

The Official Magazine of the M.G. Car Club (Qld Centre)

Affiliated with the Confederation of Australian Motor Sport.

OFFICE BEARERS AND EXECUTIVE COMMITTEE, 1969

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Please address all correspondence to the editor.

For publication, all letters and articles must be signed, but 'Pen Names' will be used if desired when the magazine is published.

Please address all donations to the Editor.

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e d i t o r i a l  
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I made the mistake of asking someone if they read my last month's Editorial. "Oh, no. Nobody reads Editorials, do they?" was the reply. My reply was filed along with Beardsley posters and assorted naughty 4 letter words.

But wotthehell. I get good exercise for the typing finger every month.

As I write this one, all the Committee minds are working on the Hill Climb. By the time of publication it will all be over, and we will all know the success or otherwise of August the 3rd. I just hope it doesn't rain.

Rain annoys me more than any other type of weather. It literally stops everything. Its perfectly miserable going out in it. The Mini leaks like a sieve. The B doesn't have a roof. And none of my shoes are waterproof.

I don't know if we can blame the Leyland Merger for my next point. Why, in the MG Car Club, do we have so much MG APATHY? Or is it just APATHETIC MG OWNERS? MG's have always been more than just a means of transport. They are vehicles to be used, competitively. Don't you mob enjoy driving any more?

When long hair and side-levers came in, did enthusiasm go out? Perhaps everything has been handed to you on a plate too much?. You might appreciate the efforts of your Organising Committee if they didn't try so hard to give you lots of events. If there were only ONE Motorkhana every year you might even enter?

Perhaps its the GENERATION GAP? Well, at least it gives you an excuse.

-----  
as you were saying before i interrupted  
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MONTHLY WORRY

Dear Sir,

I would just like to say how much I enjoy the 'Octagon' when I receive it, but why can't we get it regularly? Earlier this year it came out every four weeks, but it now seems to be produced every 6-7 weeks. I'm not even an MG owner, but I like the publication so much that I'm disappointed when I have to wait.

'The General'

(Editor: Thank you for the Kind words, and sorry to be slow in production these days. Unfortunately, I predicted a couple of months ago in an 'Editorial' that unless we received some assistance, the 'Octagon' production would slow. Never the less, bear with us, we'll keep on trying to meet dead-lines..... even if it means 16 blank pages every month).

GEE CLUB RACERS

Dear Sir,

At the last Club Race Meeting at Lakeside I noticed that the MGCC(Q) was very well represented in the competitors, but, being a newer member I did not feel able to join these driving members in their group in the pits. Couldn't we have a central 'Club' point in the pits, with MGCC people welcome, and then even new members could meet the 'Old Hands'?

'New Member'

(Editor: Sir, you are well on the way to acceptance by just doing something, viz. writing this letter. I think your idea is a good one, and should lead to Club Runs to Lakeside, and an MGCC Tent).

VW's FOR EVER

Dear Sir,

VW's must surely have proved themselves to all who witnessed the Queensland Hill Climb Championships.

'Achtung'

(Editor: Supercharged Veedub 2 litre engines.... YES. Veedub Veedubs.....NO.)

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as you were saying before i interrupted again.  
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FOR

Dear Sir,

Unlike those of you who have found fit to criticize and condemn your Club Magazine and, more directly, its Editor, I have found the 'Octagon' both informative and advisory, and well studded with light hearted amusement. It gives adequate coverage of Club events, and is sufficiently varied in its content.

My only criticism is the lack of variety in authorship of the articles. This criticism is not levelled at the Editor, who, I feel has done an excellent job at this mammoth task of compiling a monthly magazine, on top of his own time-consuming vocation. In my final University year I regret not having had the time to personally write articles, but surely in the Club there are plenty of others who might help the Editor bear the load. Perhaps even a few of those who spend their time compiling misconstrued criticism of the magazine's Editorship.

I wish him the best for his remaining months as Editor, and congratulate him on his past efforts.

'Pulv Trag Co' (Club No. 898)

(Editor: Thank you!)

AGAINST

Dear Sir,

I am tired of the Editor airing his views in the Club Magazine. Every month we get his views, and not those of other Club members. Surely we can get away from this 'One-sided' approach? The Editor is not the only one who has 'Bitches' you know.

'Grumpy'.

(Editor: What are you complaining about? You've just aired yours!!)

