

The Committee's sincere thanks to Barry Nixon Smith. Driving home one night during "fire week" along Mt. Cotton Rd. he found the Hill blazing. A hurried trip to the phone soon brought help. Ray Quinn and his parents, Rob Gill, Ann Thomson and the Beenleigh Police spent a hot, damp and dirty few hours keeping the flames away from anything that mattered. Ann says she holds the record for the most frogs and cane toads bailed out of the dam in one bucket of water.

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PROGRAMME

- Friday 15.10.71 Touring Assembly
- Sunday 17.10.71 Working Bee, Mt. Cotton
- Friday 22.10.71 Pub night
- Sunday 24.10.71 Interclub Motorkhana - Stanton Rd.
Tingalpa
- Monday 25.10.71 Briefing and ballots for Trials
- Sat.Sun 30/31.10.71 Open Novice Trial and Closed Beginners
Trial
- Sunday 7.11.71 Surfers Paradise Races
- Friday 12.11.71 Film Night
- Sunday 14.11.71 Closed Motorkhana
- Friday 19.11.71 Touring Assembly
Close of Hill Climb Entries
- Sunday 21.11.71 Hill Climb
- Friday 26.11.71 Annual General Meeting
- Sunday 28.11.71 Lakeside Entries

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A WORD FROM THE PRESIDENT

A President's letter written from the Mater Hospital is not my idea of good fun, but I have been in touch with what has been going on, and feel I must congratulate those who have obviously worked so hard.

To all of you, the workers and those who have supported them, thank you very much. It might seem that if I stay here long enough the Club will not need a President.

Well, as I write I have been here for five weeks, but the time has not been entirely wasted. I know that I can't have a repository while sitting down, and I have learnt by experience to test the temperature of the bottles before using them. One straight from the sterilizer can be pretty warm.

Thanks, also to those who have found time to come up to see me, and also to those who have been in touch with home. I can tell you now that I feel fine, and hope it won't be too long before I can be home again.

Keep up the good work.

(sgd) David Miles
President.

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STOP PRESS

Your club has been approached by C.A.M.S. with a request that the closed trial to be run on 30/31 October, be conducted as a round of The Queensland Novice Rally Series. There will now be two events conducted concurrently, an open event for Novices and a closed event for beginners.

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And yet another hillclimb held at Mt. Cotton. Hillclimbing is rapidly becoming the IN THING. Whether taken as a stepping stone to circuit racing, an exacting test of driving skills, a good time, or a unique "social fling" -- or a combination of all four -- the sport is here to stay and very rapidly gaining a huge following. Sept. 5th climb saw no less than 48 entries -- this is almost as big as the usual Lakeside field. Whilst only a closed climb, 250 spectators appeared. 250 to watch just one car at a time. A usual race field is at least 20 cars and there are not too many meetings that can boast 5000 spectators. Whilst admission at less than the circuit half price must surely help, the big draw card is the unique set of features offered by a hillclimb ... and these features are shared by driver and spectator alike. The days of campaigning for hillclimb entrants are over. Enthusiasm has multiplied throughout the ranks and the Mt. Cotton Machine is moving, and growing, by itself. Watch out because if what you drive can pass a hillclimb scrutineering its odds on that it'll eventually place wheels on Mt. Cotton --- and love it. Enough paraphrasing, now on with the report.

The large entry list held the names of many virgin drivers (sorry meaning drivers new to Mt. Cotton) and so additional familiarization runs were awarded to deserving cases, a few over anxious drivers got the odd word or two from the C of C though the spectators seemed to enjoy the relevant naughties (of the drivers in the early runs that it).

MG up to 1500 saw the old vs. the new and, whilst veteran Peter in his veteran TC put in 3 very tidy runs (as usual), John Rose in the Midget clocked a neat 60.5 and a class win.

The over 1500 class saw 5 MGB's do battle. A lone "Magnette" (Ken Wasley) was obviously of "like Polarity" and was "repelled" by the "field" of B's. Consistency gave the class to Garth Walker at 59.3 though super Shane almost got him in one run (59.5). Dave Matley, Peter Wehl,

and Rod Banfield all dead heated in the 61's.

Sports Group A under 1100 saw Wild man Walton Wildly score a 52.9 and the mighty Quinn run the Gemini down to 58.4. Greg Assay was unlucky to bruise his immaculate blue Sprite in doing a 61.8.

