

July 9	Night Run)	CASTROL
10	Sprint Meeting)	
	Motorkhana)	IRON MAN
11	Hill Climb)	CONTEST

As you can see, we have a test of strength in the form of four events. Further information can be obtained how the General Regulations which appear later in this issue. Where male gender is used it shall be deemed to mean male or female gender. All events count for Club points.

- July 16 Night Run - This is the normal monthly touring assembly. It shall be referred to the "Second 1976 Presidential Run! That means Neil McNeil is setting it.
- 18 Open Motorkhana - Round 4 Queensland Championships
- 23 Free night. It won't cost you a thing. Nattering however, will be allowed.
- 25 Lakeside Races
- 30 Bingo, Dickie (no, not brickie) and cheese night. Have you any Camembert. No matter what, I like it running. Stop Press - The Film from Leyland on the rally featuring the Dolomite will also be shown.
- Aug. 1 Possible Hillclimb at Lakeside. The Queensland Formula Minor Car Club have applied for a permit to run a hillclimb at Lakeside. The course will start at Shell Corner and travel in an anti-clockwise direction finishing just after the V.I.P. Hut. Officials and helpers will be required, so if you can help, please contact any member of the committee. For further information contact Ken Wasley at work 370 1101 or Paul Bishop on 371 2569 at home.
- 6 Exhibition Grand Prix - Come and relive your childhood.
- 7 Open Rally (Queensland Championships)
- 8 Motorkhana - It is important that we have as many members as possible to attend this event. The reason being that it is only a week to the Interclub Motorkhana. Teams have to be selected and practice will be required just to know the events. So tape up your handbrakes and travel on the Nerang road just south of the Surfers Race Track.
- 13 Another Free night.
- 15 Interclub Motorkhana. We have done quite well in the past. Usually our second team doing better than the first. This will be the real test for all those who attended or didn't attend last Sunday's Club Motorkhana.
- 20 Night run - step forth Director
- 21.22 MGCC Novice Rally - A story appears elsewhere in this issue.
- Dec. 4 We have tentatively set aside this night for a few of us to receive the fruits of this year's work. The Annual dinner dance and presentation of trophies. The venue has yet to be finalised.

You all know (or should) that CAMS Personal Accident Insurance falls into compulsory and optional sectors. The compulsory sector covers Closed race meetings and all open events except Motorkhanas. The optional sector covers open Motorkhanas and all closed events except closed race meetings.

It appears that many competitors have not read that section of the manual (page 256) dealing with P.A. insurance. It is your responsibility, unless your injury is such that you are unable to do so, to notify the state CAMS office in writing within the specified time. The competitor must also notify the Clerk of Course or Director of the event, who must embody a description of the incident leading to the claim in their official report and must also inform the CAMS state office.

If you have an accident always report any possible injury. Make sure the injury and accident report forms are signed by the officials required to do so. Don't think "It's only a bruise, a scratch or a bump so I won't bother". One competitor has paid nearly \$200 in medical expenses (and is still paying) because he got sick of chasing a promoter for signatures on a form.

One last reminder. You have no cover under the optional sector unless you have requested it on your entry form and paid the required fee before the event.

Now the good news. The premiums you have paid through the year for your P.A. Insurance are tax deductible - so hunt out those receipts.

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AUTOCROSSE - 30th MAY 1976

A sum total of three M.G. members (one of them only a spectator) fronted up at Shaw's Pocket road near Beenleigh for the first Autocrosse in many a year. To make the Club's participation worse, neither drove an M.G. The autocrosse was like a giant motorkhana where you could really get a good speed up for some hair and wheel raising corners. The first and only spill of the day was when Peter Snell's mini decided to take one corner on its roof. Fortunately neither the car nor Peter were damaged beyond repair. With a little help from a hammer, he was soon back into the action. I suppose he is also thankful for the fact that had he not been wearing a helmet and seat belt, he might have had a core and sorry head.

Meanwhile the two gallant members of MG were having thrills galore. Tony Scott in the Corolla was really going well and improving all the time. Class victory was in his grasp but for .3 second. Tony Jay in the mini (again sans racing rubber) had more wheels in the air than on the ground.

Class and overall winner of the day was Geln Carpentar driving a (wait for it) an MG 1300. He is certainly an incredible grass circuit driver (Typist - Why not give an old car some of the credit).

To the best of my knowledge, all competitors had a great day and are looking forward to the next autocrosse.

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IRON MAN CONTEST SOCIAL EVENING

Holden Torana are holding a social evening at their Clubrooms at Eagers Newstead at 7.30 p.m. on July 10th. There will be a hot supper served and a good time is assured for only 1.50 per head. Liquid refreshments are also available. So come everyone and make this weekend really swing with the social atmosphere.

