

The Official Newsletter of the Classic Speedway Association (QLD) Inc.
Formed on the 2nd March 1998 - Preserving Speedway History.



★ *Classic Speedway* ★



Allan Timms

★ *Association (QLD) Inc.* ★



John Stephen

★ www.classicspeedway.com ★

★ NEWSLETTER ★



This group photo of the all the Former Saloon Car Drivers was taken at the 2013 Speedway Saloon Car Reunion held on Saturday 2nd November 2013 at the Sleeman Sports Centre at Chandler. Photo by Col's Action Photo's.

★ *Spring/Summer Edition* ★

Volume 1 - Issue 10

Designed & Produced by Col Mullins

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Formed 2nd March 1998



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Contact Tony Woods.
CSAQ Club Secretary.

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The Classic Speedway Club meetings are held on the First Monday of every month at Valley Juniors Clubhouse at Bega Street, Grange commencing at 7.30pm.
For Membership Application Forms or further information, please write to The Secretary, CSAQ Inc., P O Box 24, ARANA HILLS. QLD. 4054.

2013 CSAQ Visits the Truck, Tractor Show at Gatton



CSAQ Static Display

The Classic Speedway Assn (QLD) Inc., made the trip up to the Gatton Showgrounds for the 20th Annual All Makes & Models Vintage & Classic Truck, Tractor & Machinery Show that was held on Friday 28th & Saturday 29th September where the infield was filled with all types of vehicles and machinery, and the photo to the left shows the CSAQ Members static

Display where a large number of spectators were able to have a look and ask any questions about the Club and the following vehicles that were on display like QLD 3 Barrie Watt Holden Speedcar, QLD 15 Mobile Ashgrove/Frank Duggan Speedcar, QLD 35 Max Newton Holden, QLD 50 Terry Wanless Renault/Fregate Speedcar and QLD 76 307cui Chev Super Modified, and it was good to see that Club President Roy Johnston and his wife Diane along with Darryl & Jane Haywood and for a short time Bruce Postlewaithe looking well enough and able to get around to see the display and have a chat to the CSAQ Members.



QLD 76 John Stephen

On Saturday afternoon the star of the weekend John Stephen took his Super Modified for a run around the track during the Grand Parade just to show the spectators what the car sounded like and the announcer gave the

club a bit of a plug and mentioned that our display was situated on the opposite side of the infield.



1942 Watt's Bus & Coachworks Ford

On Saturday afternoon during the lunch time grand parade some of the CSAQ Members were on board the 1942 Watt's Bus & Coachworks Royal Mail Ford Bus that appeared in the movie Fields of Fire and was also used by Turners of Lismore, Ballina Bus Service, and I am sure that all who were on board enjoyed the run around the track. The organizers of the event were able to hand out a flyer for next years event during the weekend and I have placed my copy at the bottom of this report so that you can plan for next years event.

The CSAQ would like to thank the Historic Commercial Vehicle Assn (QLD) for the kind invitation to join in all the fun and activates for 2013, and we look forward to attending in 2014. Report and Photos by Col's Action Photo's.

The CSAQ would like to thank the Historic Commercial Vehicle Assn (QLD) for the kind invitation to join in all the fun and activates for 2013, and we look forward to attending in 2014. Report and Photos by Col's Action Photo's.

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2013 Speedway Saloon Car Reunion



On Saturday 2nd November 2013 a large group of approximately 150 guests rolled up to the Sleeman Sports Centre at Chandler for the 2013 Speedway Saloon Car Reunion following (49) Forty-Nine years since the first Saloon Car Race was held at the Brisbane Exhibition Grounds and spread around South-East Queensland to race venues from the Gold Coast to the Sunshine Coast and West to Ipswich and Toowoomba.

The night started off with the introduction of Bob Corbett the organizer of the function where he gave a big welcome to everyone who had turned up for the function, and then passed over to Col Mullins and Roger Overell who interviewed some of the former drivers who had turned up to talk to them about their racing careers.

