

THAT APPEAL

The Hillclimb Appeal has now produced over \$2,000 in cash and interest. A fair proportion of people who promised money for 1973 have not yet paid up. We hope they will soon be able to do so.

On the other hand there are a good many members who have now given more than they originally promised. So far we have widened and smoothed out the finish road, reformed the return road and the pit area, eliminated the bump between the second loop and the hairpin, put up a bigger shed in a new position and hot-mixed the hairpin.

Thanks to many kind friends and helpful people we achieved all this for just over \$1,000. The most expensive part of the whole project so far has been the hot-mix - and we get that done dirt cheap.

We have now been advised that the whole track is in need of re-surfacing. We will not, ofcourse, be able to afford hot-mix, so a great deal of patching will be needed. There will also have to be some fairly extensive work carried out where the finish road branches off. Needless to say we haven't yet got enough in hand for this very major project, but we are told it is becoming a matter of urgency to carry it out.

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Programme

July	13th	Spook night (See advertisement Page 7)
	20th	Treasure Hunt
	21st	Sprint Meeting (Lakeside - Pages 2 and 3)
	22nd	Closed Hill Climb (Mt. Cotton - " ")
	28/29th	Lakeside International Raceway - Meeting
August	5th	Motorkhana

TO MEMBERS OF M.G.C.C., Q.M.R.O.A. and Q.M.S.C.

Members of the above Clubs are eligible to compete for trophies which will cover both the Sprint Meeting on 21.7.73 and the Hill Climb on 22.7.73.

The Centaur Development Trophy

This will be awarded to the competitor making the closest estimation of his/her total elapsed time over the following events:-

- (a) Standing  $\frac{1}{4}$  mile
- (b) Flying  $\frac{1}{4}$  mile
- (c) Flying lap
- (d) Hill Climb

1. Competitors estimate must be for the same car throughout the events.  
If a competitor is driving two cars two separate estimates may be lodged. No competitor may lodge more than one estimate for any one car.
2. The fastest time achieved by a competitor in each event will be the time scored.
3. Estimates of total elapsed time must be lodged on the form which will be provided prior to a competitor's first run on 21.7.73.

Example. If a competitor estimates his/her fastest run in each event will be :-

- (a) 21.8 secs
- (b) 16.0 secs
- (c) 1.21.4 minutes
- (d) 1.02.0 "

He will estimate his total elapsed time as being 3.01.2 mins.

F.T.D. Trophy or Trophies will also be awarded to the most successful competitor or competitors having the fastest elapsed time scored overall in events (a), (b), (c), and (d) as above. The points score to be used for the F.T.D. Trophy or Trophies will be made available to competitors prior to the start of the Sprints on 21.7.73.

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NOTE Q.M.S.C. are making special arrangements to allow those who work Saturday mornings to run.

ENCOURAGE AWARDS

AN AWARD OF \$20 WILL BE MADE AT EACH OF THE FIVE REMAINING RACE MEETINGS THIS YEAR TO A MEMBER OF THE M.G. CAR CLUB (QUEENSLAND CENTRE).

THE RECIPIENT WILL BE SELECTED BY A PANEL OF JUDGES - MR. DAVID HARDING, MR. DES WHITE AND PROBABLY ONE TO BE NAMED. IT IS NOT INTENDED FOR THE FASTEST DRIVER, THE WINNER OF THE MOST RACES OR THE BREAKER OF THE MOST RECORDS.

It is intended to encourage the beginner and the driver who never quite makes it (through no apparent fault of his own). It will be awarded for general presentation and correctness of procedure as well as for driving ability. So if you have to be chased after to sign your entry form or get into the marshalling area you haven't much chance.

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SPRINT AND HILL-CLIMB

DON'T MISS OUT.

21st July Q.M.S.C. Sprints at Lakeside  
22nd July M.G.C.C. Hill Climb at Mt. Cotton

Both events count towards the club championships. For the purpose of awarding club points cars in the sprints will be classified as for hill climbs.

Sprints Entries close 13th July (Friday)  
Hill Entries close 18th July (Wednesday)

AUSTRALIAN HILL CLIMB CHAMPIONSHIPROUND I

Round I's winner Paul England secret weapon must have helped him down at the Climb. The flames out of the front engine's exhausts really burnt up the opposition on the day.

The new bitumen showed up some interesting driving techniques. The list of people who scribed arcs, loops and tangents made Vern Hamilton wish he had taken up Maths instead of science.

