



# THE OCTAGON.

OCTOBER/NOVEMBER 1966

Official magazine of the M.G. Car Club (Queensland Centre)  
affiliated with the Australian Confederation of Motor Sport.

Proprietors: The M.G. Car Club Pty. Ltd., Great Britain.  
Patron: Lord Lambury of Northfield.  
General Secretary: F. Wilson McComb.

Office Bearers:

		<u>Business</u>	<u>Private</u>
President	R. Lovejoy	2 2861/34	55 4047
Vice President	P. Bucknell	51 1551	
Past President	J. Clarke		
Hon. Secretary	B. Tebble	47 1327	97 5872
Hon. Treasurer	Mrs. A. Thomson		78 1368

Committee:

J. McCarthy	68 3474
L. Whittaker	98 1887
G. Cowan	98 2609
G. Gettons	56 6831
D. Munroe	
R. Hawley	

Octagon Sub-Committee: D. Munroe (Editor), Mrs. J. Monroe  
G. Cowan, V. Appleby, Mrs. J. Appleby.

Club Rooms: 620 Wickham Street, Valley, Brisbane.

Postal Address: Box 1847W, G.P.O. Brisbane.

## Editorial.

This is the last Octagon for 1966. It contains the President's report, the new Committee, but unfortunately, not the Financial Statement. As explained by the President this will not be available for a few weeks.

There is not much material for an Editorial since most of it is in the President's report. However, I would like to congratulate Ray on a very difficult job well done. This has been one of the Club's biggest years and he has led it through admirably.

The success of the Club next year will be largely decided by two things. The Hill Climb and membership. The present members of the Club will have to work hard to increase membership, and it will be easier now that we have so much to offer.

See you next year.

EDITOR.

# New Members:-

We welcome the following new members, and note with pleasure the type of cars they drive.

Graham Rumball	Mark IIA
Brian Hall	M.G.A.
Peter Rayment	M.G.T.C.
James Love	Mark III
Graham Aitkens	M.G.T.C.
George Logan	M.G.A.

## Bar-B-Que

A fund raising event was held on the 22nd of October, with many club members actively involved. The tally was about \$170, and we look forward to seeing a number of smaller functions over Christmas. Don't as the Editor to help though. You will wind up with an earfull of bad language.

## Trophy Results.

Here they are, the trophy winners for 1966.

Best all round	W. Charlton
Best M.G.	C. Timms
Speed (overall)	J. Frazer
Speed (under 1100c.c.'s)	E. Holiday
Ladies	Mrs. J. Monroe
Motorhand	B. Tebble
Trials	W. Charlton
Navigators	E. Holiday
Concourse D'e Elegance	B. Ibotson

## Election Results -

President	G. Hawley
Committee	W. Charlton
	J. Frazer
	R. Shearer
	E. Holiday
	A. Thompson
	G. Gettons
	J. McCarthy.
	L. Whitacker
	D. Monroe

The first meeting of the new committee will be held on the 6th December, and office bearers will be elected.

If you want to compete at the first meeting of the new year, it will be necessary to have your applications, complete with medical examinations, lodged with CAMS before the 8th of December, 1966.

ANNE THOMPSON.

## BODS and BENDS

- 0 One of our most prominent members, while driving back to Brisbane after the Gallaher 500, saw a police car approaching from his right. He applied the brakes to yield of way. Result. Brakes locked up on right hand front, wet road, sideways, policeman nearly died of fright, member nearly died of fright, member "arrested", didn't have licence with him, didn't have registration papers for the car, etc, etc.  
Fortunately Kerry has an honest face and they let him go!
- 0 The Cornes/Ralmer wedding was a swingin' affair. The Wedding cars were a Damiler 2.6 V8, M.G.A, M.G.T.F, a T.D, and a Spitfire!  
Their friends will be delighted to know that Ian has passed his Medical Finals in England. Both send a message of Cheer to the Club.
- 0 We recently heard from Dave Lovelock who is in London with Norm Wright, Jeff Suggars and John Whitlam. They were on their way to the Munich Beer Festival, so we wrote back and demanded a report for the Octagon.
- 0 Greg 'Romeo' Runnegar has been setting a few hearts throbbing lately - if you phone him these days a voice answers "This is a recorded message, Greg is not here."
- 0 John French has always said that if there was a slow car around he would get it. Well, he picked a lulu for the Gallaher - it seemed that every one passed him Con Rod Straight and up the mountain. Didn't see anyone pass him on a corner anyway!
- 0 T.C. Wanted: Harvey McLennan, Bulimba Hostel.
- 0 What word in the English Language has five letters, but its pronunciation is not altered by the removal of four of them. No prizes for the correct answer!
- 0 Gardener's Note: If your beetroot are backward, bend 'em forward.
- 0 A man is a man who flights with a Sword,  
Or climbs Mount Everest in Snow,  
But the Bravest of all drives a '49 Ford,  
And tries for 6000 in Low.
- 0 As every one knows, almost, Garry Cowan and Devon Wilson have announced their engagement. Congratulations Garry!
- 0 Same goes for Scott Mathers.
- 0 John Frazer is the father of a new baby girl.