It was good to see so many of the former drivers who had supported this function with the likes of Roy Olive, Ashley Wilkinson, Cyril Bates, Merv Dixon, Ted Dixon, Eric Mitchell, Allan Butcher, Jim Holden, Stan Mathers just to name a few, and you will notice on the front page of this newsletter the group photo of all the stars in one place at one time. This photo to the left of the page shows just a small group of the Lady Drivers who also played a big part of the history of Saloon Car Racing over the years, and it was good to catch up with all during the night, and I hope that they enjoyed themselves as well.



The photos at the bottom of this report were placed on display outside of the function hall for the guests of the function to help bring back some of the history of the sport and on behalf of the organizers we would like to thank each of the owners for their support. The Red Monaro is owned by Ricky & Tanya Allen, the Yellow Monaro is owned by Bob & Narelle Corbett, QLD 177 FJ Holden is owned by Kev Gould, QLD 39 FX Holden is owned by Mal Jocusen from Gympie and QLD 26 Panther Racing Team FX Holden Saloon Car owned by Bob & Margaret Hebert, again special thanks to all the owners of these vehicles and I hope that everyone enjoyed their presents at the function.

All the photos for this report were supplied by Col's Action Photo's



Snippets & Tidbits

To all the Classic Speedway Assn (QLD) Inc., Members the Newsletter Editor hopes that you all like the Newspaper adverts and Programme front covers from the early days of the sport of speedway racing from the Brisbane Exhibition Grounds and the Toowoomba Showgrounds Speedway from when they both first started. Enjoy reading the Events and the prices for your entry to the speedway of yesteryear.



UDREY !! Good heavens, have you gone completely mad? I've just accepted a deposit on that "as New Mazda."

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NEWS / OFFICIAL PROGRAMME

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See Details, Pages 6 and 7

SPEEDWAY DATES TO REMEMBER

APRIL 24th—Friday—Saloon Car Race.
MAY 2nd—Australian 30 lap Hot-Rod Title
MAY 9th—World 50 lap Hot-Rod Title
MAY 16th—Hot Rod "100"
MAY 23rd—Speedcar "100"
MAY 30th—Crazy Night

MEETING No. 20 **Price 1/6**

CSAQ Club News Update

CSAQ VEHICLE INFORMATION DETAILS REQUIRED:

The Newsletter Editor is in the process of designing a CSAQ Club Vehicle Information Book for use at various events during the year. If you haven't returned the Information Sheet to date please send your Vehicle Information to the CSAQ Club Secretary so it can be handed to the Newsletter Editor so that he can finalize the Vehicle Information Book which hopefully will be issued to all members or sold at the CSAQ Displays during the year.

CSAQ MERCHANDISE

Don't forget to contact the Club Secretary if you require any of the Clubs Merchandise like a Club Shirts, Caps, Stickers, Sew-on Patches and the 2014 Club Calendar that is now available.

For a full range of the reproduced Stickers can be seen on the CSAQ Website.

If you also require a Membership Form please contact the CSAQ Secretary at P.O. Box 24, ARANA HILLS QLD 4054.

CSAQ CAR SHOW & SWAP

It was mentioned at the November meeting that the Club requires Volunteers to help at the forthcoming 2014 CSAQ Car Show & Swap event so that all the work is not left to the regular workers. If you wish to Sponsor some of the trophies for the event please contact the Club Secretary and have your business name placed on a trophy as part of the support for the 2014 CSAQ Car Show & Swap meet. Details of this event will be out soon.



