

## Competition in the Triumph "TR2" 1957

Just before Christmas 1956 I had fitted a Lukey sports Muffler to the "TR2" which made it rather noisy. To quieten it down I fitted a fishtail to the tail pipe early in February. The lane I had to use to get to work, usually six days a week, ran alongside the police station and I had no wish to be more conspicuous than necessary. Even with the fishtail fitted the exhaust note reverberated off the brick walls of another laneway used quite frequently. It fell off more than once and was always removed, and the twin carburettors retuned, for sprints or race meetings.

Motor sport enthusiasts in the south east of the State could have had a busy year had they wished. My Confederation of Australian Motor Sport licence to allow me to compete in 1957 cost me two dollars! I still have programmes for a number of race meetings held in Queensland for 1957. There are four for races organised by the Queensland Motor Sporting Club at Strathpine and another four for the Queensland Racing Drivers Club events at Lowood. After my previous experience at Lowood I did not enter for any of the QRDC races on April 7, June 16, August 11, or November 3. There were also at least three hill climbs, on three different hills and a forgotten number of gymkhanas. The latter included a well organised event at the Redcliffe Showgrounds, arranged by the local Jaycees, in which a large number of clubs participated. In addition, the clubs were always running a number of treasure hunts, trials or rallies and social runs. The trials were quite often half day affairs. Even the larger trials did not did attract, to any degree, the sponsorship of car companies or the development of specialist rally cars.



*Cars at the Redcliffe gymkhana*

*Fred Dykes and Bill Pickett at Redcliffe*





*Fred Dyke at Redcliffe*



*Joe Marano at Redcliffe*



*Redcliffe Jaycee's Road-eo*

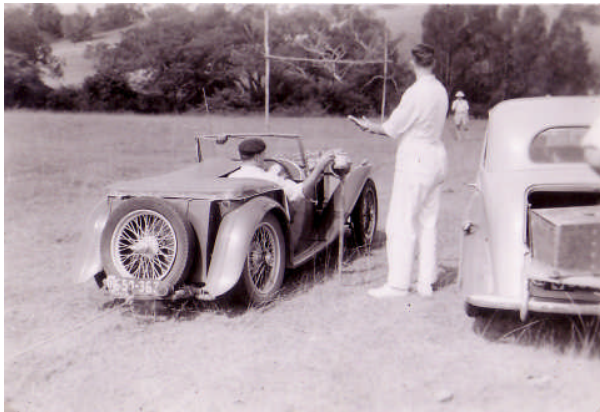
### **Gymkhana, Dalby, Saturday February 16, 1957**

While I have a record of paying a fee of 50 cents to enter this gymkhana I have no details of events or winners. The venue was apparently the local showground. It may have been arranged by the local car club which was active at the time.

### **Gymkhana, Pullenvale (Brisbane), March 3, 1957**

This gymkhana organized by the MG Car Club included a rather different novelty event. Each car in the event towed a small sled, complete with passenger, over a straight line

course of about 30 metres. Both the driver and the passenger had to pick up a mug of water from the top of a post and carry it to another post to fill the container thereon. As competitors were running against the clock, the grass along the track, and the contestants, received their share of water during the process. I have a number, of photographs of proceedings but I have no record of winners of any of the events held. One photograph has my "TR2" in the background to verify my presence.



*Pullenvale Gymkhana – sled above  
and field of MGs to the left*

### **Motor racing, Strathpine, Saturday, March 16, 1957**

This Queensland Motor Sporting Club event was a combined car and motorcycle meeting as was common at the time. I had entered for only two events the over 1500cc sports car handicap of 5 laps and the over 150cc open handicap of 8 laps.

Due to the wide spread of performance of the cars raced, particularly in the over 1500cc class, the majority of races were run on a handicap system. This sometimes left a lot to be desired but did give the drivers a chance at some prize money. The handicaps were printed in the programme and not usually altered. On occasions, when pre-advised, the



handicaps for the final event of the day were altered in line with performance in the earlier races.

Examination of the programme shows that the cars entered for Event 1, the Under 1500cc open handicap of 6 laps were typical of the times. Out of ten entries there were nine MGs and a Cooper Norton . The place getters were J Marano (MGA), G MacNical (MG TF) and V Jordan driving the MGA entered by the Swift Service Station at Morningside.



*Ken's TR2 at Strathpine*

The entry for Event 3, the Over 1500cc Sports Car and Closed Car Handicap of 5 laps included Sunbeam Talbot, Holden, Jaguar XK120, Morgan, two Triumphs and three Austin Healeys. The winner was E Wendt (Jaguar XK120) driving in a race for the first time, followed by the Morrison Triumph TR2 driven by L Williams. Third was M Volkers (Holden) and K Ebeling, Triumph TR2, was fourth. Ann Thomson, Morgan, was fifth.

Event 6, the Under 1500cc sports car scratch race of 4 laps was won by Bill Weekes in his Buchanan bodied MG TF 1500 car. The next two places were filled by the MGAs of J Marano and V Jordan. All seven entrants drove MGs. The types were TC (1), TF (3), MGA (2) and the Buchanan bodied TF 1500 of Bill Weekes.

For some reason, I hadn't entered for Event 7, the Racing and sports car handicap which was won by G MacNicol (MG TF) followed again by the MGAs of Marano and Jordan. Bill Weekes was fourth. The fastest time for the five laps was that of R Taylor (Alfa Romeo) 6m 29s.