# Secretary's Motorkana.

A mild sunny day greeted the Club members and their friends who attended the Secretary's Motorkana on Sunday, October 9.

The events got under way about 1.30 p.m. and proved to be a benefit for the B.M.C. bred cars, which is appropriate as our Secretary works for B.M.C. As proves the case with many mild sunny days, most Club members donned their speedo's and surf boards, and headed for the beaches, there to be burned up and bitten by sea wasps, whereas they could have been enjoying themselves at the Motorkana, learning better to deal with the cut and thrust of Coast Road traffic and hanging four wheels, instead of whatever one hangs, surf board mounted. Ah well, that's humans for you - what about motorkanas at the coast.

Both Brian Tebble (Gertie T.D.) and Will Charlton (M.G.B.) are heading for fast honours in the Motorkana points score, and one of them must surely take home the Annual Trophy. Armed with this knowledge, and with Don Sampson safely out of the way in Sydney, Will and Brian battled out the day with great determination, and the Gods must now decide whose mantle piece will bear the weight of the trophy.

All this did not deter the others from trying just as hard. Peter Holt (Sprite), Peter Bright (Sprite), and Chris Timms (M.G. Midget) pushed hard all day, and Greg Runnegar, enjoying his first taste of Motorkanaing, showed promise. Any of these bods could topple the Charlton Tebble due next year.

As promised, events were a little different, the slip rail race providing the most fun. This event allows a passenger to participate, and calls for the passenger and driver to enter and leave the car four times, always via the doors which must be closed behind them. Needless to say that in the excitement of competition, many competitors forgot the doors, and all through this event spectators cried "Door, Door!" Silly phrase.

The ever popular autocrosse was fast but with a few tricks, although not many dislodged the cardboard poles. Perhaps they were discouraged by the Hon. Secretary's threat of "Ten bob a pole". You would think that he knew about \$ and ¢ by now!

A visitor driving a Sprite IIA put in a few fast runs, making the old hands blink somewhat as the watches told the times.

Note for the future: Watch out for Graham Rumball, he's quick!

## Results:

<u>Event 1</u>	Forwards Slalom	1. W. Charlton	M.G.B.	
		2. B. Tebble	T.D.	
		3. G. Hawley	Mini.	
<u>Event 2</u>	Reverse Slalom	1. W. Charlton	M.G.B.	
		2. M. Smallsman	T.R. 3	
<u>Event 3</u>	Garaging Test	1. B. Tebble	M.G.T.D.	36.9 sec
		2. P. Holt	Sprite	38.1 "
		3. W. Charlton	M.G.B.	38.8 "
		4. P. Bright	Sprite	39.8 "
<u>Event 4</u>	Slip Rail	1. B. Tebble	M.G.T.D.	54.2 "
		2. K. Hawley	Mini	56.4 "
		3. G. Hawley	Mini	58.6 "
		4. W. Charlton	M.G.B.	61.4 "
<u>Event 5</u>	Autocrosse	1. B. Tebble	M.G.T.D.	27.0 "
		2. P. Holt	Sprite	28.3 "
		3. P. Bright	Sprite	28.6 "
		4. P. Whitehead	M.G.A.	28.9 "

# HELLS BELLS

DEAR DISSIPATED DRIVERS OF DILAPITATED T.C.'s

THE FRAIL LIGHT FADES as I pen for you these last few palsied, twitched lines. From my pallet at the B.G.H. (blown G drivers home, once the Brisbane General Hospital) even the pale fantastic shadow of some peroxidized first year nurse fails to arouse the slightest interest. I must be fading fast.