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1999	Howard Marks	Bill Wardle	John Fry	Cyril Bates
2000	Howard Marks	Bill Wardle	John Fry	Cyril Bates
2001	Howard Marks	Bill Wardle	Dave Evans	Cyril Bates
2002	John Fry	Terry White	Dave Evans	Cyril Bates
2003	John Fry	John Loden	Tony Woods	Frank Loden
2004	Barry Skemings	Frank Cox	Tony Woods	Syd Stanbury
2005	Barry Skemings	Frank Cox	Tony Woods	Syd Stanbury
2006	Frank Cox	Kev Gould	Tony Woods	Sue Green
2007	Frank Cox	Trevor Maskell	Tony Woods	Sue Green
2008	Frank Cox	Trevor Maskell	Tony Woods	Sue Green
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2010	Frank Cox	Sue Green	Tony Woods	Kev Gould
2011	Frank Cox	Sue Green	Tony Woods	Kev Gould
2012	Frank Cox	Sue Green	Tony Woods	Kev Gould
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The Classic Speedway Association (QLD) Inc., Members would like to thank all of the Business's who have supported the Club during 2013, and would like to take this time to wish everyone all the very best for the Festive Season just around the corner, and we all look forward to seeing you all back fit and well for 2014.

The next outing for the CSAQ is set down for Saturday 14th December 2013 for some Demonstration Runs at the Lockyer Valley Speedway at Gatton, and remember to be early as we are on the Pre-Programme which gets underway at 12.00 mid-day. please arrive by 11.00 am, and then we can head home safely afterwards.

The two photos show the CSAQ's ROLL OF HONOUR & HONOUR BOARDS that were on display at the recent 2013 Speedway Saloon Car Reunion showing all the drivers that we have farewelled over the years, plus all the Members of the CSAQ that have served on the CSAQ's Club Committee. Special thanks to Beresford Signs for the fabulous job on both of these boards.

The Newsletter Editor would like to take this opportunity to once again thank all the CSAQ Members for another great year, and to wish you all a very Merry Christmas and a Safe and Happy New Year, please play safe.

CSAQ Returns to Lockyer Valley Speedway

LOCKYER VALLEY SPEEDWAY REPORT:

On Saturday 19th October 2013 the CSAQ Members made the trip back to the Lockyer Valley Speedway for the first meeting of the 2013-14 season where all Classic Vehicles had there Annual Machinery inspection before making their way out onto the track for the demonstration runs set down for the early pre-programme, and it was good to see that we had another strong group of Classic Vehicles in attendance.



QLD 8 John McKeown

The following vehicles had made the trip to the Gatton Showgrounds, QLD 3 Barrie Watt Holden driven by Andy Thompson, QLD 15 Mobile Ashgrove/Frank Duggan Speedcar driven by Barrie Watt, QLD 50 Terry Wanless Renault/Fregate midget driven by Allan Timms, QLD 26 Panther Racing Team FX Holden Saloon Car, QLD 17 Litre Sprintcar driven by Kevin Fry, QLD 23 Alfa powered Speedcar driven by Dave Goode, QLD 8 Chevy powered Super Modified driven by John McKeown, QLD 76 307cui Chev powered Super Modified driven by John Stephen, QLD 11 350cui Chevy

powered Stock Car Driven by Tony Woods and QLD 97 Compact Speedcar Driven by Colin Barr where all the drivers had a good time and a chance to fire the cars up after some of them hadn't run for a few months.

It was good to see that some of the other CSAQ Club Members had also turned up to Gatton for the first meeting of the season like Bruce & Cheryl Post-



QLD 17 Kevin Fry

leawaithe, Brian Jones, Darryl & Jane Haywood, Frank Cox and Sue Green and I hope that everyone had a pleasant afternoon and have a chance to talk and watch the vehicles run around the track.

The Newsletter Editor was talking to Dave Goode after he packed QLD 23 Alfa powered Speedcar into the trailer and was told that his wife

was celebrating her birthday today so the group of people who were around Dell Goode who turned 21 again so on behalf of all the CSAQ Members we wish you a very happy birthday and hope that you had a great day. Report and Photo's by Col's Action Photo's. See you all at the next meeting at Gatton on Saturday 9th November 2013.



