORK	MARS	PLACE
482	JOHN	WALKER	10	8	12	10	10	12	12	6	80	1
1224	BARRY	SMITH	6	4	10	8	8	10	8	6	60	2
1740	JOHN	BROADBENT	12	10	10	10	10	0	0	6	58	3
869	PETER	RAYMENT	4	10	8	8	6	8	0		44	4
2435	BRIAN	HUNTER	1	0	6	0	6	6	4	3	26	5
2518	JOHN	BOSCI	12	0	0	0	0	0	10		22	6
2363	BRAD	SMITH	0	0	0	10	10	0	0		20	7
2041	KEN	PHILP	0	0	0	6	8	0	0		14	8
2453	DAVID	BLYTHE		6	6						12	9
2463	STEVE	MOORE	4	6	0	0	0	0	0		10	10
2499	NARTYN	JENKINS	2	2	0	0	0	0	6		10	10
2179	NEIL	HASSE	8	0	0	0	0	0	0		8	11
2466	VERNON	HOBBS	8	0	0	0	0	0	0		8	11
2454	ANDREW	CHAPMAN	0	0	8	0	0	0	0		8	11
2196	SAMANTHA	RAYMENT	6	0	0	0	0	0	0		6	12
2157	RAY	EDWARDS	3	0	0	0	0	0	0	3	6	12
2211	ERIC	BLYTHE			6						6	12
2465	GRAHAM	HOBBS	0	3	0	0	0	0	0		3	13
2067	KERRY	STRANGE							3		3	13
2506	DAMIEN	HOLYOAK	1	0	0	0	0	0	0		1	14

MG MOTORKHANA

NUMBER	CHRISTNAME	SURNAME	CAR	RD1	RD3	RD5	RD6	RD7	MGM	PLACE	
869	PETER	RAYMENT	MIDGET	12	0	0	12	12	0	36	1
2008	PETER	TIGHE	MAGNETTE	10	0	0	10	10	0	30	2
1245	DAVID	ROBINSON	MAGNETTE	0	0	0	8	0	0	8	3



'I'ATES the bloody rush hour...

HORSEPOWER - FACTS, FANTASIES AND FICTION

A Rational Look at Popular Fallacies of Engine Development

"It's obvious", the dedicated enthusiast insisted pulling on his new driving gloves, "the way to make your engine really go is to lighten the flywheel, fit big carbies and give it heaps of ignition advance".

Don't laugh too much, I overheard such a statement recently. There's no magic in getting more power from any engine; the technology has been known for years. But it's vital to be aware of the whole story and where various peripheral aspects have only minor effects. Whether we are talking of a pre-war antique or a late model 8 cylinder tyre burner the same principles apply. Putting the common techniques into some sort of order, development methods shake down as follows:

Blowing

Both supercharging and turbocharging can have a massive power lift on both the mid-range and top end. These methods are complex, expensive and can do sudden terminal mechanical damage. Not to be done without research.

Compression

Lifting the compression ratio from say 8:1 to say 10:1 is cheap and effective. Providing the ignition is slightly retarded and top octane fuel is used all should be well. If your car is for competition only and you have access to very high octane fuel (or octane booster chemical) then some engines can take up to 12:1 or even more. Compressing gives instant power throughout the rev range. Good stuff, but watch the fuel.

High Lift Cams

The biggest problem here is making the mistake of using too much competition profile. A full race cam in a road car is next to useless. A few degrees more overlap and a fair bit more lift can certainly boost the mid to top end usefully without sacrificing too much down low. Generally, competition cams narrow the powerband and move it up the rev range. They are best when matched to a complementary intake, head and exhaust layout.

Big Carbs

These are incredibly over-rated. Carbs which are too big are worse than carbs that are too small. Huge carbs by themselves lack throttle response, midrange power and only work flat out. Like racing cams, they are best left alone unless part of an overall competition engine development. Many people falsely believe that big carbs feeding into conventional size ports cause some kind of massive lift in gas speed. Wrong, it's not that simple.

Webers are good, but are best confined to racing. SU's are under-rated and when correctly sized and set up are excellent.

Light Flywheel

Taking Metal off the flywheel neither produces power nor does it let the engine produce more power. The fact that the throttle response is quicker when the pedal is blipped at the traffic lights in neutral gear is irrelevant.

