

WHAT'S ON

Friday	30th July	Everyone to the clubrooms - final instructions and conscription of volunteers for the HillClimb
Saturday	31st July	Practice for Queensland Hillclimb Championships
Sunday	1st August	Queensland Hillclimb Championships
Tuesday	3rd August	'T' Register Meeting
Sunday	8th August	Motorkhana
Friday	13th August	Film Outing
Sunday	15th August	Day Run and Picnic 't' Register
Friday	20th August	Closed Touring Assembly.

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Discount for Club members

Grand Prix Auto Service, 36 Douglas Street, Mitchelton, (36 5884) is offering discounts to club members for purchases over \$5.00.

The amount of discount varies depending on the purchase.

Unfortunately, some parts, particularly 'T' type parts, carry no discount and discount can only be given on Saturday mornings if parts are actually in stock or have been previously ordered during the week.

Club cards MUST be presented.

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President's Prattle

As the 1971 Queensland Hillclimb Championship draws closer, the Committee are being worked harder and harder, with very little help from the rest of the Club.

The titles are being promoted by the Club, not by a few individuals who make up the committee. Many thanks to those who have helped, many thanks indeed, but let's see more of our members trying a little harder.

Now that this edition of the 'Octagon' has finally reached you, there can be no excuse for not supporting the events organised for you. We found ourselves in the embarrassing position of having to ask a guest speaker to come back again when there were more people to listen. More support is expected in future.

While on the subject of the programme, you will have noticed that the rest of the year is a very full one. Please let's have your support and we shall have a particularly good second half of 1971.

Many thanks to those who have passed their best wishes to Meryl and I. Thank you very much from both of us.

David Miles
President.

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M.G.C.C. Motorkhana 11.7.71

The Motorkhana saw Don Young take out a well deserved win. He started the day well taking out the first event, the forward bonding, with a return to his usual driving style (bloody awful). Don defeated our galloping grandad Merv Payne this time. Have to arrange a match race between these two but Merv might have to get his power to weight ratio up a bit first.

Onto the Hopkirk which favoured the Coopers too much, and could be dropped in future to even things up a bit. Peter Bonenti won this event with one of the neatest and quickest runs of the day. He won it by almost three and a half seconds, a really great drive. It was a pity Peter had to leave early as he was pushing the leaders very hard at that stage.

In the third event Spencer Reimers stirred the natives with some very interesting stunt driving in the R 100 Mazda. Spencer ought to get a Suzuki, they're a lot safer on two wheels.

The event in the shape of a heart? saw a good performance from Russell Black, one of our newer members, to tie with Don Young. If Russell keeps this up I'm tipping which way next year's motorkhana trophy could go.

The Wetzig brothers finally realised the worth of a good car and changed from the clapped out 'S' into Libby Sullivan's flying Corolla Coupe. But like all good cars they take some getting used to and they dropped down in the times a little. Hope the 'S' gets well soon fellas. Speaking of the ladies, the day looked set for a good ding between the girls but Charmaine Bell had to depart early and poor Sue Thompson's moko coked after only one run.

The fourth event was marred by the wild driving of one Malcolm ex featherfoot Spiden who was cautioned after having been observed actually spinning the wheels on the Escort. Things settled down and we saw some very determined driving from Brad Hart in the Morris 1100 and he scored 5th outright for his effort. Bob Randle seemed to be trying to drive five cars on the day sometimes all at once, could be seen chugging off into the sunset, in the hillclimb sprite, with his brother Bill sitting on the bonnet pouring water into the tea kettle err - radiator. Russell Black zotted around the poles again to score a fine win. Just has to be one to watch in the only "drum braked" Cooper in the country.

see over ...

The Serpentine saw a lot of close times and spectacular driving, Nick Manifold tossed the Flagon around very well for such a poor handling, under-powered, underbraked, 33 1/3 turns lock to lock beast which seems to be typical of this Marque (boy, if that doesn't get a bite) and was heard to be saying something about replacing the steering wheel with a ship's helm. The real star was our Merv who tossed his walking sticks aside and really trounced the field with a dazzling display of dreadful driving to win the event. (I think he must pay, the time keeper).

We didn't have a big roll up this time but you had all better get down for the next motorkhana because we could be inviting another club to compete with us and we had better beat the pants off them. Also don't forget that the interclub championships aren't far off and a team has to be selected. You sporty owners had better get moving if you don't want to see an M.G.C.C. team made up of all minis this year. A word of warning. Keep an eye on the heavens whilst competing as those dangerous model aeroplanes make quite a dint in the ground or your head when they go out of control.