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tappet chatter  
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Poor Old Ford! They sure are copping it in the neck! Naughty, naughty Fomoco producing a 'People Killer' that does 150 m.p.h.

I mean, that HO Falcon is dangerous. Ford have had the Brass Nerve to give it 4 wheel 11 $\frac{1}{4}$ " discs. Disgusting! To be a REAL People Killer it should have drums all round! Next thing is I'll find they've given it steering and suspension too.

Actually there's a lot of Bullsh flying about the new Ford, and the Monaro. All this claptrap about "What's going to happen when they hit the second hand market, and the young people will be able to purchase them?".

What happens right now? I can go out and purchase a 1954 side valve Customline V8 for 150 dollars. This 2 ton hulk, at 15 years of age, can still top 100 m.p.h., has no steering, no brakes, no handling, and will be guaranteed to kill you in an accident over 80 m.p.h.

So why wait for three years to buy an HO on the second hand market? You can kill yourself for \$150 TODAY!! Don't wait!!!

In the terms of Safety, a four wheel disc braked, properly suspended, hundred and fifty mile an hour HO is much better than their other innocuous vehicle, a 6 cylinder, drum braked Falcon Ute, sans steering or suspension, that will do 105 m.p.h. AND the Ute is much cheaper too! You don't have to wait for three years.

But to get Road Safety in the Press, you've got to be sensational. So we'll all throw up hands in horror!

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queensland hillclimb championships

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Well, August the Third finally arrived, and is now relegated to history. From the spectator viewpoint it was a success. From the all-round Club viewpoint it was a success also. From the viewpoint of experience it was fantastically helpful, and should make next years Championships not quite such a battle for the Committee.

SAT. PRACTICE . Even at this stage, it was obvious that records were going to be smashed. Both the Victorians Ian Wells and Paul England were under the old Outright Record, with Paul 0.2 secs quicker than Ian, with a run of 46.8 secs. Their supercharged Veedubs were geared to do the entire climb in third gear. How's that for torque?

Vince Carsburg was shaping up very well in the Lotus 18, but a blown gearbox/diff unit put an end to all his chances.

Errol Richardson impressed with his very smooth controlled runs, and at 48.6 secs was very much in the running. The preparation of his car was utterly fantastic. Not one speck of dirt anywhere.

Kerry's Green Tree Frog has really learnt to jump recently, and leaped up the Hill in 51.6 secs, well under the class record.

Of the three Holdens, only Brian Mayman arrived for the Saturday's practice, and did two runs, ending with a 55.6 sec time. We had to wait till Sunday's session to see the three of them together.

SUN. PRACTICE. and Dave Gordon executes the 'Coup de

see over.....

Hill Climb Championships cont.

Grace' on the poor old Le Chalutior, on the exit from the second loop. Amazingly, Dave stepped out with just a bruise on the leg, but Le Chalutior 'est tres malade'.

Gordon Clough and Dick Johnson fronted their EH's to complete the GMH trio, and Gordon claimed the fastest practice with a time of 54.1 to Dick's 54.4.

OFFICIAL RUNS

Wily Will ('Chubby') Charlton, in his unopposed class (Up to 1100, Group A) took things relatively easy to record 53.4 secs. Perhaps Dr. Charlton being our official M.O. for the day slowed him?

John Valentin from NSW in the Ford powered KM 200 was disappointingly down on steam, after coming so far to compete at Mt. Cotton, and his best of 56.5 was below his usual form.

Another Not Up to Form was Vern Hamilton. Vern seemed plagued with minor bothers, and must have been dreaming of Centaur Open-Wheelers, rather than the job on hand, and 51.9 on his third run was his best for the Championships. Its time somebody bought the car from Vern, and let him get on with his new one.

Winner in the 1101-1500 class was Glynn Scott in the well-known 23B. Glyn was not without his b\_others in the hairpin (BMC) and slightly bent the Lotus. 48.7 secs won the class, but was not quite as fast as he was last year in the same car.

Over 1500 had only two of the 4 entries appear, John Fraser still had brake problems, and Adrian

Hill Climb Championships Cont.

Gardiner still had not sorted the B. Kerry Horgan's run in the Ford/Sprite MkI made up for lack of numbers though. 51.4 on two runs, well under the old record. Unfortunately, Kerry tried so hard that he ripped out the inside of one Firestone on his final Unofficial Run, a staggering 50.8!