In the wisdom of some people in high places, the Australian Hillclimb Championship is now contested at one venue instead of having a round system. With the AHC for 1976 to be contested at Bathurst, the Qld Hill climb championships only were held at Mt. Cotton on 6th June.

There were two classes for Group D Sports Cars. Ken Wasley (MG Midget) had the smaller capacity class all on his own, being the only entrant. Even without anyone else to push him, Ken managed to get his times down to an incredible 56.7 on his last run. In the larger class Peter McCabe (MGDL) on his last run managed to win this class with a 51.6 run to beat Bob Webb's 51.9 in his Datsun 240Z. Steve Austin was completely outclassed in his street car which still had its touring gear ratios.

Production Touring Cars (Group C) was a two car race between Morris Cooper S and Torana. Peter Nolan scoring over Mal Hopcraft in the smaller class with John Heffernan easily setting the pace over Bruce Absolon in the larger class.

Practice was delayed while the post diggers got to work. Paul Bishop trying to imitate a Formula Ford driver by not staying on the black stuff neatly managed to remove two fence posts and a rear upright coming into the hairpin the second time. He managed to borrow another upright and some negative camber to complete three runs at the end of the day. Steill didn't win the class. Peter Bull's F3 Elfin was 2.1 secs quicker than Peter Rayment to win the Racing Car class up to 1500 c.c. Doug Partington entered his MGTC special to give the front runners a run for their money. Dough became disillusioned by everyone else doing burnouts, did one himself and then did his only run under 70 secs. It must work. Doug's Firestone conventionals have done the Amaroo Park Historic Race meeting (practice and three races), a motorkhana every fortnight and seven runs at Mt. Cotton and still haven't worn the moulding pips off the front tyres.

Sports Sedans up to 2000 cc was the closest class of the day with Geoff Russell being the second tin top under 50 secs with a 49.4. Wilf Slater's official runs were 51.5, 51.8, 51.7, 51.4, 51.2 and 51.4 with Gerry Dezett running 51.4, 51.7, 51.8, 51.2, 51.1, and 51.0. How consistent can you get.

Darry Singleton brought his big sports car to the hill to keep the racing cars honest. After having difficulty finding his way around the hill, he ended up being the fastest sporty and winning the Glyn Scott Perpetual Trophy. John Lungren's minispeed had no trouble dispensing with the opposition to win the under 1300 c.c. Group A Class.

Brian Walker finally finished a day at the hill on his third attempt. After trailer troubles and the thought of "What's going to go wrong this time", he finished with a 47.9 run which gave him second in class and third outright. Fastest in the class and also overall was Barry Garner with his immaculate Down Holden. His time of 46.9 which kept him safely clear of anyone else was not enough to break any records.

So ended quite a successful day. Let's hope that we can have the opportunity of holding the Australian Hill Climb Championships next year.

The winners of the main awards were as follows:-

Glen Scott Perpetual Trophy	Darry Singleton	
John Fraser for Fastest Qldr	1st Peter Bull	
	2nd Ross Horton.	
Fastest Time of Day	1st Barrie Garner	46.9
	2nd Peter Bull	47.8
	3rd Brian Walker	47.9
	4th Ross Horton	48.5
	5th Geoff Russell	49.4

On behalf of the Committee of the Club I would like to thank Mrs. Coral Scott, Gary, Susan and Tony for the use of their home for our Bar-b-cue on 19th June. We, who attended, had a very good evening and it was gratifying to see so many of our "old" members supporting these events. Thankyou to the Scotts.

Just one grouch from the Secretary in connection with the afore mentioned bar-b-cue. What ever happened to all the folk in this Club who filled in a brochure at the start of the year to say they would like to see more social events held? Have you a guilty conscience?

A second thankyou from the Secretary to John Fraser and Ross Horton, who gave of thie time on Sunday 30th May to go to Channel 7 studios to do an interview for the Club regarding our Hillclimb Championships. Thankyou to you both for having given so willingly of your time and effort to assist.

I would also like to thank those members of the committee who gave of their time to work down at the hillclimb to prepare it for the Championships. I know a lot of hard yakkā went into it and please accept our heartfelt thanks. Were there more like these pelphe in this Club.

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WE'LL GET YOU TO KATOOMBA YET

This month we are commencing the first of about nine episodes of "We'll get you to Katoomba yet". It should be obvious to you already that the plot is quite simple. We want you and your MG or non marque car to motor to pleasant little mountain resort, Katoomba, for the 1977 National Meeting.