Event 9, the Over 1500cc open handicap of 8 laps was won by the Morrison entered TR2 driven by L Williams followed by M Volkers (Holden), E Wendt (Jaguar XK120) and K Ebeling (Triumph TR2). Ann Thomson in the Morgan was fifth. I was also fourth on elapsed time. The Alfa Romeo driven by R Taylor was again fastest in 10m 11s.

The prize money in events 1, 3 and 9 was paid down to fifth place in descending order of \$36, \$22, \$12, \$8 and \$6 with a further \$8 for fastest time. Event 6, being a scratch race, had only a few entries and prize money was paid only down to third place. The payout was \$26, \$16 and \$10. Event 7 was the major event with prize money of \$56, \$34, \$16 and \$10 with a further \$20 for fastest time.

I had paid an entry fee of \$2 and won \$16 for my two fourth places but for some reason received a cheque for \$18.

The report in 'Motor Sport in Queensland' on Event 9 said 'On Lap 4, Williams had a run into fourth place behind Volkers, Cunliffe and Wendt. Williams just pegged back Volkers' Holden to win by inches with Wendt in third place, then came Ebeling and Mrs Thomson.'

The same article mentions that "The loop was in operation, and the bitumen surface made for faster times and more spectacular racing." Races had previously been run up and down opposite sides of the airstrip with straw bales and drums at either end.

### **Trial, Toowoomba on Sunday March 31, 1957**

This event was organised by the Toowoomba Auto Club. Somewhere I have a photograph of a long time friend Ted Jones and the Holden he drove in the trial. As I didn't record any result I can only assume that my navigating wasn't up to standard and we came nowhere.

### **Gymkhana, Milmerran on Saturday, April 13, 1957**

This event was organized by the Milmerran Auto Club which was quite active at the time. The entry fee was \$1 .20 and as the runner-up overall I received 15 gallons (68.16 litres) of petrol worth \$6.50. That works out at less than 10 cents per litre! Eat your heart out.

At almost every gymkhana, usually during a potato race, someone gets out of his car while it is still rolling, and in his haste doesn't get it out of gear. To his or her consternation, and to the amusement of the spectators, the car moves off. At this gymkhana I was the one who made the error.

### **Gymkhana, Redcliffe on Sunday April 28, 1957**

The Redcliffe Jaycees organized this interclub gymkhana which was held in the local showgrounds. They called it a "Road-eo". The Ranley tray I received as the 'overall points winner' still gets used occasionally. I didn't win a lot of individual events but was highly placed in most. One contestant, after I had won the event, told me that he had never previously been beaten in a Potato Race. On his way to the final he had beaten a number of MGs and other sports cars in his small Ford tourer. It was a well organised event and had been very well supported by the Car Clubs in and around Brisbane. The fully engraved trophies were presented at a barbecue later in the evening.



*Road-eo at Redcliffe*

### **Hillclimb, Samsonvale, Sunday May 12, 1957**

The members of the Queensland Motor Sporting Club had spent a lot of money and effort to construct the course for this event. It was apparently used twice as I have a result slip for another meeting, possibly on October 19. It was in a rural setting and many people got lost on the way there. The area is probably now covered in houses. Just how the first part of the course was configured I don't recall but it featured a downhill run into the final corner. This was a sharp left hander leading directly into a steep low gear climb to the finish line. There were many gear changes made at that spot which left a lot to be desired. I had paid an entry fee of \$ 1 and for making fastest time in my Triumph, in Class E sports cars, won \$8 for a run of 51.60 seconds. The fastest sports car in class "D" was the Austin Healy driven by Les Agnew with a run of 51.23 seconds. The best time for a sports car in Class F was that of Vince Jordan (MG "MGA") 50.63 seconds. Peter Downing (Riley Imp), the only competitor in class "G" took 60.3 seconds to complete the course. There were nine sports cars entered, the three already mentioned, plus 6 MGs. Of the latter four were TF models, one of which was supercharged, and ran in class "E", plus two MGAs. The fastest time for a closed car was that of the Porsche entered by S Sakzewski and driven up the hill by J Wolders in 51.01 seconds. There were two Ford

Anglias running in the closed car class both of them driven by doctors. One of these was Dr M Marshall a regular competitor about this time. The fastest racing car was that of G Scott in his Holden special in 48.48 seconds.



### **Speed trials, Leyburn, Sunday May 19, 1957**

The programme says it was held on May 19 but the report in 'Motor Sport in Queensland' says May 26. It was an entertaining day even though only ten cars were entered. The headlines and the report in the MS in Qld says it best.

'The Toowoomba Auto Club's speed trials at Leyburn on Sunday, 26<sup>th</sup> May, deserve nation-wide recognition from a sports car point of view. The four sports cars entered in the trials all covered the flying quarter mile at speeds over 100 miles per hour. Three of these, an MG TF, a Triumph TR2 and an Austin Healey, became the first of their makes to attain more than 100 miles per hour (160.93 km/h) at Leyburn, and among the few in Australia to do so in an officially timed trial. The other sports car, a Jaguar XK120, owned by Eric Wendt, wound up to 123.79 miles an hour (199.22 km/h) over the pebbly surface of the Leyburn quarter mile, an outstanding performance for this car.

'Highlight of the meeting was the establishment of a new flying quarter mile record by Rex Taylor in his Alfa Romeo. Taylor's speed was 139.1 miles per hour (223.85 km/h), the fastest ever attained on the Leyburn quarter mile track.