Carole and Iain Corness lumbered round in Super Bee, a most unlikely Hillclimb car, with all that weight to tow, ending up with Iain on 52.7 also well under any previous MGB times.

The group B sporties had Richard Winter from NSW in the 'Tiddlers' class in the Mk I Sprite. A real little beauty too. His best time of 59.7 is good for under 1000 cc. Pity there were no Queenslanders to really extend him.

Over 1500, and Nick Manifold, with his first run in Open competition, showed he has improved by leaps and bounds. 58.1 Official, and 57.6 Unofficial are tremendous times for a Series Prod Datsun. Especially when you look at the tyres Nicky ran on.

And so on to the Racing Cars, firstly the Up to 500 cc men. I don't care what anyone thinks, the Formula Minor Boys have got the best True Enthusiast Spirit of any group I know. And, for all those who scoff at the little cars .... just how many of the scoffers could equal Bob Hendricks 54.8 secs for the climb?

"Racing Driver Vince Appleby of Kedron" (Tele 2nd August '69) had a good day. Wearing his Black Knight of Armentieres Street Outfit he galloped up Mt. Cotton, firmly laced inside his Hunter, in 57.7. Well done Vince. And how many feather dusters is Joan missing now?

sec over.....

Hill Climb Championships Cont.

Chris Timms continued to improve, even throughout the day, and will break the 'Magic Minute' on his next attempt. Lawson Ballantyne from NSW showed that our Home Grown F/M's are as quick as the Down South Ones. Lawson recorded 57.3 official, but was down to 57 neat in practice.

Hugh Paterson seemed to have some trouble at times and only completed one official run in 58.0. Ian Lynch and Noel Orphan had their share of bothers too, Ian's fastest official time being 58.0 also and Noel on 59.2 secs.

Middle-sized racing cars had Tiny Tim loping up in a seemingly effortless 52.8. I believe this car is for sale, and is an ideal car for any novice to learn the art of Hillclimbing.

Star of the class was, of course, Errol Richardson the NSW Champion. His Renmax Ford was down to 48.8 on his first Timed Official Run. Then on the second run, which was a beauty, he clipped the bank in the final loop. Scratch one Renmax for the rest of the day. We all hope that the Renmax was not too badly injured after hauling all the way from New South.

The large Racing cars and its sure where the Action is. Dave Gordon non-started through slight fencing accidents. But up came Ian Wells in THAT VEEDUB. Starting in third it smoked off the pad, smoked up the hill, and stopped the clocks at 46.9. Paul England with even more cc's squeezed out of his Veedub, squeezed 46.1 secs out of Ray's Mini Computer Timer .... and a new OUTRIGHT RECORD. 46.1. Fabulous!

These two alone were well worth the admission fee, and anyone who missed seeing them really missed a part of motoring history at Mt. Cotton.

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Qld. Championship Hill Climb (Cont)

And on to the ever popular tourers:-  
1101-1500, and the battle of the Miniesses. Well clear of his NSW opponent was Clive Warnes. A full 6.6 secs in fact. Wilf Slater (NSW) was very smooth and controlled, but could not equal the fire that Clive always shows on his runs at Mt. Cotton. Winners time was 53 secs neat.

To many people, the last group to attack the twisty Hill were the most spectacular. Fastest in Practice was Gordon Clough at 54.1 secs, well under the record for the 1501 and over Touring cars.

First official run had Dickie Johnson and Brian Mayman (NSW) tying at 54.4. The second run gave the new record .... Fiftyfour seconds flat .... by Gordon Clough again. The third runs were real 'Cliff Hangers' with Dick slipping the clutch all the way, trying to get on top of the cam, but he did not improve on the fantastic 54 secs run of Gordon. Mayman also tried so hard he got a bit out of shape in BMC, and did not improve his position. With the record, and class win assured Gordon went out again and tried to better himself .... but tried too hard. Lots of time lost in BMC left the record at 54 secs from his previous run.

And that, gentle reader, was that. The Trophies were presented, the beer was cracked, and we all went home.

Special thanks must be made to Dr. Charlton for standing in a Med Officer at short notice, and to Des White for announcing all day. And, of course, our appreciation to A.S. Dewar and Sons, for the Sponsorship of the entire meeting.

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mutterings from the mount  
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Some of the display vehicles were extremely interesting. The Drag bike particularly so. Its rider claimed that the only way you could get hurt dragging was if you fell off and 'Hit something'!!