My story begins about a fifthnight ago when in a moment of blind folly I accepted the offer of a friend to borrow his wagon as mine was quietly haemorrhaging in the local car clinic. Now I may have passed T.C.'s on the street at some time or other, but prior to this I had always thought I was passing a prototype of one of the Wright Brothers early flying machines. I learnt to my sorrow later that the comparison is not without foundation. I mean, put wings on it and you could be climbing to a dogfight over Northern Flanders.

Indeed, the first in'ling of what was to befall was the quantities of fine jute twine and band-aids which seemed to be securing the occasional moving part. Still I suppose "Kiss it better with a ..... etc".

"Take it for a spin round the block", he blithely murmured. Now entry to a T.C. is like trying to put toothpaste back in the tube, and requires many hours of practice and also a pass to the repatriation center for fractured knee-caps. Should your entry foot be too low you end with it ricocheting from the seat and draping itself disgracefully through the steering wheel. Either that or you remount the rev. counter in the fire-wall. Should your foot be too high you are likely to put out one's T.C.'s national grid system up the pot.

However like a wild man from the Pampas I fire up and like the 19th Mexican cavalry division proceed down the road. Disaster truck early. The hood was being used as a temporary bivouac by a battalion of soldier ants, and suddenly up she went. The "Cutty Sark" in a South Atlantic gale had nothing on this. I tacked, came about, spliced the main brace, ran out the guns, and with great speed dropped anchor. At the same time I stood up in the car to furl the temporary sail, but as I was on the way up the "sail" was on the way down.

Have you ever surveyed the countryside with your loins girded by hood; I felt a bit like an embarrassed Scotsman. The vail of my temple was indeed rent in twain.

One of my treasured pearls which I am about to cast before the proverbial hog, is never kill snakes whilst owning a T.C. To the serf or the villain this may sound strange, forsooth, but should you be pooterling down the road like an Afghan trotting duck and see in your mirror such a reptile, don't stop. This I, for my sins, did. Leaping nimbly from the car, (not strictly true, you can't leap nimbly from a T.C.)<sup>+</sup> I layed paw on a large meat axe carried for fine adjustment to the regulator and amidst dust and herbiage dealt both the road and the "snake" several dastardly blows. It was dead, very dead.

My mind swelled with civic pride at the act of extreme heroism I had just accomplished. Thoughts of teas with the Lady Mayoress and an award from the Lions paraded through my head. And then a peasant on his way to work in the fields of industry who had witnessed the whole glorius battle, said "Tum terror ad hostes transit" which means roughly translated - "You've just killed your fanbelt, mate!"

Alas and alack, he was right. The thing had broken and fallen to the road where I had seen it in all its writhing glory.

Undaunted I continued singing quietly to the motor:-

"I'm I am a T.C. driver,  
With Hairs upon my tummy,  
I'll roll my shirt down to my waist,  
And get My tummy sunny".

Later a tram loomed into clanking view. I eased off the loud pedal, dropped down a gear for a real burst of Black Grabbem acceleration, straight arm and stringback sort of style. I was about to roar past when, with an ear splitting clatter the entire exhaust system fell off under the tram.

The car burst into a sort of Pratt and Whitney cum chaff-cutter noise. "Please can I have my muffler back" quoth I to the tram driver who roared, "Centurionibus datum est negotium". (Trans: Bloody sports car drivers), as he prised the fallout from under an elderly lady.

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FOR SALE: Complete exhaust assembly suit M.G.T.C., or Sopwith Camel<sup>++</sup>. Six foot by  $\frac{1}{8}$ ". Also elderly lady.

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By now I was a nidding, gibbering wreck, chanting:-

"Happy valley here I come,  
Etc.  
Etc."

I proceeded back to base. Seriously, since I have been knee-high to a knockoff, I have seldom been through so much in so short a space of time. And how did I land in this house of antiseptic and bedpans? Fleeing in terror from this mechanical Machiavellian monster from the lands of Transylvania, I vaulted into my Folden-Hord where in my hurry to start the thing I thrust my finger down the cigarette lighter. I now look like a burnt out reading light.

Apocryphally yours,  
Conrad Rod.

Obit. Oh, intrepid men who drive T.C.'s,  
And take your troubles calmly,  
You either are of valour great,  
Or else are straight out balmly.

