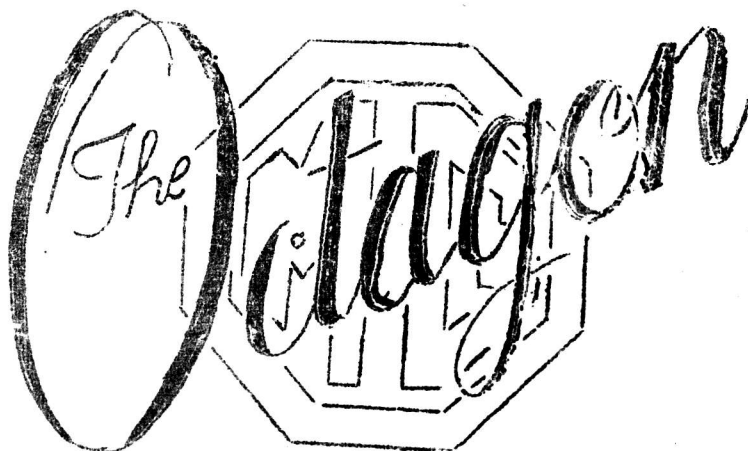


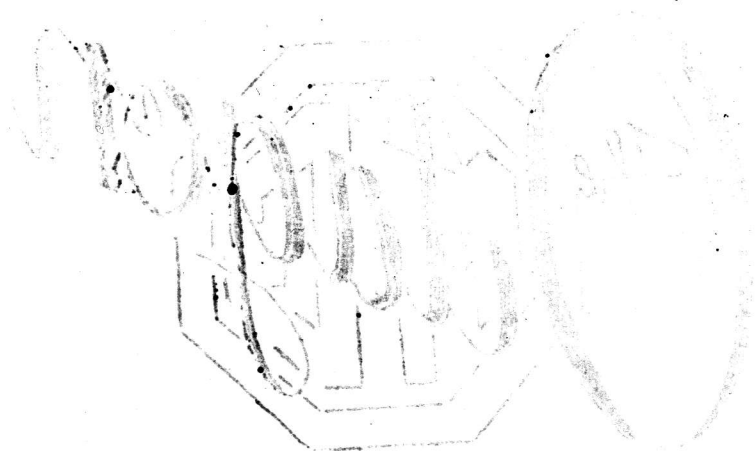
MAY

1957



M.G. CAR CLUB
(Queensland Centre)

YAM



NATTER.

The main aspects of the news are threefold; good news a decision and some reflection.

The good news is, of course, the CLUB ROOMS. This acquisition, with the facilities they can provide, will be the vital link between members. Successive Committees have searched in vain, but thanks to the perserverance of Ernie Ansell the Centre has a place to hang the "charter" and to call it's own- our sincere thanks Ernie.

The decision- it has been decided to temporarily discontinue the printed cover of the "Octagon". We were relying on trade houses, by means of advertising, to finance the cost of these. However the urgent need is to equip the Club Rooms. So the approach is now for equipment and for advertising in the magazine. The result has been the gift of a refrigerator by our old friends Howards Ltd, a most appreciated and welcome contribution.

The reflection was that on Saturday (11th May) a number of members toiled at the Club Rooms, but I felt, for one at least, that I would have preferred to have been toiling at the road race meeting which had been scheduled.

Continuing- several members attempted to make up for the lack of a race meeting at our last night event- if only on sound effects on "take off", to say the least a senseless exhibition of poor driving. Please remember that your reputation is what you make it, but that of the Centre affects us all.

I nearly forgot to include a "reminder" in the first paragraph- it is that the Club Rooms are open EVERY FRIDAY evening from 8 pm. It is your Club- how about coming along to see what your Committee have provided for you?

The Editor

THE CLUB ROOMS.

On the 7th May the President announced the formal acquisition of Club Rooms situated at 620 Wickham Street Valley. The rooms are over the showroom and workshop of A.W.Barrs Pty Ltd, the Car Radio specialists.

NOTE ABOUT THE CLUB ROOMS.

The actual section leased by the Centre consists of a large room (roughly 32' x 32') with a windowed veranda some 8' wide along the front of the building. In addition to the main floor space there are an office and sufficient space for a kitchen.

To administer these rooms, The Committee have appointed a "House Committee" of Messrs Don Allen, John Finnimore and John Mash. This Committee will be empowered to maintain facilities and discipline within the premises, they will need the help and co-operation of all members.