Love to have seen the Surfers Rail attempt the Climb. If it only went around corners. Has more power than a 2 litre Veedub.

More Unengraved Trophies. I'm NOT going to say it again ..... but for a State Championship its about the RUDEST thing you can do to a competitor.

Sorry there were no results in the Courier Mail on the Monday. Especially after all the pre-event publicity given by the Courier, and our big Ad in Saturday's edition. The Courier paid a reporter to cover the day, and he took in his copy personally, to make sure it got in. Ask the Sports Editor why it didn't appear. A pretty poor show, Courier Mail.

The Go-Karts were fantastic. And 48 secs for the climb is damn close to the Outright Record. The old Voodoo Hillclimber was practically just a go-kart, and I can see why it did so well. Very spectacular, and extremely entertaining, fellows.

Where did the Yellow Submarine TC come from? Its a beauty.

Mr. Miles arrived at the Climb to see his Valiant charging around with the STP Turbine behind, and Dave with a big grin in front.

In spite of other attractions that day, we had quite a good crowd, and the Club committee thank all of you who helped in any way towards the days success.

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thoughts from the congo  
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I'm a narrow minded, prejudiced, bad-tempered old basket, and my view point is definitely coloured by 'Editorial Thoughts' ..... BUT, I Don't get MY colour vision by looking at the world through optically incorrect rose-coloured sunglasses.

The rosy spectacled mob are easily recognized by their inherent inability to see any further ahead than the end of their noses. Not what you could call 'Far Sighted Visionaries.'

Most Public Office Holders in the Club execute their duties with a high sense of conscience, and do what they feel is the BEST for the Club, and the furtherance of the Club. They feel so strongly about this, that they will let it be known to all, that they personally support such and such a scheme. It takes great fortitude to Openly, and Publicly display one's faith.

I applaud anyone who will stand up for what they believe. I Won't necessarily agree with what they say, but am only too happy to discuss their publicly voiced personally backed opinion.

The Constitution of our Club was built on a framework to allow the public airing of any Club Members ideas. To facilitate this, any Member can go to any Committee meeting and have his or her views personally put forward, discussed, accepted or rejected. Rejection is as much a part of our Great Democracy as acceptance.

And its because of this Constitutional framework that I have made it a personal rule to throw away all 'anonymous' letters before they are even opened. Bring your ideas to the Committee ..... personally.

(Signed) Iain D.G.Corness

lakeside gold medal meeting  
by fred

Since the Honourable Editor considered my last effort worthy of publication, and because he is always urging us to contribute, I shall press my luck again.

Readers, to use the words of the Licorice Eater, "If you have the time, I have the wind".

The Lakeside meeting was a bloody corker. (Them thars strong words, Fred). In the Good old days, if one wanted to see N. Screechey do his thing, one had to wade through many beer cans and bodies, some of which were indulging in embarassingly frank amorous activities. I refer, of course, to the Beer Cans.

It wasn't quite like that this time, but the crowd was bigger than we have become accustomed to, and I'm sure they got what they wanted - damn good racing.

But lets start with a few observations from Saturdays Practice: Bob Janes Mousedung looked a bit 'wallowy' at the front end, in fact, rather like a wombat with a weight on its mind.

The sound of the Porsche reminded me that I think it has the loveliest sound of the present day crop of cars. (The best sound I ever heard came from Arnold Glass' Super Squalo Ferrari, with that of Stan Jones' 250F Maser running a close second).

Allan Moffatt must have sneaked in his ridiculously fast 61.9 lap when my attention was diverted. Pity about that.

Vern Hamilton was seen rushing about the Pits with an eye full of brake fluid.

Fred's Lakeside Cont.

Near the end of the day, Will Charlton's left rear wheel looked like a Giving-away-free-samples-at-Moonie Day. He was also complaining that his engine wouldn't rev above 9000 rpm.

Race day dawned fine but cloudy (as they say in the best British mags) but later it turned into a beautiful day (as they can rarely say in the Best British Magazines).

The first race, an Invitation Sports Car Scratch set the pattern for the rest of the meeting. It featured an interesting dice between Ann Thomson, Kerry Horgan and John Fraser for first place, and further back there were a couple of good disputes taking place. Everybody seemed to be having a real GO.

Other races during the day displayed this same spirit of drivers getting stuck into it instead of going for a Sunday drive.