So get where the action really is, "Motorkhanas".
Sorry about that,

"Fool on the Hill"

Jolly Roger.

Results are as under:-

<u>Place</u>	<u>Driver</u>	<u>Time</u>	<u>Car</u>
1	D. Young	121.3	Cooper S
2	M. Payne	123.2	Cooper S
3	R. Wetzig	128.4	Cooper S
4	S. Reimers	129.1	R 100
5	B. Hart	131.3	Morris 1100
6	P. Wetzig	134.0	Cooper S
7	R. Black	136.3	Cooper
8	L. Sullivan	139.5	Corolla Coupe
9	B. Randle	145.0	Sprite
10	M. Spiden	148.3	Escort
11	N. Manifold	153.2	Falcon

MGB Modifications by Iain Corness

Last month we went into some detail about brakes and suspension. Right then, let's get stuck into the engine department.

And the very first feature I would like to deal with is Weber Carbs. Many drivers seem to wear Webers like some sort of status symbol. Let me here categorically state that a Weber is the very last item you put on an MGB engine. Up till racing tune, a Weber provides nothing other than expensive petrol sucking noises under the bonnet.

Another point I must unfortunately harangue you with is don't even bother to start to modify your engine if the bottom end is hanging together through grim determination only. If the engine has a few hard miles under its belt ... then check the shaft for roundness and wear, and replace bearings if needed. While the engine is out, check the bores too, and the cam followers (if any are at all pitted, then replace the lot. And check the new ones before you put them in ... I've seen a lot of chatty looking 'new' ones before today.)

Now then, remember this car is used mainly on the roads, so that the state of tune will remain 'mild'. The secret is in the breathing and the compression. It stands to reason, that when you have four cylinders being fed by two ports, and exhausted by three, the engine has a breathing problem. And BMC engines love compression. This next step is going to cost you money ... so be prepared. For a few extra tractable horses you will pay between \$100-\$200.

With your beautiful lump of cast iron in your hot little hands, take it to the nearest reputable place which will do porting and polishing. Explain that this is from a road car you are doing up to run in the occasional Hill-climb or Sprint. No, you don't want bigger valves. Yes, you are running SU carbs. No, you haven't got much money. This little exercise will cost somewhere between \$80-\$100. If you don't know a reputable place to go, come and ask me and I'll give you a few names and addresses.

That's the breathing side ... now let's get at the

compression. Absolute maximum for your use is 10.5:1. Absolute maximum! To achieve this it will cost between \$8 and \$80. Taking the two methods:- First the eight buck: Take head to friendly head planers and have a large slice removed. The volume you want left in the head chamber is approximately 34cc's. (check my mathematics before you go ahead). Then have enough metal sliced off to leave 34cc's in the head.

Now for the proper way to do it ... and that's \$80 ... get hold of a set of the Factory Flat top pistons, put them in, and get the compression that way. The MG tuning Manual has it all in black and white. All you have to do is get the cash.

While you have the motor down, the next thing to do is pull the oil pump out. After a few miles the pumps on most road cars are pretty ratty looking. Check the clearances on the lobes on the rotor, and if there is wear or scuff marks ... get a new one. Costs less than ten bills and is cheap insurance. That's enough for this month, next issue - camshafts.

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Mt. Cotton 13.6.71

Sunday June 13th started bright a fine, if not a little cool, but the Mt.Cotton scene soon became very warm indeed as the large field of 33 cars were readied to do battle with the Hill. By far the most crowded class was that for Group C Touring Cars (1101-1500) with ten starters, 8 of them being "the Cooper S boys". This group was to provide a fair share of the day's excitement, and if things ever looked like becoming quiet, Iain Corness on commentary made sure the level of interest never dropped. It's no good saying Iain excelled himself over the microphone - he always does.

Racing Cars (up to 500) saw Chris Lake and Hugh Paterson with trouble in their practice runs, leaving a battle between the Black Knight and Bob Henricks.

Bob won, with 54.8, but Vince put on his usual competent display, the VJA running smoothly all day. The over 500 class, also with just two runners, was a screamer. David Tait in the Cooper Ford looked a clear winner by virtue of his hill experience, but Bob Webb's Ausper from the Gold Coast soon showed up as a force to be reckoned with. Bob had all sorts of gear troubles, had never hill-climbed before, but still managed some eye-opening runs down to 53.8. Dave took out this class and FTD with a blistering 51.3 secs.

