

NOTICE IS HEREBY GIVEN OF THE ANNUAL
GENERAL MEETING OF THE MG CAR CLUB
OF QUEENSLAND INCORPORATED TO BE HELD
ON FRIDAY 8th DECEMBER, 1989 at the
CLUBROOMS - 18 NASH STREET, ROSALIE.Q.
AT 8p.m.

PLEASE BE ADVISED THAT NOMINATIONS FOR
MANAGEMENT FORMS AND PROXY FORMS ARE
ENCLOSED IN THIS MAGAZINE.

ALSO PLEASE NOTE THAT NOMINATIONS CLOSE
WITH THE HON. SECRETARY MISS VICKY MOORE
ON FRIDAY, 24th NOVEMBER, 1989.

This is not generally a long meeting, so
if you want to meet your old and new Manage-
ment Committee persons, then come along.

You will be most welcome.

Please bring a plate for supper too thanks.

????????????QUESTIONNAIRE????????????????????

REGARDING THE MG NATIONAL MEETING (13th-17th April) EASTER, 1990 BRISBANE

We would be pleased if each interested member could fill in the following questionnaire and post back to the Club Secretary, GPO Box 1847, Brisbane A.S.A.P.

Please circle relevant answer..

(a) Will you be in Brisbane over Easter 1990 YES

(if yes or no please read on) NO

(b) Will you be participating in the MG National Meeting YES

(if yes or no please read on) NO

(c) Would you be willing to work before Easter YES

-work required is i.e. helping assemble Registration bags for each registrant; bagging regalia etc. NO

(if no to question (a) go to bottom of form)

(d) Would you be willing to take billets from other MG Centres, over Easter YES

(if YES ..how many) NO

(e) Would you be willing to work as an official/helper at any of the following days YES

NO

- 1. Registration Day YES NO
(Fri)
- 2. Concours Day YES NO
(Sat)
- 3. MOTORKHANA YES NO Sun or Mon
(Sun & Mon)
- 4. HILLCLIMB YES NO Sun or Mon
(Sun & Mon)

(the above two events are to be run concurrently)

5. Presentation Dinner YES NO

NAME.....

ADDRESS.....PHONE.....

We of course will not hold you to this information, but it would assist us with the organisation of the week-end if our members could give us some indicating to their participation on this week-end. Your details shall be passed on to the respective organiser, for the event you've indicated, he/she shall contact you in due course.

The official magazine of the MG Car Club of Queensland Inc.
Affiliated with the Confederation of Australian Motor Sport.

PUBLISHED 8 TIMES A YEAR

Next edition due out 15th December. Proof to us by the beginning of December please. Members personal advertisements are free.

The opinions of correspondents and advertisers expressed in 'The Octagon' are not necessarily those of the Management Committee nor the MG Car Club of Queensland Inc. and as such the Club accepts no responsibility.

All enquires to the Editors c/- GPO Box 1847 Brisbane. 4001

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POSTAL ADDRESS OF CLUB
GPO Box 1847 Brisbane 4001
(The Committee meets every 2nd Monday at the Clubrooms - if you have any queries then contact a Committee Member or write to above)

ADDRESS OF CLUBROOMS
18 Nash Street, Rosalie
(These are open most Friday nights for a natter)

REGALIA

- CLUB T/SHIRTS\$8
- CLUB CLOTH BAGS.....\$4 (suitable for small places)
- MG POSTERS\$5 (ideal gifts)
- MGCC ofQ Grill Badges.\$25

These are on sale at the Clubrooms.

MAGAZINE EDITORS PETER & DELIA RAYMENT Phone 300 3148 (A/H)
CONSTITUTION - a copy of the Club's Constitution is available, for club members perusal at the Clubrooms. Copies are available from the Hon. Secretary, for a nominal fee.

CALENDAR OF EVENTS

NOVEMBER

- 17th Fri *MGCCQ NIGHT RUN .. leaves the club rooms from 7p.m. onwards. Set by David Robinson and Dean Tighe. Finishes at the Robinson's - 4 Sherger St., Moorooka. All clubmembers invited for BYO nibbles and drinks from 7p.m. onwards. Enter on the night. Bring your own UBD, Navigator, pencils etc.
- 19th Sun INTERCLUB MOTORKHANA -- to be part of a team and for more particulars ring Secretary Vicky Moore, on 359 3460.
- 24th Fri 1990 MG National Meeting -- planning meeting. Clubrooms 8p.m.
- + 26th Sun *MGCCQ HILLCLIMB at Mt. Cotton. For sup. regs. contact Event Secretary Joan Appleby 857 1561. Or collect from Clubrooms. Entries usually close 7 days before event.