Even the middle of the Racing Car field was very lively, which is extremely pleasing. Did any of you notice how well Ross Holden was going in his Vee? He has been driving around by himself for so long, and now it seems as if he may get some real sport in future.

Have any of you noticed that Brian Power is turning in very respectable lap times since fitting his fatties?

The Main race, in my opinion, wasn't particularly interesting, but then I'm afraid Touring Car races don't inspire me anyway. At least not since that day the Great Unwashed, Pandered-to Public had the bloody Gall to cheer like hell when Ian Geoghagen broke down. (Don't tell me you hadn't noticed that either?)

see over....

Fred's Lakeside Cont.

Before I get wound up and start bitching about other things that I like bitching about (You're getting as bad as me! - Ed), I shall cease forthwith and give you Fred's Kwik Kwiz.

1. Who was the driver who had the effrontery to complain of a headache caused by other peoples' revving engines?
2. Who gently nuzzled the fence at the Karroussel?
3. Who ran out of petrol during a race?
4. Who slid off the end of the Karroussel with all four wheels apparently locked?
5. Who got the message across by writing 'For Sale' on his Back guards?
6. Who is the lady who is making more effective use of her sophisticated piece of machinery?
7. Who owns Australia's Fastest MGB?
8. Which Sports Car driver is the best Gate-Shutter in Queensland? (His skill is equalled only by that of a Navigator in a Western Qld Rally. The only difference is the Navigator also Opens gates).

Hints: If you answer the questions correctly, the first seven answers will be the names of MGCC members. (There is no prize for correctly answering question 7. (Fred and Ed!))

Regards,

Yours Friend Fred.

(Editor: By asking around I have managed to get some prizes for Fred's Quiz. First, Second and Third will receive - 1st ... One clapped Firestone from the Editor, 2nd ... Two clapped Firestones from John Fraser, 3rd ... Three clapped Firestones from Kerry Horgan.

All proceeds will go directly to Frank Matich!)

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more of your sharpened pencils  
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NAVIGATIONAL MIX-UP

Dear Sir,

In the July edition of the 'Octagon' there were only eight lines on the All night run, of which five lines were just results. Surely an important run such as this should rate more than eight lines?

'Map Man'

(Editor: I couldn't agree with you more, Sir, but if I am not running in an event I cannot possibly write a report on it. Especially if no-one gives me a report. You appear reasonably lucid ..... how about a report from you?)

MY HEAD SWELLETH

Dear Sir,

In order to give you the spirit and courage to carry on, and all that sort of garbage, we would like to put in writing what we have been saying now for many months, "The Octagon is bloody beaut".

The Work of an Editor is arduous, and quite often thankless, and we would like you to know, Sir, that your publication is waited for eagerly, and read with much interest every month.

More strength to the Editorial arm. (If any Club members have gripes to air, why not air them in writing?)

Vern and Elaine Hamilton  
(Editor: Obviously, many thanks to you both. It is indeed pleasing to receive a compliment from some-one who has been intimately connected with Octagon production themselves. (Elaine is an ex-editress). Re you last sentence .... it seems as if more members are finally realising their privilege of voicing their point of view in their own magazine.)

PLEASE NOTE: Pseudonyms will be used if you desire, but all letters must be signed for publication.

Editor.

-----  
nostalgia dept  
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A few weeks ago I was donated some ancient Octagonal Manuscripts for the Editorial File. From their yellowed pages I researched the following:-

From a 1963 Lowood programme (Where's Lowood?) seven MG's in one race, five of them entered under the MGCC(Q) banner. Brian Tebble in 'Gertie' and Bruce Neville in the TC special starred.

In the Touring Car Handicap Kerry Horgan came fifth in the mighty Ford Custom. Any chance of a V8 Bug-Eye?

November 1964 and we were still talking about John Fraser and his Supercharged Valiant. 102mph over the flying quarter. Anna stayed at home to have babies. So nothing's new!!

Still in 1964 Jon McCarthy was busy getting 52 mpg from his Sprite. Another tight-wad was Kerry H with 45 mpg from his MGB. Fish's Backside Award went to Don Sampson with his MGA who recorded 64.66 mpg. That's economy running.

Coming closer to today in the 1967 June 'Octagon' I noticed four Club Stalwarts all joined at the same time, the Terrible Twins Johnmalcolm, Phil Claxton and Bob Mallon.