QLD 97 Colin Barr



QLD 23 Dave Goode

Barrie Watt's Racing Career Story

PERSONALITY

BARRIE WATT

TEXT/PHOTOS by PAUL TROWER

MEET BARRIE WATT, A MIDGET DRIVER TO WATCH

Despite the apparent superiority of the American built Offenhauser Midget Racing cars, one name continues to appear in the Winners' circle on the Brisbane Speedway, that of Barrie Watt, Queensland's top Holden driver and the most consistent driver to step into the cockpit of a midget speedcar.

Speaking to Barrie at any time, you would never take him for a race driver, he seems much too gentle to make good on the Speedway circuits, where the popular conception, is that to be a good driver, one has to live, talk and drive hard. Barrie meets only one of these requirements, he drives hard. To watch him at work, you get the impression that he is out for a quiet afternoon drive, with the odd chance that he might even get paid for it. That about sums up his approach to racing. You ask him, 'Is he going to win this one,' and with a quiet smile, and a shrug of the shoulders, he'll say, 'I don't know, maybe I'll get lucky, and all the rest will break down,' but when the roar of the motors die out, and the crowd settle back in their seats, chances are that Barrie Watt has taken the honours, or it's for sure he was well up there with the winner.

His approach to the business of racing midgets dominates Barrie's style of driving. He's always casual, relaxed, just sitting back in his cockpit, with his foot hard on it. He doesn't attract attention with aggressive driving, in fact if you weren't watching him in action, you probably wouldn't notice that he was in the race, but the moment a driver up front makes the slightest mistake, Barrie is through. Always clean, and no rough stuff, but he's through, and always moving that one step closer to the front.

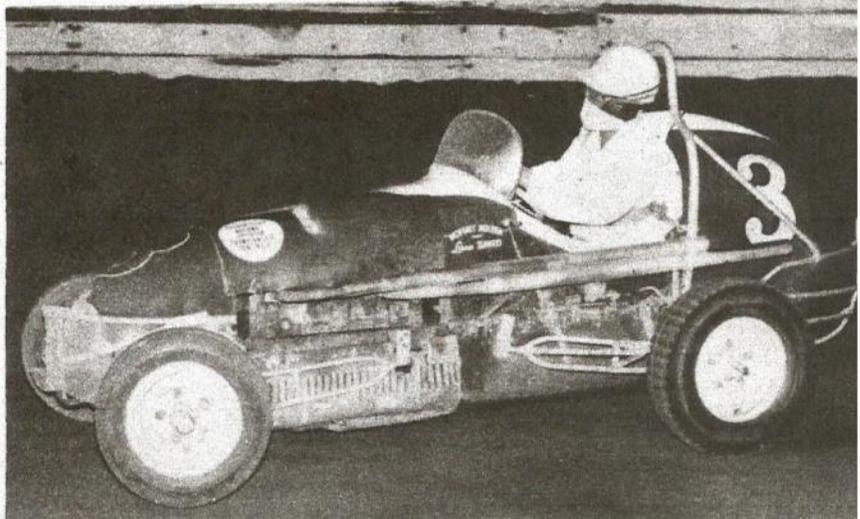
Barrie started his racing career in 1957 at the wheel of an old A model Ford powered midget, and although he enjoyed racing it immensely, he looks back and smiles on those days. He persevered with the A model until he saved up enough money for a Holden motor, and since that day, he has steadily climbed the ladder, until he can now lay claim to being the most successful midget driver racing in Queensland today. In his mid-twenties, and just entering his prime racing years, Barrie has more than made his mark on the Speedway world. Three

times Queensland Speedcar Champion, a record to be proud of in any field of sport, however his score sheet doesn't stop at that. In the 1963-64 season, he won the coveted Q.S.D.A. points score award, beating out Offenhauser driver, Blair Shepherd. This season, Barrie has won four of the hard fought Feature Races, each time beating top Offenhauser drivers, Blair Shepherd and Bill Goode. To defeat these two drivers on the Brisbane Exhibition track on one occasion, is considered a great effort, but to take the top honours on four occasions, with these other boys filling the minor placings speaks for itself, and makes you wonder just what Barrie has in his midget car.