DECEMBER

- 3rd Sun *MGCCQ RACE MEETING at Lakeside. For sup. regs. and full details contact Events Secretary Joan Appleby 857 1561. There will be regularities again.
- 8th Fri MGCCQ ANNUAL GENERAL MEETING - 8p.m. Clubrooms. Nomination and proxy forms enclosed in this magazine. +Nominations for Management Committee positions close 24th November.
- 10thSun *MGCCQ PICNIC RUN for Xmas. Leaves KMart Chermside, Cnr. Webster & Gympie Rds. 8A.M. to go to the Sunshine Coast for a day of surfing, swimming, eating and loafing about. We've decided to leave early to beat the rush - then we can come home early if needs be..to miss the rush. Should be at Alexandra Headlands Beach between morning tea and lunch. UBD Reference Map 8 (SC) C3.
- For rain-check ring 300 3148
- 15th Fri WORKING BEE AT CLUBROOMS TO COLLATE NEXT MAGAZINE 8p.m.

*denotes MGCCQ point scoring events .. towards specific awards.

TRADING POST ITEMS

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FOR SALE - Swift FB88 Formula Ford Rolling Chassis incl. 2 sets of wheels spare body panel springs and roll bars. Duty paid. \$26,000 NEG. Brett Peters W 284 8844 H284 3868.

FOR SALE - One set of five (5) widened 7" X 13" chrome wire spoke wheels to suit MG Midget or Healey Sprite. All wheels brand new. No reasonable offer refused. Contact Graeme Dear 19 McLean Av., Chatswood NSW 2067 Phone (02) 4195980 AH.

WANTED RACING HARNESS

Contact Paul Strange Phone (07) 349 1400.

EDITORIAL

Dear Members,

Editorial time means pen to paper time! Think time!

Since last magazine it has been all systems go both internally and externally in the Club. Our Club members certainly have been active 'externally'.

Externally meaning interstate activities and our members have certainly had their fair share of that.

Congratulations to all who have won and to all of those who travelled those long distances to participate.

Dick Johnson's brilliant win of the Toohy's 1000 must show to all that Persistence (and that's with a capital P) pays off.

Some of our other clubmembers participated in the Australian Motorkhana Championships in Victoria and we know have the reigning Champion amongst our midst - the first Queenslander to do so -- Congratulations Alan McConnell. Alan's Dad-Keith has given us a written report - see this further in the magazine.

Others members attended the Australian Hillclimb Championships at Morwell in SA and amongst the winners was John Boyce who came 2nd outright. Further results further in magazine. We're hoping for a comprehensive report for our next issue.....

If you as a competitor/entrant/pit crew whatever have had the experience of entering an event and feel very strongly about it - whether you enjoyed it or whether you didn't - then put pen to paper. It is surprising how after only a few short minutes of writing how you can have before you the beginnings of quite a good story. Even if it is only the bare facts - this is what makes the story - its the back bone of it. So in the future if you've found just that - you've jotted down the bare facts then pop them in the mail to us - we will welcome them with open arms. It will help you, us, and your fellow clubmembers.

Until next magazine,

Peter & Delia Rayment

BODS & BENDS

BARRY SMITH and son BRADLEY have certainly been burning the midnight oil. They had almost completely restored their MGB since starting work on it towards the end of July ---- NOT BAD GOING EH!!!

ASK JOHN CRANE to give you a demonstration of how to take your overalls off whilst sitting down - particularly if the seat you're sitting on happens to be a canvas one and the seat's collapsed.....

HOPE our young Secretary Vicky Moore had a wonderful trip to Canada..

QUEENSLANDERS AT BATHURST

Everybody knows that the Toohy's 1000 was won by a Queenslander who is so famous you don't have to mention his name. And there were lots of other bana benders among the tourers. There were 2 support races, the Appendix J's on Friday and the Formula Fords on Saturday. Both events attracted large entries with a fair number of Qld'ers involved.

However MGCC of Q Inc. had Brett Peters in his Swift F.F. to hold the fort on our behalf. And the result was not too bad at all. For Formula Fords, Bathurst is very much a gearbox ration circuit, balancing the climb up the mountain with the high speed run down Conrod. Choosing the right 4 out of the 32 possibles is a bit like winning the lottery. And to make it a little more complicated, qualifying with no low gear required, is different from race day, when the run off the line is all important.

Brett lined up early for practice and slotted in on Grid No. 5. With the reduced fuel load most of the field had their fastest laps towards the end of the practice session. Brett was no exception recording 2 min. 29.4 sec. time - then ran out of petrol!!

The pit crew's version was unanimous - "it wasn't me".

The race was a bottler. Larkham, Mortimer, Ingall, Dunstan and Stokell got great starts and lead away in a bunch. Gary Jones, Peters, Salminen, Blanchard and Glen Clark formed a second group of 5. The action in each of the groups was very fierce with cars passing other cars on the run up the mountain and then a reverse on the way down Conrod. Peters was back down to 7th on a couple of occasions but stayed on the island. Stokell hit the wall twice at Reid Park and once at Forest Elbow and finally finished up in the sand over Skyline. Dunstan crashed so then there were 3 in the lead group. In the second set Jones and Salminen went backwards which left Peters & Blanchard to fight it out. On the last lap Larkham spun and the crew thought B.P. & J.B. were fighting for 3rd, but Larkham recovered and came home - just in front of the scrap for 4th place. Brett's run up the hill was quick and he had just enough (about 4 or 5 car lengths) to hold out to the line.