You would have read last month what happens at the meeting, and how you will enjoy it when you get there. For the first episode I will tell you the various ways you can go to get to Katoomba, whether you are the holiday maker, the quiet traveller or the quick overnighiter. The numerical order does not indicate any preference so the choice is yours. All mileages are from Brisbane and are only approximate. (old map:

1. Travel via Highway 1, see Australia's most easterly land point through Southern Cross country to the big smog. Follow the Great Western Highway until you see a family group that don't like to be parted. You are there. About 7.8 miles.

2. Head south west along the New England Highway, through the lands that were one heavily populated with bushrangers (they didn't last long, didn't have any rapid getaways MG's) until you get to Singleton. Turn off the main drag onto the Putty Road to Windsor. From here there are a couple of ways you can go depending on whether you like traffic, scenery or the shortest way.

(a) From Windsor go through Richmond, Road Junction, Bitpin to Bell. Now go to Mt. Victoria where you join the Great Western Highway travel back towards Sydney until you come to Katoomba. This way you can see a little more of the Blue Mountains and enjoy some mountain driving without the problems of towns, 60 kph zones and traffic. About 660 miles.

(b) Again through Richmond, but this time turning the steering wheel towards Springwood (no you're not back home yet). You've now joined the slow crawl to Katoomba. About 643 miles.

(c) The third way in this district is similar to (b) except that you go through Penrith (that is if you want to see Penrith) About 649 miles.

3. If you like adventure, boredom, more miles, not as many petrol filling stations the wild west (well maybe not quite so wild)

practice your mounty driving techniques at Mt. P. Morana. Believe it or not this way is not that much further at 738 miles.

So now you don't have to get your Halda's and Survey maps, just follow the aforementioned instructions and you can't get lost.

NEXT MONTH'S EPISODE - Who knows! But we'll probably tell you how to get home after the strenuous arm bending activities.

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A LITTLE BIT OF NONSENSE POETRY

On the ning, nang, nong,
When the cows go bong
And the monkeys all say boo
There's a mong mang, ning
Where the trees go ping
And the tree tops chippa-chappa-chew.

On the nong ning nang
All the mice go clang
And you just can't catch em when they do
So it's ning nang nong
The cocos go bong
Nong nang ning
the Trees go ping
Ning nang nong
The mice go c-pong
What a noisy place to belong
Is a ning nang ning nang nong.

Well it rhymes anyway.

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CLASSIFIED

- WANTED Straight mini panel van body. No need for engine
See Peter Rayment at Clubrooms
- WANTED MGA 1500 or 1600 Will look at any condition. Please
call if you know of any or have one. David Gooch
Phone 59 4927
- SELL MGTF HARDTOP See Peter Frazer at Clubroom or
Phone 55 2153
- SELL Tony Jay's immaculate Ford Escort XL 1300. Too many
extras to list here. Ring Tony on 207 2558
- SELL Sin Bin 1968 HK Holden Panel Van - 186 Auto, Windows
Contoured Mattress Ring Ken Potter for details 59 2613
- SELL MGA Hard and Soft Tops, Torneau, Radio Good condition
\$2500 ONO Dale Johnstone 263 6505 After Hours
- SELL MGTF 1500 Completely restored, all panels stripped and
resprayed, new timber throughout, new trim, side curtains
and hood. Also fibreglass hardtop. \$4000 Keith Brent
Phone 263 6726
- SELL Mini Din Racing Car plus trailer, good condition \$450
For further information Ring Tony Pipe 208 3335

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MOTORKHANA

1.	M.Spiden	36
2	R.Thompson	20
3	A.Scott	16
4	P.Frazer	12
4	K.Potter	12
6	M.O'Shanesy	8
	P.Rayment	8
	V.Thompson	8

SPEED OVERALL

1	P.Rayment	22
2	G.Bezett	21
	S.Booker	21
	P.Nolan	21
	A.Telfer	21
6	L.Hastie	20

BEST M.G.

1	H.George	43
2	M.Spiden	25
3	P.Frazer	14
4	G.Findlater	7

UNDER 1300 cc Speed

M.Spiden	1
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NAVIGATOR'S TROPHY

C.Conway	53
R.McMurdo	41
N.McNeil	37
D.Mamanu	36
M.Spiden	31
P.Simpson	26

OVERALL

1	M.Spiden	62
2	K.Potter	58
3	P.Rayment	54

TRIALS TROPHY

A.Conway	56
K.Potter	46
M.Boothby	37
P.Rayment	36
M.Spiden	34
H.Georgé	26
A.Thomson	4

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OH! FOR NAVIGATION

Leave Clubrooms

L @ T

3L

and so started the problems in the May night navigation run. How do you go L @ T in Wickham Street? Some of the more wily characters tried L @ T at the foot of the stairs, maybe L @ T is out of Wickham onto Breakfast Creek Road. Ah, well, problems, problems and many lost cars on the first instruction. To prove we found our way past that first instruction, we then had to answer Question 1. How many Green doors. All eventually found this answer except our worthy president and honorable treasurer who came up with 2018!!!