The amazing thing is that his car is considered obsolete by the modern trends. Whilst it has pleasing lines for a midget racing car, by all theories, it should be blasted off the track by the factory built Offenhauser cars. It has an old rail chassis, solid diff, driven through a conventional dog-box, and powered by a sedate looking Holden motor whose only visible attributes, are the two carburetors and the extractor exhaust system. Compared to the modern chassis which consists of a tube frame, quick change diff, torsion bar suspension on the rear and jacking screws for the front spring, Barrie's car could be described as a dray, but on the track, he can put his car where he wants it, and his chassis is tuned to such an extent, that he can skip the front inside wheel with the best of them.

The secrets of the motor lay in the hands of Ted Lane, a long time friend of Barrie, who has been his chief mechanic since his early racing days. Barrie's car is reliable, a point that he insists on, and puts before speed. Whilst the car is extremely fast on the Exhibition ¼ mile track, break-downs and mechanical failure are a rare occurrence for the crew of Barrie Watt.

Speaking to other drivers on the Speedway, gives you the impression that they consider Barrie the best driver Queensland has produced for many years. Every man respects his driving ability, and will drive in close quarters with him on any part of the track. "He's safe, never gets excited, and always positions himself in the right place at the right time," they'll tell you. "If there's a crash up front, and you're behind Barrie Watt, just stay glued to his tail, and you'll come through all right," another will say. It all adds up to being a compliment for one of the smoothest drivers in the Speedway. Top drivers will tell you, that they fight hard during a race, to gain position after position, and after a nerve wracking battle to hit the lead, they take a deep breath and relax just a fraction, then the next thing that they know, is that a pair of wheels are moving up inside you, and unless you're lucky, a red car with the number 3 painted on it, slides by you, and Barrie Watt has taken the lead. You may as well give up there and then, for the only way to pass Barrie Watt is to go round him, and he travels too fast for that. You can't press him into making a mistake, or bump him out of



Barrie Watt in action with his Holden-powered midget speedcar.

Barrie Watt's Racing Career Cont:



Barrie Watt leads "Offie" driver Bill Goode, Queensland, at the Brisbane Exhibition Speedway.

the way, because he just doesn't give ground under pressure, he just sits there holding a perfect line driving his way to victory.

Barrie starts all his races from the 110 yard handicap, and his list of wins in the handicap events over 6 laps is impressive. He starts only 10 yards in front of Bill Goode in his Offenhauser, and 20 yards in front of the current Queensland Champion Blair Shepherd.

With a record of wins and consistent driving, such as Barrie's, one would think that mixing it the way he does, crashes would be inevitable. But the thing that speaks most for Barrie's ability is the fact that he has only been involved in one crash. It happened during a feature race in 1961, when he was driving in about fourth position with the majority of the field packed tight behind him. Coming into the main straight of the Exhibition Speedway, his car lost a rear wheel, and slid into the crash fence, flipping back into the centre of the track. Things were touch and go for a moment, but the only car to cannon into the stranded machine, was Dave Leonard's Chromeline Special, which was hemmed in on the fence by traffic, and could do nothing else, but crash into the wreck. Barrie was unhurt, due to strict safety regulations, of which he is most conscious. It was the week preceding this crash, that he had fitted a roll bar and shoulder harness to his midget, and on his first night out with the new safety equipment, he got upside down. This was a great lesson for other drivers, and a major point in the introduction of compulsory roll bars, and shoulder harness to the cars of the Q.S.D.A. Barrie has had other near misses, but has always summed up the situation instantly, and driven his way through or shunted in to the big pileups, without damage to himself or car.