<sup>++</sup> A Sopwith Camel, as those who read Peanuts will know, is a World War I vintage fighter plane. Very good stuff, you know. ED.

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# The Presidents Annual Report

For 1966

At the Tenth Annual General Meeting of the Centre, held in November 1965. The Centre elected Mr. B. M. Tebble as President and the following members to the Committee of Management for the ensuing year.

P. Bucknell  
A. Thomson  
D. Kennedy  
E. Hamilton  
R. Jenkins  
J. Mc Carthy  
L. Tocque  
J. Clark  
P. Nurcombe

At the first meeting of the Committee of Management the following members were elected to the positions of :-

Vice - President: D. Kennedy  
Hon. Secretary: P. Bucknell  
Hon. Treasurer: Mrs. A. Thomson.

By the meeting held on the 19th. January. R. Jenkins and L. Tocque had been absent from three consecutive meetings without leave of absence. In accordance with Rule 41 (n) their offices became vacant. Lester Whittaker and Garry Cowen were elected to fill the vacancies at the meeting held on 2nd. February.

At the meeting held on 16th. March, Don Kennedy resigned from his position as Vice - President. He has taken a position in Sydney. Although the Centre has suffered a loss by the absence of Don, we trust he is making a success of his new career.

To fill the vacancy caused by Don's resignation at a difficult period. "Pip" Bucknell resigned as Hon. Secretary, and was elected as Vice - President. Brian Tebble resigned as President, and was elected as Hon. Secretary. I was elected President.

On the 10th. May, Peter Nurcombe had to resign. Following his marriage, he has taken up a position on a plantation in New Guinea. Geoff Crawford was elected to fill the vacancy. During the year, Geoff has done much to strengthen the "T" type register within the Centre.

In consequence of increasing commitments. John Clark was forced to resign his position on the Committee of Management on 25th. May. Geoff Gettons was elected to fill the vacancy on 6th June.

Mrs. E. Hamilton; following her marriage; resigned on 31st. August. David Monroe was elected to the vacancy on the Committee.

By the 26th. October, Geoff Crawford had failed to attend three consecutive Committee meetings. In accordance with Rule 41 (n), his office became vacant. Geoff Hawley was elected in November to fill the vacancy for the remainder of the year.

During the year the personal commitments of the Secretary have made his duties to the Centre difficult to fulfil. Geoff Gettons was appointed as Assistant Secretary, and has carried out his responsible office in a most efficient manner.

The year has seen many resignations from the Committee of Management. Fortunately, most have been for sound reasons, carried out with regret by all concerned. The resignations have made it difficult to maintain, a sound experienced body of members, to conduct the management of the Centre. It has been gratifying to see so many members, ready and willing to step in and accept the difficult task.

During the year, four meetings of the Committee of Management were cancelled. A quorum of seven could not be formed. However at the Special General Meeting, held on the 7th. October, the quorum was changed to six members. We trust that in future years, with less resignations and a quorum of six, this problem will not be encountered.

Twenty - seven committee meetings have been listed for the year. To date, twenty-two have been held. The attendance was as follows:-

B. Tebble	16	
R. Lovejoy	15	from May.
P. Bucknell	20	
A. Thomson	20	
J. Mc Carthy	22	
J. Clark	3	to May.
D. Kennedy	7	to March.
E. Hamilton	11	to August.
P. Nurcombe	5	to May.
R. Jenkins	1	to January.
L. Tocque	1	to January.
G. Cowen	16	from February.
L. Whittaker	19	from February.
G. Crawford	8	from May. to October.
G. Gettons	9	from July.
D. Monroe	5	from September.
G. Hawley	1	from November.

During the year the Committee of Management have worked most harmoniously and efficiently for the well being of the Centre. I would like to express my appreciation for their co-operation and support.

### Events.

The year has been a buisy one from the point of view of the number of events held. However attendance at events has been below average. A slight improvement could be seen in the latter half of the year. This has been disappointing to the members of the Sub-committees, who spend so mutch time preparing events.

The support of members, by participation in events provided for their pleasure, is essential for the well-being of the Centre.

During the year the following events were conducted:-

4	Sprints Meetings.
6	Motorshanas.
4	Treasure Hunts.
1	Concourse D'Elegance
4	Club Runs.
1	Driving School.
1	Economy Run.
6	Film Evenings.
3	Social Evenings.
3	Open Forums.
2	Lectures & Tours.

