

THE







P A S TE V N T S

august sprints at lowood fifth  
by P.R.T. & B.M.T.

The sprints meeting held on August 5th. attracted thirty five entries, a mere seven of which were M.G.s. (We are going backwards! There will be a trophy next sprints for the best performing M.G. which is not normally raced. Perhaps that will attract some of you!) However, the variety of cars was good, and some quick times were made, the fastest being Ivan Tighe in the Vincent with 13.64 for the standing quarter, and Les Gould in the Repco Holden made the fastest flying time with 6.79 seconds which is over 133 m.p.h. although the outright record remains with Denis Geary at 150 m.p.h. In all, some sixteen records were broken, which means that the Centre will be paying out a fortune in medallions this year.

A few competitors were startled by our very efficient scrutineers.. narry a loose spoke nor baldy tyre circulated Lowood this day! The organisers were amazed, as seems to be usual, by the number of entrants who do not read the Supplementary Regulations handed out with the Entry Forms. Perhaps, one day, a conscientious Clerk of Course will start asking questions, and we will have a few less starters!

Conditions were ideal for the standing quarter runs; but a prevalent breeze in the late afternoon prevented really outstanding times. Records were still broken, however, and a creditable time was recorded by Bruce Neville in the T.C. (Bruce seems to be figuring in speed event news this year). His 1250c.c. T.C. averaged over 98 m.p.h. for the flying, and reeled off a staggering 17.68 standing. Just to prove that he does not only drive fast in a straight line, he lapped in 2 minutes 17.5 seconds! Mrs. Ann Thomson reduced her standing record to 17.97 (with a rev. counter this time), and a suitably impressed (and slightly nervous looking) Hon. Secretary drove her Lotus to reduce the flying record to 8.41 seconds (107 m.p.h.).

Maestro John French pedalled the Centaur Waggott G.T. from A to B in 14.71 seconds. His flying time was some 131.5 m.p.h., which is a bit faster than Radish could gallop! Paul Fallu's little Renault scrambled through the standing in 19.83, and just beat the 80 m.p.h. in the flying; but unfortunately its decour became slightly disarranged

Sprints. Cont'd.

at Mobilgas corner during the timed lap. Paul was able to walk away, but the Renault was not! Barry Broomhall's performance with the "Morris 990" is worthy of mention... he broke two outright records and recorded a lap of 2 mins. 27 seconds, not bad for a "Brick".

The next sprints meeting will be held on November 11th. at Lowood, and this time there will be no timed lap; but competitors will be allowed at least three runs in the standing and flying quarter miles. Next year we will probably run the timed laps again if the demand is there, and a suggestion has been made that we hold a sprints for timed laps only. We shall see.

<u>R E S U L T S O F S P R I N T S</u> (Estimated speeds in brackets)				
(Fastest times only)				
<u>SPORTS CARS.</u>	Car	Standing $\frac{1}{4}$	Flying $\frac{1}{4}$	Timed Lap
<u>Class G 750-1100c.c.</u>				
Mrs. A. Thomson	Lotus Ford	17.97	8.41 (107)	2.21.1
P. Kinnane	A/H Sprite	18.77	10.13 (89.6)	2.26.5
<u>Class F 1101-1300c.c.</u>				
B. Neville	M.G.T.C.	17.68	9.13 (98.5)	2.17.5
<u>Class F1 1301-1600c.c.</u>				
I. Michels	M.G.T.F.	17.14	9.06 (99.2)	2.18.9
H. Gilroy	M.G.T.C.	19.99	10.80 (83.3)	2.50.5
T. Bassett	M.G.T.C.	20.29	11.02 (81.6)	2.50.5
A. Yannuccelli	M.G.A.1600	19.62	11.04 (81.5)	2.34.9
Miss D. Winston	M.G.A.1500	21.23	10.81 (83.4)	2.55.8
<u>Class E 1601-2000c.c.</u>				
L. Ross	Triumph TR2	19.08	9.73 (92.5)	2.34.4
I. Clay	Triumph TR2	18.14	9.01 (99.9)	2.27.6
<u>Class D 2001-3000c.c.</u>				
W. Gates	TriumphTR3A	16.83	8.37 (107.5)	2.16.4
K. Koppenol	A/Healey	19.75	10.14 (88.7)	-----
<u>TOURING CARS</u>				
<u>Class G 750-1000c.c.</u>				
K. Johns	Morris 850	23.95	13.19 (68.3)	3.04.0

Sprints Results. Cont'd.