What of Barrie? He loves racing, and for him it has more than paid the way. He'd keep racing even if it cost him money, but only as long as he feels confident in himself. He says that the moment he frightens himself, he'll give it up for keeps. He's had frights, but none that he's given himself. He says, "I'll drive a race to win, but only if I am within my own capabilities. If I did something that I hadn't planned out half a lap in advance, I'd give myself a hell of a fright, and then I'd retire, because in my opinion a person who frightens himself has no business on a speedway, besides, if he scares himself, what would he do to the other drivers around him."

Unfortunately in one way, Barrie is not interested in racing interstate. His main reason is that he considers himself most suited for the Exhibition Speedway because he knows the track well, and secondly his car is not up to different type tracks, and thirdly, he says, "some of these interstate drivers

scare me watching them, so what would they do if I was driving beside them." Don't get the impression that he's a cautious driver, far from it. He'll mix it with anybody and usually comes out on top, but he likes to plan his race, and make his moves when he's ready, not when some hot shoe behind him wants him to. His attitude towards midget racing, plus his business commitments to his family's coach building works, make Barrie content to race in his home town, and hit the top there, without interstate appearances.

It's encouraging to both the speedway fans and the young newcomers interested in racing midget cars, to see a young driver do so well on the speedway. Barrie Watt has showed them all, how to drive a safe, fast and consistent race, and has proved that the all-mighty factory built, American Offenhauser racers, can be beaten by a locally built midget car. Barrie is destined for further victories, and before stepping from the cockpit of his car for the last time, he'll add many more Championships to his already impressive list. A strong prediction, yes, but Barrie has the qualities that make great drivers, and given a really top car, and who knows, he's got the patience, the quiet confidence and the ability to make the very top, in the tough hard world of midget speedcar racing.



VALE

The management and staff of Australian Rodding World Magazine, wish to express their deepest sympathy to the family and loved ones of the late JEFF FREEMAN, who died as the result of an accident at the Westmead Speedway on May 9th, 1965. His presence on Australian tracks will surely be missed, but his name and personality will stay in the minds of all speedway enthusiasts forever.

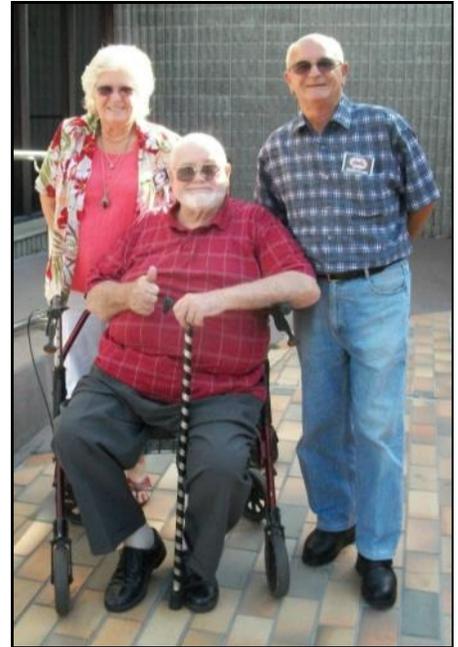
2013 Speedway Saloon Car Reunion Photos



This photo of Denyse Turner being greeted by Bob Corbett as she arrives for the function.



This photo shows Bob Corbett, and Tanya Allen greeting Roy Olive as he arrives in the display area outside the function hall.



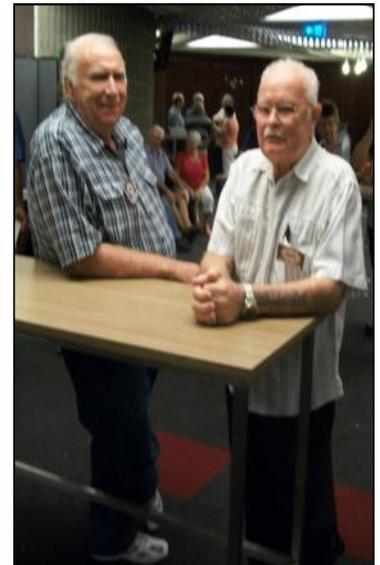
This photo shows Bob & Margaret Hebert sharing the limelight with Roy Olive in the Display area outside the function hall.