*Rex Taylor*

‘The record was previously held by Mrs Anderson’s D type Jaguar. This is a remarkable feat by the 23 year old Alfa Romeo racer. Taylor now holds both the standing and flying quarter mile records at Leyburn in the Alfa Romeo. The car is a veteran of many races throughout Australia. It was purchased by Taylor from former Toowoomba hotel owner, Steve Ames, who drove it to victory in the Qld Road Racing Championship at Southport. Prior to that it had been owned by the well-known southern driver, Lex Davison.’

#### BROKEN AXLE

Taylor’s record-breaking run on Sunday was held up for some time after he had broken an axle at the start of the standing quarter-mile earlier in the day.

He was forced to make a quick trip to Toowoomba to obtain a new axle while mechanics worked on the car. Among the mechanics was racing car expert, Les Agnew, of Toowoomba who prepared the Alfa Romeo for Ames before his victory in the Queensland championship.

#### MGs TWO RECORDS

In Class F of the sports section, Bill Weekes broke both the standing and flying quarter records with his fibre glass bodied MG TF.

DRIVER	SPORTS CAR	CLASS	STANDING START	FLYING START	
			SECONDS	MPH	KMH
E. Wendt	Jaguar XK120	C	17.37	123.79	199.22
P. White	Austin Healey	D	19.28	100.8	162.22
K Ebeling	Triumph TR2	E	18.98	*101.40	163.18
W Weekes	MG TF 1500 Buchanan body	F	*18.38	*100.20	161.25

\* = class records



### RACING CARS

R Taylor	Alfa Romeo	D	15.27	*139.10	223.85
P White	Cooper 1100	G	15.46	112.80	181.53

### CLOSED CARS

M Marshall	Ford Customline	C	20.01	87.72	141.17
A Wickham	Holden	D	21.70	89.91	144.69
D Barron	Citroen	E	26.75	65.94	106.12
M Marshall	Ford Anglia	F	22.36	74.49	119.88
F Bentley	Fiat 500	I	*28.39	*55.90	89.96

Some of the figures, mostly for non record breakers, are unofficial from my personal record.

### Motor racing, Strathpine, Saturday, July 9, 1957

The Queensland Motor Sporting Club had obtained a lease on the circuit which caused 'Motor Sport in Queensland' to comment 'improvements have been made which have transformed the track into quite an interesting circuit and with the chicane in operation in conjunction with the loop now sealed, spectators are provided with the cars in view throughout the entire race.'

This meeting began with three scratch races for cars classified as Groups A, B and C.

The first race of six laps was for sports cars and saloons and, as the results show, it contained a variety of makes. The winner was a Porsche driven by S Sakzewski followed by the Holden entry of Handasyde Motors driven by M Volkers. These two cars shared the fastest lap of 1m 28s. Jim Bertram drove the Len Austin entry, an MG TF 1250, into third place.

Event 2, also of six laps, for Group B cars included three MG TFs, one supercharged, two MGas, three Triumph TR2s, a Mercedes 220A and an MG TD. Vince Jordan, driving the MGA entered by the Swift Service Station came home first and shared fastest lap of 1m 19s with the third placed car of G Llewellyn (Triumph TR2). T Ross in another Triumph came second.

Event 3 of eight laps was for the racing cars and sports cars and saloons considered to be fastest of those entered for the day of racing.



*Bill Weekes, Buchanan MG TF 1500*

These were:	Rex Taylor	Alfa Romeo
	J Edwards	Ford Special
	C E Tadgell	Porsche
	D Cavill	Cooper JAP
	G A Scott	Holden special
	D J Kelly	Holden special
	E Wendt	Jaguar XK120
	W Weekes	Buchanan MG TF 1500
	N Crowfoot	Lancia Aurelia
	B K Campbell	Cooper Norton

The winner was G Scott followed by R Taylor and D Kelly. Rex Taylor in the Alfa Romeo made the fastest lap with a time of 1m 10s. Scott's race time was 9 m 49s.

Event 4 was a match race between the MGAs of Joe Marano, who won, and Vince Jordan. This was the only one listed in the programme but the report in 'Motor sport in Queensland' says that 'N Crowfoot (Lancia Aurelia) defeated Lou Kingsley (Mercedes 220A).'

Event 6, the main event, was the "Country Club Hotel" Open Handicap of 15 laps. Entry was restricted to the fastest 20 cars from the previous events. MS in Qld reported as follows: "Dr. Marshall, in the Ford Anglia was off at go and held the lead for a few laps, until it was taken by Mrs. Yvonne Sullivan, driving a S/C 1500 MG "TF" who had beaten off Len Austin, and in turn surrendered the lead to Syd. Sakzewski, driving the Porsche. The Porsche looked a certain winner a few laps from the finish, but Norm Crowfoot eventually proved too good and ran out the winner in the Lancia, followed by Syd. Sakzewski, with the fast improving Tom Ross in the TR2 filling third place. Glyn Scott took the trophy with the fastest time 18.26, but the handicappers were much too severe on the backmarkers, Scott and Taylor in the Alfa Romeo, and they would have had to perform miracles to get among the place getters."

I had been one of the 20 starters and at one stage tried to slipstream the Lancia down the straight but was easily shaken off by the experienced Norm Crowfoot.

Event 8 was scheduled as an under 1500cc Sports Car Scratch Race of 4 laps with a Le Mans start but was abandoned due to insufficient starters.