B. Broomhall	Morris 850	18.87	10.50 (85.7)	2.27.0
P. Fallu	Renault 760	19.83	11.20 (80.3)	-----

CLASS F 1001-1300c.c.

R. Allpass	Volkswagen	22.02	13.09 (68.7)	3.00.4
------------	------------	-------	--------------	--------

Class E 1301-1600c.c.

J. Gillmeister	Hillman	19.26	10.60 (84.8)	2.35.2
L. Gisler	Austin	21.79	11.88 (75.8)	2.55.6

Class C 2001-2600c.c.

H. Gilroy	F/Falcon	21.01	10.79 (78.7)	2.44.2
T. Castorina	Holden	19.42	10.27 (88.4)	2.39.1

Class A Over 3500c.c.

J. Fraser	Ford 300	18.08	-----	-----
-----------	----------	-------	-------	-------

G.T. CARS.Class G 750-1000c.c.

J. Suggars	Morris Minor	21.76	12.14 (74.1)	2.50.1
I. Cornes	Triumph	24.20	12.75 (70.3)	2.56.5
Mrs. L. Thatcher	Morris Minor	22.11	13.19 (68.3)	2.56.9

Class C. 2001-2600c.c.

J. French	Centaur	14.71	6.85 (131.5)	1.57.0
P. Thomasson	Holden	17.81	9.71 (92.6)	2.41.0

Class A Over 3500 c.c.

K. Horgan	Ford	20.32	10.25 (87.8)	2.34.3
K. Anderson	Chevrolet	18.93	9.35 (96.6)	2.32.3

RACING CARS.

I. Tighe	Tighe Vincent	13.64	-----	-----
L. Gould	Repcro Holden	14.31	6.79 (133.5)	2.06.0

The following Club members broke records...

Mrs. A. Thomson, B. Neville, W. Gates, (standing only) I. Michels, (standing only) B. Broomhall, J. Gillmeister, J. Fraser (standing) J. Suggars (standing), P. Thomasson, K. Anderson.

Thanks to all who acted as officials for us on the day.

C e N t R e P r O g R a M M E  
of  
c o m i n g e v e n t s

- SEPTEMBER 7th. British Motor Corporation Service School at Howards Ltd. Showroom, Adelaide St. 8 p.m.-9 p.m.
- SEPTEMBER 14th. Film Night at Clubrooms. Showing the 1961 "Armstrong 500" and "Gretel". 7.30 p.m.
- SEPTEMBER 16th. Treasure Hunt. Clubrooms 1 p.m.
- SEPTEMBER 30th. Concours D' Elegance & Gymkhana. Tingalpa 11 a.m. President's versus Club Captain's team.
- OCTOBER 7th. Club Run. (Day's outing & picnic lunch etc.)
- OCTOBER 12th. Film Night. Clubrooms 7.30 p.m.
- OCTOBER 26th. Scavenger Hunt.
- NOVEMBER 11th. Sprints at Lowood. Standing & Flying  $\frac{1}{4}$  miles.
- NOVEMBER 16th. Night Navigation Run. Clubrooms 7.30 p.m.
- NOVEMBER 23rd. ANNUAL GENERAL MEETING. Clubrooms 8 p.m.
- DECEMBER 14th. Presentation of Trophies & Dinner Dance. "Shangri-La" Reception Lounge, Wynnum Road.

Here are the events listed for the remainder of the year. We hope that you will continue to support your Committee by attending and competing in these events. Remember that we will have to elect new office bearers and committee at the Annual General Meeting. This is the year's most important event. If you wish to act as a committee member or Office Bearer next year, now is the time to consider it. Remember that a Club is only as good as its Committee .... and we need your services!



barbecue & run to caloundra

About seventeen of us took advantage of the hospitality shown us by Pip Bucknell of the Melbourne Centre, when he invited us to his holiday home at Caloundra for a barbecue lunch on Sunday, 12th. August. There we met Kevin Daly, ex President of Melbourne Centre, who was celebrating his Ex Presidency along with Pip who was celebrating his Ex Secretarialy! (Is there such a word)?

We were entertained on the way up by Neale Groundwater who, driving the first M.G. to be fitted with a fuel gauge, promptly ran out of petrol. Neale tells us that these new fangled electrical gadgets are not nearly as reliable as the wooden fuel gauge he used to carry in the T.F.

We arrived at Caloundra to discover that one of Pip's neighbours had pulled the plug out of the local lake, leaving a naked stretch of lake bottom and somewhat spoiling the otherwise attractive surroundings. Earl Proudley gave us a demonstration of incinerated sausage eating, and Kerry upset everything in general by cracking jokes whilst we were eating and giving everyone indigestion.