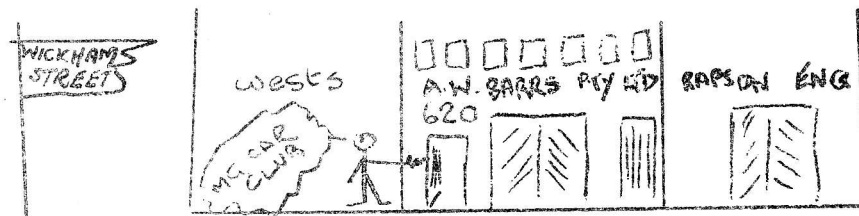
The members of both the Executive and House Committees have spent a lot of time on the preliminary alterations, for example the premises were originally divided into three sections by partitions, these were removed and a new dividing wall erected.

The House Committee, though not strictly responsible for the general alterations, are full of bright ideas relative to the decorating, equipping and running of the "house", and confidently anticipate the speedy completion of the task.

I would like to convey the thanks of the Centre to Mr Kemp of Barrs for his interest, help and co-operation and hope that he will be frequent visitor, also to Howards Ltd for the contribution of a refrigerator, an essential piece of equipment.

The House Committee, announcing the fact of the FRIDAY evening as the WEEKLY Club night, hope all members will inspect the rooms and express any helpful suggestions. Incidentally I believe the most urgent requirement is furniture—all suggestions and leads will be explored.

Well see you at the Club Rooms Friday.



"THE OCTAGON"
COMING EVENTS.

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MAY 1/58 FRIDAY. At 8pm- The "Amateur Hour", an event for all amateur hammerers, sawers and cleaners in fact all handymen, workers or foremen Assemble at 620 Wickham Street VALLEY, and there is NO need to bring your own glass---- we own some.

24th FRIDAY - At 8 pm a Meeting at 620 Wickham Street to repair the ravages of the "amateur hour".

26th SUNDAY- A RUN to Natural Arch. Assemble at Mt. Gravatt Tram Terminus with that glamorous navigator and your lunch for a day in the "great outdoors". TIME 9:15 am.

31st FRIDAY- At 8pm at 620 Wickham Street to hear all about the scenic wonders, peculiarities of "Gs" and what the House Committee want done.

ACCOMPLISHMENTS.

SNAKES AND LADDERS- APRIL 27th.

Some 14 cars assembled at Marie Street in Hendra for the event- a two hour jaunt around a short circuit in the northern suburbs. Despite earlier explanations the most frequent query was- "what have we got to do?"

Satisfactory explanations given the game was "on", it was soon apparent that some contestants were "fresh out of luck", well in regard to beating officials at card cutting anyway.

Geoff Biling had a marvellous run (a lap and three quarters) until something went wrong and he toured from there back and forth. The most consistent was the eventual winner, John Mash, he favoured all controls with numerous visits but completed 2½ laps. A performance of note was put up by the Pollard "Standard", a two hour shuttle between the Start and two controls.

It will be most surprising if anyone will ever play cards with any of the officials for along time to come. In fact someone suggested that they do something on these lines for Club funds.

The event was concluded by a "post mortem" over numerous cups of tea at the Hunter residence, incidently Mrs "Prez" has asked me to convey her thanks to the ladies who took over the tea making and to John Gill and Brian Shelley who led an inspired team of cup washer-ups.

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CLUBS AND LADDERS- RESULTS.

1st. J. BASH (MG/TC)
2nd. J. BAST (Austin A40)
3rd. G. MILLING (MG/TC)

CLUB NIGHT- MAY 2nd.

The film show held on May 2nd at the "Cecil" attracted 38 members and friends. The show was the effort of Fred Foster and took in the Southport AGP (1955), the last Queensland title event and smaller meetings.

It was a very enjoyable evening and one which brought back memories of some great meetings. I think the highlight of the evening was the silence caused by the sequences of the tragic burning of Nev Huch's blown TC at Leyburn- one could sense the general feeling of loss as that very speedy machine burnt itself out.

The first official release of news of the new Club Rooms was made by the Secretary on behalf of the President and Committee, and was received with enthusiasm.

CLUB NIGHT- MAY 10th.

Amid the noise of breaking fibre, hammers and chatter and in the haze of dust, cigarette smoke and unlisted adjectives the 15 member "working bee" laboured at the Club Rooms.

To facilitate and co-ordinate the evening's effort it was decided that 15 foremen were not strictly required and after some debate a formula of a foreman for each worker was decided upon, and the results were voted most satisfactory.

It is impossible to record the individual efforts, but the way each person did the job allocated was an inspiration, despite the lack of essential equipment. The calls on the one step-ladder, on several occasions, nearly left Ernie Ansell only supported by the wiring he was installing.

Gordon MacNicol, after declaring that unless given something to do he would adjourn to the pictures demonstrated his "tightrope walking" ability by removing surplus wiring from the top of a very narrow partition.