In 1963 I noticed that we used to sell MGCC ties for twentyfive bob. (Oh the magic of those Sterling days). You could get ties in "Burgundy and Green". (I'll have a sparkling Burgundy 1963 Vintage Private Bin, please HIC).

That's enough for this month. The moths got me.

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st george and the dragons  
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Some of us Road-Racers are quite made. Just why did we let ourselves get talked into running at the Dreaded Drags?

The four nuts were John Fraser, Kerry Horgan Iain Corness and Dickie Johnson.

Oh the excitement of it all. Imagine, getting up to such staggering speeds, in a straight line as 90 m.p.h! WITHOUT ADDITIONAL OXYGEN!! How the adrenalin pumps!

Dickie was unfortunately having problems with his clutch. Mt. Cotton took its toll, eh Dick? And Dick was "eliminated".

Iain managed to fend off all the Hump Back Holdens, Kerry "pulled hole shots" on all in his class, and John left no "cherries on the tree" to take out his class as well. Three Class wins to the Roadies over the Draggies. Good fun? No, gentle reader, the fun was just starting.

Over the noise of revving engines came, the rustle of ten dollar bills. The protests were beginning.

Iain had no door handles and was saving ten ounces in weight. TEN OUNCES! The fact of having an additional 35 pound roll bar makes no difference. Them ten ounces count! However the 'Protesters' could only rake up \$9.50 so the protest was dropped. Two protests against John. He had broken an "Unwritten Rule" (That's a quote) By making them stick to written rules, twenty bucks went up the spout!

Next time we'll take along a \$100 'Protest Fund'!  
NEXT TIME ????

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small torque  
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Steve Booker going all the way with the Red 'Love' machine. Been reading Racing Car News? Time a few more MGB's appeared on the track.

Still on MGB owners. Adrian Gardiner's gone Huffin' an' Puffin' with Judson. A sort of Mouth to mouth resuscitation for the B? Hope you keep it on the track Adrian, while waiting for the new machine.

And another MGB Stage VI for the black bitumen of Surfers and Lakeside soon. Its a yellow one from 'Overseas' It comes from Bribie Island.

"Super Bee" after its 1'5.3 lap of Lakeside showed it still has the sting in the tail.

Kerry Horgan still mourning for his Blue Heap of Understeering Plastic and Cardboard 2000.

Will Charlton has lost 1000 revolutions between 8.5 and 9.5 Sunday July 27th. Anyone who has picked these up please return them to Will who needs them urgently.

More Mayhem by Graham in the Eastern? Down to 1'8.2, but rear mudguard took off in fright.

More news of 'Tom Edwards'. Not only did a house fall on him, but his Sprite ran away as well.

Don't try and ring John Fraser at work. All you can get is some bloke called 'Driver Training'.

T.R.E. equals 'Terrifying Revolving Ensemble'. Wrong. Kees has left the Revolutionaries and has gone all 'plastic' in the Healey. Between he and JRF they keep Trend International in business.

Lakeside saw Annie get her Guns out and get down to a personal best of 1'5.7 in the Elan. That's a fast gun. And theres still a cartridge or two left in the chamber.

Ray Lovejoy spends a lot of time at the Tech College peering at milk shake cartons at lunch time. Pretending its a C2H5OH shake?

Lotus Super 7's sure get the birds in. Straight through the front guard and out the back. I'm not kidding!!

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are drags a sprint? or are sprints a drag?  
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Sunday, 13th July sounded like being a BAD DAY, so I saw no harm in going to watch that OTHER FORM of Motor Sport ..... the DRAGS.

By the time I arrived at Surfers Circuit the 'Time Trials' were well under way. At first it looked as if every FJ that GMH ever produced was there in iridescent paint. In addition to the paint, each one had a series of letters painted on the windows: A/MS, E/MP, B/G, AA/CD, B/MSP .... and so on, the combinations of the 26 letter alphabet are innumerable.

The FJ's lurched their way over the  $\frac{1}{4}$  mile, shaking and shuddering with each tortured gearchange. Even the crowd who know what 'Hole shots' are seemed to have given up looking. But suddenly, the Back Seat FJ Necking stopped, and the crowd ran to the fence, and all was quiet.

The announcers voice came clearly through the still air, "And here comes the Double A Fuellers". I craned the neck away from the female skin-tight purple jeans next to me, and looked out on the track.