Peter Holinger has had his spies watching the Gladbag Kid, Fluffy or Featherfoot attempting to store the mythical Sprite engine in Gladbags. Peter used them on the master cylinders to stop the brake fluid getting over the rest of the car.

Peter Rayment found they were useful to stop brake fluid getting onto the soles of his SHOES?

Three Centaurs made appearances with David Miles in his familiar blue car, Richard Croston in the ex Maynard car, Ray Quinn in the ex ? car. Richard and Ray both ran as racing cars; and had their first outing in them.

The Mount Cotton Security Services were happy to keep watch over the many competitive motor vehicles left overnight.

Murray Bingham was most grateful for the old fashioned sportsmanship shown by Ivan Tighe. Till the early hours of the morning, Ivan worked on Murray's axle, so that he could run on Sunday.

Prize for the most beastly sounding machine goes to the Supercharged VW driven by Errol Richardson whilst sideways motoring up the hills.

Gerry Bezett in his twin cam Escort went around the hill in his fastest time yet - 54.5 secs.

Mal Spiden also did his fastest time in the ever faithful Escort.

Overheard in the pits was some advice to John Moorehead in the M.G. Mazda. "You can go much quicker thru the hairpin". So he went out and went quicker but straight into the nuts.

Hee! Hee! He must have been on Black Pete's fast line.

Bruce Briggs decided to use his head and his big right foot and won his class in the process.

Jeff Ferguson showed us just how much parking space there is at the exit of the first loop. He parked the Fairmont sideways across the road.

Comment from an innocent bystander. Don't send the tow truck up. Let's see if he can unpark it himself". Jeff did too. 1" forward, 1" back, 1" forward, 1" etc.

Barria Garner had the first lossage of the day closely followed by Vern Hamilton and Peter Bull.

Bob Yetman appeared in his unusual rear engined Ford Special and improved noticeably over his runs.

Was the Wasley feud worsening after Ken wangled the win, the record and the wine off Bruce.

The two formula minor entries gave a precision driving demo by equalling each other's time, thereby causing havoc at the trophy presentation.

John Barram's secret modification to his exhaust system paid off in a class win.

The neatest lose seen at Mt. Cotton was performed by Trevor Penson. A complete 360° and not a wheel off the bitumen.

Steve Booker showed how a Celica should be driven at Mt. Cotton recording 61.3 secs. Come on you other "Cilly" car drivers.

Barry Nixon-Smith amazingly fast in the XUI.

The Lungren-Miles battle continues. This time David Miles was successful.... Imagine John is waiting to take his revenge on the 22nd.

Outstanding drives probably came from Lynden Arnel, Ivan Tighe and Peter Rayment. Lynden's times in a production Escort were amazing.

Results are as follows:-

Fastest Time of Day

1st	P.England	45.3	secs
2nd	E.Richardson	45.5	secs
3rd	I.Tighe	45.6	secs
4th	P.Holinger	46.6	secs
5th	M.Bingham	47.0	secs
6th	V.Hamilton	48.3	secs

Fastest Time by Qldr.

1st	I.Tighe	45.6	secs
2nd	V.Hamilton	48.3	secs
<u>Glyn Scott Trophy (Sports)</u>			
1st	M.Bingham	47.0	secs
<u>Fastest Time (M.G.)</u>			
	K.Wasley	59.6	secs

Class Awards

Racing Cars - Cat 1 Up to and Incl. 500 cc

1st G.Newlands and L.K.Endres 58.4 secs

501-1500 cc

1st P.Rayment 49.6 secs

1501 cc and over - P.England 45.3 secs

Sports Cars - 2nd Cat. Group A Up to and Incl. 1300cc

1st D.Miles 51.3 secs

1301-2500 cc - 1st J.Barram 55.2 secs

2501 cc and over 1st M.Bingham 47.0 secs

Sports Sedans Cat 2 Group B Up to and Incl. 1600 cc

1st W.Slater 50.7 secs

1601 cc and over - 1st B.Briggs 59.8 secs

Prod.Tour.Cars Cat 3 Group C Up to and Incl. 1300 cc

1st L.Hastie 57.7secs

1301-2000 c.c. - 1st L.Arnell 51.9 secs

2001 cc and over 1st B.Nixon Smith 51.3 secs

Prod Sports Cars Group D Up to 1300 cc 1st K.Wasley 59.6

1301 cc and over 1st J.A.K. Best 60.5 secs

S P O O K N I G H T

To be held on (unlucky) Friday, 13th July.