Group A over 1100 saw John Campbell slide his way about in a sick nin to record a 58.9 to win. Allan Burns did not appear in the Centaur Mk I B.

Group B up to 1500 came to Bruce Wasley at 65.1, with the Malton/Spiden entry next on 65.2, all in Sprite III A's. Over 1500 was taken by the Tony Best Elan on 60.6.

Racing Cars up to 500 was again all Bob Henricks, taking it at 56.3. Chris Lake challenged but was thwarted by a charge into the nuts. Over 500 saw some spirited driving indeed. Bryan Schuster worked well recording a 52.8 whilst Bruce Legard (Mini 850 thing) scampered about in 66.3. Sure the smoothest driver of the day was Tim Harlock who calmly (except one run) clocked in at 50.4 to win and also make FTD

Improved Touring up to 1100 left it all to Graeme Finan in the full race "S" who cracked a noisy 53.5. Eggesfield's K managed a neat 62.4 to beat Colthup's Corolla on 62.9, ahead of Luckhurst's Corolla on 66.6. Fun car of the day was Adri Taylor's Honda Scamp. Faster on its narrow wheels, it "blamed" about in 65.7.

The 1100-1500 class was again Don Young's with 57.3, Janice Connell revved in ahead of Libby Sullivan -- 65.6 vs 66.8. Barry Tapsall managed a 66.1 but was forced out by Kevin Taylor (59.1), Peter Bonenti (60.2), Keith Tapsall (63.1), Denis Brown (66.7), Malcolm Spiden (69.1), Rolly Wetzig (70.5) Chris Berger (73.3) and Graham Ruckert (78.3) had their own class battles to liven the day.

The big noise came from the big tourers, 1500 and over. Except for big Steve in his Shaker, Warren Steptoe was a clear winner at 55.5. Steve only got 55.7. David Palmer was close at 56.6 whilst Bruce Dalziel oversteered his way to a crowd-

pleasing (though at times not for the officials) 57.3. A gap followed to Bill Duncan (61.9), John Connell (62.1) Bob Thomson (64.6), and Rod Hetherington (66.0).

The top Six Eliminator went to Tim Harlock, neater than ever on 50.2, his fastest yet, but obviously to be bettered in the future.

RESULTS -

FTD	- Tim Harlock	50.4	Centaur
Top Six Eliminator	- Tim Harlock	50.2	Centaur
Racing Cars up to 500	- Bob Henricks	56.3	SandianFM
501 & over	- Tim Harlock	50.4	Centaur
GpA Sports up to 1100	- Peter Walton	52.9	Nota BMC
1101-1500	- John Campbell	58.9	Mini
GpB Sports up to 1500	- Bruce Wasley	65.1	SpriteIIIA
1501 & over	- Tony Best	60.6	Elan
GpC Touring up to 1100	- Graeme Finan	53.5	Cooper S
1101-1500	- Don Young	57.3	Cooper S
1501 & over	- Warren Steptoe	55.5	GTR XUI
MG up to 1500	- John Rose	60.5	MG Midget
1501 & over	- Garth Walker	59.3	MGB

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ON THE GRAPEVINE

Red Mini (91) seen bulldozing grassy slopes of Mount Cotton - sideways. Rough and ugly - should go to Grafton.

David Tait doesn't have to hillclimb to throw a party. Just going to watch is enough - more of it, Dave.

1-2-4-3 gets the Fords going Allan, just as the books say. Maybe you were standing on your head.

The General and the Can Am stayed in bed on Father's Day.

Ray Q should get out and watch the Gemini take off at Mt. Cotton - quite a sight. All shudders, shakes & smoke. But it goes. Just wait for the bug wheels and tyres.

Ask Allan about his locked diff. Is it on his logbook.

Bruce Logard's Mini has unusual braking lines - like on the grass instead of the bitumen. Maybe something to do with his winter treads.

Mazdas must be better than Corollas, Libby - look who won.

Hear a white B got "lancered" in the pits.

Another quotable quote - "Do you think they'd pick methanol at Cotton?"

Petrol-cars hate alcohol. And you can't drink it. Sends you BLIND - drunk.

With all the Rally cars running at Mt. Cotton, maybe we could give them an "off road" section.

Rolly with flower power showed all that Austin Lancer is the answer, but wouldn't define the question. The big rally tyres certainly used up a lot of his 1489cc whilst gravity saved the day on the downhills.