Group A sports cars (up to 1100) also looked like being fiercely contested for honours. The lead changed several times during the runs, Tim Harlock however missing the bus when he lost his oil down into the hairpin. Trevor Bassett managed a string of tidy runs and looked a threat to David Miles but had a moment in the remains of Tim's oil, putting paid to his winning potential. This left David Miles peace of mind to score a 54.1, though with the noise his engine develops I doubt the peace of mind phrase. The over 1100 class was swept clean by Clive Browne in the Merlyn, Clive being one of the most colourful drivers to appear at Mt. Cotton outside Bill Bradford. When he wasn't collecting nuts or driving sideways, he managed to find a 54.0 and a trophy.

Bob Randle using new-found power and recently acquired skills got down to a creditable 62.4, though not without the odd interlude (see subsequent article). Mike Wallace in his remarkable NSU Prinz VW managed a mighty 57.1 and never appeared worried though often had on full lock correction in the second loop.

Improved production sports up to 1100 saw a battle royal between Bob Mallon, Peter Rayment, and Bruce Wasley all driving MkIII Sprites. Peter got Bruce by 0.7 seconds in the final run, Bruce and Bob both recording 64.8 secs.

And then came the Tourers. Group C up to 1100 gave Kevin Thomson of Ipswich a win at 58.7. He drove very well indeed for his second appearance at Mt. Cotton, apparently heeding threats from his pitcrew who at the

last meeting worked madly to "build him a new car" after his wall-of-death act in the second loop. Also in this class was hero-of-the-day, Andrew "Big A" Heckley driving the two cylinder 498 cc Fiat Trans-Am HO-HO. This Beast scorched about the hill in a mind boggling 83.6! Martin Eggesfield scratched his Mini K and appeared in a borrowed car to join the "Cooper S Travelling Sideshow". Group C 1101-1500 was out on its own for closeness or togetherness or whatever. Mal Spiden's Escort came in with a tidy 67.8 but was just beaten by Libby Sullivan who certainly opened a few eyes with a very clean set of runs - no errors, consistent improvement shown over her four runs despite considerable distraction in the area of the hairpin. Libby managed a 66.7 in her standard Corolla.

A new paragraph is required to describe the Cooper S display. Russell Mansfield got the ball rolling with a 180 into the Arco on the first turn. No damage, the only work required to get him going again being several seconds use of a tyre pressure guage. Russell's 58.3 run had Don Young more than a little worried. Martin Eggesfield in Alan Lax's Cooper S progressed steadily down to a 60.3 whilst Alan Lax in Alan Lax's car (!?!) pulled out a 61.0, smokey tyres and all. Allan Conway showed consistent improvement down to a 63.3, as did Neil (handbrake) Gordon who scored a 59.8. Peter Taylor stopped a few hearts in his runs, moving a little wildly during practice, then in the last of the timed runs leaving the road the hairpin at about 40 m.p.h. For the first tenth of a second, everyone thought the worst was to follow but the pit of Macadanian nut shells saved the day, Peter's car suffering only a slight scratch when it rested against the chain wire fencing. Peter Wetzig in his immaculate green and white S showed everybody the smooth way around the hill, not putting a foot wrong to work steadily down to 59.2. Last on the list but first in the class we had Don "I think I did something to the gearbox" Young who scorched about in a rapid, if not desperate, grass-chopping 57.9. He also gained credit for length of wheelspin amongst the Coopers.

Group C over 1501 saw our own Norm Beechey "Wild" Bill Bradford from Lisnore win with a spectacular 54.3. Bill's driving style alone must be responsible for some of the gate takings, his tyre-smoking opposite lock slides up and down the hill being impossible to forget. Steve Booker in the Falcon GT appeared to be out to "shake" Bill but despite a spirited effort (not to use the word wild again) found a 56.4 as his best. Mort Shearer sat back to a 62.9 "chaffeur-driven" ride in his whisper-quiet Renault 16TS.