AT

THE HAUNTED HOSPICE

620 Wickham St.

Ghoulies, ghosties and long leggedy beasties  
invited.

Witches, wizards, skeltons and the odd demon  
tolerated.

Please leave your black cats at home.

Get into gear (it's cold if you don't)

DOOR FEE \$1.00

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MOTORKHANAS

Looks like an M.G. member will be this year's  
Queensland Motorkhana Champion. Phil Griffin has now won  
the first two rounds.

Next round will be conducted by B.S.C.C. on  
Sunday, 12th August, 1973.

Next Club Motorkhana is on Sunday, 5th August, starting  
at 11 a.m.

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LAKESIDE - 17th JUNE, 1973

This seems to be the car swapping season. R.Scheikowski has Tom Heffernan's faithful FJ Holden. Trevor Bassett produced the ex John Ward Elan and George Row is now driving an Elfin Ford.

Unfortunately practice day was not the happiest occasion for M.G. members. The FJ rolled and needs extensive beauty treatment; the Elan, we believe, did something naughty with a spark plug; Vern Hamilton had an intimate discussion with a bit of the scenery, and is awaiting some suspension parts.

Dickie Johnson missed the first round of the Chesterfield Challenge Cup, but made up for it with a 4th and 3rd in subsequent rounds. Won the second round of the Queensland Touring Car Championship by 27.5 secs. Circulating consistently in the low 1.02's.

Our Kingaroy Couplet (all right, we'll stop calling you that!) Dennis Carroll and John O'Shanesy driving very nice and steadily and not getting under the wheels of the fast stuff - which is more than you can say for some more experienced drivers. Looking at their times we should maybe put more emphasis on the "nicely" and less on the "steadily".

Barry Nixon-Smith becoming a force to be reckoned with in the XUI. Times going down and placings going up.

Rod Boyle and John Wharton staged a series of battles. John Supplying some heart-stoppers with people saying "he must go this time". He never did and he gave the "Mini" brigade hell most of the time! Rod in now circulating in the low 10's and looks set for better. Unfortunately the car and the tail pipe decided to part company.

Barry Wraith impressed and had a deservedly good day. Particularly liked the way he followed Dick Johnson through at the start of the Chesterfield Cup final. Anyone follows Dick anywhere they're doing all right. Congratulations on

BODS AND BENDS

Messrs P.R. and P.vG met at a lecture recently. Wonder where.

Libby selected to be the next committee member to go nutting. To be followed by Terry in September and Mike in November.

Didn't anyone tell Ivan that circuit cars aren't meant to beat hill climb specials - not on hills anyway.

Well known racing driver: "It's easy to go faster, all you have to do is accelerate harder, brake harder and pray harder."

Morning of the championship. "Mum" was in the caravan lent by Tom Hatton cooking breakfast for the children - John, Peter, Malcolm Libby and Phil. Across the roadway was the Black camp, what an establishment. Russell had even brought a mosquito net. Most disturbance during the night came from "Guts", groaning after demolishing nearly 2 gallon of strawberries and ice cream.

Heard that Don McKay is teaching in Townsville and getting knocked off at drag races by the bikies.

Jerry Kent is overseas and driving a fast, pretty and expensive car.

Look out Paul Hogan! You have Griffin and Quinn for rivals.

Barry Nixon-Smith came fourth in the Gympie Rally. Very nice too, because it was his first time out in open competition.

For a small fee Mrs. X and Mrs. Y may listen to a tape recorded at Lakeside. For a rather larger fee Mr. X and Mr. Y may have the tape suppressed.

Beware the Bayside Buses. A wild Welsh C of C is driving

one.

Last round of the Queensland Motorkhana Championship, M.G. members came 1st, 4th and 5th outright, two firsts in class and a third in class. Keep it up fellas! Where and oh where was brainsnap Briggs?

Population has exploded! Nanette Keown has won the Club Maternity stakes. One infant minus spout, as per order lodged nine months previously. Congratulations Mike and Nanette.

Trevor Bassett has bought the ex John Ward Lotus Elan; John Ward is starting a fleet of Escorts.

Russell Worthington whilst doing service crew on recent rally, "Wake me up when that Valiant leaves". Many hours later -----!

Mario Carlotta had his first rally in his new Marina. Looks as if he might be up with the winners soon.

Unsympathetic wife: "By the time he's rebuilt it he should know the car."

