

P R O G R A M M E

OCTOBER

- 1st BATHURST HARDIE FE RODO 1000
6th NATTER NIGHT CLUBROOMS
7th/8th LAKESIDE RACE MEETING
13th NATTER NIGHT CLUBROOMS
15th Lakeside Sprint QMSC.
20th NIGHT RUN START 8.30 CLUBROOMS
22nd MOTORKHANA
27th FILM NIGHT CLUBROOMS
28th/29th QES RALLY IWMAC

NOVEMBER 3rd NATTER NIGHT CLUBROOMS

- 4th/5th Surfers Race Meeting
11th/12th ALL HISTORIC RACE MEETING
LAKESIDE

- 18th NIGHT RUN CLUBROOMS
19th Sprint Meeting QMSC
24th NATTER NIGHT CLUBROOMS
26th HILLClimb MT. COTTON

SPECIAL NOTICE .

MISS QUEENSLAND MOTOR SPORT GUEST DINNER

OCTOBER 20th CONTACT NEIL MC NEIL FOR TICKETS

EDITORIAL

Dear Members,

Salutations and felicitations as once again the Gaelic pen takes to paper in an effort to bring you your 'Octagon'. There have been several activities which have involved club members lately, and there will be reports later in the magazine.

The Para-Quad Economy Run was cancelled due to unfortunate circumstances, but we hope to be involved again next year. We have several different events coming up - a Concours in October, and an Historic Race Meeting in November. There is also a Hillclimb in the near future, so if you are not going to enter, come along and spectate. Anyhow, keep your eyes peeled for more information on those events.

Those of you who have been watching the ABC-TV lately, will no doubt have noticed the increased coverage that motor sport is receiving. It's great to see - despite what one TV journalistic critic had to say. If you want the coverage to continue, let the ABC know how much you enjoy the programmes. It was also good to see the results of the 3rd round of the CRC in the local daily newspaper; one can't help saying "About time!"

The attendance at our club events is slowly rising - there were eight entrants in Findiaters Fun Night Run, and thank you all for attending. Those of you who didn't roll up, missed a fun event, but maybe we'll see you at the next one - the Editor's Epic! If there are any particular functions or events that you would like to see on the calendar, PLEASE, let us know so that they can be arranged. Remember, if you ask for a particular event, you would be the one expected to give that event support, not the regular bunch. It is YOUR club, so do come along sometime -- you'll enjoy yourself!!

The request for articles, photos, etc., is still current, so please send them in. You can leave them at the clubrooms, or phone me at home (telecom permitting), or you can even post them (Australia post permitting).

That seems to be about all for this edition, remember that motor sport is just that - SPORT, and safe driving.

Meg O'Shanesy

UNDESIRABLE NEWS

BY 'STURLEY' SMALLMAN

once again, in this issue two recent rallies need commenting on, although I would honestly prefer to forget about both of them, as they were rather expensive outings!

The first event was the Arcticos Motors Rally for Clubman/Novice crews, and was organised by Q.L.C.C., who must have been extremely happy with a full field of entries and some to spare. The members of M.G. who rolled up to do battle (well, it's getting that way) were of course myself and Slim Garth, Grannie Thomson and Il Presidenti McNeil, Meg O'Shanesy and Peter Garbett, Meg this time opting for the 'silly seat' (which stands to reason) and letting Peter steer the Honda. Down at the tail end of the field was Ted reel in the 24oz; Ted was obviously not very generous at the Directors Benefit Night and drew Car 59 in the 65 car field!

The first couple of competitive sections didn't seem to cause crews any problems, apart from one navigator turning two pages at once during a transport, I.E shall remain nameless. Section five competitive saw most crews starting to drop points, the majority arriving at control one or two minutes late, although all of our crews were on time except for Ann and Neil who fell foul of a photographers "BIG FLASH" and had a slight excursion, this was to have disastrous effects later in the night. Section six and crews were obviously starting to have a hard time of things. No one cleaned the section, and four crews were down one minute, including Garbett/ O'Shanesy and Smallman/ Garth. Ted reel lost two minutes along with three others, and Ann was beginning to suffer the after effects of her excursion and the associated clutch problems, forcing her to drop nine minutes. The next section was one of those 'up the hill- along the top -and down again' sections, and once again all crews added to their points tally, (the 'Alternator Aid' was running this End of Section Control, so no wonder .) the best dropping only two minutes, among these being Ted reel, the only other crew to equal this was Allan Saxby in the Gemini.