The Ford's are quick with top speeds in excess of 240k.p.h. and overall lap times to place them at the end of the top 20 touring cars. And that is with 115hp verses 500+hp. They are obviously very slippery as well as light weight.

It's a pity about the lack of television - it was a great race with Ingall and Mortimer side by side through Caltex Chase and the desparate run to the line with Ingall winning. A.R.D.C. blame Channel 7 and Channel 7 blame A.R.D.C. but it would help if everyone complained to Channel 7 about the lack of showing the Formula Fords and Appendix J, either on Saturday or on Sunday instead of marching girls and 2 seconds of dragster action after 15 minutes of useless lead-up. Go on - ring up now! Or better still write to Mike Raymond.

Ken Peters.

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1989 MG CAR CLUB OF QUEENSLAND 'IRON MAN' WEEKEND 1, 2, 3 SEPTEMBER

To most, Iron Man Competition conjures up visions of muscle-bound brutes leaping tall waves in a single bound, making serious faces whilst paddling surf-skis and consuming vast quantities of breakfast cereal.

Once a year, the MG Car Club of Queensland holds their own 'Iron Man' Weekend, whereby combatants contest a night navigation course, a sprint and motorkhana at Lakeside Raceway followed by a hillclimb at Mount Cotton... and consume vast quantities of breakfast cereal.

Held over the 1st, 2nd and 3rd of September, the first event was the night navigation run. Devised by Club member and CIMS Delegate, Ann Thomson, the course travelled for three hours through the Brisbane Valley west of Brisbane City, finishing up back at the MG CC's club rooms at Rosalie. Winners of the run were Chris and Andrew Lake. It is worth noting that Chris is an ex-F111 RAAF Navigator and son Andrew a Police Officer! It is comforting to know that Australia's finest can find their way about in the dark! "Excuse me Officer, can you point the way to WWII?" "Oh yes, take the first turn after Red China. You can't miss it, it's the big war on the left!" To the best of my knowledge, all drivers have returned safely and to anyone still out there, there are penalty points for late arrival.

Saturday the 2nd saw the whole circus move to Lakeside Raceway for an interesting sprint run in conjunction with an equally innovative motorkhana. Intended to be a test of both car and driver, the resulting times set were in many cases, real eye-openers. Each run consisted of two laps, which in turn comprised of a standing 400metre test and a standing lap, followed by a flying 400m and a flying lap, ending in an optional flying 400m. The standing 400m test saw many competitors cars post some rocketship times. Peter Rayments MGTC's 20.50 second pass, whilst not a danger to his blood pressure, was simply tremendous for a forty-plus year old car.

A three way battle between hillclimb regulars Brian Hicks Anglia and sharing a 1380cc Cooper S Sports Sedan, Mark Thompson and Derek Holstein in the up to and including 2000cc Sports Sedan class, finished with Brian coming up trumps with a total of 161.00 seconds. Mark and Derek finished with totals of 166.50 and 167.20 respectively and 15.30 & 67.70 and 15.3 & 67.90 best std 400m and flying lap. The Mini on it's unusual choice of tyres, bounced and hopped it's way out of Hungry Corner.

2001cc and over Sports Sedans gave the sweet sounding 4.5l V8 Anglia of Barry Wraith the class with a super 12.5 std 400m and a 62.00 neat flying. Barry also set the second quickest outright flying 400m in 8.40s, to take out the class with 149.30 seconds in total. Brian Bolwell with son Brett shared the ex-JPS Group A BMW 323i. Brian was second in class with a 154.30 total, put down a 14.30s std 400m and a 62.20s flying lap as the pretty little six cylinder Bimmer snarled it's way around the circuit. In his first outing in the car the day before where he completed 20 or so laps in the wet (YUK!), Brett Bolwell did a very creditable best 69.10s flying lap for a fourth in class. A rotary turbo Mitsubishi Galant of Trevor Campbell suffered fuel starvation at the top end of his revs to affect his times, but still managed 13.60s and a flying lap time of 68.90s for a total of 166.20s. Sean Gillespie scored a DNF as did Ben Cain's Datsun 1600 after encountering a deflated tyre.

With the Iron Man Weekend sprint giving club members a chance to try their hand at the tricky Lakeside circuit, road cars not surprisingly by far made up the numbers. Up to 2000cc Road Registered, Street Sedans etc class went to Ken Graham driving his Datsun 1600 with 167.00s total, followed closely by Tom Cameron's Cordia turbo on 168.80s. Ken squeezed out a 15.20s std 400m, which Tom matched, but was quicker on the flying 149s.

Tom's Cordia would understeer through Karussell and Hungry, but punched nicely out of the turns. Sharing the Cordia was a well known face (and voice!) at race meets, that of Madonna Overell. Divine by name and some say by nature, Madonna's best gave her sixth in class in 184.90s, head and earphones ahead of many of the boys! Past Iron Man winner Alan McConnell, without his usual Mini Sports Sedan mount, made do instead with his Datsun 1600, to post a best std 400m in 16.10s and a 69.20s flying, after overcooking it exiting Karussell on one run, in a nicely held power-slide. Not particularly conducive to a quick lap, though Alan ended in third place with 171.40s. The most interesting car in class had to be Allan Sleaford's 1300cc Vauxhall Vival Complete with 'Do Not Overtake Vehicle' running the length of his bumper, Allan ripped off a 20.90s std 400m!

