

P R O G R A M M E

- July 5th Film Night
- 7th Club Run to Moogerah Dam. (Meet at corner of Beaudesert Road and New England Highway at 9 a.m. Bring own foodstuff, bar-b-ques, utensils, etc)
- 14th Sprint Meetings -
Lakeside (Refer Jon McCarthy)
Grafton C.C. (for further details)
- 19th Navigation Run
- 21st Motorkhana
- 28th Lakeside Motor Racing
- Aug. 2nd Film Night
- 4th Open Hillclimb - Mt. Cotton
- 17th All Night Navigation Run

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Credit in this event went to Geoff Gettons whose "shoebox" outperformed all comers in a most efficient manner. Ross Kruger in coming second also put on a creditable show, for a Morris Minor isn't the most desirable of Motorkhana vehicles with its floating rear end etc. etc. Phil Claxton's S600 Honda was a welcome change to the usual array of vehicles at Tingalpa and his unhurried driving style gave him fourth place behind Ross Horton with Noel Baker's Mini taking up fifth position.

On to Event 4, and one of the best Autocrosses for some time - if not the longest. Taking the current course and incorporating the ground normally used for the clover-leaf, the track was extended to include two sweeping "S" bends, a tight "S" bend and a second hairpin. The left hand corners provided a refreshing change from the usual bundle of right handers and times, due to the length of the course, were all around the 38 second mark. Surprisingly enough, only three poles were knocked down - this being due to the course being made large enough to prove acceptable for the larger cars.

Kay Hawley fronted out in her latest "fun machine" - a BRG Sprite with "Widies" - to record a time of 38.5 secs., 3 secs slower than Graham Wright in an MGB. John Reid and Phil Claxton got stuck into things with John kicking up more than his share of dust and Phil lifting more than his share of wheels. Malcolm Campbell pulled all chocks out in his Cooper to record fastest time of 34.2 secs on his first run and, in an effort to reduce this still further, all but inverted his car in the bottom sweeper - inside wheels many inches off the ground as the little Mini tried to do a forward roll.

Ross Horton, Tom Hatton and Geoff Gettons had all systems go in their vehicles as they powered their way around to record times of 34.3, 34.7, and 34.9 secs. respectively. This was Tom's first outing in the B so he could prove more than a threat in future Motorkhanas. It was good to see Ross Gettons back after a long absence and it appears that he has lost none of his previous skill - achieving a 36.5 in his Hillman Imp. John Maher arrived late in the day, lacking his spectacular form, and was only able to turn in a run of 38.5 seconds.

As temperatures dropped, so did the numbers, and so only ten people remained to match wits in the Bob-A-Ding.

Fastest time went to Malcolm Campbell at 33.1 secs with Graeme Rumballe an easy second with 34.3 secs and Ross Gettons third with 35.2 seconds.

Results of the day are as under:-

FORWARD BENDING

- | | |
|---------------------|---------------|
| 1. Ross Horton | A/H Sprite |
| 2. Graeme Rumballe | A/H Sprite |
| 3. Malcolm Campbell | Morris Cooper |
| 4. John Reid | A/H Sprite |
| 5. Phil Claxton | Honda S600 |

SPARK PLUG TEST

- | | | |
|---------------------|--------------------|------------|
| 1. Malcolm Campbell | Morris Cooper | 55.1 secs. |
| 2. Ross Horton | A/H Sprite | 58.2 |
| 3. Barry Hardy | Morris Mini Deluxe | 59.1 |

FORWARD/REVERSE BENDING

- | | |
|------------------|--------------------|
| 1. Geoff Gettons | Morris 850 |
| 2. Ross Kruger | Morris Minor |
| 3. Ross Horton | A/H Sprite |
| 4. Phil Claxton | Honda S600 |
| 5. Noel Baker | Morris Mini Deluxe |

AUTOCROSSE

- | | | |
|---------------------|---------------|------------|
| 1. Malcolm Campbell | Morris Cooper | 34.2 secs. |
| 2. Ross Horton | A/H Sprite | 34.3 |
| 3. Tom Hatton | M.C.B. | 34.7 |
| 4. Geoff Gettons | Morris 850 | 34.9 |
| 5. Graeme Rumballe | A/H Sprite | 35.4 |

BOB-A-DING

- | | | |
|---------------------|---------------|------------|
| 1. Malcolm Campbell | Morris Cooper | 33.1 secs. |
| 2. Graeme Rumballe | A/H Sprite | 34.3 |
| 3. Ross Gettons | Hillman Imp | 35.2 |

The Club's first Open Hillclimb was spread over 2 days with practice on the Saturday. Records looked like falling right from the time of start with Peter Peters hurling his Nota Sportsman Up the hill in 54.1 secs. The over 1100 c.c. Sports Car Class also received quite a jolt with Glynn Scott breaking the magic 50 sec. bracket with a run of 48.9. John French, in the fabulous BMC lightweight Midget also showed his form with a run of 51.8, .4 sec. slower than the time turned in by him in his Cooper S.