This section also saw the "Begining of the end" for the Smallman/Garth Escort, who dropped three minutes with the motor beginning to get a little warm and even a little more rattly.

UNDESIRABLE RESULTS, COME?

Garbett/O'Shanesy went down four and Thomson/McNeil down six.

The rest of the event I can only guess at, as the Escort retired a few sections later with the motor sounding like a runaway chain block (and five times more expensive), however on referring to the results, congratulations to Meg O'Shanesy and Ted Peel who tied for eighth outright. Bad luck to Ann and Neil whose clutch finally called it a day (night). Thank you O.L.C.C. for a well organised event.

Although my bank manager and I have never met face to face, (it's probably why we don't see eye to eye! Oh NO, WIT) this custodian of my modest means (no, that is not the reason I'm called Stumpy either) (For that story, see the December 1977 Octagon, it's retold in glorious technicolour!!!) unknowingly assisted Slim and myself to join the usual crowd of K.G. rally enthusiasts in Licowomba for the Humphrey Leyland Rally, third round of the CRC and the final round of the Cibie- G.R.Cars series.

As the event started on the Saturday morning, several crews spent the Friday night in the Garden City. It was here that the Team Managers of the more professional crews were noticeable (Oh Boy, were they what!!) in preparing their 'wards' for the event to follow. Boss Moir, being the 'captain' of one famous team, opted for a night out at Weis's restaurant, having an excellent meal and popping a few corks of equally excellent wine. And, I'm told by normal unreliable sources, that Lennis was allowed the odd sniff of the said corks before being tucked into bed at 7.30pm.

Neil Swaysland was well in command of his team, and considered that two pies, washed down with many pints of XXXX ? and a few hours training on the disco floor was suitable preparation for the Escort Team. The Escort team sincerely thanks the management of ZACS International Hotel for the use of their foyer. However, they do apologise for getting the Escort jammed in the Lifts! (Good Grief, what will this lot do next?)

The event proper started with some short daylight spectator sections which were well patronised by the public, as well as giving service crews a rare opportunity of seeing the cars they chase around so much, in action. This was made possible by the very well presented instructions that were made available prior to the start of the event.

Cont.....

AND YET MORE UNDESIRABLE NEWS, CONT.

The first division of the rally had mixed fortunes for our members and included the retirements of Norm Singleton and Ann Thomson. Division break scores were Brown/Moir equal first on 5pts, Smallman/Garth on 12, Nixon Smith/Ward on 13, Reel/Blake on 14, O'Shanesy/Lean on 19, and Harvey/George on 24. As I said, it was mixed fortunes, Ann had problems around the rear end (of the car), Norm Singleton caught Ann's disease and had the clutch disintegrate. My own problems started on the second competitive when the Escort fell over (Slim has since been ordered on a diet!!) causing us to drop our first two points of the event. All seemed very well after that, so well in fact that on the next section we only dropped one minute along with four other crews, the rest dropping two or three; and if you think I'm giving myself a plug-- well you are right, after all who is writing this article?? Anyway, just prior to leaving the division break, we were informed that the car could not continue competing in the event due to safety reasons. I didn't entirely agree, but then again I may have been a little biased.

Oh well, win some , lose some , learn a lot.

Back to the visible competition; Division two, according to the results and the points lost by even the top crews, was extremely competitive and certainly sorted out the crews. The provisional results credit Dennis and Ross with a very commendable third outright on 51pts lost behind Jim Keddiex on 47pts and Murry Coote on 27pts. The next of our members being Meg O'Shanesy on 109 pts (20th), followed by Barry Nixon-Smith 29th on 177pts, and Ted Reel on 409pts. These latter crews had obviously run into problems during the night, as had Barry Harvey and Hayden George, who didn't manage to finish (fuel pump problems!).

Congratulations to all these crews, especially Dennis and Ross, and of course D.D.S.C.C. for once again setting a top event, Something they do with a minimum of fuss every year!

'STUMPY' NEWTTINS

SMALLMAN'S RAMBLINGS

To those who offered me assistance in repairing the Escort, thank you. At present negotiations are almost finalised to enable me to come back with a vengeance (but never talent!) (His words not mine, Ed.) In the mean time, I am enjoying the amount of motor sport being shown on ABC-TV.

Also, Neil Swaysland, who has recently retired from the driving of motor vehicles for a short period, has been doing some homework on his Escort, and will be back to help me do vengeance in a couple of months; providing that we say nice things to Judy Harrison so that husband Clarrie can come out and play service crew for us. (Licensed drivers are beginning to become a rarity among my service crew).