The members of the various Sub-committees are too numerous to list. I would like to thank all of them for organising such a full programme, and for running the events in such a capable manner.

However in particular, I would like to express my appreciation to Vince and Joan Appleby. Who gave so generously of their valuable time, to help organise and run the motorkhanas.

The points score system for the Perpetual Trophies was revised, and has been in operation during the year. Although an improvement on the earlier system, it is not yet perfect. During the year some anomalies appeared. The Committee of Management will make the necessary corrections as early as possible, to be ready for competition next year.

### Finance

The financial position of the Centre is very sound. It is anticipated that we will finish the year with approximately \$1,400 in the bank. Complete details of the Centre finances can be found in the Treasurers' Report.

The expenditure this year has been high. This has been caused by the expenses involved in preparing our property at Mt. Cotton, for a Hillclimb Circuit. The costs involved can be considered a sound investment. It is anticipated that the circuit will give a good return for the capital invested.

Difficulty has been experienced by the Hon. Treasurer with the Balance Sheet to be presented at the A.G.M.. This has been brought about by the short period of time available, between the closing of the financial year and the A.G.M.. In less than a month, all the outstanding accounts have to be dealt with, a balance sheet prepared, and the books audited.

A longer period of time between the end of the financial year, and the A.G.M., could be of great assistance to future Treasurers. The end of the financial year for the Centre could be altered, from the end of October to the end of September. Giving two months to "close off" the books, and have them audited.

### Membership.

It is not usual to digress from a report such as this. I can not but recall the last Presidents Report for the Centre, which I made in 1961.

In that report, I stated that the Centre was well established with a membership of 248.

In this report, I can only state that the membership is 163, and improving. During the year we gained many new members, and renewed acquaintances with several of the older members who rejoined. We trust the trend will continue.

### Centre Magazine

During the year, the Centre has continued the Octagon in the form already established. It has proved a successful medium, for conveying to the members, the news of the Centre.

During the year Elaine Hamilton had to forgo her duties as Editor for her duties in the home. A great loss to the Centre.

David Monroe has now taken on the demanding task of Editor. With the capable assistance of Jenny Monroe, is producing a first

I would like to thank them, and Joan Appleby, for the many hours they have devoted, to the task of producing for us, a pleasant reading magazine, on our Centre's activities.

### Club Rooms.

The House Sub-committee have worked hard during the year on the Clubrooms. The improvements they have made; although not completed; have been appreciated by all who use the rooms.

Stocks of cigarettes and soft drinks, are available at the canteen. Sales have increased and a reasonable profit is being made.

During the year a new stock taking system was introduced. Which, due to the co-operation of the House Sub-committee, has been a success.

This has enabled the Treasurer to keep an accurate check on the finances of the canteen. It has also improved the ordering of new stock, preventing inconvenience to members.

### Hill Climb.

The members should be well aware, that for some time, the Centre has been engaged in building a Hillclimb Circuit at Mt. Cotton.

During the year, it became evident that it would be beyond the present resources of the Centre, to continue the project. Three reasons present themselves.

1. Changing committees prevent continuity of the work.
2. Lack of support of the members to the working bees etc.
3. The expenses involved were beyond the resources of the Centre.

It was decided that the best method of building the circuit under the circumstances, was to form the Hillclimb Committee of Management, into a limited company. This would enable them to work as an independent body for the Centre. Also enabling them to raise the necessary finance, by means denied to the Centre.

At the Special General Meeting, held in October. The Hillclimb Committee was authorized by the Centre to carry out this venture.

At the time of writing this report. The company is ready to register. Considerable progress has already been made on the actual construction.

I would like to point out, this does not mean that we "wipe our hands" of the problem. It is the duty of the Centre, to support the Company in this project, by every means possible. With our help, the Company will shortly have the climb completed. We should be running events on our own Hillclimb Circuit, by the middle of 1967.

### General

I would like to thank all the members of all the Sub-committees, who so ably organised the events held during the year.

Also Mr. and Mrs. Brant, who so generously made their home available for the fund raising Barbeque, held in October.

I trust the President elect, Geoff Hawley, and the Committee of Management, elected to office for 1967, receive the same assistance and co-operation, that I have had this year.