Event 10 was a handicap race of 6 laps for Group "B" cars. The winner was G. Llewellyn in a Triumph "TR2" who also made the fastest lap of 1 m. 19s. and fastest time. Second was G. Wood in the Simca Elysee followed by J Marano in the MG "MGA". There was a

bit of a mixup on the start line when three cars were sent off early. This resulted in the official results, quoted above, being different to those published in M.S.in Qld.

Event 11 for Group "A" cars was also a handicap event of 6 laps. This event was won by Eric Wendt in the Jaguar XK120 followed by Norm Crowfoot in the Lancia. Vince Jordan in the MG "MGA" was third. Jordan had been originally listed as Group "B" but may have been given a run due to cancellation of Event 8.

It had been a rather unsuccessful day so far as I had been concerned as I had not run a place. Even so I had earned \$11.83 lap money for my entry fee of \$3. How lap money was distributed I no longer recall but apart from Prize Money in Events 1, 2, 3,10 and 11 of \$20, \$10 and \$3 an amount of \$27 was to be paid as Lap Money. The main race paid \$40, \$20 and \$10 with \$40 Lap Money as well as \$20 and a trophy for fastest time. There is a glimmer of memory which suggests that the idea of Lap Money was to give all entrants a chance of some return based on the number of laps completed in each event. The hoped for outcome was more entries and greater spectator appeal in an effort to boost dwindling attendance.

### **Hill climb, Prince Henry Drive, Saturday July 20, 1957**

This Toowoomba Auto Club event saw records broken in two of the closed car classes. The successful drivers were D. Marshall (Ford Anglia) in Class F and Ted Jones (2 1/2 litre Riley) in Class "D".

The fastest times recorded for all entrants were as follows.

DRIVER	CLOSED CARS	CLASS	BEST SECONDS	COURSE TIME RECORD SECONDS
C. Fiechtner	Austin A70	D	65.9	58.40
T. Jones	Riley 2 1/2	D	58.4 (new record)	
M. Marshall	Ford Anglia	F	60.0 (new record)	
F.A. Gourley	Simca	F	61.4	60.0
D. Michelmore	Hillman	F	61.5	60.0
K. Erbs	Ford Prefect	F	62.8	60.0
SPORTS CARS				
E. Wendt	Jaguar XK120	C	52.2	48.06
P. White	Austin Healey	D	54.9	48.55
K. Ebeling	Triumph TR2	E	53.8	53.75
R.Roberts	MG TF	F	61.6	52.39

DRIVER	RACING CARS	CLASS	BEST COURSE TIME RECORD	
			SECONDS	SECONDS
E.Tadgell	Porsche	F	47.7*	44.73
P. White	Cooper 1100	G	49.4	46.51.

\* The report in the "Toowoomba Chronicle" says 41.1 seconds which seems an error. The outright record at this time, of 44.73 seconds belonged to Lex Davison in the Cooper-Vincent. Because of the build up of housing in the area the record is likely to stand for all time.

### **Motor racing, Strathpine, Saturday, September 7, 1957**

This Queensland Motor Sporting Club event used a similar format to the July meeting with prize and lap money being paid. On this occasion sponsors had been obtained for a number of events. Those listed were "McCarthy Motors", "O.K.Rubber Co.", "Metropolitan Motors P/L", "Allan Stark", "Farsley Motors P/L" and "Handasyde Motors P/L". Not all of these still exist. In most cases the sponsors had events named in their honour.

Event 1 was the Groupscratch race of 4 laps. John Cranley in an MG TF 1500 took an early lead to be just beaten to the line by S. Sakzewski (Porsche 1600 Super) with the Handasyde Motors entry driven by M Volkers in third place. The race report lists Mrs Thomson as driving an Austin Healey which is a bit unusual so perhaps she had sold her more familiar green Morgan. A photographer obtained a shot of her spin at the end of lap 1.

Event 2, the Group "B" scratch race of 6 laps was won easily by J. Edwards in the Ford Special from V. Jordan driving the MGA entered by the "Swift Service Station" at Morningside. They were followed by K. Ebeling (Triumph "TR2") and D. Packman (Austin Healey).

Event 3, the Group "A" scratch race, had as two of its starters the Alfa-GMC of interstate entrant R. Walmsley and the Formula II Cooper Climax (ex Alex Mildren) of Arthur Griffiths. Not surprisingly they finished in that order with both drivers recording a best lap of 1m. 10s. D. Kelly (Holden Special) was third and E. Wendt (Jaguar XK 120) came in fourth.

It had been unexpected to see the MG "TF" of J. Bonetti in Group "A", and also to see the J. Edwards Ford Special in Group "C". The latter was, I believe, the car which usually ran as a racing car but had been fitted with cycle guards to qualify as a sports car at least once previously. Motor Sport in Qld. commented, "We all felt the TF should have been in "B" grade, and the fast Ford VB Special Sports of Edwards in "A" grade."