Peter Holinger attracted much attention with his beautifully prepared Vincent powered special and proved he'd be a force to reckon with on Sunday with a best practice run of 49.2 secs.

In the over 1500 c.c. racing, Ray Jorgensen got moving to put down a time of 50.6 secs, well inside his class record, and proved to him that his suspension mods had paid off.

Brian Mayman in his southern Holden showed local Dick Johnson, that other EH Holdens can go just as quickly as his by recording a time of 56.4, just two tenths of a second slower than Dick's time.

Leonard Teale of "Homicide" fame, made his first appearance at Mt. Cotton and, due to gearbox troubles in his own car, was offered a drive by Kevin Johns. However, he wasn't at home in the Sprite and returned it to Kevin less one headlight after a lose at BMC. Brian Tebble sprung to his aid and offered "Gertie". This car proved more adaptable and Teale finished his practice runs with a respectable time of 63 secs.

Sunday dawned bright and clear with spectators taking up vantage positions from the early hours of the morning. The bottom spectator car park proved invaluable, but was filled to capacity by lunch time. Overall, 1400 spectators attended; and some of the later arrivals were using the access roads for parking space.

First event of the day was Group A Sports Cars up to 1100 cc and this looked like a tussle between Keith Turner and Peter Peters. Keith, after having replaced a blown head gasket in his Centaur, returned a best time of 54.5 seconds, well under his previous best times. Although the Nota of Peters has proved very

over.....

fast on the tracks, it was not expected to be appreciably quicker than the Centaur at Mt. Cotton - but whatever he's done to that little BMC A Series Motor, he's certainly extracted an incredible amount of power. After two familiarising runs on a track totally new to him, he hurled the little yellow car round the course to clock two consecutive runs of 51.9 secs. - a record expected to stand for quite a while.

The over 1100 cc class had two drawcards, viz. French's BMC entered MG Midget and Glynn Scott's Lotus 23B. Both drivers put on electrifying displays that rated top applause on the day. French managed to crack a 51 dead amid much wheel lifting and body flexing - a magnificent effort for such a car. "Scottie", once again, showed his dominance in the Queensland sports car field by downing all opposition with a time of 47.7 secs on his third run! This had to be seen to be believed for at no stage did he appear hurried, putting the big Lotus through the curves in copybook style - makes one wonder what he would have done had he the 27!!

Newcomer, Paul Wilson, driving Kerry Horgan's hybrid Sprite found things quite twitchy in his early runs giving spectators as well as himself, the jitters in negotiating Geary Curve. However he quickly accustomed himself to the direct feeling produced by the racing rubber the Sprite now wears and returned a time of 54.2 secs. This most creditable time equalled Brian Tebble's best in the Lotus 15 and was 1.3 seconds quicker than the Lotus 11 driven by Sydney veteran, Tom Sulman.

The over 1500cc class was won in clean style by Bill Tatham in his S/R closed Cortina with a time of 55.3. Unfortunately, he was the only entrant in the class.

Group B Sports Cars up to 1500cc attracted only two entries, those of Kevin Johns and Ross Horton, both in II A Sprites. Kevin's steering mechanism was far from the best after Saturday's bingle and his approach to BMC from the second loop was most untidy, and the Sprite making a "B" line straight to the safety fencing, with full left and right lock! Ross, then left without opposition, clocked up an easy 60.5 to take class honours.

The over 1500cc class also attracted only two entries - a

standard MGB driven by Jon McCarthy and a much modded one driven by Will Charlton. Naturally, Will's car picked up quickest time of 58.6 - but this was only .4 second quicker than Jon's best time. (Possibly his colourtoned maroon crash helmet, T-shirt and roll-bar clashed too much with his BRG vehicle).