One lives and learns-discovered one of our oldest members recently and found another "Jag" in the centre, a "Jag" with a difference-no doubt you remember the Rex Taylor (ex Anderson) 120 with the "C" type motor? Now under gleaming red paintwork it is transport for Gordon Jaques. Who, with Mrs Jaques, was a welcome visitor to the film night, and two willing workers at the Club Rooms.

The "Snakes & Ladders" evening was certainly an event, that infectious grin of Tommy Ross was a joy to behold, every time the "TR2" appeared it was much in evidence.

Also the Barron "Riley" with navigator Joan and moral support of Mrs Barron Snr. nearly beat Cliff's bad luck with the cards.

We are aware of conveniently running out of fuel, with the right passenger, but the Finnimore "TC" has developed an affinity for nails (in tyres), Lyn assures me that now John carries the essential tools very handy on Saturdays. It happened on the "S&L" run.

The arrival of members last Friday night was educational- many like Ralph Davis in overalls and hammer and other tools clutched firmly in hand, the pause in the doorway, the quick survey, then what's to be done, and into it.

One character, Connolly by name, announced his arrival somewhere near the Valley corner, the time interval between the shout and the presence indicated quite a distance.

John Muller, typically organised, arrived with an urn- somebody may want a "cuppa" he said. Then, with Sam Pollard started on a "jigsaw puzzle" with bits of fibro.

At a preliminary working session Ernie Ansell, nearly brought the house down, well all present thought that was going to happen. One remaining post in the middle of the room, Ernie hops up the ladder and down again after a very swift look in the ceiling, he removed the post while we all waited silently for the crash----- no crash!!!!

The artistic talent available is endless-one canteen constructor, Ian Hamilton, started with his idea of colour schemes, now everyone, including some obviously colour blind types, has recorded an opinion.

There was nearly a "bust up" within the Committee when the head of Mr "Prez's" hammer flew off and nearly clobbered the Secretary- strangely the latter was silent for some time after the incident. Wonders never cease.

I cannot speak too highly of the labours of members of the House Committee, these "blokes" have really "got cracking" and done wonders, and believe me they not merely know what they want to do but they know how to do it. They deserve all the credit for a job well done.

May I add a word of praise for the refreshment team at preliminary working sessions-organised by Mrs Hunter with daughter Nan and Barbara - better than union rules. Thanks.

I believe our Secretary did a fine balancing job in the middle of Wickham Street on Saturday-a carton of rubbish to counteract a "V for victory or something similar.

Was very interested in Phil Hickey's comments and descriptions of experiences of spear fishing and under water antics-his colour slides will be screened at the first available opportunity- frankly, though, I will stick to the peak hour traffic scrambles on the Storey Bridge for thrills.

Apparently the Secretary and "Prez" with family are holidaying together-had overheard some rumours and "back chat" between the two over dates, schedules and things-personally I doubt if the hammer incident is in any way connected.

Have been rather interested in a group of members styling themselves "The G.B.U."- so far have discovered it means "Gay Bachelors' Union"- consists of "backsliders" until they can't wait for a date. The organiser, or one of them anyway, Bruce McMillan, can't understand why or how the two other members go into lengthy explanations about a visit to a well known hill in Brisbane, after dark of course.

QUEENSLAND ROAD RACING CHAMPIONSHIP.

The QRDC have announced that the title event will be held at Lowood on Sunday June 16th. The Supplementary Regulations have been published and the programme and prize money look really good.

The main event will be run in two heats of 9 laps (approximately 25 miles) with a final of 20 laps (approx. 54 miles).

QUEENSLAND ROAD RACING CHAMPIONSHIP (continued)

The prize money ranges from £100 for the title to £50 for the fastest lap, and totals some £690. This should attract a really first grade entry, also the fact that the meeting is classified as a "Gold Star" meeting, that is it carries points for the champion driver award.

The Centre has been invited to carry out timekeeping duties, and will thereby contribute something to the meeting. Incidentally our Secretary advises that he will be organising this section early in June.

For further details the QRDC Secretary's address is Box 714K at the G.P.O.

FOR THE GOOD OF THE SPORT (C.A.M.S.)

At the moment we are awaiting the detailed report of the recent National Control Council (NCC) Meeting attended by State Chairman, Bill Pitt, and State Secretary, Bill Pickett.

One decision, made public so far is the ruling that in Trials only the Driver and Navigator need CAMS Trials Licences, instead of all occupants of a car. This only applies to trials and not social events etc.

On the subject of Trials- there was some outcry about cost to competitors, particularly when the Licence Fee was raised to 10/- (for members of affiliated clubs). However the number of protests and appeals which result from these events, must cause administrative costs to soar, and it seems only just that these events should bear that added cost. The Centre, fortunately, is not directly concerned but might be in the future. No doubt members have heard a lot of talk from other Clubs.