Event 5 was the "Allan and Stark" open handicap of 15 laps. The programme listed 20 entries but only 16 cars lined up for the start. Dr. M. Marshall was first car away followed by the Holden of MVolkers almost a lap later. The handicap given to Volkers stood him in good stead and he ran out a winner from E. Wendt (Jaguar XK120) followed by Kelly (Holden Special) and K. Ebeling (Triumph "TR2"). Griffiths in the Cooper Climax may have done better had he not been baulked by Cunliffe who spun on lap 7. Mrs Thomson also spun during the race and the Downing Riley made a pit stop. As the result of an announcement that Griffiths and Walmsley had posted identical lap times a spectator offered a prize for a match race which was held with the stewards' permission. The Formula II car of Griffiths was the winner. Event 7 was a closed car handicap of 3 laps. The eventual winner was Dr M. Robertson in a Renault 760 which would have been passed on the finish line by the Volkers Holden had the latter not stripped a timing gear with only metres to go. S.Sakzewski in the Porsche was third. The only other starter had been Dr M. Marshall in the Ford Anglia.

Event 9 was a handicap race of 8 laps for Group "B" cars. This event included the cars from Group "C", minus the retirements of Downing and Volkers, plus two cars from the original Group "B". The other original runners in Group "B" were upgraded to run in the Group A event to follow. Obviously the handicap had favoured the Renault 760 of Dr Robertson as he was an easy winner from S Sakzewski in the Porsche. D Packman in the Austin Healey was third according to MS in Qld but the results issued by the QMSC show the MG TF of J Bonetti as finishing third. The latter looks like an error as Bonetti was originally in Group A and was shown in the write-up in MS in Qld as being first car off in Event 10!

Event 10 was also an 8 lap race, this time for Group A cars. The cars of Edwards (Ford Special), Jordan (MGA) and K Ebeling (Triumph TR2) had been moved from Group B into Group A. The handicappers are frequently criticized in events such as these but on this occasion did quite a reasonable job considering the variety of cars concerned. First driver home was Eric Wendy (Jaguar XK120) who had been fifth car away. Next was A Griffiths (Cooper Climax) off scratch followed by J Bonetti (MG TF 1500). According to MS in Qld he was the first car away. The official results say D Packman (Austin Healey) was third. Going on the handicaps listed for the main race, Packman would probably have started fourth after Jordan and Ebeling. I could understand if someone had got the racing numbers confused but it would be difficult to mistake an Austin Healey for an MG TF.

Prize money for this meeting was along the same lines as in July. Events 1, 2, 3, 9 and 10 paid \$20 for first, \$10 for second and \$6 for third with a further allocation of \$27 for lap money. Event 5, the main race, paid \$40, \$20 and \$10 with \$40 in lap money. In this race there was also a donation of \$20 from Farsley Motors P/L for the car completing the fastest lap. Event 7 attracted prize money of \$16, \$8 and \$6 with lap money of \$20 and \$10 for the fastest time for the three laps.



Events 4, 6 and 8 were the usual motorcycle events. The entry lists machines made by Royal Enfield, Norton, Velocette, BSA, AJS, Triumph, Matchless and Excelsior. This was 1957 and there were no Japanese machines entered. Times have certainly changed.

My log book does not record how much I paid for entry fees but does show that I received a cheque for \$17.15. As I had only one third place for a prize of \$6 the remainder must have been lap money. The open handicap shows me as being officially fourth but the programme does not list any prize money for that position.

It was at this meeting, or the next Strathpine that I discovered that the slightly warmed MGAs could get past me when I had to change from 2nd to 3rd gear. An intermediate gear was needed and was provided by using a shorting clip on the overdrive relay to make overdrive available on ALL gears. To do so in low gear, or worse still in reverse, was courting disaster. For that reason I never resorted to the practice in normal road use but found overdrive in second gear essential when coming out of the bottom corner of the Strathpine race circuit. The corner was virtually a hairpin around the drums at one end of the old airstrip.

### **Hillclimb, Sampsonvale, Saturday October 12(?) 1957**

This was a closed event for QMSC members and while the report of the event says it was held "last Sunday" the date is uncertain. At the time sporting fixtures, in the Brisbane City Council area at least, were not allowed to be held on Sundays. I had bought petrol at Ipswich and paid the entry fee of \$1 on Saturday, October 12 so the hillclimb may have been held on that same day. It was apparently the second of two hill climbs run as part of the QMSC Sports Car Hill Climb Championship for "The TriState Trophy". A club report for the year lists the trophy winner as V. Jordan with 8 points, followed by K Ebeling (6 points) , S. Sakzewski (6 points) , and J. French (5 points).

The following report is from a QMSC publication and all the starters are listed to indicate the variety of machines being used particularly in the closed car class.

"This event proved to be a great success, due mainly to the efficient organisation and large entry -- 18 in all, there being 17 starters. The surface of the hill was in fair condition and the dust was really thick. Luckily the wind was blowing in the right direction and the spectators could see what was happening which all adds to the thrill of a good hill climb especially as the whole circuit can be seen from any position in the spectator area. The timekeepers deserve special mention as they were on the wrong side of the track and were nearly smothered - true enthusiasts. The Barbecue afterwards was excellent and the steaks were delicious."