The MG class up to 1500 saw Peter Rayment a clear winner as he was alone. Nevertheless, Peter put on a fine display to record 60.8. His performance makes the TC look as easy to drive as a Mini - Peter, who also drives a Mini, assures me there is no similarity. The TC, though 21 years old, still equalled the best of the MGB's. In the over 1500 class David Matley in the ex-Jon McCarthy B tried hard and recorded a 61.2, though a relaxed earlier run showed as 61.5 (there's a moral there somewhere). Ken Wasley in his beautiful Magnette scored a tidy 69.0, the hills proving a little tough on such a heavy motor car. Also in this class we had the one-and-only Shane Sullivan who, squinting into a haze of blurred outlines, found his way about the track by memory to record 60.8 and a class win.

Then with clouds threatening, on came the big bangers (the six fastest of the day) to treat the crowd to a display of high-speed antics - and that's exactly what was turned on, though I'm sure not intentionally. Dave Tait came on first but could only manage a 52.6. All the tail-hanging may have been due to a slippery track, eh? Then came Bob Webb who was once again hounded by the gear selection bogey and a stalling engine, yet with a half-spin, he still scored a 57.3. Plagued with similar troubles was Clive Browne who managed a 54.7. Dave Mile's effort started out as a beauty, the car running clean and very fast "Too fast, maybe" thought Dave as the team of officials worked to pull his car out of the nuts. Bill Bradford fronted with a Monaro that didn't sound too well at all but Bill wasn't going to disappoint anybody -

and blasted off on his usual spectacular charge - 56.0, on a sick engine. Bob Henricks finished the day with a tidy 55.5, being one of the few racing cars to finish the day apparently devoid of problems.

And so ended another exciting day's motor sport at Mt. Cotton. I'm sure all present enjoyed themselves - I know I did. See you at the next one.

Remember - Mt. Cotton, Sunday 1st August.

RESULTS

Racing Cars(up to 500 c.c.)

Bob Henricks	Sandian MkII	54.6 secs
(501 and over)		

David Tait	Cooper Ford	51.3 "
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Sports Cars (A) Up to 1100 c.c.

David Miles	Centaur Clubman	54.1
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(1101-1500 c.c.)

Clive Browne	Merlyn Mk6	54.0
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(B) (under 1100 c.c.)

Bob Mallon (P.Rayment)

A/HSprite MkIII	54.0
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Touring Cars (C) (up to 1100 c.c.)

Kevin Thomson	Morris Mini 850	58.7
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(1101-1500)

Don Young	Morris Cooper S	57.9
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(1501 c.c. and over)

Bill Bradford	Holden Monaro	54.3
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MG Classes Up to 1500 c.c.

Peter Rayment	MGTC	60.8
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(1501 c.c. and over)

Shane Sullivan	MGB	60.8
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Fastest Time of Day David Tait Cooper Ford 51.3

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QUEENSLAND HILLCLIMB CHAMPIONSHIP

On August 1st, the Queensland Hillclimb Championship will be held at Mt. Cotton, our own Hillclimb course.

If you haven't already guessed, this is the most important event in our calendar. It costs the Club, your Club, a great deal of money to stage this Championship. An enormous amount of hard work has, and is, going into this promotion.

The success or otherwise of this meeting depends on one person only! Who? YOU !!!!!!!.

If you are a competitor, YOU must enter. If you are not a competitor, YOU must attend as a spectator. It will be a good, fun day, I guarantee it. It will be good motor sport, and YOU are the enthusiasts (or why else are you in a Club like the MG Car Club)? so go along and enjoy it.

If you have any spare time at all, before the 1st August, offer yourself to the President David Miles. He will find you a job I am sure. If you have no spare time then just make sure you have Sunday 1st August off, so that you can attend.

It will be no use moaning after the event. Your non-attendance can have no excuse. We need YOU. The Club needs YOU. YOU and the CLUB. So, help yourself.

Remember, 1st August. Hillclimb. Mt. Cotton. Be there. We must have YOU. If you can bring your girlfriend, your wife, your Mother, someone else's wife, mother, girlfriend, all the better. BUT WE MUST HAVE YOU. Book your seat on the Hill today.

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NORTHERN NOTES

Some of you may be regular readers of the motoring mag called "Australian Motoring News". Those who are will have realised that the cover of this issue is a light-

hearted 'throw-off' at that paper. You will also realise that as a correspondent for AMN we have one of our own Club members.

Dr. Iain Corness, well known MGB fanatic, is writing a column about Queensland happenings, called "Northern Notes". It is certainly pleasing to see that Queensland is actually receiving recognition from a southern journal. It can only help the sport in Queensland.