John Campbell is putting wheels on the roof of his brick.

Bill Duncan must lap slower cars at hillclimb or has weak eyes, or dark glasses. High beam - really?

Shane must be the jumpiest guy about the club. He just goes nuts every time he sees a pussy cat. Especially the wild ones bred at Kenmore.

Peter Bonenti is now Assistant Catering Manager at the Crest.

Bud luck story of the month award goes to Shane Sullivan. Had his car stolen from outside David Tait's house. Found it next day - smashed into a post.

Lismore Hillclimber Warren Steptoe just engaged to Christine Thorburn of Mt. Gravatt. Congratulations. Warren picks the girls as well as he drives - and he's a class winner, you know.

Charlton and McCarthy Ltd. have been sending great letters back from England. Seeing a lot of racing etc. (etc. is what counts) and Jon seems to be in great stirring form, going on Will's agitated comments. Tyres, Air boxes, streamlining and whatever. Jon sees all knows all, says nothing. Poor old Will sees, says, but doesn't know. But boy! is he having a ball!

Bryan Schuster was asked has he new gear ratios since last climb - "No, I've only four and I assure you they're all in there". Fair enough.

Ask David Tait to show you his lovely hillclimb portrait. Dirt and dust everywhere, a scrap of bitumen in one corner of the picture, and arms all over the place. A perfect Caption - "Dave Tait at breakfast". See the photo - its a must.

Proved conclusively - Don Young can't resist hillclimbs. Maybe the trophy shelf still has a few gaps.

Tim has a new rubber "initials" stamp reading T.D.J.F.T.D.H.

"Quiet" David Hoare is quite a stirrer - and a bit of a joker too - just provoke him when you've an hour to spare.

David Matley has had his troubles. His "B" got in the way of a thoroughly out-of-control car - woman driver (he says)!

SHOCK RESULT AT MOTORKHANA

Trans-Am Fiat down half the field at M.G.C.C. dirt track at Tingalpa. Driven by the invincible Liver Salts Hockley (he passes everything) it romped home 8th, defeating such notable vehicles as Monaro's, G.T.S's, Datsun SSS, Escorts, some having as much as 10 times the Trans Am's capacity. Surely this must rank amongst the great drivers of our time and Andrew's name will be remembered along with Nuvolau, Moss, Fangio, Clark, Brabham, Irving Q. Chitbags --- Irving Q Chitbags?

The preceding was a pre-paid add inserted by A. Hockley Promotions.

The day was also notable for the fact that Fluffy toes Spiden did not come home last but showed great determination, especially in Peter Rayment's Mini and has now started a climb up the results list.

But the day belonged to Dreadful Don Young, in his flying brick who increased his stranglehold on the Motorkhana trophy, with four great wins from the five events. Don with the aid of some skinny, but very interesting tyres took off the first event, a forward bending with diamond turn downing the mini Chargers of Peter Rayment and Peter Wetzig.

In the Hopkirk Don was hard pressed by Garth Walker, who can really make a "B" fly, followed by Ray Quinn in the Jaffa Datsun. The Quinn must be getting in practice for driving the Genini as he was the most sideways car all day and was only beaten for wheel lifting by Roland Wetzig esquire's Lancer. Rolly and Rod Hetherington continued their jousting in the rally Lancers with Rolly getting the nod by just over five seconds for the day. It's good to see the friendly rivalry between these two and they turn on some spectacular driving in their efforts to out do each other. Rolly's Lancer cocks its back wheel so high I think its looking for a tree or something.

The third event the Butterfly, saw some very close times, with Don getting the hurry up from Terry Barron's Datsun 1600. Told you 1600's are lousy motorkhana cars, just ask Russell Black who was driving a SSS version, they just don't point like amini, do they Rus. The lovely Libby Sullivan put on a great show for the boys as usual. Her driving wasn't bad either but there weren't any other lady competitors to give her some trouble. Where have all the girls gone? (Joined Peter Bonenti's harem)

The Tee Garage event 4, saw a break in the monotonous run by Youngie, who went down to an onslaught led by Peter Rayment in a 998, less carbon build up, mini. Peter a hard working committed member, ran consistently throughout also setting some very quick times in Mal Spiden's Escort and was credited with 4th place outright. This event was also closely contested with only 9 tenths of a second covering the first six cars, Garth Walker, Ray Quinn, Don Young, Terry Barron and a very switched on Rod Hetherington. Close driving for sure.