This photo shows Colin McMullin, CSAQ President Roy Johnston and CSAQ Treasurer Kev Gould having a chat with one of the other former drivers during the Speedway Saloon Car Reunion Function.



This photo shows Merv Dixon & Roger Overell taking a chance to catch up for a chat during the night.



This photo shows Lyle Gough and long time friend Bruce Postlewaithe posing for the camera towards the end of the night and it was good to see Bruce out enjoying himself at the reunion.

All of the above photos have been supplied by Col's Action Photo's for the CSAQ Newsletter and I would just like to once again send a special thank you to Bob Corbett and his family for organizing the 2013 Speedway Saloon Car Reunion, and hope that everyone who was in attendance enjoyed the night as much as I did, also again special thanks to Tony & Matthew Woods for all their assistance in making and bringing the DVD's and CSAQ Memorabilia available on the night.

Lockyer Valley Speedway Roars into Action

CSAQ RETURNS TO LOCKYER VALLEY SPEEDWAY



QLD 15 Barrie Watt/ Duggan Speedcar

The Classic Speedway Assn (QLD) Inc., supported the Lockyer Valley Speedway on Saturday 9th November 2013, and with the heat in the air the drivers were still prepared to go out on the track for some demonstration runs during the pre-programme, and I know that everyone had the tough task of washing off all the mud from their vehicles dew to all the water that had to be placed on the track to help keep the dust down during the programme.

The following list of Classic Speedway vehicles were had made the trip up to Gatton for the meeting, QLD 3 Barrie Watt Holden Speedcar driven by Andy Thompson, QLD 15 Mobile Ashgrove/ Duggan Speedcar driven by Barrie Watt, QLD 50 Terry Wanless Renault/Fregate Speedcar driven by Allan Timms, QLD 47 FX Holden Saloon Car driven by Tony Woods, C22 FC Holden Saloon Car driven by Frank Cox, QLD 17 Litre Sprintcar driven by Kevin Fry, QLD 76 307cui Chev Super Modified driven by John Stephen, QLD 26 Panther Racing Team FX Holden Saloon Car driven by Bob Hebert, QLD 23 Alfa Romeo Speedcar driven by Dave Goode, QLD 97 Compact Speedcar driven by Colin Barr,

During the meeting it was noticed by the Newsletter Editor that the Compact Speedcar QLD 97 Owned and Driven by Colin Barr was unable to fire dew to a problem with the Mag-

neto that Colin had been work-

ing on in the lead up days to the meeting so lets hope that Colin can fix the problem and have it running at the next meeting in December all going well., Allan Timms in his Renault/Fregate Speedcar also had a problem with the Dog Box where the gear shaft had either stripped or broken and had to sit out for the remaining demonstration runs on the programme, but knowing Allan Timms he will have it repaired in time for the next meeting.

The photo to the left shows QLD 17 Kevin Fry giving the Newsletter Editor a wave has he returns to the pit area after on of his demonstration runs during the

meeting.

The photo to the right shows Frank Cox in his FC Holden Saloon Car ready to go out for his first Demonstration Run at the Lockyer Valley Speedway. I am sure that everyone had a good time and are looking forward to getting a run on the track. Report & Photos supplied by Col's Action Photo's.



QLD 47 Tony Woods/FX Holden Saloon Car



C22 Frank Cox/FC Holden Saloon Car

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The Classic Speedway Assn (QLD) Inc., would like to thank all of the above Businesses for their continued support of the CSAQ during the past twelve months, and we hope that we have their support during the next twelve months. Please support the Businesses who support the CSAQ.