Iain has mentioned that if any Club member is doing anything as far as motor sport, or just motoring in general, is concerned, he would like to know. Doesn't matter how trivial you might think it is, even changing brand of racing tyres can be news. And let's face it, a little bit of publicity never goes astray.

So, if you have any news, ring Iain at 99-2481. You'll find him at that number most nights, as he sits at his typewriter madly thinking what he is going to send down to Australian Motoring News next.

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REMEMBER THE QUEENSLAND HILLCLIMB CHAMPIONSHIP TO BE HELD AT MT. COTTON PROMOTED BY THE M.C. CAR CLUB QUEENSLAND CENTRE ON AUGUST FIRST. ALL MEMBERS MUST ATTEND. AUGUST FIRST. SUNDAY.

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reallycrosse (D UP) at Mt. Cotton

Seems David Miles is racing to a budget - runs out of petrol at Lakeside and then again at Mt. Cotton. Must be saving for something I guess. Looks like he doesn't eat much either, the way he went headlong into the Macadanian nuts (hungry?). Dave really couldn't see for nuts.

Another budgeteer must be Bob Randle. The economy had him so worried he switched off his petrol pumps - didn't help too much. Bob told Iain he had cured his clutch problems since last time. No worries this time - he didn't use it (Crunch)

Mike Wallace is challenging Bill Bradford as oversteer king of Mt. Cotton. Whilst Bill is still tops for full concentration and psychological preparation before a run, just take a look at our FTD man David Tait - doesn't smile all day. Why look so worried Dave?

Did anybody mention oil? Tim Harlock suffered the "Campbell syndrome" at the hill - same spot, and even in the same run - one sump full of course 30 and off the end of the hairpin. At first it looked as if Tim selected "up elevator" instead of 2nd gear for the McCarthy Centaur flew several feet in the air. I'll bet he has a sore tail as Tim did his usual rough (TAI?) landing. Somebody said Tim was sweeping off the oil absorbent faster than the flaggies could lay it (not true though).

And if you thought Tim laid a lot of oil, Dave Tait would have dropped a ton as he fronted for his first run minus gearbox oil filler plug. Naughty boy. Bob Webb saved the day - sharp set of eyes there, and even sharper are his hands. Just watch Bob wheeling his Ausper about - quite a rapid driver - when he found gears.

I hear policeman Bob Mallon was sponsored by Mr. Hodges. Bob finally got mobile after Iain Corness assured him that radar traps were not present and he could exceed 35 m.p.h.

Clive "spin me a spinner" Browne in his Merlyn "nut collector" Mk6 arrived late but didn't disappoint the crowd at all. His second run featured his usual excursion and subsequent runs pictured a wheel-spinning (and how) Merlyn emptying nuts out of its undertray. (no wonder it has a "squaky" starter motor).

"ANDREW HOCKLEY TO RACE THE BIG TOURERS - WATCH OUT

GEOGHEGAN, MOFFAT AND BEECHEY".

Or so everyone thought. He appeared in his Trans-Am Fiat HO HO, undisturbed by the obvious misprint in the programme stating his capacity to be 498 cc - surely there was an "0" missing off the end. We were very lucky to see Andrew at all because that morning, when he opened the boot to check the massive power unit, he discovered he had lost 6 cylinders. A quick search proved fruitless so, rather than disappoint the crowd he ran on 2. A colourful sight indeed was the fabulous car, complete with homologated canvas panels, as Andrew flogged (literally) the beast about the hill. The big question was would he run out of gears before the top of each hill; he didn't and, for those who hadn't fallen asleep there was the rewarding sight of his incredible downhill acceleration, gravity assisted (Powered by Newton). Big A said that Tuesday's Courier Mail would bear an ad in the "Lost and Found" column as he was anxious for the return of his six missing pots.

Libby Sullivan was another great draw card, blowing kisses to the flaggies but driving like a veteran. She stopped the "cheers" issuing from the hairpin by oversteering directly at them. Good work, Libby.

Newcastle's Russell ("I set it up to understeer") Mansfield discovered oversteer and a lump of Arnco in the first corner. Peter Taylor found sanctuary in a heap of nuts. Somebody said earlier "Oh, no! not ten Cooper S's". Changed his mind later, wants a hillclimb with only S's running. So maybe we could arrange something say ... a hundred Cooper S's, three dozen Bill Bradfords, a handful of Clive Brownes, one David Tait will do (nobody can go to two parties at once), one Andrew Hockley (only 24 hours in a day) and an equal number of Libby Sullivans. I reckon you could charge \$4 admission, \$6 under floodlights.