Racing cars up to 500cc called four Formula Minors into battle with a Vagrant, entered by the Renault Car Club. Strangely enough, this vehicle failed to behave in the manner suggested by its name and turned in two runs of 55.3 secs. However, Bob Henricks, last on the list and on his final run, saved the day for the F.M. Club with a fiery run of 54.9 secs.

The 501 to 1500cc class produced a close battle between Vince Carsburg's Cooper Climax and Jim Reuter's JRM Thunderbird, times being within .3 second of one another. However, the hero of this class and hero of the day was Peter Holinger in his Vincent engined special. Due to engine configuration, Holinger had to get under way almost as soon as the motor started and, with the acceleration his vehicle has, it was a wonder he didn't take some officials with him. With dragster-like pick up, his little car laughed at the hills to take out fastest time of the day with a run of 47.4 secs., just tipping Glynn Scott's time of 47.7 secs. recorded earlier in the day. TV star, Leonard Teale, looked much at ease in Brian Tebble's TD, recording a time of 62.1 seconds, before losing it in a big way on the finish road.

The over 1500 cc class proved a runaway win for Ray Jorgensen's Repco Holden with a time of 51.5 secs, 2.8 secs ahead of nearest rival, B.Garner, in his magnificent Alton racing car. Unfortunately both cars came to grief on later runs, Jorgensen with a broken lower wishbone on the first loop and Garner with his car expensively parked in the safety fencing at BMC.

Touring Car Class up to 1100cc was won by John Blake in a Mini Deluxe after a lone drive to record a time of 59.3 seconds.

The 1101 to 1500cc class saw the maestro French in the groove again taking fastest time with a single run of 51.3 secs., well ahead of second place getter Norm Blunt who stopped the clocks at 55.6 secs.

The 1501cc and over class for tin-tops produced the closest battle of the day with Brian Mayman fighting all the way with

Dick Johnson for top honours. Although both EH's were running in fine form, Mayman's seemed to be that little bit crisper near the top end. Their first runs were identical at 55.3 secs, but on their second runs, Dick topped Brian by .4 sec with a time of 55.1 secs. Not to be outdone, Mayman recorded a 55 dead with Johnson on 55.1 secs. Undaunted, Mayman, on his final run, pulled out a time of 54.4 to beat Johnson by a slim margin of .4 sec. Third in this event was Ken Peters BMW 1600 recording a creditable time of 60.5 secs.

And so ended the 1968 Queensland Hillclimb Championships, a most successful day for the Club and a pleasing outing for the large crowd that attended. Provisional results for the day were:-

SPORTS CARS - GROUP AUp to 1100 c.c.

Grange Driveway	Nota Sportsman	51.9 secs.
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1101 to 1500 c.c.

Glynn Scott Motors	Lotus 23B	47.7 secs.
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1501 and over

R. Mitchell & Son	Ford Cortina	55.2 secs.
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SPORTS CARS - GROUP BUp to 1500 c.c.

R. Horton	A/H Sprite II A	60.5 secs
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1501 c.c. and over

Kirkmichael Motors	MGB	58.6 secs
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RACING CARSUp to 500 c.c.

B. Henricks	Sandian Mk II	54.9 secs.
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501 to 1500 c.c.

Holinger Engineering	Holinger Vincent	47.4 secs
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1501 c.c. and over

R. Jorgensen	RJ Repco Holden	51.5 secs
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TOURING CARS - GROUP CUp to 1100 c.c.

J. Blake	Morris Mini Deluxe	59.3 secs
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1101 to 1500 c.c.

J. French	Morris Cooper S	51.3 secs
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1501 c.c. and over

B. Mayman	Holden EH	54.4 secs
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FASTEST TIME OF THE DAY	HOLINGER VINCENT	47.4 secs
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FOUR WHEEL PASSIONB. F. Runnegar

The Lucas headlamps blazed into the darkness of the deserted road. Their dazzle barely swept the bend ahead when the low roadster, its wire-spoked wheels biting the bitumen without the slightest skid, blasted around the curve. The mighty exhaust bellowed to the countryside. Ahead lay a mile-long straight.

As if to streamline the square-cut lines of his car, the driver hunched down in the leather-upholstered seat behind the aeroscreen. With the cool night air rushing around his head, he jammed his foot hard on the accelerator pedal while his eyes habitually flickered to the dashboard. A thin needle swung around the dial behind an eerie green glow as the pitch of the engine rose. The engine sang a husky and joyous note as the driver eased off with a satisfied smile, musing that eighty-five-miles-per-hour was fast enough for a twenty-year-old car.