Then onto everyone's favourite, The Serpentine. All the overall placegetters featured in the results of this event. The course was a little tighter than usual but this didn't seem to worry anyone with very little separating them all at the end. Don again had trouble shaking off the MGB. Disguised as a fire engine, of Garth Walker and after Don collected a pole in his first run the last run was the one to watch. Garth got just a little bit sideways on his second run and lost out to Don by 6 tenths of a second. In the process Garth edged out the still sideways Quinn machine by 2 tenths of a second. This trio was being hotly pursued by Peter Rayment and Don McKay who is getting quicker and quicker as he gains more experience.

Another driving neatly all day was Bob Thompson in the Datsun and he shows promise of becoming a good dirt tracker. Also spied a beautiful looking and sounding Healey 3000 driven determinedly by Ted Peel. Ted unfortunately got lost a couple of times in the dust but it

was good to see the Healey competing. Better luck next time Ted. The biggest handful must have belonged to Max Greaves wrestling with a Monaro. Maybe, when Max washes it, it will shrink down to an XUI. Peter Wetzig was disappointed to have to retire from running after the third event but immediately volunteered his assistance for the interclub motorkhana to be held on 21th October. We would like to see the rest of the Club members down there to lend a hand at this important event. Come down and cheer our team on to victory and don't forget Mrs. Appleby is doing the catering so you will be right for good things to eat and drink.

Also we should say a big thank you to Helen Quinn who has worked hard for us for very low wages. She has stuck to her post since last October, recording your times at Motorkhanas, through thick mud, thin dust and cow dung (tossed up by Toyo winter treads) and listened to you bitching (she gets plenty of practice at home) that the course was too tight or your times aren't right, So thanks again Helen.

Don't forget to get to Tingalpa somehow, for the big dirt track event of the year on 21th October.

See you there,

Jolly Roger.

RESULTS - M.G.C.C. MOTORKHANA

<u>Place</u>	<u>Driver</u>	<u>Car</u>	<u>Time</u>
1	D. Young	"S"	161.0
2	R. Quinn	Datsun 1600	166.4
3	G. Walker	MGB	166.5
4	P. Rayment	Mini Deluxe	167.6
5	T. Barron	Datsun 1600	168.8
6	D. McKay	Mini 850	171.9
7	R. Wetzig	Lancer	176.4
8	A. Hockley	Fiat	177.3
9	R. Thompson	Datsun 1600	180.3
10	L. Sullivan	Corolla	180.9

Results Cont (Motorkhana)

11	R. Hetherington	Lancer	182.1
12	M. Spiden	Escort	183.9
13	R. Black	Datsun 1600	
		SSS	186.3
14	T. Peel	Healey 100/6	198.5
15	M. Greaves	Monaro GTS	230.0
16	P. Wetzig	"S"	DNF
Second Entry	P. Rayment	Escort	167.8
	M. Spiden	Mini Deluxe	174.3

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FEATHERFOOTING

Caught within the spiraling characteristics of today's Motor Racing is the Fangio of tomorrow. How to start where to start and where to get that essential item - money - if one does start. With this in mind the 20 or so members who appeared at the clubrooms a couple of Fridays ago started to question today's position. As Lowood is not recognised as a 'used' circuit, there is no 'safe' circuit on which to hold organised sprints, advanced driving schools and drags for the average club competitor.

According to our "older" and more experienced members advanced driving schools and sprints are very enjoyable, entertaining and informative methods of commencing motor sport. Lowood was an excellent track for the beginner for he is not faced with the possibility of joining the hostile environment such as rock faces and Armco, which decorate many of our recognised circuits. Events of this nature are not extremely difficult to organise. So the question is how or where to get a track as safe as Lowood, or if the MGCC would be able to use Lowood. The Club has got - access to Lowood, instructors for advanced driving schools, timing gear for standing and flying $\frac{1}{4}$ mile runs and grass cutting equipment. But it needs - willing young members to help organise and participate in driving schools sprints and working bees. Young members to help "oldies" to organise the day. "Oldies" are Iain Corness, John Fraser, Tim Harlock, Kerry Horgan, Bruce Ibbotson, Will Charlton and Ann Thomason.

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Affiliated with the Confederation of Australian Motor Sport.

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