The best time of each competitor is shown below:

Closed cars	Car	Class	Best time
P.F. O'Hare	Renault	3	65.98

Dr. M. Robertson	Simca	5	63.72
G. Ferrar	Peugeot	6	65.23
S. Sakzewski	Porsche	6	52.05
K. Richardson	Holden	8	60.90
J.French	Holden	8	57.20
F. Dyke	Riley	8	62.74
R C Cox	Jaguar	8	60.45

#### Sports cars

J. Riordan	M.G. T.C.	F	61.68
L J. Austin	M.G. T.F.	F	59.24
B. Tebble	M.G. T.C.	F	58.46
M. Williams	M.G. T.C.	F	62.92
V. Jordan	M.G. A.	F	54.35
E. Sampson	T.R. 2	E	57.42
J. Waters	T.R. 2	E	58.15
K.C. Ebeling	T.R. 2	E	56.05

#### Racing cars

R. Crompton	Ford Special	C	49.66.
J Edwards	Ford Special	C	51.04

### Motor Racing - Strathpine on Saturday October 19. 1957

This meeting was to be the last Q.M.S.C. event at Strathpine for 1957. It attracted 23 entries according to the programme. This was about the same level as that of earlier meetings except for the meeting in July which attracted 27 entries. At times late entries meant that some were not included in the official programme. As usual there were three motorcycle events which attracted a range of bikes in the 350cc and 500cc categories.

On this occasion the programme omitted to list the details of prize and lap money. My log shows that I paid an entry fee of \$3 and received a cheque of \$9.40 for my efforts. I had taken part in four events and would have completed 32 laps of the circuit.

In some ways it was a confusing day as the last event shown in the programme did not take place and other events were rearranged to allow John French to repair his Holden. He had broken a rocker during practice but being able to compete later gave the crowd a chance to see some close racing between French and Max Volkers in the Handasyde Motors Holden entry. The "event numbers" used here are those from the report in the QMSC report and do not agree with the programme issued for the meeting.

Event 1 the sports car handicap of 5 laps attracted 11 starters. The field included a Ford Special, Triumph "TR2" (2) and MG (8). The latter group was made up of "MGA" (2), "TF" (3) and "TC" (3). Two of the cars listed in the programme, the Jaguar XK120 of E.

Wendt and the supercharged MG "TF" of Pat Sullivan did not start. Jim Bertram driving the Len Austin entry was third car away but had overtaken the "TCs" of M. Williams and D. Bright on lap 2 and was able to remain in the lead to the finish. MS in Qld described the final stages as follows "Llewellyn and Ebeling were picking up places quickly, being just slightly faster than the two MG A's and Bonetti's TF who were lapping consistently. Edwards spun the Ford Special on lap 4 and retired. Llewellyn was now past Ebeling, Marano and Jordan who was a little further back, the cars finishing in that order."

The place getters were

1. Len Austin, driver J. Bertram,(MG TF 1250)
2. G. Llewellyn (Triumph "TR2")
3. K. Ebeling (Triumph "TR2")
4. J. Marano (MG "MGA")

G. Llewellyn had the fastest race time of 8m.17s and shared fastest lap of 1m. 21s with K. Ebeling.

The second event on the rearranged programme was the Group "B" handicap of 6 laps. D. Bright in the "TC" retired on lap four. J. Bonetti in his MG "TF" overcame his handicap to win by 4 seconds from Dr. C. Plint (Ford Anglia). Len Austin, driving his own MG "TF" in this race, was third. Fastest lap (1m. 26s.) and fastest race time (8m. 51s.) went to J. Bonetti.

The third event, the closed car handicap of 4 laps, was the race which had been delayed to allow J. French to repair the damage done during practice. Instead of the cars being sent off in accordance with their handicap in the usual manner the organisers arranged a mass start with the slower cars in the front row. The report of the organising club says 'chaos. reigned for the first 400 yards until the Porsche took the lead followed by the Jag and the two Holdens together.' Motor Sport in Qld, in its report, described the dice between the two Holdens as follows. 'French and Volkers turned on a display of hard driving that had the spectators up at the loop end, on their toes. Both drivers were as near as possible to the limit and really showed the cornering ability of Holdens. However, Volkers spun on lap 3, robbing himself of a place. Sakzewski (Porsche) received the chequered flag first and so took fastest time with Cox (Jaguar) in second place, followed by French."

The winners after adjustment in line with the handicaps were

1. S. Sakzewski (Porsche) also fastest lap 1m. 23s.
2. Dr. C. Plint (Ford Angl ia)
3. S. Pollard (Standard 8)

Event 4, the Group "A" handicap of 6 laps, combined the cars adjudged to be the faster sports and saloon cars present with the Cooper Climax of Arthur Griffiths and the Ford Special of R. Crompton. Despite his best lap times of 1m. 09s. on three occasions, three seconds faster than the best lap time of Crompton, Griffiths was unable to overcome his

handicap and the Ford ran out the winner. Sakzewski (Porsche) would have been second had he not been penalised a minute for an early start. This raised Griffiths to second place and K Ebeling (Triumph "TIR2") to third. Griffiths made fastest time for the event of 7m. 08s.

The 15 lap open handicap was described by one writer as the "Butcher's Picnic". Certainly the wide range of performance possessed by the field of 17 cars led to a cut and thrust event. The fastest car was the Cooper Climax and the slowest probably the Ford Anglia of Col Plint. There were a number of retirements from this event and once the traffic had cleared Arthur Griffiths, after 4 laps of 1m. 09s, posted a new level of 1m. 08s. Even so, he could not catch John French who once again had a lengthy dice with Volkers, the other Holden driver. One report says French spun and another that it was Volkers. As Volkers finished in third place it seems most likely that he was the unfortunate driver. Griffiths was again second and made fastest time of 17m 45s.

There were a couple of crowd pleasing battles back in the field. One was between John Cranley (MG "TF" 1500) and Sakzewski (Porsche) and the other involved Joe Marano ("MGA") and Bonetti (MG TF). Bonetti got past when Marano almost spun out on lap 12 but Marano, having a slightly faster car, was able to regain his position soon after. J. Edwards in the Ford Special finished in fourth place.