2001cc to 3000cc Street Sedans, Road Registered, etc was dominated by turbo cars. Brad Stratton was saving his Appendix J Mini Cooper S for the Bathurst support race, opting instead to run his recently turboed Datsun Stanza. Brad's experience won out in 167.60s after Terry Skene's relief driver in Terry's Group E VL Commodore turbo encountered some directional stability difficulties under Dunlop Bridge (no damage). Terry blasted out a 13.90s std 400m before reiring after one lap with a bent vavle spring. A broken differential in Brian Ferrabee's racing Triumph 2.5i put paid to his chances, but went on to share Marilyn Campbell's road going 2.5i. Marilyn finished just 0.9s behind Brian's quickest flying lap on 77.10s and a total of 190.90s. Brian's best aggregate was 181.80s. Also sharing a Triumph 2.5i were Martin and David Chambers. One of the boys had a moment exiting Karussell, running wide onto the dirt, but didn't back off and probably saving the car from a fate worse than Armo. Martin totalled 200.20s and David ended the day on 202.40s. Mazda rotaries also featured well. A white RX3 shared by Phil Harrys and Warwick Hutchinson both finished the day on equal total times of 169.50s. Warwick had the quickest flying lap of the pair with 69.40s, whilst Phil punted the crisply revving Mazda down the std 400m in 14.40s. Gold Coast resident Ron Rutherford in a road going VL turbo, put down a superb std 400m time of 14.70s and after lighting up the rear tyres out of Karussell, recorded a best flying time of 71.20s, in his first trip to the Lake.

3001cc and over belonged to regular Appendix J Cortina pilot, Garry Brown in a 3.31 Holden Torana. Sharing the driving with Garry was Stephen McAdoo, though he finished behind Garry's best total of 168.50 on 175.10s. Nevertheless, Stephen was an entire 1.7s quicker over the std 400m. Reminiscent of Colin Bond's old Group C Capri, Brett and Mark Arnold's item howled it's heart out all day and after experiencing some minor overheating, posted best total times of 170.40s and 169.50s.

Marque Sports Cars can always be relied upon to produce some very nice machinery, in particular a simply gorgeous Porsche 936 with a paint job you could lose yourself in. In the up to and including 1600cc category, Phil o'Callaghan's pretty little red Alfa giula 1.6 had quickest overall time in the class of 173.00s neat. (Why do sports cars have to be RED?...Ever seen a 'Puce Porsche' or a 'Fuchsia Ferrari' or even a 'Lavender Lamborghini'?!). Next and right behind was Glen Battershill's Lotus Elan (red). Though lacking in horsepower, Glen was very quick through the tighter sections of the track, thus gaining valuable time to post a 71.80 flying and 174.70s total. Sixth in class and a whole lot quicker than should be considered decent for a car no longer in it's teenage years, Peter Rayment's MGTC (red) had just one run to post a flying lap of 82.90s and a total of 209.00s, before Peter headed off to organise the motorkhana. It should be noted that Delia Rayment treated a graceful old Lady with the respect she deserves in her one and only run in the 'TC, to record her total of 252.60s. David Reynolds in another Lotus, this time a Europa (mostly red) and Ken Philip in his very neat (red) Europa posted best totals of 179.40s and 187.20 to finish 4th and 5th in class.

(2)

(1)

Come Sunday and the final day of competition shifted to the south of Brisbane and the MGCC's Mount Cotton Hillclimb circuit. This final event of the Week-end would ultimately decide the 1989 Iron Man. Prior to the running of the hillclimb, Brett Peters was but a few points in front of Alan McConnell, ensuring an exciting finale.

Due to the comparatively large entry list, competitors were restricted to just four runs. This was more than sufficient though for drivers to assess conditions and put in their best effort.

Seeing daylight for the first time in many years was Vince Appleby's little Honda powered 400cc VDA Special, piloted by David Robinson, in the up to and including 1300cc Racing Cars. Normally at the wheel of his F2 Cheeta, David very kindly offered to run the car for Vince. Taking it very easy over three runs for a 65.48s, they discovered back in the pits a rear upright had fractured, thus ending their day. In their customary two-way battle, Fred Axtell and John Davies ran within a second of each other all day. Giving the flaggies and photographers a big wake-up, Fred has lately decided the quickest way through the off-camber, sharply dropping Lover's Leap corner, is sideways and spectacularly so! Fred's fastest of the four runs was 42.81, not far from his PB. Older and wiser, John Davies took a more conservative approach in his still new DBF 1100 to finish on his fourth run in 43.86s.

Superkarts again had just the one entrant in Paul Van Wijk. Marshalls at the hairpin had Paul odds on for a spin and he very nearly obliged them when only one brake caliper of four answered when called upon. Paul had the last laugh when he established a new class record of 48.39s on his second pass.