Tommy Hatton to hit the rally scene again in an Imp.

Hear Steve Austin has gone into business on his own. Best of luck Steve.

David Hoare driving to Perth for business/pleasure trip.

Rod and Heather Hiley on overseas trip - we don't know where or how long but will tell you if we hear.

Alan and Colleen Conway seen in a bright yellow Renault 12.

Ross Moir and Ann Thomson came 4th in recent rally. Ross heard praying that they wouldn't lose by less than

JULY, 1973.

eleven points. Did you make a 10 point boo-boo, Ross?

Geoff and Kay Hawley have a 'Stang. Hear they may be spriting it.

Barry Locke back from U.K. News of what he'll be driving comes later.

LONELY HEARTS COLUMN

Hemming please contact A.T. You are thought of and needed.

George Row is car collecting again. He has acquired Graham Buchanan's Elfin and Trevor Bassett's Lotus.

Trevor has John Ward's Lotus Elan.

John Ward is said to be buying Escorts.

Graham Buchanan has bought John Campbell's Centaur and is putting a 1200 cc Ford in it.

We don't know where John Campbell's motor is, could Ray Quinn enlighten us?

Ray has Doug and Arthur Partington's Centaur.

All this gets very confusing. Will people please keep us advised as to who buys what from whom.

Lionel Ayers came second at Sandown last weekend. This means he is still second in the Australian Sports Car Championship.

Ask the honorary Treasurer where she mostly finds her glasses?

Hear that Sue Timms is considering sprinting the Midget on Saturday - good luck Sue.

Seen outside the Clubrooms - Radar Traps. And I believe they are becoming more frequent.

DAY RUN TO LITTLE YABBA CREEK  
SUNDAY 24th JUNE, 1973

Twentyfour hardy and enthusiastic members (it was winter you know!) attended the M.G.C.C. Social Committee Day Run and Bar-b-cue. The Social Committee members journeyed to Little Yabba Creek the afternoon before the event, and secured (without losses) a rather neat area for the cooking fires, where they proceeded to erect tents etc for a rather chilly overnight stay.

Sunday morning dawned rather bleak and foggy, however by 10 a.m. the mistysurroundings mysteriously cleared (may be it was the claret) and it turned out a beautiful clear winter's day. By 11 a.m. the leading cars had begun to arrive and by 12.30 all were enjoying a bar-b-cue lunch with cheese cake and other goodies for dessert.

Following a short siesta after lunch a game of French (I think) cricket was started. It was easily seen who had played before but the women were certainly not disgraced even though they thought they were playing softball.

Afterwards an impromptu football match was being organised until everybody's attention focused on John Campbell's new Volvo and they proceeded to find out what makes it tick.

As it was now getting quite late all members proceeded to head for home.

The Social Committee would like to thank all members who participated and hope they enjoyed themselves as much as we did.

Our special thanks go to John Campbell and Co., who gave out maps with directions at the Clubrooms.

winning the Barry Tapsall Trophy. Unfortunately decided to use cross country tactics in the last race.

Peter Bull going beautifully in the Formula Ford. Missed out by .1 sec for third place in the main race, and was the same time off fastest lap.

Lionel Ayres burnt up the non-opposition in the sports cars. We think he should christen the Renmax "flammenwerfer". If anyone ever got close enough there should be a sale for asbestos car noses!

Kevin Johnston apparently having nasty moments on the start in the third race. Two hands went up then came down, one hand went up then came down, two hands etc. Eventually the Datsun decided it would go after all.

Fraser's gears gnashed their teeth at one stage, fortunately they were un-gnitted in time for future starts.

Peter Walton and Leigh Vine had varying fortunes, with the Lotus appearing to have the edge on the Nota. However the latter was not in the best of health for part of the meeting.

Kerry had a couple of beautiful starts - he really hates that grid, can't get away from it too soon. Alas! the MRC decided one race was enough.

Comment on 1st Race: Either the Pres. or his car needs tuning.

Comment on 3rd Race: Spit, splutter, splat, splot. Pres. (mit sound effects) retires to rear of field.

Comment from pit crew: It can't be this, it must be that, do this, try that. Plugs? don't be  
-- PLUGS!

George Row's theme song for the weekend "Getting to know you".

Several non-starters from the ranks of our members, hope we haven't left anyone out.

Lakeside - Cont.

That fiendish White seen tempting Helen of Troy into the broadcasting box.

The old firm of Skillbeck and Aldridge stewarding.