Peter Wetzig managed a clean 59.2, even though Iain Corness announced he had "been under the minute at Lakeside (!!!)"

AUGUST, 1971

Don Young has masking tape all over his rev counter. Could need some more to hold his engine together. Rumour has it that his firewall is armourplate steel. I heard he buys new front tyres after every hillclimb.

Steve Booker is practising an exuberant driving style in a determined effort to give the Grafton announcer a heart attack. Steve really hangs on as the wheel-rim horn on the Falcon blew many times on his orbits about the hill.

Hillclimbs are no trouble to Peter Rayment. Any stripping down that his TC requires happens on the way, the unnecessary parts falling off. Though of age (21 years) the TC still beats MGB's and whilst most leave rubber smoke, Peter emits a dense cloud of borers.

Brier Thomas has all his cameras in for repair; he has over-revved them in the hairpin.

Jon McCarthy was fortunate to be in the U.S.A., on the 13th, David Matley really stirring the white B along, Jon wouldn't sleep if he knew.

Shane (Elliot Gould) Sullivan looked resplendent with orange eyebrows and a multi-coloured B. Shane was smooth and sleepy, being handicapped as he couldn't see too well through his new glasses - especially as they were 10 miles away at Iain Cornesses. The Clerk of Course would not let Shane take Libby as navigator so he completed the climb driving by braille. He was easy to pick in the pits - Shane was the boy with the white stick.

Iain Corness was a fabulous announcer, taking courage in the fact that drivers cannot hear the P.A. system when they are crash-helmetted.

Don't like the way Joan Appleby emerges from behind the trees at the main gate like a bushranger. We should get her a black Bell Star.

MINI BODS AND BENDS:

Congratulations Dave Miles and Meryl Robinson. Engaged on cracker night - always said Dave had an explosive personality.

Iain Corness is no longer interested in "keen followers" as they sound too much like "CAM followers".

A well known club member drives a mobile junk heap disguised as a Mini (hint: pale green). When he couldn't find the accelerator pedal (doesn't use the brakes) one morning, he chucked out all the seats bar one. Now it can hold more junk than ever. And he still can't make it accelerate....

John Fraser's Elan really does do 190 a.p.h. - have you ever been passed by it? Makes you dizzy.

Clive Browne's lap times at Lakeside dropped exponentially once he stopped looking for nuts to crash into. 62's aren't bad first day out.

John Campbell is so bored with 63 second laps, he now drives in top gear all the time. There's nothing to it really - brother Malcolm flies it control-line from the pits. However John really woke upon one lap. Being smart getting a tow down the back from Lionel Ayers, he just about bailed out when Lionel backed off momentarily to fill John's whole field of view with a sheet of flame from the exhausts.

Shane's bonnet flew up the other day but no worries for fast-thinking Shane - in a flash he had both high beam and the wipers going.

"M" has a fascination for side zippers in midi dresses you know.

Allan Burns lived up to his name on cracker night. Playing with a gallon thinners tin filled with acetylene, was wondering what would be a suitable fuse.

Decided on two feet of petrol soaked rag. O, what a suntan he got that night.

Gooff Smallsman is going SR/C. A Herald with eleven inch rims and, wait for it, Vanguard power!! Rear swing axles - clap hands.

Look out CAMS Licence-holders running sports cars - "Allan Muffit" is making discrete inquiries about biffing and gate-shutting - and it could start late July.

Seems a certain red Mini was rushing home from Cornesses late one Monday night (actually early Tuesday morning) when the rear suspension collapsed on one side in a corner. Half of Camp Hill awoke to the sound. Says he'll do it again if someone has a tape recorder going.

Ray (mighty) Quinn says work on the Gemini hill-climber is well advanced. Watch out sporters up to 1100cc.

Allan got the biggest bang on Cracker night.

I've heard full Nomex is great to sleep in on cold nights, Bell starts aren't too bad at keeping your ears warm, but those fireproof driving boots would just have to be uncomfortable.

Quote of the month - "It's sad when your eyes are awake but your mind's asleep" - Allan Burns.

STOP PRESS

Andrew Hockley scored a 16.8 at Mt. Cotton but this was disallowed as a new outright record. No reason was given. Andrew couldn't protest as he'd spent his \$10 on the canvas panels.