Hear about the photographer who, in a recent rally, located himself in a prime position, camera loaded, aimed and waiting? Along came a rally car, executed a perfect roll for the said purpose, and guess what the photographer does? Yes, he drops his camera in shock!! Thanks for your assistance, Allen.

Barry Wraith almost has the racing Anglia(?) back into working order. Barry was just going to restore it to how it was when he originally raced it,, and run it in the 'odd club meeting'. If these 'club meetings' are anything like the 'original restoration' that is going on- look out Le Mans! It has definately got the biggest alternator screwed onto the block that I have ever seen!

MG MG

AUGUST NIGHT RUN

The Findlaters Fun Night Run began without their presence, so the cars were sent on their way by Il Presidentii, who thought he might have a run as a navigator at one stage! Judging by the fighting actions and words of competitors as they returned to the clubrooms, the Findlaters should have remained absent! The Cossor crew arrived back at the clubrooms first, and the directors took cover under the table. Bob had TWO navigators, each having different ideas of which was left and which was right. He encountered many problems as a result!

Greg and Julie had only just recovered from that attack, when John Finn arrived back, and once again they went under the table! It seems the problem was some road works, which were in an awkward place. Last

FINDIATERS FUN NIGHT RUN ,CONT.

week the road was open, this week, closed!!!! This caused problems for some crews, but then along came Mal Hopcraft and Dale Jefferies, and, with a shift a drum here, shift a drum there , routine, they opened the closed road, and continued forthwith. One or two crews followed the example set by Mal and Dale, some found alternate routes, while some didn't even get as far as that! It seems that a good time was had by all, and the results are:

- 1st Mal Hopcraft/Dale Jefferies.
- 2nd Hayden George/Peter Jones.
- 3rd Gary Whittaker/Mal Spiden.
- 4th Peter Rayment/Delia Rayment.

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HILLCLIMB REPORT

Following is a list of some of the work to be done at the Hillclimb. Some of the work may not seem important, but for the overall running of the hillclimb, it is. It saves quite a deal of time by not having to do some jobs before every hillclimb.

1. Seal the finish and return roads.
2. Make a burn out pad down to the start line.
3. Reseal the start line and junction to the finish line.
4. Fix several small sections around the track.
5. a) Grass pit area.
b) Build some retaining walls and back fill.
6. Install tank and water pipe around pit area. (Pipe very costly).
7. Alter fence line in pit area.
8. Clean up the top spectator area. (How many people have been up past the second loop and looked down on the hillclimb and seen what a better view it is.
9. Clear the regrowth in the loops, behind the hairpin and up to the second loop.
10. Clean up any fallen timber in the parking area.

P. Rayment.

SEPTEMBER HILLCLIMB

Yes, it was bound to happen one day, especially with the current influx of Hillclimb specials onto the scene. Jim Pidgeon left the record shattered at 47.0 secs, while son Robert was also under the old record with a 48.5 sec run.

Group 'C' classes provided the Speed Event leaders with comparatively easy wins. John Heffernan recorded his personal best time of 51.9 secs, despite his earlier fears of brake troubles. Series leader, A.J., likewise recorded his best in his current new machine with a 54.7 secs. Tony was saving his Bridgestones by two wheeling around the hairpin! One who almost missed the hairpin, was red brick peddeler Keith McConnell. It seems that brakes or lack of effective stopping power, gave Keith an interesting and varied day, however when in doubt, pull on handbrake, which he did on numerous occasions. His best time was 57.0 secs, certainly outside his best to date.

Surprise victor in Group 'B' was Ian Weise. Competing in his second hillclimb, the first being the Iron Man Weekend, Ian stole the show with a 57.1 secs. Behind him were John Finn (57.9), Kevin Heffernan (57.9 secs - in the Heffernan Brown Mini) and an understeering Barry Smith on 57.9 secs also. Unbelievable but yes, it's true, all these were on 57.9 secs.

With this kind of excitement, what would happen when the racing cars competed. After a bit of messing around in the first few runs, when Jim Pidgeon, Chris Lake and Robert Pidgeon were performing Bruce Le Garde found understeer and Robert Jones was hampered by fuel troubles, a few serious runs were completed. At the break, Jim Pidgeon lead (48.3) from son Robert (49.3) ahead of Chris Lake (49.7) Peter Rayment (50.5) Bruce Le Garde (51.5) and Robert Jones (57.0).