Ken Wasley repelling invaders at the tower gate.

Of all the people who wouldn't need to win the electric blanket raffled by the Back Seat Racing Drivers - Leonie and Kevin Johnston. - Just married - who needs electricit

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FILM NIGHT

Those who didn't brave the floods and storms last Friday missed some of the best motoring films seen for some time.

Outstanding were the 1972 Hardie Ferodo and The Mountain Legend (1965 Targo Floria) - thanks Castrol for these two.

If enough people want to see them, we might get these two back fairly soon.

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FOR SALE

SIMCA SPORTS CAR Fibre Glass body. 1296 cc Simca Motor. Completely rewired, new gauges, reconditioned starter motor and twin petrol pumps. Brake drums machined. Hardie Ferodo linings fitted. Ideal for hillclimbing. Coil spring rear suspension, full harness belts. Reg March 1974. \$800 ONO  
Contact Graham Paskins, 60 Yinni St., Maroochydore.

Graham also has for sale asserted MGTC parts - steering column, chassis bits etc.

TABLE TOP TOPICS

Oh, how I remember that rainy evening of '73. There were we gathered in the clubrooms, sipping the old Brandy, when in walks this little old Laadye with a table top rally. "This entails a bit of quick thinking". "Mumble, mumble", was the only answer. "You'll have a lot of fun", and the organiser was rushed with entries.

We allset off when the clock struck, as that eliminates Spiden. (Rhubarb, rhubarb and raspberries - quiet you mob or I'll take your pensions away from you). During the first section pushing, barging and dicing for positions Peter Rayment fell off the map, ending up on the answer sheet and wondering how the road he was following had disappeared. Rob Guyder's Mini drowned, it was affected by water from the 27 creek crossings; but thanks to "Brains" the new wonder head filler, he devised a method of finishing the route. Also slightly bewildered were Les and June Rose who just drew circles to cross the Cheviots - no, no Blossom that's Teviot Ranges - unfortunately the Cheviots were there all right - 50 miles off route. John Kelso was havin' clutch trouble - not enough lead in his pencil. Meanwhile, Brian Kayser could not navigate his way round a traffic island.

Late starter David Robinson was quickly catching up until Section 6, where all were required to navigate to ??????. Ooh, how I know it well. 'Twas during the great floods of '19, I was there with Mrs. Fitzsimmons, Nell Grey, Ole Uncle Tom Cobbley an' all.

Was Russell Worthington helping Paul Raper or Paul Raper helping Russell Worthington? We sometimes wonder if Stones Corner Meters ever see their service car.

Meanwhile, the "Screamer" (this is where I get thumped, ouch! another sore shoulder) was in hysterics finding her way to West Talgai - she was just as successful in 1971!

Tom Hatton provided a few exciting moments at the finish - proving that drivers can navigate. He dropped a bit of time but picked up a lot of passage controls. Well, the organiser certainly can't navigate.

David and Lyn Lee journeyed up from Melbourne for the event - found it was something that had never happened to them before. The Queensland maps were un-co-operative and all the towns went away and hid, so they were forced to retire the Magnette.

Peter Rayment went home and gave the exercise to his Mum, who mapped out the course without any trouble, then asked why he incurred so many penalties. Anyone want a good navigator?

Ross Moir tackled the problem on Saturday afternoon, then he tackled the organiser - hear he is still hitting her on the head with a size 5 wooden mallet. Says she can't map, can't read, can't add up and CAN'T NAVIGATE. After this there was a recount on the results!

The first twelve places are now:-

Mrs. Rayment!	0
P. Rayment	248
D. Robinson	373
T. Hatton	408
J. Kelso	426
M. Spiden	446
L. Sullivan	475
R. Worthington	481
R. Guyder	483
L. Rose	596
R. Black	619
B. Kayser	676

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#### AUCTION?

IF ENOUGH people have enough bits to get rid of, would any members be interested in having an auction later in the year?

THANK YOU

Writing thank you letters and making public acknowledgements of assistance received is a tricky job, because you always seem to leave someone out. This someone is usually the bloke who will take offence and never, never raise a finger to help again!

A very great number of people helped us, both directly and indirectly with the conduct of the Australian Hill Climb Championship round.

First to be mentioned must be our sponsors: Armstrong Shock Absorbers, Tony Motson Performance Tune, Grand Prix Auto Service, Queensland Formula Minor Car Club, Barry Tapsall Yamaha, G.P.Cars, and Mrs. Coral Scott. Without these people our profit would have been very minimal indeed.