Ken Graham tightened his grip on the up to and including 2000cc Street Sedans, Road Registered, etc class with a painfully close near record run in 50.08s, merely a few 100ths of a second off! Ken's Datsun 1600 handled beautifully around the hill, and with continued neat and smooth driving, Ken will have that damned record yet! Following closely in times, Alan McConnell recorded his quickest yet time in his Datsun 1600 for a fourth in class and 51.33s. Partnering Bill Norris in a 1750cc Ford Anglia, Gary Goulding had a spin onto the grass verge exiting the hairpin on his third run, to finish the day on 54.01s, whilst Bill's best was a 53.47s. While not the quickest in her class, first time hill visitor Rosine Jewels nevertheless had a ball to post a 64.07 in her pretty little late model Suzuki Swift GTi.

Phil Harrys had little trouble in taking out the 2001cc to 3000cc class. Phil's white 13B engined RX3 burbled it's way around the hill in a new class record of 51.85 on his third run. Different technology but also with bulk horsepower, Ron Rutherford's VL Commodore turbo although running out of class, put in a 53.14 on his fourth and final run. Another Mazda rotary driven by Mal White recorded a best of 55.98s, with Nigel Sheaton on 56.89s in his Datsun. The rest of the class could have been unkindly mis-constructed as a Triumph benefit. The flying doctor of Mt Cotton, Brian Ferrabee co-driving Marilyn Campbell's Triumph 2.5i, ran out a fastest time of 57.71s, with Marilyn's best of 59.79s also on her final run. Mark Bilston's 2.5 had a consistent day to record his best of 60.57s. Brothers Martin and David Chambers shared another 2.5i to end their day on 63.31s and 64.02s respectively with only the two runs each.

Probably not the prettiest Torana on the face of the Earth, but Garry Brown's did the trick to win the 3001cc and over Street Sedans, Road Registered, etc class again. Garry's 51.50s was 1.5s ahead of Brad Stratton in second place. Brad foremost his usual Appendix J Mini Cooper S to have a blast in his turboed 21 Datsun Stanza. After a hiccup on the first run when he neglected to turn the fuel pump on, therefore bringing him to a sudden halt, Brad posted a 53.04s on his fourth run, a time he was pleased with. 220bhp + no limited slip diff + an enthusiastic right foot equals prodigious tyre smoke and little forward motion. So discovered ace photographer, part time hillclimber and lawn mower VL Commodore driver, Rod Clatworthy. Rob's best time for the day was a PB of 55.00s neat. Yet to reach it's full potential, Brett and Mark Arnold's V6 Ford Capri made up the rest of the class with Brett the faster of the pair in 53.69s and Mark on his

Nineteen drivers and their cars made up the 1601cc and over Marque Sports Cars Class, with a pot-pourri of Porsches, Mcls, Nissan/Datsuns and a sole VW (red). First in class and with just the one run for the day, was Peter Hayes' very quick Porsche 911. Peter took just 14.10s to cover the std 400m and 68.20s for the flying lap. In another, wait for it, red Porsche, ex-rally driver Tony Jewels' 924 turbo was 2nd in class, with a best aggregate of 173.60s. A significantly slower second flying 400m seemed to indicate Tony wasn't taking advantage of the optional 400m for a possible improvement. Amongst the Nissan/Datsun 2-Cars, Ted Peel came out on top with his best total 174.50s and also 3rd in class. Of the three 1798cc MBSs competing, Paul Strange's white 'B' won out in 204.10s, though Mal Spiden with only the one run, was quicker over the std 400m in 18.80s. Club stalwart John Crane's best was 227.90s. Tom Cowburn's nice VW also had but one run, for his total of 201.30s. The handling characteristics of a rear engined car was never more apparent than when watching Porsche 911s trying to swap ends coming into and out of the old 'Porsche Kanussell'. Jim Cleveland's orange 2.4i 911t did it's level best to back it's way along the track, with Jim catching it very nicely with perhaps just a little bit of luck, for a sixth place and 185.20s

Two cars had the Gemini class to themselves for the sprint. Erstwhile MGCC supporter John Novak and mate Kevin Parker put their racing experience to fine use to post near identical times. A forceful driver at all times, John propelled his Gemini down the std 400m in 16.70s and on cold brakes and tyres, a reasonable 71.50s for his quickest flying lap. John's best aggregate of 177.20 was 2.7s ahead of Kevin's best effort of 179.90.

Also with only two cars in their class, Formula Ford drivers Brett Peters and Michael McHugh in a borrowed car, showed just how damn quick these little racing cars are. 6th place in the 1989 Driver to Europe Series and the eventual Iron Man winner was Brett Peters. Brett showed us the wealth of experience he gained in running with the big boys, to post both a class win and FPD in just 140.50s. 12.80s for his std 400m, 62.50s std lap and a couple of 57.30s flying laps gave him valuable overall points against dangermen Alan McConnell. Michael McHugh managed a very creditable total of 156.10s in the now aging Bowin FF. Lonliest driver of the day had to be Paul Van Wijk aboard his 800cc Superkart. Unfortunately, Paul's Kart suffered terminal piston troubles, so didn't complete a run, instead falling back on his Suzuki Swift road car to compile his best total of 186.50s.