Before starting home he checked the oil and water levels of his 1948 M.G. T.C. With his linen pocket handkerchief, he removed a small oil spot from the engine, rubbing until the metal glistened in his flashlight beam. For the owner of such a classic car, these actions were instinctive.

This describes a typical TC owner in America. All TC's in that country are cherished, envied possessions and a most sought after vehicle by young and old alike. Prices are as high as \$3,000 for a good example, while even the very tatty specimens fetch over \$1,000.

In Australia also, TC's are much sought after and the price for a reasonably good one would be less than \$400. Why don't Americans buy TC's here and ship them back to the U.S. you ask? Well, they do. Recently a clean original TC left our shores, possibly one of a few this year.

Most knowledgeable enthusiasts know that 10,000 TC's pass through the doors of the M.G. Car Company situated in an orchard at Abingdon - on - Thames. Did you know that well over 8,000 of them went to the United States? With the rest sprinkled throughout various other countries (TC's are even scarce in G.B.) they are nicely poised between rarity and abundance. About four years ago a group of American enthusiasts formed the International TC Register with the aim of locating and

recording the known history, modifications,
/ spare parts, etc. This is the first world-wide attempt to
unite TC owners and should be patronised by every owner.

As you've probably noticed, the value of TC's has risen in the last couple of years and it will continue to rise for as long as they exist. If you own a TC or any T-Type don't pass up the opportunity of participating in Club T-type enjoyment from our cars as a Club.

As you probably know, I own a TC, and I wanted one so badly that it was paid for and delivered before I had even seen it. I have never regretted buying it and like all TC owners, swore I'd never sell it. That was two years ago and I'm still saying it and I haven't yet yielded to the lure of faster and more comfortable machinery.

I shall drive my TC until I can no longer get parts to keep her going, and only then will she be retired to the garage. Only to see the light of day on pleasant Sunday afternoons, may that day never come.

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VALE MILES HUNTER

The recent death of our valued friend, Life Member and Foundation Member of the Club, Miles Hunter, came as a blow to all who had known him.

From the inception of the Club in November 1954, Miles and his wife Nessie and daughter Nan, gave unselfish and devoted service to the cause of our Club. Miles was President for many years and guided the Club through its formative and sometimes troubled years. His apparently firm and forbidding manner bluffed many members into impeccable behaviour - those who knew him well were not bluffed, but respected his friendliness, knowledge and devotion to his Office.

To Nessie, a past Treasurer of the Club and to Nan, ex-assistant Secretary, we extend our deep sympathy. We have all lost a great friend, but within the Club, Nessie and Nan, you have many, many more.

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NIGHT RUN RESULTS

Results of the Night Navigation Run of 17th May in which 17 cars competed are as follows:-

Place	Driver	Navigator	Points Lost	of
1	A. Thomson	T. LeFranke	0	
2	G. Cuseck	P. Diddams	14	
3	R. Gettons	G. Gettons	23	
4	B. Collins	L. Gill	24	
5	(D. Young	P. Claxton	27	
	(T. Hatton	R. Vine	27	
7	D. Thomson	L. Veitch	34	
8	(P. Steen	A. Steen	40	
	(R. Mallon	J. Reid	40	
10	R. Wright	G. Wright	45	
11	R. Wetzig	B. Hart	51	
12	N. Tranter	L. Verney	57	
13	A. DeFrancis	P. Mellor	58	
14	D. Mills	S. Nott	59	
15	R. Horton	M. Conway	69	
16	M. Gale	R. Townsend	73	
17	W. Mules	R. Vine	96	

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Not much interest to MG men we guess, but you may be pleased to know that BMC are to market a utility version of the Austin 1800. The ute will only be produced in Australia, will have conventional instead of radial tyres, a huge all metal tray with a capacity of approx. 10 cwt. It will have a four speed floor change or automatic transmission as an option and have hydrolastic suspension with massive rear 'displacers', assisted by a torsion bar. The price will be competitive with Holdens, Falcons, etc.

Competitors and other interested folk may be pleased to hear that they may purchase photographs taken at the hillclimbs by our official photographer, Brier Thomas. Proof Sheets are available shortly after each meeting, and 6 x 8 inch cost approx. \$1.00 plus tax from Brier Thomas Photos, 38 Riverton St., Clayfield, Phone 6 4147. Proofs are usually available at the clubrooms.

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