After this a quick run up the Hamilton Hill Climb and handbrake turn around a certain "Yellow sheep" - Golden Fleece Service Station for the confused and on to answer a question for all the TV advert buffs - What is not too sweet for your thirst? The real answer was torino orange but most of the non TV addicts guessed Solo lemon.

And then ... How much does it cost? Well at Kings Cross I believe about \$25, although around the valley its about \$15. Greg Findlater must know something. He can get it for 50 cents. Pot-pot's quote was \$200 to get the points but we all think that to expensive.

A few more instructions then RA the ratcrap - rag krap - car park then supply suzies phone no. (maybe she's the one that charges \$200).

A few more simple questions, decipher what means, a few swear words and then Where do you drive in? a bottle department of course. I don't know sex and grog - can't even get away from it in the car club's monthly run. Seems the real answer was some hospital.

I'm sure we could have lodged a protest against Mal Spiden and that novice navigator Dave Gooch of his, he'd be too young to be distracted by all this "R" rated Stuff.

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GRAND PRIX RALLY

Once again our good friends Joe Camilleri and Ross Moir of Grand Prix (Aspley and Chermside) are showing their active interest in the Club. They are our chief sponsors for the Novice/Clubman Rally to be held on 21st/22nd August. Ross is also our Director again.

We will, of course, be finishing the event without our usual bar-b-cue As that Appleby woman has decided to go on holidays at the crucial time we need somebody to do the organising. We also need CONTROL OFFICERS. Please volunteer soon. We want to know how many we have to borrow from other clubs.

For those who attended the judging of Miss Queensland Motor Sport Quest and danced naked around the fountains on the front lawn or hung by their toes from the chandelier, rejoice for on Friday 22nd October 1976 the carpet is once again rolled back and Red Line 7000 leaves the grid.

Once again two Quests will be judged on 22nd October - the Miss Queensland Motor Sport and the beauty part, and Miss Motor Sport Fund Raising Princess for the girl who raises the most money. Clubs are asked to nominate an entrant in the Quest accompanied with the \$50 fee - this years quest is open to married girls.

Should you wish to obtain any further information or tickets for the evening please contact Elwyn Starkey (2774044) or Karen Koppenol (343 1488) all your queries and question will be answered.

Don't forget all moneys raised at this dinner dance are re-donated for equipment to various motor sporting clubs - certainly a worthy cause.

So don't forget to buy your ticket from Red Line 7000, 22nd October at 29 Murray Street, Wilston.

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LAKESIDE 27.6.76

The following members won placings in this Lakeside meeting. As usual our apologies for any omissions.

	Class	Outright
Geoff Russell	1 x 3, 1 x 1st	1 x 3rd
Leigh Craig	3 x 1st	1 x 1st
Andy Murray	2 x 3rd	
Gary Scott	3 x 1st	3 x 1st
Peter Bull	3 x 3rd	2 x 3rd
John Fraser	2 x 2nd	1 x 1st 1 x 2nd
Narry Singleton	2 x 1st	1 x 3rd 1 x 1st
Kees Koppenol	1 x 3rd	
Ross Horton	1 x 2nd 1 x 3rd	
Peter McCabe	1 x 3rd	

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Pods and Pends

Kerry and Val Horgan may be seen digging brick dust out of the keys. The new house is under way.

Car models supplied by Mal Hopcraft and Dale Jeffries much appreciated. The first one raised a handsome sum. The second will be up for takes soon.

Whilst we're on the subject Mal and Lynette Hopcraft are the sort of members we like. They're both generous and keen, what more could you want? An expert croupier like Mal, of course.

We hope to have a repeat very soon on our panel discussion. Like the article for the next issue.

Thanks to Vern Hamilton for offering his services to the Speed Sub-Committee.

Correct wear for a P.D.Q. Overalls and a grease smear. Guess who?

Congratulations to Chris and Sue Timms on the birth of Matthew Ernest.

A certain Midget has returned to the road again. Lord-love-us, long may it stay there. Just heard that the Escort is also off the road. Oh dear, the trials of being a three car owner.