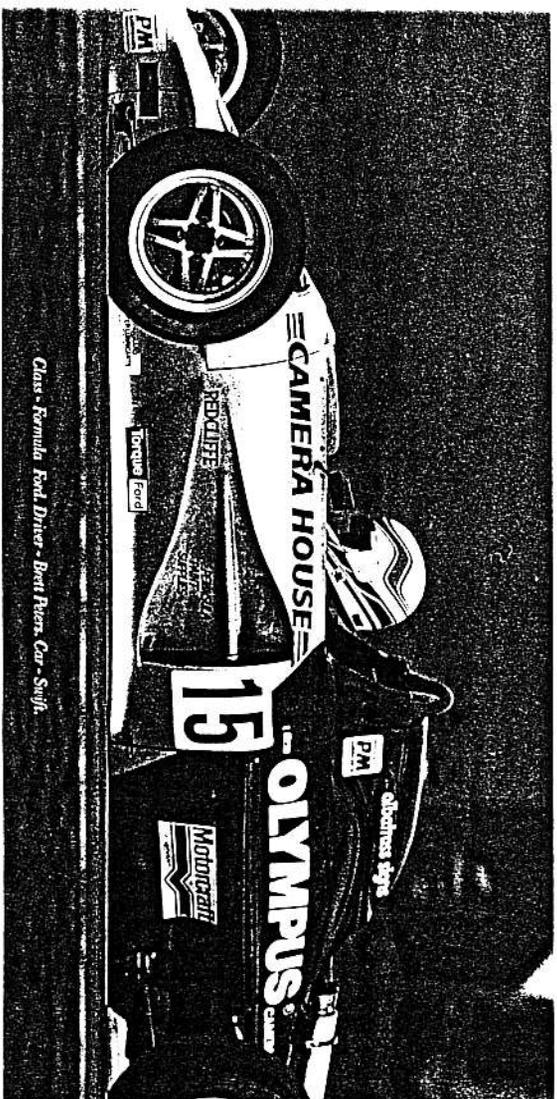
The Matorokhana section of the Iron Man weekend was held under fine and sunny conditions on the grassy slopes of Lakeside's Fouxer Hill. Not one of the three tests run feature in the CMS manual, nor did the compats that dotted the hillside (or at least not under C for Compats anyway). Test number three was a surprise package designed by the bearded one himself, Peter Rayment. This was intended to put everyone on an even footing (on the side of a hill!), with no undue advantage to motorokhana specialists. Nevertheless, Alan McConnell put his stamp on the event. Peter said that Alan's driving was some of the best driving he had seen, nice and neat, superb motorokhana mastery. 'A Mac' placed 1st and 2nd in his motorokhana special and Datsun 1600 with totals of 69.30s and 80.70s. With a total of 82.10s, Ken Graham also in a Datsun 1600, throwing up clouds of dust, finished just 3.3s ahead of fourth placed Peter Rayment's MGTC, 82.10s to Peter's 85.40s! Further underlining the fact you don't need bulk horsepower to win, Dean Tighe in Mini's Honda City came in next on 86.60s. Phillip Harrys' RX3 was placed sixth in 87 seconds flat. Tony Gallieley and his Lotus Elan's total of 87.30s netted him a 7th. Next came the MAB of Mal Spiden on 90.00s neat. Ken Graham's wife Pauline showed the boys a trick or three with a ninth placing and a total of just 91.20s. Filling out the top ten was Glen Battershill's nippy little Lotus Elan on 91.90s. If nothing else, the tests especially selected for the sloping terrain gave all competitors a break from the usual run of the mill motorokhanas.

2001cc and over Sports Sedans was taken out by Brian Bolwell's Group A 323i BMW in 48.16s. Brian's son Brett had a drive of the howling Beem, in his first attempt at the hill. Unfortunately, after overreving on the downchange to first for the hairpin, Brett suffered the indignity of understeering off the bitumen for a harmless though unerving off. This seemed to affect his times for the rest of the day, to finish at 56.29s, on his fourth run. Another first timer at Mount Cotton and the remaining competitor in class, Sean Gillespie in a Torana very quickly came to grips with the circuit to take out the trophy for Most Improved Driver and also set a 49.77s on his fourth run.

After a virtually trouble-free day, all there was left was the Top Six Elimination. John Boyce was the quickest of the six on a cooling track surface, in 42.96s. Fred Atwell was second in another slithering, sliding run on 43.38s. Ivan Tigne in 43.44s, Brett Peters' Swift in 44.70s and Greg Johnson with a 46.20s filled out the top five. Being a conciliatory club member, John Davies followed Terry Corbett's example by misceuing his braking at the hairpin, resulting in a 'swept-wing' version of his DBF11001 (A DNF in a DBF?).