With the resumption came the quick times. As the wick was turned up, Bob Jones (Bobbin Ford) dropped his time to 56.0 secs, while Bruce Le Garde, suffering from incredible understeer, and Peter Rayment could not better their previous times. Chris Lake sliced .4sec from his best, but it was not quick enough to capture the day. Both Jim and Robert had mastered the Volvo Special into the hairpin (Yes, what a beast!) and their times reflected this as both were under the record.

Top 6 eliminator was captured by Chris Lake with a run of 48.6 (again, just under the old record) .2 sec ahead of Robert Pidgeon, with Bruce Le Garde (51.6), John Heffernan (52.5) Tony Jay (55.2) and

CONT....

PROGRESSIVE POINTS SCORES

RACING DRIVERS TROPHY

D. Johnson	40
R. Warland	32
D. Carroll	29
J. Fraser	27
E. Thomas	25
I. Tighe	23
A. Jay	22
D. Johnstone	20
B. Scott	19
W. Davidson	18
K. Korgan	18
I. Peters	16
G. Russell	15
R. Vardrop	15
B. Briggs	11
F. Fraith	11
K. Johnston	10
G. Whittaker	10
I. Conness	9
S. Austin	8
J. Whittaker	8
B. McInnes	6
R. Buda	5
G. Lansford	5
C. Wenzel	4
E. Aldridge	3
B. Marshall	3
E. McFerran	1
K. Kilbride	1

BEST ALL ROUND

K. McConnell	68
J. Finn	67
A. Jay	63
J. Heffernan	60
B. Smith	55
D. Webster	53
S. Austin	48
L. Barram	45
J. Findlater	41
I. Weise	41
H. George	39
J. Barram	38
G. Findlater	38
G. Carpenter	37
R. Cossor	29
K. Heffernan	25
J. Fidgeon	24
M. Spiden	24
G. Whittaker	24
E. Cossor	22
Bev Cossor	21
T. Reel	21
E. Vanderburg	19
R. Davies	18
R. Fidgeon	16
R. Ritchie	15
C. Lake	12
M. O'Shanesy	11
D. Kayment	11
D. Jeffries	10
M. Hopcraft	10
N. McNeil	10
A. Thomson	10
G. Fahey	7

GROUP 'D' SPEED

T. Reel	21
J. Barram	20
H. George	20

LADIES TROPHY

J. Findlater	41
B. Cossor	21
M. O'Shanesy	11
D. Rayment	11
A. Thomson	10
R. McKeheran	7

MOTORRIFANA

G. Carpenter	20
A. McConnell	16
S. Austin	12
L. Barram	8
J. Barram	6
R. Rayment	4
R. Cossor	2

RALLY DRIVERS

A. Thomson	7
N. Singleton	6
M. O'Shanesy	5
E. Nixon-Smith	2
T. Reel	1
G. Smallman	1

NAVIGATORS

R. McIir	24
L. Garth	1
N. McNeil	1

SPEED EVENTS

A. Jay	61
	60

J. Finn 5.6
 A. McConnell 48
 P. Raymond 48
 D. Smith 44
 K. Heffernan 42
 S. Austin 40
 D. Webster 40
 I. Weise 40
 L. Barram 32
 R. Cossor 24
 J. Ridgeon 24
 T. Reel 21
 J. Barram 20
 E. Cossor 20
 H. George 20
 G. Carpenter 16
 Bev Cossor 16
 K. Ridgeon 16
 I. Wells 16
 C. Lake 12
 B. LeGarde 6
 K. Jones 4
 G. Basseler 1
 J. Murphy 1
 B. Webster 53
 H. George 39
 G. Findlater 26
 B. Vanderberg 18
 B. Webster 53

NAVIGATORS
 J. Findlater 40
 M. Spiden 24
 R. Davies 18
 I. Jeffries 10
 N. McNeil 10
 M. O'Shanesy 10
 D. Kayment 10
 R. McKerahan 6
 B. Cossor 4
 F. Gowe 4
 J. Murphy 3
 G. Carpenter 1

NIGHT RUNS
 G. Findlater 36
 G. Whittaker 24
 H. George 18
 B. Vanderberg 18
 R. Ritchie 14
 D. Webster 11
 J. Finn 10
 M. Hopcraft 10
 P. Kayment 10
 A. Thomson 10
 B. Smith 9
 G. Fahey 6
 P. Doblo 4
 A. Telfer 4
 K. McConnell 3
 J. Barram 2
 R. Cossor 2
 W. Bentley 2