The Presidential car is looking shiny new. What about keeping it that way.

Appleby's collecting Magnettes. They now have two cars, two doors and a boot lid.

Barry Singleton has more expensive tastes. He collects big-banger Sports Cars.

Our southern correspondent seems to have fallen down of the job. If he tell us who was winning what we'd tell you.

Ask Dale Johnstone why he did such shocking times as Lakeside. Did he think he was at Surfers and had to keep pace with his times there?

Good to see Richard Warland in the Clubrooms. A member from Adelaide we welcome him to the Queensland Centre.

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NORMAN'D DREAMTIME AND THE STORY OF THE 1581 at MILLE PRISMA

With the dusk acting out its never ending cycle of overrunning the retreating day and artificial lighting gazed its ultra violet rays upon the starting ramp illuminating that portion of the crowd. Like a ball being shot from a cannon, the first of cars was away the exhaust note being smothered by the cheers erupting from the enthusiastic onlookers. Again and again, the ground trembled under the explosive cheering that signalled another departure. In the back of every participants mind was the unnervy knowledge of a deadline - a time limit which dignified the commencement of a series of lectures - this week a history of Ballooning.

The cavalcade turned its way through the picturesque switchback hilly districts, carefully infiltrating those tiger infested areas and into the first impound "arrivee" near the Pepperoni Pizza side walk café. The French team (Nos 821-839) were there to defend their hard won title in last year 'makes' battle, this year being pressed hard by an enlarged British team of normal runners (819 and 841) plus a special experimental machine (815) from the Secret tuning workshops which had just competed in the Redex "round Australia in three weeks event". Other opposition was expected from the oriental team (817 and 843) using this year's event to experiment and practise for their massive onslaught for next year's title. Snuggly located under the honourable oriental bonnets were the new Astra motors (1600 cc now but capable of being enlarged to 2600 cc - ah so) a very much U.S. influenced Wankmaster special team (825 and 827) were expected to enliven the event but unfortunately their attack was halved very early in the piece.

Immediately out of the impound area to run high along the bank, and as always hazards were encountered such as the Formula Atlantic Omnibus strategically placed before a confusing stream crossing causing a few anxious moments for many teams. On entering the 22nd directional route 817, being first on the road for a considerable period, was being hounded by 815 (4 down) but the latter's knowledge of the local terrain (a series of geological formations compared to the Queensland Government Railways) helped reduce the deficit, whilst 821 (6 up) trailed at the rear.

Others were not so lucky for after the "arrivee" at the Boat Harbour (otherwise known as Noah's Ark Harbour - how long can you tread water for?) 819 was 12 down and 825 was an astonishing 63 down. As we enter the third month - a long event I see.

Now for somewhere completely different. In the wilds on the outskirts of civilization where the air is clean and the marauding tribesmen still require the Military to patrol the districts to ensure a safe journey for travellers through which our merry band of early and late participants must wander, a hardened distinguished Battalion commanded by courageous, fearless Major D Bloodnok DS, MBO, VC - Don't laugh its all true made sure of a trouble free run for all.

But I must finish this travelogue, because you see the lectures on ballooning is about to commence.

And here are the results, Norman has dreamed up - just for you.

M. Boothby	R. McMurdo	Marina	0
K. Potter	M. Spiden	Gallant	0
A. Conway	C. Conway	Renault	0
P. Rayment	D. Mamanu	Renault	37
M. O'Shanesy	N. McNeil	Civic	52
H. George	C. Krop	MG3	62
G. Findlater	J. Curtis	MG3	72
A. Scott	D. Flockbart	Valiant	73
G. Whittaker	A. Randall	Charger	DNF

Oh yes, it was a trick question - Coventry City has NEVER won the F.A. Cup final.

Good Evening

Next Week - Hamlet

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		Phone Home	Business
President	Neil McNeil	2662800	526415
Vice President	Peter Rayment		362980
Secretary	Joan Appleby	571561	
Asst. Secretary	Mike Keown		
Treasurer	Ann Thomson	3781368	
Club Captain	Mal Spiden	577704	335011
Committee	Ian Friar	Message only	3913641
	Ken Potter	592613	310201
	Paul Raper	3974333	
	Dianne Austin		2693102
	Gary Labudda		441231

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Postal Address
Box 1847 G.P.O.,
Brisbane 4001

Address of Clubrooms
620 Wickham St.,
THE VALLEY
4006

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Don't forget that we want someone to organise the bar-b-cue at the finish of the rally. Please contact wither Ann Thomson 378 1368 or Joan Appleby 57 1561 and offer your assistance.

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