So, the Iron Man for 1989 was Brett Peters with Alan McConnell just under two seconds behind. Perhaps if Alan had run his Mini sport sedan, he could have been a clear cut winner, but it must be argued that the weekend and all concerned benefitted from closer competition. Third was Ken Graham, with Alan also taking fourth, as he also ran his Mini Special in the motorkhana. Fifth and sixth went to Michael McHugh and Phil O'Callaghan. Paul Van Wijk, Peter Herlihen, Glen Battershill and Brad Stratton made up the top ten. We never did ascertain who was the champion breakfast cereal muncher, but that is a story for another day.

ARTICLE AND ASSOCIATED UNTRUTHS BY ROB CLAWWORTHY FOR R & M MOTOR RACING PHOTOGRAPHY



Class - Formula Ford Driver - Brett Peters, Car - Swift

BRETT PETERS IRONMAN 1989

third run, a 55.10s.

Gentils featured four Hill regulars, with John Novak top dog in a very quick 54.55s. Next came John's partner in crime, Kevin Parker in his best effort to date of 54.88s. Sharing Dad's car, young Janelle Turvey finished on 57.09s with her father John Heffernan on 56.05s.

1301cc and over Racing Cars saw a battle between the Kaditchas of John Boyce and Ivan Tigne. In a deceptively fast run, John came out the victor in his larger capacity car in one of his quickest ever runs of 41.62s. Usually seen in his lovely F-5000 Chevron, Ivan Tigne appeared to be having some minor difficulties in adjusting to the more agile machine. This was underlined after Ivan spun coming out of the first loop, an event rarer than falling interest rates! 42.67s represented Ivan's quickest pass.

In a time of 44.49s, which gave him a new class record for Formula Fords as well as the Iron Man crown, Brett Peters in a FB89 Swift capped off a successful year's motor racing. Only other FF in class was Michael McHugh's borrowed Bowin. Michael settled down very quickly to post a creditable 46.92s on his fourth and final run.

Husband and wife team of Peter and Della Rayment's MRC typified the traditional view most of us have of hillclimbing. All that was missing to complete the picture were the flying goggles and a billowing scarf! Peter took out the Historic Group 1(a) class in 61.84s. Next was Mike Owens in his girlfriend's Austin Healy Midget for a 62.67s on his second run, followed by Della on 79.08s.

Up to and including 1600cc Marque Sports Cars gave Glen Battershill's lightning quick Lotus Eian a class win in 52.30s on his third pass. A slightly smoky John Broadbent Triumph Spitfire was expected to take the class but could do no better than 52.51s. Next came Phil O'Callaghan's Alfa Giulia 1.6 in 53.59s. Two Lotus (Lotli?) Europas filled the rest of the class. David Reynolds' larger capacity model piped Ken Philip's Europa with respective quickest times of 56.80s and 57.51s.

Largest category of the day were Marque Sports Cars 1601cc and over. Porsches of one design or another filled out the bulk of the numbers. Jim Cleveland hit the mark with a class win driving his orange 911. Jim overcame a locking front brake to record a 54.80s. Two very nice Porsche 924 turbos, one red and the other blue, whistled like kettles on the boil in fairly clean and tidy runs. Tony Jewel's red example was the nipper of the pair in 55.81s, though Tony experienced a baulking downchange to first at Macadamia Nut hairpin. 56.96s represented Phil Hart's blue turbo's best effort. Alex Moloczynk took his first run as a look and see, to lower his runs to a modest 58.78s. Steve Cooke's 2602 had a best time of 60.31s

As was the case in the sprint, three MGBs contested the rest of the class, with Mal Spiden in a spirited run, fastest in 58.77s. Paul Strange and his clean, white 'B' had a best run of 63.22s. John Crane posted a 62.93s, but not before a welch plug worked it's way free on his first run, dousing the electricals in water.

This left Sport Sedans. Always quick and spectacular, we saw four cars in the up to and including 2000cc section. After an early spin, Greg Johnson in a 2 litre Ford Escort edged closer to Alan McConnell's class record on his second run, for a class win and a time of 45.98s. They say the Club President should set the standards by which all members can follow. Showing the true leadership qualities of a decisive President, Terry Corbett promptly drove his Escort sports sedan into the macadamia nut shells at Nut Factory corner on his final run. A somewhat sheepish Terry helped extract his car to discover no apparent damage. His fastest for the day was 47.53s. Brian Hicks and his green Anglia ran times with a one second spread for a best of 49.90s. Mark Thompson's colourful little 1380cc Cooper S sports sedan suffered a DNF on his third pass after overshooting the hairpin for a best time of 41.04s. Sharing Mark's Mini in his quickest pass for the day was Derek Holstein.