An iridescent green striped, 20 foot long THING! Complete with front bicycle tyres, rear half flat tractor tyres, and an engine the size of the Queen Mary!! A supercharged, green, 20 foot pogo stick.

It rolled along silently, with a GTS sniffing its posterior all the way past the pits to almost at the Dunlop Bridge. Then it fired. Turning slowly around it rumbled up to the line. Suddenly smoke filled the air, noise filled the ears, and a green pogo stick filled my field of vision, overflowed my field of vision, passed faster than I could turn my head and disappeared in a blur of yellow parachute. 7.8 secs. 200 mph. The FJ's were a drag, but that pogo stick wasn't.

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club races, lakeside, 17th August  
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These Club Race Meetings are becoming about the best Motor Racing Value for Money you can get in our Fair State at the present time.

For only a dollar, I'm surprised that you haven't decided to all get together and make a Club Run out of it, see the racing, have a Bar-B-Q and a Club Run home again.

MGCC people fared well at this last meeting. In Sports Car races, every winner was an MGCC member, and in most events we scored a high percentage of the place-getters.

John Fraser had a field day, winning three events and scoring a personal best lap time of 1'4.4.

Richard Koppenol did not have a field day.

Ann Thomson and Iain Corness also did well, and recorded personal bests, Ann with 1'5.7 and Iain 1'5.8.

Kerry Horgan non-started after finding his tired tyres (see Mt. Cotton story), but as Kerry's best time is also 1'5.8, there should be interesting races in future.

Fantastic save by Dennis Wilkins in Shell on the last lap of the Handicap. Richard thanks you!!!

Was it a coincidence that Bruce (BP Munday) Neville came to grief in 'Shell?' Luckily the damage appeared to be minor to the Series B. Never mix your petrols.

GL from BL in trouble with his ball joints?

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-----MOTOR CARS

Centaur III. The ideal car for anyone wishing to enter Motor Racing. Performance exemplary. Mag wheels. New racing rubber. Trailer. Host of Spares. Laps the Lake in 1'4.1. All enquiries to Vern Hamilton. Phone 96 4764.

LOST AND FOUND

One thousand revs lost by Will Charlton's Centaur I. Lost between 8 and 9 on Sunday at Lakeside. Finder PLEASE return to Will. Sentimental Value. Reward!

DEATHS

The passing of the Blue Understeering Heap of Plastic Triumph 2000 was recorded in July. Much missed by Kerry Horgan.

SPARES

Twin 1 $\frac{3}{4}$ " SU carbs, linkages and manifold for MGB. '65. 45 mm Weber, Ram Tubes, air cleaners, linkages, spare jets, manifold, MGB or Austin 1800. '85 Stage IV MGB head. POA. Kev Russell, 688 Sth. Pine Rd, Everton Pk. Or at Clubrooms

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TC Roll Bar. CAMS approved. Has brackets for battery and Fire Extinguisher. Bolt-on. Demountable. Aluminium Bonnet for TC. Very Light. Aluminium Doors TC. Uses original hinges. Save more weight. Two fibreglass seats. Four Alloy mudguards. A HUGE weight saving. See David Miles at Club, or Phone 2 4856 or AH 48 4128)

SPARES (MINI)

Many tyres for retreading, Cooper Motor (998), plus many assorted Mini bits. Try us first. John & Malcolm Campbell, Phone 97 4884, or at Clubrooms Friday nights.

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 c o m i n g e v e n t s  
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August

29

Film Evening

31

Surfers Paradise Race Meeting

September

7

Closed Hill Climb, Mt. Cotton

12

Open Forum

14

Sprint Meeting. Surfers.

19

Closed Touring Assembly

21

Motorkhans. Tingalpa

28

Lakeside Race Meeting

October

3

Indian Party Night

17

Closed Touring Assembly

19

Sprint Meeting. Lakeside

25

Speed Week. Surfers Paradise.

November

2

Six Hour Race. Surfers.  
(Finale of Speed Week)

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What's a 'Closed Touring Assembly?' No, its not a massed gathering of 'Tin Tops', or even a scratch race for Sports Racing Closed cars ..... its the ALL NEW name for Night Navigation Runs!

Start making your reservations for Speed Week Oct. 25 - Nov. 2nd.

Closed Hill Climb at Mt. Cotton. You've seen the Victorious Victorians do it. Let's see you do it!

Got a beef? Lay it on the slab at the Open Forum on September 12th.

Well, folks? Get starginter that lot.