DRIVERS
 G. Findlater 36
 G. Whittaker 24
 H. George 18
 B. Vanderberg 18
 R. Ritchie 14
 D. Webster 11
 J. Finn 10
 M. Hopcraft 10
 P. Kayment 10
 A. Thomson 10
 B. Smith 9
 G. Fahey 6
 P. Doblo 4
 A. Telfer 4
 K. McConnell 3
 J. Barram 2
 R. Cossor 2
 W. Bentley 2

MESS TYPE

SEPTEMBER HILLCLIMB, CONT...

Jim Pidgeon (57.2, with a gyration) following. The John Fraser Advanced Driving Award for the most improved driver on the day was awarded to Ian Weise.

Yes, another successful hillclimb, and the lads will return once again on November 25th and maybe break into the 46 second barrier.

M.J.S.

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BODS AND BENDS

Kick Farland is enduring terrible luck at present. At last Lakeside, his efforts were hampered by a mystery misfire, while at Surfers Paradise, kick suffered from NO VOICE all weekend, and finally a blown head-gasket in his first race. The only thing to do was to share the Kaiser Stuhl!

The Bryan Eyrte team had a shakedown run in preparation for the Hang Ten 400 at Sandown, and for the Hardie-Perodo 1,000 at Bathurst. With the Touring Car record at 1 min 19.2 secs, Dick Johnson really threw the big Falcon around (especially around the esses) to record 1 min 19.6 secs, while team driver, John French recorded 1 min 21.6 secs. Sandown and Bathurst will certainly be events to watch!

The racing cars provided an incredible display. Terry Hock (Lola F500), John Smith (Salt F Atlantic), and Andrew Miedecke (March F Libre) showed the tremendous spectator appeal of a David vs Goliath single seater battle. All drove their cars to the limit, and all were certainly worthy recipients of the Kaiser Stuhl Men of the Meeting Award!

With the final of the Sidchrome Sports Car Championships to be held at Lakeside on October 8th, John Fraser leads the series on 37 pts, ahead of Barry Singleton on 30 pts. Barry won the last round at Surfers after a tremendous duel with the Kaditcha Man, Bob Minrichs, while John was engaged in a race long dice with Lola driver, Wayne Davidson. October 8th appears to be shaping up to be a tremendous meeting, especially in the Group 'A' ranks.

NATIONAL MEETING 1979, BULLETIN ONE

Next year the National Meeting is going to be held at Ballarat, in Victoria. It's 113 km from Melbourne and 1815 km from Brisbane.

Immediately preceding Easter '79, Ballarat has it's annual Begonia Festival. The average temperature is apparently 1 degree higher than that of Melbourne, but that doesn't mean to say that it will be warm. Accomodation has been advanced booked and ranges from camp site facilities to first class Motels and Victorian Hotels.

Events include $\frac{1}{4}$ mile sprint (instead of timed laps and hillclimb type speed events), Concours, Motorkhana, and The Presentation Night.

Don't forget to bring your current club licence and civil licence.

MG MG

WANTED

1973 or '74 HONDA CIVIC 2DOOR . Must have genuine un-dinged body shell, but the mechanicals can be in almost any condition. Please contact Meg O'Shanesj on 391 3443 A/H.

ATTENTION

RELIABLE MACHINERY SALES will offer a discount of at least 15% on compressors, motors, pumps, winches etc. to club members. Contact Gary Satchwell on 52 8343 or call at 4 Exhibition St., VALLEY.

FOR SALE

MK I Sprite. All original parts and many spares, including M.G. Midget I293cc motor, gear-boxes, etc.,
Contact Greg Findlater.

IRON MAN WEEKEND MOTORKHANA

Glen Carpenter dominated the MG participants competing in the Castrol Iron Man Weekend. Driving his special, Glen opened up a 1 second lead on the first test, and built up to a 5.6 sec gap over the subsequent events. Keith McConnell chased Glen throughout the day, and finished in second place ahead of the first sports car, the 1293cc Sprite of Laurie Barran.

After a rather slow start, Steve Austin, driving Brian Dunn's Manx Tow'd, fought his way into fourth spot. Quite a good effort, as this was his first drive in the yellow Manx. John Barran paced himself in his blue Europa, and in Bill Murdock's VW. Embarrassing to say the Volkswagen was quicker!