CONGRATULATIONS

TO THE FOLLOWING CLUB MEMBERS

ON THEIR RECENT SUCCESSES

DICK JOHNSON TOOHEYS BATHURST 1000

ALAN McCONNELL AUST. MOTORKHANA CHAMPION

JOHN BOYCE 2nd OUTRIGHT AUST HILLCLIMB C'SHIPS

GREG JOHNSON CLASS WIN AUST. H'CLIMB C'SHIPS

KEN GRAHAM 1st CLASS C AUST M'KHANA C'SHIPS

MIKE DOWSON 1st Under 1600cc TOOHEYS 1000

SOME ARE SEASONED CAMPAIGNERS OTHERS ARE NEW TO THEIR FIELDS

ALL THE BEST FOR MORE SUCCESS

AUSTRALIAN MOTORKHANA CHAMPIONSHIP

VICTORIA 8th. October, 1989

Queensland and M.G. Car Club motorkhana champion, Alan McConnell, driving his Mini powered Class F Special, won the 1989 Australian title with a faultless display of driving when he defeated the former titleholder, Jim Newell of Perth, and eighty-one other entrants by 8.57 seconds in the twelve test competition. This is the first time the title has been won by a Queenslander, and to make the victory even sweeter, Ken Graham in his Datsun 1600 was first in Class C, Terry Scharf, also in Ken's Datsun was second in Class C, Pauline Graham, the Datsun again, was first in Ladies Class H, and Alan, Ken and Terry took first place in the teams award for jolly old Queenslans, a most satisfying day. We had one other competitor, Paul Young, in a Corolla twin cam, who journeyed via Darwin, Perth (where he service crewed for Murray Coote who was competing in Rally Australia), Adelaide, Bathurst, Melbourne, but he did not have a happy motorkhana.

The event was held at the B P Oasis Truck Stop, near Tullarmarine Airport, the facilities were first class with acres of grippy cement (four tests being run concurrently) B P Shop, snack bar, restaurant, reception room (Dinner and Trophy Presentation) sauna, spa, pool etc. etc., plus great co-operation from the management. The event officials were volunteers from Clubs all over Melbourne, with each club being given a specific task, ie, scrutineering, setting up and timing tests in one set area, scoring, printing, etc., jobs were allocated according to the ability of the various clubs and it worked really well. The weather was even worse than we expected, it was cold, there was a very strong cold wind that threatened to blow over every flag, occasional squalls of cold rain and even some hail, but fortunately this was during the short lunch break.

Alan took fastest time on six tests, with Jim Newell taking five and Phil East of NSW quickest on one, all three driving in Class F. The final test was the Hopkirk, and with only a few specials left to run, Ross Bennett of WA rolled his machine while attempting a front end throw into the finish garage, a manoeuvre he would have performed hundreds of times without incident. This time, however, the tyres gripped and over it went, with Ross firmly belted in the seat and suffering no injury apart from a few bruises and kinks, but it does make one think and justifies the Queensland rule re compulsory wearing of helmets in open vehicles. Alan always wears a helmet, and on this day there was only one other person who did, a junior competing in a Mini Cooper Class A sedan, whose mother would not let him drive unless he donned a helmet. Alan was the second last car to run in the Hopkirk, and even though he had the event sewn up with a safe drive, he went hard and set FTD of 23.22, much gamer than I would have been under the circumstances.

Congratulations to all the placegetters, and here's hoping we can take a strong team to the 1990 Championship in Perth, and repeat our success.

Results:-

OUTRIGHT

1st	Alan McConnell	Class F Mini Special	269.20
2nd	Jim Newell	Class F Turben Mini Spl.	277.77
3rd	David Beames	Delta S Mini Spl.	278.05

CLASS A

1st	Peter D'Angri Vic.	Moke	307.67
2nd	Craig Williams SA.	Moke	314.05
3rd	Mike Revitt SA.	Moke	318.01

CLASS B

1st	Dennis Kavanagh Vic.	Laser	334.40
2nd	Peter Otzen Vic.	Civic	343.79
3rd	Ray Foster Vic.	Datsun 120Y	359.77

CLASS C

1st	Ken Graham Qld.	Datsun 1600	323.81	16 outright
2nd	Terry Scharf Qld.	Datsun 1600	327.34	17 outright
3rd	Graham Vanderhoek SA.	VW Beetle	331.65	

CLASS D

1st	Phil Torode Vic.	Peugot 404 Wagon	356.48
2nd	Graham Wallis Vic.	Peugot 504 Wagon	369.15
3rd	Ian Gardiner Vic.	Ford Falcon	411.89

CLASS F (Front Drive Specials)

1st	Alan McConnell Qld.	Mini Special	269.20
2nd	Jim Newell WA.	Turben Mini Spl.	277.77
3rd	David Beames SA.	Delta S Mini Spl.	278.05

CLASS G (Rear Drive Specials)

1st	Alan Upton Vic.	Renault Special	300.57
2nd	Rob Holtkamp Vic.	Renault Special	305.21
3rd	Ron Dean NSW.	V.W. Special	306.45

CLASS H (Ladies in 2WD Production Vehicles)

1st	Pauline Graham Qld.	Datsun 1600	383.90
2nd	Erica Maloney Vic.	Honda Civic	402.63
3rd	Alison Buckley NSW.	Subaru	481.25

CLASS J (Juniors)

1st	Corrine East NSW.	Subaru Delta SS Spl.	319.48
2nd	Brendan Calder Vic.	Mini Cooper	365.50
3rd	Scott Griffiths NSW	Mini Special	380.04

Keith McConnell

ALAN IN HIS SPECIAL ON HIS WAY TO TAKING THE AMC.