Bob Randle is currently the big boss at Her Majesty's Theatre. Congratulations Bob, but sorry you are unable to keep up your position on the Committee.

Peter Rayment will be missed for a while as he has

been sent "bush" again by the P.M.G. "T-Type" fans will be pleased to know Peter will be back for the August 1st Hillclimb.

The Queensland Night Run was particularly exciting, especially for Ford Escort drivers.

Many thanks to Ann Thomson, who set the run almost singlehanded.

Iain Corness has "Super B" really steamed up, and will be running at Mt. Cotton also. Don't go to the "toot" while Iain and "Super B" are on the hill.

Don Young seems all set to have a go at a class win this year. He has already proved he can go harder than Wilf Slater from N.S.W., see we may have a Queenslanders on top in yet another class.

Ivan Tighe will also be running and will provide plenty of opposition for the southern boys.

David Tait has the experience on Mt. Cotton to keep everyone honest so watch out for him.

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RESULTS NIGHT RUN 1st June 1971

	<u>Driver</u>	<u>Navigator</u>	<u>Points lost</u>
1	S. Rice	V. Rice	Nil
2	P. Rayment	B. Mallon	42
3	T. Barron	P. Bonenti	75
4	M. Payne	R. Quinn	173
5	R. Gill	Gill	177
6	Miss S. Bell	Miss A Hill	225
6	Mrs. S. Gardner	H. Gardner	225
8	M. Spiden	R. Parkes	273
	B. Hart	L. Turner	DNF
	N. Gordon	J. Ward	DNF

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VISIT AFTERNOON - T REGISTER

On Sunday 20th June, members of the "T" Register held a "visit afternoon". At the appointed time of 1.30, TF's and a lone TC and a few other cars met at the clubrooms. Murblings heard went like my car is in bits or she's out of petrol were heard from some.

The convoy left the clubrooms and made its way to Rod Hiley's where his very original TF and the TA were to be seen. The superchargers that were on the bench sent many minds awandering. Some were murmbling how can I fit that twin car in my car?

From here the procession made its way to Graham Whitaker's place where he is rebuilding a TF. One comment was heard, "how do you get your wife to polish the brake lines to keep them clean"? At this Marie Finter sunk back fearing what would happen to her with her's and Derick's TF. But the truth came out at last that they were painted with clear lacquer.

The convoy left Graham's and proceeded to Angus McBain's place, reminiscent of a M.G.C.C. night run, cars in all directions. Finally they all arrived and saw an "L" type M.G. He is having to make a body for it as there was not one with it when he got it.

Some of the specifications of the L type are 1086 cc's six cylinder OHC engine, four speed gearbox. They weigh about 14 $\frac{1}{2}$ - 15 cwt. In 1933 one took all the class H records including 2000 miles at an average of 80.49 m.p.h.

From Angus's the party headed to Rob Gill's to see how his TC is coming along. With parts of the body work frame starting to appear on the car it should only take Rob another (?) years to finish the body. All the polished alloy that his engine and gearbox now possesses was admired by many.

As the sun had now fallen out of the sky the party

retired to Michael Keown's place where a Bar-B-Que and a chitchat ensued thus rounding off a most enjoyable afternoon.

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FIRST THREE PLACEGETTERS IN ALL NIGHT RUN

- | | | | |
|---|---------------|-----|-------------|
| 1 | Peter Wetzig | and | B. Hart |
| 2 | Rolley Wetzig | and | L. Sullivan |
| 3 | David Tait | and | S. Sullivan |

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NEW MEMBERS

David Abell	TC	5.71
Brian Aldred	Holden	2.71
Robert Anderson	MGB	2.71
Wayne Cole	MGB	2.71
Malcolm Dunning	Lotus 11	4.71
Peter Gamble	Holden	5.71
Roger Gibson	VW	3.71
Neil Gordon	Cooper S	3.71
Hans Marquard	Sprite	5.71
Herb Musch	Sprite MkI	5.71
Richard MacDougal	Triumph 2000	2.71
Warwick Nixon-Smith	Jaguar 3.8	2.71
Richard Parks	Holden	1.71
Spencer Reiners	Mazda R100	5.71
Lisbeth Sullivan	Corolla	5.71
Louise Thompson	Mini Moke	3.71
Kev Thomson		4.71
John Wharton	Sprite MkII	2.71
Barbara Darc	MGB	

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W A N T E D

1 x 45 D.C.O.E. Weber

Contact Mrs. Ann Thomson

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