Standard flywheels are slightly on the heavy side to help the tickover and pullaway. At that they do a good job. Taking any more than a few pounds off them usually has no more effect than shortening main bearing life.

Ignition Advance.

The problem here, as with supercharging and compressing, is the limitations of 97 octane super grade fuel. Your engine will benefit from so much ignition advance and no more. Higher compression demand less advance.

An example of what goes on might be something like this:

If by experiment and precise measurement you find that your motor develops peak power at 29degrees and no more until 36 degrees when the dreaded pinging is heard, be warned. Set the timing at 29. All that is developed over the next 6 degrees is more heat until a stage is reached where the ignition is one degree short of melt-down. Dangerous.

Never set your ignition by belting around the block on trial and error continually advancing the distributor until the motor pings. Pay out a bit of money for your ignition advance curve to be correctly plotted and the timing properly set - either to a known makers amount or by the correct use of a rolling road dyno.

Port Polishing.

How the hell did this old wives' tale become so widely accepted? It's irrelevant what stories your mate once heard in a pub, the fact is inlet port priorities are shape before smooth walls. The amount of mirror finish is a much a fallacy as overly huge ports.

Balancing.

Provided the balance of your engine is within maker's recommended tolerances of standards set around the 1960's then there's damn -all to be gained. You can take everything to bits, fine trim the last gram off pistons etc and maybe get a slightly smoother running motor. But you won't get more power.

Straight-Thru Exhausts and Extractors.

The stock cast iron exhaust manifold is restrictive and replacing it with a well designed multi-branch extractor can show a small improvement. Another small improvement can be easily had by fitting a "straight-through" muffler in place of the stock quiet one. Large diameter exhaust systems give absolutely no gain unless under racing conditions.

Super Duper Fuel.

If your engine has been properly developed to run on 97 octane "super" fuel then next to no gain is to be had by going out of your way and filling the tank with aviation fuel. The latter only shows a benefit when it can be put to use with, for example, high compression.

Close Ration Gears.

Unless you have a race type motor with most of its power up top then forget highly specialised transmissions. This also goes for "racing" clutches.

Listening to Casual Advice.

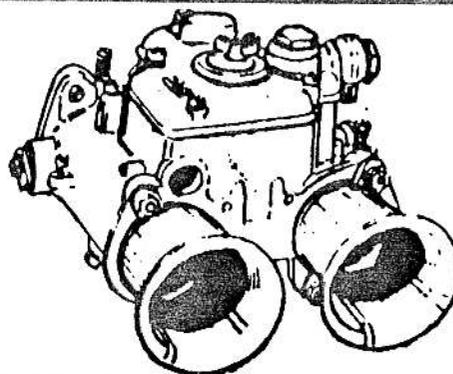
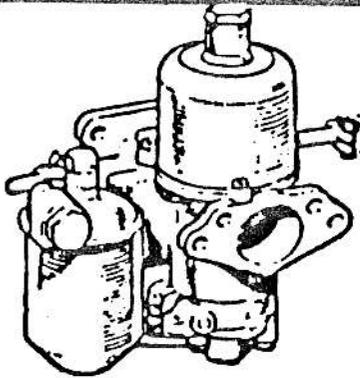
If the guy in the pub bragging about his 140 mph MGA works as a clerk in the Department of Administrative Affairs, then he's unlikely to be an expert on the chemical properties of methanol racing fuel. But when he starts talking about how to by paper clips, listen carefully, - he could well know where to get a bargain.

Tight Racing Shoes, Expensive Helmets and Racing Gloves.

Its about time I stopped writing and had a beer.