The next candidate for our gratitude should certainly be N.C.C. Delegate Merv Hobson. He not only had to get us the date we wanted, but had to convince the National Council that we should be given a date at all after last year's debacle. We must also thank Sandra Bennett, John Horn and John Keefe for their co-operation and advice.

Peak Performance lent a compressor and jacks, and Bennett Honda provided the bike for the safety marshalls.

Queensland Motor Racing Officials Assn., Q'land Fire Fighters Club and Morris Mini & 1100 Car Assn, provided most of the officials. We can't possibly thank you individually, although we would particularly like to mention Richard Eggesfield, Keith Butcher, Alan Hall, Col Somers, Bernie O'Brien and Alan Wheeley. We must also particularly thank Thelma and Harold Brookes - without whom a Hill climb never seems complete.

Omitting the committee (who have to work anyhow) it is going to be impossible to mention all the members of MGCC who contributed to a successful event.

Firstly there is Andy Hockley, who carried the entire responsibility for the meeting - he also has to bear with those who seem to have peculiar ideas as to the powers of the C of C.

Geoff Hawley and Barry Purdy carried out their thankless task of scrutineering.

Tom Hatton looked after the crash rescue arrangements. He also lent us his caravan - for which "Mum" and the stewards were most grateful.

Ray Quinn should have been working on his new car and running it in on the Saturday - instead he was helping with the timing gear. That, by the way, is club spirit as it should be and seldom is.

Tony Skillbeck was Chief Steward. He also did a good deal of running round and advising re the new surface. John Fraser and Mort Shearer put in a lot of hours over sponsorship and P.R. John also was glued to the P.A. for most of the day - and a very good job he did.

David Tait fixed up some last minute advertising, when it was really too late to get it.

Paul Raper and Phil Heath were on the starting line. Vince Appleby was everywhere and doing everything, general utility doesn't sound very polite but when in trouble yell for Vince.

Peter Andrews was inducted into the mysteries of "scribbler" for the Scrutineers.

Martin Eggesfield ran his legs off up and down the pits. Kay Hawley, Elaine Hamilton and Sue Timms helped with the timing.

Russell Black was in charge of the fence repair gang. The Greens and the Tufnells were in charge of the raffle and the bar-b-cue.

Lionel Ayers gave us some terrific write ups. We have to thank the media for support - more than we expected. In particular Des White, who helped with PA.

Last and by no means least Chief Timekeeper Jim Peters and Bob Wilkinson who assisted him.

It goes on and on: as we said. someone always gets left out.

If we have left you out we're sorry. Thanks anyway.

OUR APOLOGIES

The committee wishes to apologise to David Hoare for any discomfort or worry members of the club may have caused him.

The necessity for the above statement arises out of the recent Open Forum. It is alleged that David was named as the Club's solicitor - which is not so. It is further alleged that it was suggested he had been holding the Club's constitution and rules for some considerable time - again this is not true.

To quote from David's letter, "Such an implication is grossly defamatory and can only be calculated to injure my professional reputation which I guard jealously".

David is not and has never been the Club's solicitor. He has certainly helped and advised us on numerous occasions at the expense of time and effort and in an honorary capacity.

The Committee is most distressed that any remark made should have been passed on to David in such guise that he should have felt it necessary to take action to protect his good name.

We hope David will accept our sincere apologies, and that our previous happy relationship will be maintained.

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THE LAST "B"

Leyland Australia carefully put the last M.G.B. to come off the assembly line into moth balls.

It is now to be raffled in the "Leyland for Spastic Centre Art Union". This car, with extras, is valued at about \$5,000.00. Tickets at \$1 each are obtainable from Grand Prix Auto Service, 36 Douglas Street, Milton.

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

## THE COMMITTEE

		Home	Business
President	David Miles		21 2749
Vice President	Peter Rayment	68 3196	36 5646
Secretary	Joan Appleby	57 1561	
Asst. Secretary	Mike Keown		21 7886
Treasurer	Ann Thomson	78 1368	
Club Captain	Mal Spiden		33 5769
Committee	Terry Green		52 1981
	John Moorehead	66 7129	21 3899
	Neil McNeil		52 6415
	Libby Sullivan		

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## CLUBROOMS

620 Wickham Street,  
 Fortitude Valley,  
 BRISBANE.

## POSTAL ADDRESS

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

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