Event 6 was the final event for the day. It was the invitation sports car scratch race with a Le Mans start. The starters, as listed in the QMSC write up were:

K. Ebeling (TR2), G. Llewellyn (TR2), J. Marano (MGA), J. Edwards (Ford Special), Swift Service Station, driver V. Jordan (MGA), J. Cranley (MG TF) and J. Bonetti (MG TF).



*The line-up for the Le Mans start to the invitation sports car scratch race*

The finishing order was K.C.Ebeling (TR2) 8m. 25., G.Llewellyn (TR2) 8m. 26s and J. Marano (MGA) 8m. 36s. Seeing this is my story, and as this turned out to be my last motor race, I make no apology for reproducing two write ups of the event. They vary somewhat in their descriptions of the event and neither had the real reason why I had managed to get in front and lead to the flag.

First the Q.M.S.C. report. "At the end of the first lap Ken Ebeling had his nose in front of Garth Llewellyn, due to his sprinting ability for the Le Mans start, but from then on Garth took the lead and held a two second lead over Ken until going through the chicanes and loop for the short run to the finish when he seemed to miss a gear change and Ebeling took the advantage and slipped through on the inside to win by one second."

The writer for Australian Motor Sports saw it differently. "Ken Ebeling in the red TR2 made an excellent start and was some 20 yards ahead of the next man Cranley (TF 1500) followed by Bonetti (TF 1500) with J. Marano and V Jordan (both in MG As) followed by G. Llewellyn in TR2, with J Edwards' car making a bad start. On lap 2, Llewellyn had moved to 2nd position and was gaining slowly on Ebeling. Cranley was next with Marano now leading Jordan by some yards with Bonetti further back. Places changed little from then on and it was an exciting finish as Llewellyn was gaining all the time on Ebeling who had led from the start. However, Ebeling made the best of his good start and held Llewellyn off till the finish."

The first report is more correct as I had 'lost first place early in the race after getting away very well. Garth had faltered coming up to the chicane on the last lap and, I recall, had almost stopped when I repassed him and was able to stay in front to record a satisfying win. In reality the insulating washer beneath the distributor ignition points of his car was breaking down leading to loss of power. I saw no reason to complain about my good fortune.

### **Hillclimb, Inverell, Sunday October 27, 1957**

An invitation to compete as this event being organized by the Inverell Sporting Car Club states that it was to be held on Sunday, 9<sup>th</sup> November. The 9<sup>th</sup> of November was actually a Saturday. It appears that the event was held on October 27 instead as my log book records an entry fee of \$1 paid on that day and the purchase of petrol at Inverell on October 28. The entry for this event came about because motor sport friend of mine in Toowoomba, Jim Poteri, was a cousin of the Inverell Club secretary. Jim and I went down in my Triumph TR2 for a round trip of 716 kilometres. We were accommodated courtesy of Jim's cousin. Jim also drove his cousin's MG TD at the climb.

The club secretary's description of the venue says 'The course is situated approximately 11 miles (17.7 km) from Inverell, off the Glen Innes road. It consists of 3/10 of a mile (0.48 km) of fully prepared gravel surface which, weather permitting, will be excellent.' As it turned out, the road surface and the weather came up to expectations. While none of the existing records were broken, a number were equaled with times being recorded to only tenths of a second. The following list is from the official results.



NAME	TOWN	CAR	TIME IN SECONDS
D Muir	Bingara	Triumph TR3	31.0*
F Symes	Inverell	Triumph TR2	31.2
K Ebeling	Toowoomba	Triumph TR2	31.5
K Tucker	Sydney	Porsche	31.6*
L Martin	Tamworth	Holden	32.1
D Russel	Tamworth	MG TC	33.4*
L Porritt	Inverell	Peugeot 203	33.6*
J Johnson	Glen Innes	Holden	34.1
L Ross	Inverell	Holden	35.1
C Smith	Moree	Peugeot 403	35.2
M Jakes	Armidale	Holden	35.3
L Erbert	Glen Innes	Volkswagen	35.5*
J Holliis	Bundarra	Ford V8	35.5
J Miller	Inverell	Holden	36.0
C. Magill	Inverell	Peugeot 403	36.5
K Poteri	Toowoomba	MG "TD"	36.6*
S. Dunshea	Inverell	Pontiac	36.8
E. Warrell	Inverell	Simca	37.4
J. Connors	Inverell	MG TC	37.8
K. Butler	Toowoomba	Volkswagen	39.0
V. Eddy	Inverell	Morris Minor	40.5*
W. Bailey	Inverell	Morris Minor	41.7
P. Anderson	Inverell	Humber Snipe	43.1.
K. Parsons	Inverell	Austin A40	43.8
N. Griffey	Inverell	Ford "A"	45.0
R. Bailey	Inverell	Chevrolet	46.6
N. Griffey	Inverell	Morris 8	59.9

\* Denotes class winner

The makes of car entered and the towns the driver came from indicate that motor sport at the time was for the enthusiasts and not for the highly competitive sponsored participants we see in the nineteen eighties. In all probability the course would not now get approval from the drivers or the Confederation of Australian Motor Sports.