DEREK PICKARD

Reprinted from "Wheel Spin" - MG Victoria



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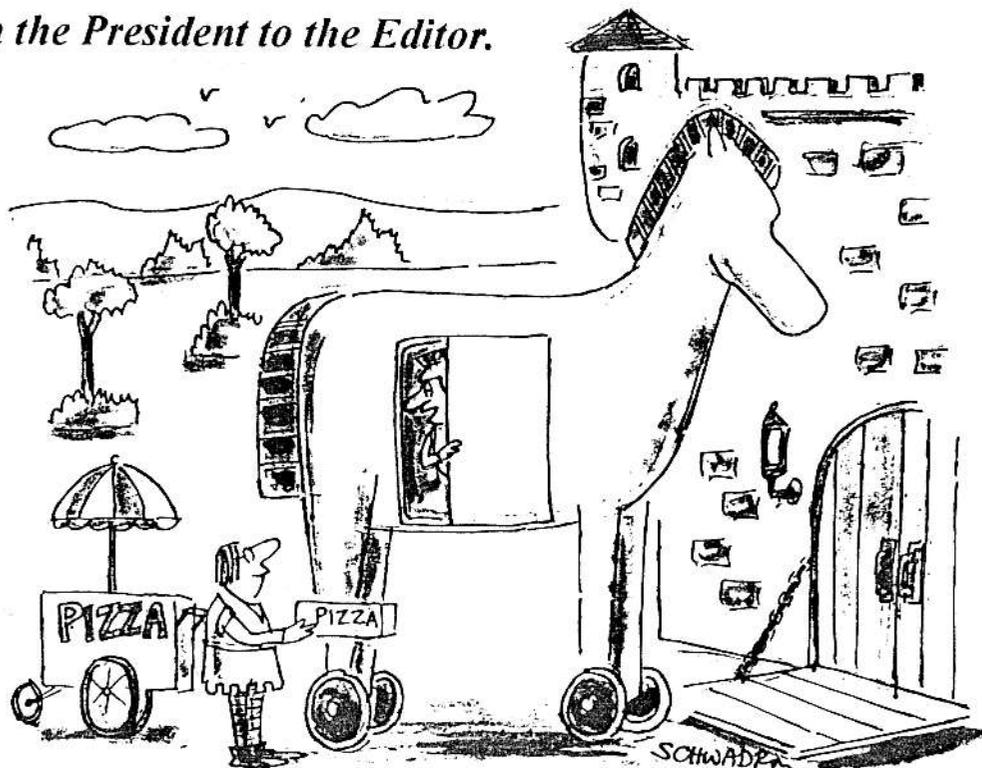
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From the President to the Editor.



"I dont care if one of the boys did order it. Go away. "

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

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MGB 1963, good condition, white with black soft top. Have owned & driven for 8 years.
Phone Nancy 899 0783.

FOR SALE

MGA 1957, white, soft top, tonneau covers, Good condition \$20,000.
Please phone Mrs. Bradforth 075 317 028 for any more details.

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 completed. The Car is CAMS Log Booked showing full history. Raced at Lakeside (best lap time 68.67 secs and Mt. Cotton Hillclimb 54.56 secs. You can view the car at my home \$2950.00
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Phone (07) 351 3506

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\$11,000.00 ono. Inspect Sunshine Coast. Phone (074) 448301 anytime. Ask for Paul.

WANTED

Used Formula Ford Tyres needed desperately for Motorkhana Special. Need rears more than fronts, but anything appreciated. Degree of wear not important, what's useless to you is probably OK for me. Please ring Paul Strange on 349 1400 (leave message if no personal answer)

WANTED

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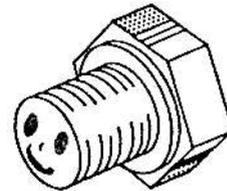
"Otto Mechanic"

By Jay Piersanti



Talk about changing cars - who were the pair who changed Minis at the Hillclimb. Seems to doesn't pay to drive other people's cars. Alan McConnell had an altercation with the nuts in the Peter Thompson Mini and Derek Holstein then damaged the Red Mini of Alan McConnell. All's well that ends well - Alan took them both home and fixed them up then continued to run in the later runs. Good work.

THE LOW DOWN ON DIRTY OIL & GOSSIP



Did you hear about Linden Cooper asking the boys down to breakfast one morning. Everything was fine till the concrete truck turned up. What a con! (This really did not happen but why worry about truth for the sake of a good story)

With SUMP PLUG

Guess who has now got a beautiful dog. Joan Tighe is sporting a basketful of apricot poodle called "Cam". Wouldn't you know that it had to have a name connected with the business.

Heard a rumour that Dean had to talk to the water police over Christmas. What's that story Dean?

What's happened to Steve Austin's MG which was supposed to finished last year?

Heard that Vern Hamilton was red faced at Lakeside giving instructions to Ross Liddle in the Isuzu. Apparently instructions were too precise and Ross did a right turn too quickly and hit the embankment. Not too much damage except to the pride of both.