Glen Carpenter commenced his run in the first test, the Trefoil, with a 23.7 secs. Keith (24.7), Laurie (29.2), and Brian Cossor (29.5) were the only ones to be under 30 secs. Tony Jay (30.7) and Hayden George (30.9) were next with Ian Weise on 31.2 and Don Webster on 31.9.

The crazy square saw Steve Austin record a 22.5 to finish .6 second behind Glen. Keith (23.0), was ahead of Laurie (24.1) while John Barran and Peter Rayment tied on 25.5 secs.

Continuing on his winning way, Glen scored best time of 36.9 secs on the Triple Garage, ahead of Keith on 38.5, Laurie on 42.0 and Steve on 43.1 secs. John Barran tied with Bev Cossor on 45.6, and Brian Cossor tied with Tony Jay on 46.2 secs.

The first five positions on the final event, The Eccentric, echoed the final placings. Glen was again the quickest on 39.0, from Keith (40.9), Laurie (41.4), Steve (42.4), John (43.8) Kev Heffernan (44.0), and Bob Cossor (44.0) heading Brian Cossor (45.3).

1st G. Carpenter	121.5	10th J. Barran	163.8
2nd K. McConnell	127.1	11th H. George	165.0
3rd L. Barran	136.7	12th Bev Cossor	166.5
4th S. Austin	143.9	13th D. Webster	167.6
5th J. Barran	152.4	14th A. Jay	168.5
6th F. Rayment	152.8	15th B. Smith	170.5
7th Bob Cossor	158.4	16th J. Finn	181.9
8th Brian Cossor	160.4	17th K. Heffernan	190.1
9th M. O'Shanesy	163.3	18th I. Weise	190.5

THE
ANNUAL

BACK SEAT RACING DRIVERS CLUB

MISS QUEENSLAND MOTOR SPORT QUEST

IS

BEING HELD

ON

20th OCTOBER

Contact Neil McNeil

for

TICKETS

ALL HISTORIC LAKESIDE

The club is promoting on 11th & 12 th november
the first all Historic Race meet ing in Queensland.

There is alot of work to be done on the weekend
and we will need your help so please ring
Neil Mc Neil A/H 2662800 and let him know that

YOU ARE WELLING TO WORK.

-ATTENTION!!!!!!ATTENTION!!!!!!ATTENTION-

If you have or about to change your address or car contact Greg Findlater or any committee member, so that Greg can keep the membership register up to date and will continue to receive the Octagon.

CONCOURS

This fantastic day will now be held in early December. All club members cars welcome. All conditions catered for, so start polishing.

THANKS

A special thanks to Alan McConnell for the photos which he provided for last Octagon's centrefold and cover.

POIS AND POUNDS

Jean and Vince Appleby are the proud owners of a new grandson - 8lb 15oz, Adam John, and another Magnette, as yet un-named and birth weight unknown!! Congratulations to Robyn and Henry!!!!

Club mini drivers seem to have been spending up big, Tony Jay, Robbie Wardrop, and John Murphy have all been parting with the dollar in a fairly big way. hope they get as big a result.

hear that Kingaroy member, Dennis Carroll was married recently. Congratulations and all the best to you both.

Geoff Smallman has bought shares in Races tape -- -- and Ford!

After the rise in petrol prices, the Ed. has decided to rally a 4 cylinder Clydsdale, and trample everything else into the ground!

Kerry and Val Morgan are back from their 'grande tour'. That will give Kerry something else to talk about in the Shell tent!

Neil McNeil has strange sleeping habits, or was it Dennis Brown????? Neil???????

Red Reel is a high flyer: his wheels were level with the tops of the fence posts in a recent rally. Taking short cuts or thinking of going sky - diving, Red???????

John Fraser is a very dangerous person after race meetings. He hits certain people on the head with flying champagne corks, and then blames Rick Warland!!!!

Rick had lost his voice at Surfers - too much public speaking which he's unaccustomed to!

Congratulations to Dale Johnstone for winning the Encourage award at last Lakeside. Apparently the TRE is really flying, and Dale has never been so fast in his life - in a car that is!!

The Official Magazine of the M.G. Car Club of Queensland.
Affiliated with C.A.M.S. and with the M.G. Car Club (Home Centre).

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.....cc00cc.....

Your C.A.M.S. delegate is Ann Thomson; if you have any
problems, contact Ann on 378 1368.

.....cc00cc.....

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Meg O'Shanesy

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