A fine time was had by all, and we extend our thanks to the Bucknells for allowing us to break up their home. Pip leaves for England soon, probably to interview Lord Nuffield about K3s.

oooooooooooooooooooo 0 0 0 0 0 ooooooooooooooooooooo

NOTES FROM C. A. M. S.

Currently there are 132 Clubs affiliated with the Confederation of Australian Motor Sport.

There is an appendix for production sports cars under consideration; but nobody is sure what a production sports car really is.

It appears that Appendix J of the F.I.A. will be adopted for 1964, covering sports, touring and G.T. cars.

Roll bars may be fitted to cars in all categories without effecting their respective appendices.





11

Racing Team. Cont'd.

We are indebted to the Queensland Motor Sporting Club and the Queensland Racing Drivers Club for the many priveleges they have bestowed upon us.

While we are not anxious to make the team as big as possible, (being more concerned with efficiency than size), any member wishing to race an M.G. or being willing to assist in the running of the team, is more than welcome to apply for team membership.

The cars and drivers entered at Lowood are as follows...

M.G.T.C.	1250c.c.	to be driven by Bruce Neville.
M.G.T.C.	1350c.c.	to be driven by Doug Bright.
M.G.T.F.	1466c.c.	to be driven by Ian Michels and Phil Thew.
M.G.T.D.	1386c.c.	to be driven by Brian Tebble.
M.G.A.	1489c.c.	to be driven by Dan Casey.
M.G.A.	1583c.c.	to be driven by Barry Saba.
M.G.A.	1622c.c.	to be driven by Ritchie Greenlaw and Bill Stanley.
M.G.A.	1588c.c.	to be driven by Barry Campbell.

Keith Anderson continues to supply new parts to us at the circuit, and we would surely have the biggest single horde of used (but re-usable) M.G. parts in the world! Sometimes we need them!

C C T A G O N A L Q U I P S by R.E. Porter.

According to page one of the last Octagon, we now have two lady members on the Committee! "Miss N. Groundwater", no less! Neale assures us that he is no lady!

We wonder if Nessie Hunter wears those bed socks when she is driving the new Jaguar? We dare you to wear them to the Clubrooms Ness. (Visitors beware).

And then there were three! The Yummy Allans seen at the Inter Club gymkhana complete with Junior. Good show!

Noticed a brand new Sprite Mk.2 being driven (on trade plates) in the Valley recently. Doing about five thousand revs. Hate to buy that one. Buyers.. Peter Uscinski should have some soon, (ask

Octagonal Quips. Cont'd.

him for a Midget first). Peter offers a good deal to members buying spare parts for B.M.C. cars, too.

Phil Thew now in new business behind Bushells Auto in Moggill Road, Indooroopilly. No doubt would like to see members there. Phone 78 2638.

The Secretary is in possession of a brass measure which is accurately calibrated to give the exact measure of petrol for a T.C. petrol tank. This was kindly donated by Frank Taylor and will be lent on request to members wishing to make a duplicate.

Keith Anderson back in the M.G. parts business at Southside Motors, Tingalpa (Shell Station near Gymkhana Grounds). Keith has a reputation for obtaining hard to get bits, and you will have his sympathy as he now drives an A type. (We never thought it would happen).

Not all our members live close to Wickham Street. We have Trevor Beel in Cunnamulla, Brian Croft and the Taylors in Melbourne, John Fresser in Kingaroy, B. Barker in Proserpine, Owen McNeill in Khancoban, N.S.W., Ritchie Greenlaw in Sydney, Greg Newton in Bundaberg, the Wicklands in Queanbeyan, Julian Warren at Bilinga, Ted Peel, Canungra, and so on. We see a few of them occasionally; but would like to say Hallo to all our "distant" members.

Graham Lax joined the "slow combustion stove club" at the sprints; but said his Simca should have "more steam" for Lowood! Perhaps it has a dead horse or something in the radiator, Graham.

FOR SALE. One set of hoon type rear window cushions. Suit 1958 Hillman. Price 2/5d. L. Batterham, 39 Nestor Ave., Bardon.

It appears that some Mini Minor drivers are becoming as obnoxious on the roads as most V.W. drovers (sorry drivers). The only problem is that the Mini's go much harder. I'm going to trample on the next one to cut me off on the road! I hope all the club members who are buying them won't become "Minimaniacs".