It had been an enjoyable week end as, apart from the competitive aspect, it had been a pleasant drive along the New England and the Gwydir Highways. Jim had scored a trophy to take home and I was content with the third fastest time of the day. As a result of the trip I had arranged to buy a pair of "Alfin" brake drums for \$50 and an aero screen for \$10 from Fred Symes the driver of the other competing "TR2". The brake drums and aero screen were fitted to Fred's car at the time and so were not immediately available. As he was travelling to Brisbane a few weeks later I paid him and arranged to have them left for me at a Shell Service Station in Ipswich where I frequently bought petrol when travelling between Toowoomba and Brisbane. At the time there was no Ipswich bypass road and

the service station was on the main road through the town immediately after the bridge over the Bremer River. Fred's Symes car was one of the earliest models of the "TR2" which had the deeper doors reaching to the bottom of the bodywork. These doors were a real problem when parking close to the kerb and were changed during production in the latter half of 1954.

Late in August 1958 I sold the screen for \$9 and the drums for \$50. The buyer was Tommy Ross who raced a black "TR2" which he bought from Harry Holmes. Harry was one of a number of "TR2" owners in Toowoomba at the time. At one stage there were nine of them in Toowoomba but it is a long time since I have seen a "TR2". For a time there was a dark green one in the Southport area but it too appears to have moved on.

### **Gymkhana, Toowoomba**

I have some gymkhana results cut from the "Toowoomba Chronicle" but I did not record the date of the newspaper and cannot relate them to this event held on November 10. My log tells me that I paid 70 cents to enter and won \$1 for first place in the Autocross event. It would seem to be one of the few competitive outings which showed a profit.

### **Gymkhana, Maryborough**

This event, billed as a 'motorkhana'. was held sometime in 1957 but unfortunately the newspaper clipping does not show the date or month. It was an interclub event organised by the local Jaycees and according to the report was witnessed by a "crowd of 2000". The report continues "Eight teams of four, including drivers from the Queensland Motor Sporting Club and Miriamvale competed. The Q.M.S.C. men brought five sleek sports models worth £7000 (\$14000) which they drove in team events. Their drivers included QMSC road-racing champion Joe Marano and Mrs. Ann Thompson, now Queensland's only (lady) motor racing driver following the retirement of Mrs. Cyril Anderson."



*At Maryborough gymkhana, 1957*

The champion driver for the day was Mick Gay from Gympie who came first in three events and second in another. It was his third motorkhana title in three years.

The full results were:

Forward bending race

Jack Casey (Volkswagen) 1   Mick Bay (Volkswagen) 2   D. Powell (Singer) 3

Forward and reverse bending

Mick Gay (Volkswagen) 1   D. Powell (Singer) 2   W. Anderson (Austin Healey) 3

Potato race

Mick Gay (Volkswagen) 1   J. Casey (Singer) 2   K. Ebeling (Triumph TR2) 3

Parking test

Mick Bay (Volkswagen) 1   K. Ebeling (Triumph TR2) 2

No third place was listed in the newspaper results.

Cigarette race

R. Prove 1   C. Riley 2   W. Anderson (Austin Healey) 3

Autocross

F. Dyke (MG MGA) 1   Jack Casey (Volkswagen) 2   K. Ebeling (Triumph TR2) 3

In the team competition the local Maryborough team, lead by Jack Casey, and the Gympie team, led by Mick Bay, tied for first place with 12 points. The Q.M.S.C. team, of which I was a member, was third with 9 points.

It was during the return trip from Maryborough after this event that I was offered a drive of the MGA being driven by Fred Dyke. This was the car which I had ordered from Fred as outlined earlier in my story. I had bought the Triumph from him instead.

**Speed Trials, Leyburn, Sunday November 24, 1957**

While I have the programme for this event organized by the Toowoomba Auto Club, I have no record of the results apart from a Certificate of Performance issued by the club. This advises me that my best time for the standing quarter mile was 18.88 seconds and my speed for the flying quarter mile was 99.00 mph (159.32 km/h). Neither was a record and indeed my speed in the flying was 2.40 mph (3.86 km/h) slower than the class record of 101.4 mph (163.16 km/h) for Class "E" sports cars held by me. The class record of 18.40 seconds in the standing event belonged to B Griffiths also in a TR2.

### **Hillclimb Terranora, Sunday December 29, 1957**

This event, organized by the Pacific Car Club, used the roads of the new Terranora Lakes Estate near Tweed Heads. It proved to be a bit chaotic due to lack of spectator access and began very late. To the disappointment of competitors it was not possible to have the scheduled number of runs. The winners of the various classes were as follows:

DRIVER	SALOON CARS	CLASS	TIME IN SECONDS
N Trees	Simca	up to 1500cc	41.6
J C Duncan	Holden	1500 to 2300cc	38.7
D Cavill	Ford Customline	over 2300cc	40.7
RACING CARS			
D Cavill	Cooper Vincent	up to 1100cc	33.3
G A Scott	Scott Special	1100 to 2500cc	30.7
	(Second fastest time of day)		
R J Campbell	Leaf Olds	Over 2500cc	36.1
SPORTS CARS			
B Maher	Buchanan Fiat	Up to 1300cc	36.9
W S Anderson	Repco Lotus	1300 to 2500cc	30.3
	(Fastest time of day)		
G K Rooke	Ford Special	over 2500cc	36.4

The official results show the runner up in all classes but I didn't make the list and have no personal record of my times.

So ended a year which would prove to have been my most intensive period of competition in motor sport.