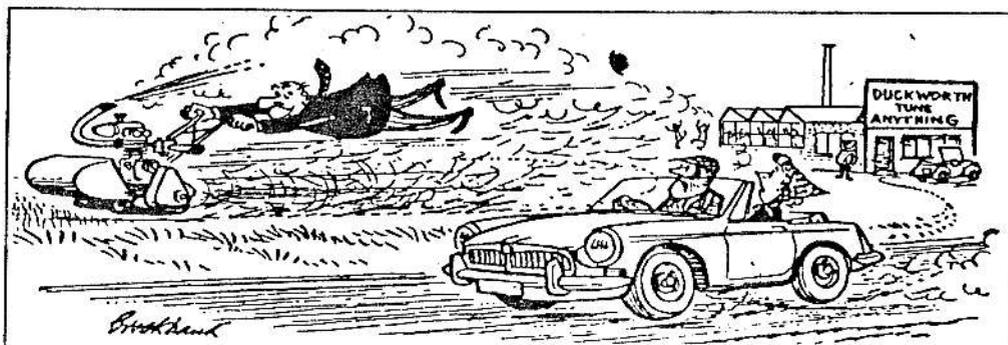
Hope that John Novak has recovered from the accident with the Gemini at Lakeside. Was sore and sorry for a while with a broken Clavicle and very bad bruising of the rib cage.

Did you hear about the 'old' ex sports car racer, Bob Romano, who recently bought a Mark VIII Cheetah F2 being out at Lakeside lapping in 54 - 55 seconds with only a few laps of practice. But the old man cannot hack the pace. (More gym work Bob).

I hope that Delia and Samantha Rayment had a lovely 9 days when they flew to the Cook Islands for a holiday. Peter 1 and Peter 2 had to batch. Poor things!

I thought that the ex-President would have come back from Norfolk Island relaxed and refreshed. Instead of that he is still running around the streets of Annerley at night and around the office in the daytime and is just a nervous wreck. I glad I stayed home and relaxed.

I saved the best till last. John and Glen Boyce fly out on 12th February to go on Channel 9's Wide World of Sports trip to Daytona. Sneaky pair that. It's always the quiet ones that you have to watch. Anyway, have a good time.



1995

**NIGHT TOURING
ASSEMBLIES**

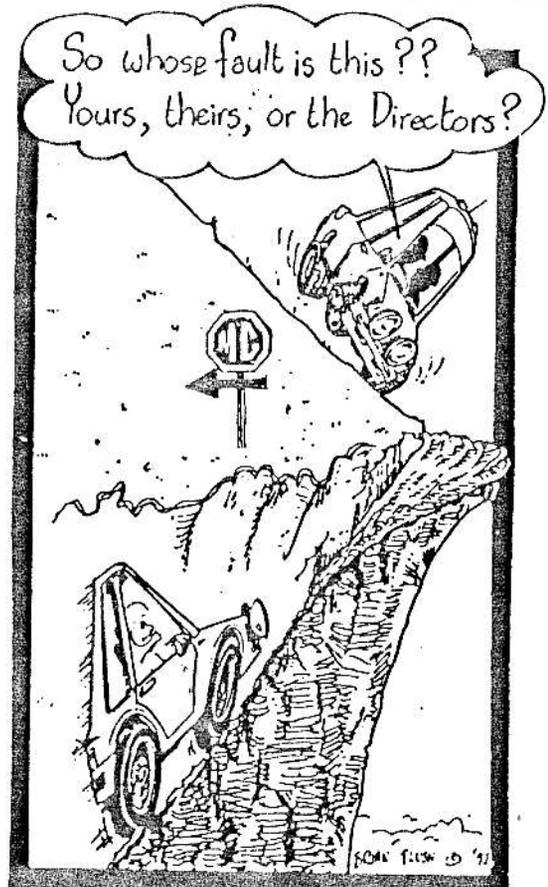
DATES:

3rd February
31st March
26th May
7th July
18th August
27th October
8th December

VENUE: AS PER PROGRAMME OF EVENTS

WHAT TO BRING: Navigator/Driver - Maximum 2
1993/4 UBD Torch/Maplight.
\$10.00 Entry Fee per car.
A SENSE OF FUN AND ADVENTURE.

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



12th March 1995

MT COTTON HILLCLIMB CIRCUIT
GRAMZOW ROAD
(Next Door to the Qld. Driver Training Centre)

ENTRY FORMS FROM:
JOAN APPLEBY
PHONE 857 1561

SEE YOU THERE