A reminder that the 1957 Ampol Trial is an UNAUTHORISED event and that action will be taken against anyone who disregards the warnings that have been issued. Incidentally the penalties imposed on competitors in last Ampol cease on August 2nd., nevertheless they may be more severe for this year.

I believe that Club Licences were discussed at length by the NCC and details of their decision should be available for the next "Octagon".

BATHURST HQ

Rumour had it that CAMS had permitted the running of a Phillip Island and a Port Wakefield meeting on the same day as the "Bathurst 100". This aroused some fears as to the extent of the machinery which would appear at the Mt. Panorama circuit so a meeting of "the gang" was hastily summoned.

Four members of the party, having acquired the week off after Easter, it was then decided to risk the Bathurst meeting and do some additional driving to make the break a short holiday instead of a straight out week-end burst.

Leaving South Brisbane at 7 pm on the Thursday night, two very full cars (so full in fact that an additional luggage would have had to been fluid) headed for "the Gap" and the border. Excellent conditions prevailed, though a little chilly with hoods down, and a good run through saw us as far as Deepwater before "turning in".

After breakfast (cooked on a primus which could have done with a 250% increase in jet size) we were off again, this time for Muswellbrook. Some difficulty was experienced here in re-fuelling and only after proceeding another 15 or 20 miles into the "mulga" was fuel obtained.

We proceeded via Denman and Sofala and arrive at Bathurst around 7 pm- some 24 hours after the start.

The motor cycle meeting which was held on the Saturday was very good both as a meeting and for a spectacle of racing. Some surprises and disappointments were in store but the Senior Race left this ex-motor cyclist somewhat warm and enthusiastic.

Easter Sunday saw practice for the cars, and we were able to amble around the pits, examining and photographing the entries at will. We were somewhat relieved, in fact quite elated to find that the big machinery had not entirely deserted NSW. An immaculate 4CL Maserati and the controversial Super Squallo accounted for several micro inches wear of the shutter of one "Voigtlander".

Needless to say the Lotus, Aston Martins, F2 Cooper and the rear-engined MG Special drew large

BATHURST HOI (continues)

crowds, most watering at the mouth, drooling and relishing in some peculiar tongue regarding axle ratios, jet action and the like.

Mr Jones made an appearance after we had withdrawn to the mountain with telephoto lenses "at the ready", but we were unable to get any close-ups of the 250F.

After practice, all and sundry packed up and departed leaving four enthusiasts speculating over the programme and practice lap times. We returned to the city for dinner and warmed up for the coming day's racing with a visit to a local cinema for the screening of "The Racers", supported by a second-rate Hollywood attempt of selling people the idea that Indianapolis is THE motor race!!!! Enough said.

Ideal conditions for the programme brought a crowd of about 30,000 to the circuit on Easter Monday. Many a "G" owner would have crawled away in embarrassment if he (or she) had beheld some of the immaculate models on display around the spectator area. (These models, by the way, are cars, but one can see the other variety, which were also present, anytime.)

Many a surprise and disappointment were in store. The Anderson "Dtype" had not arrived, likewise Bill Weekes, thus leaving fellow "Bananalanders" hanging all hopes on Arnold Williams and Joe Marano.

The supercharged MG did not seem to be going at all well and although Joe's MGA put up a good performance, he was either out-classed or out-handicapped.

The first serious blow fell when the 250F broke an axle at the start of one of the minor races! Next came an anguished report over the PA that the Cooper Bristol had done some fence climbing in the "esses", but the car "had had it's chips" for the day. This, therefore, left the field with only three other fast cars.

The big race found all eyes focussed on the Super Squallo, the HWM Jag and that amazing little performer the P2 Cooper. Sundry Coopers, Jags, Triumphs and Hesleys with the usual collection of Holden and MG Specials rounded off the field.

After the Clerk of the Course had officially closed the circuit, with the aid of a "TR2" with siren blaring and red flag flying, excitement began to mount as the slower cars moved off. Someone close by us had the fortune to start his stopwatch at the fall of the flag and report-

BATHURST HO! (some more of)

ed that the Super Squallio (the last car away) he given the limit car over 7 minutes!

A personal attempt at lap scoring was undertaken but unfortunately this gave way to photography, and was later given up completely-a very bad flop. However two other members of our group managed a complete sheet.

Then the rot set in. The Squallio, constantly lapping around the 3 minute mark, failed to make an appearance, and the stopwatch ticked on. Late the PA reported that a con-rod had moved in the wrong direction and had ventillated the crankcase.

The F2 Cooper was the next to go- a serious loss of oil pressure was the verdict. The race then settled down to a battle of time between the Jags and the Johnson MG Special. The leading Jag was gaining about 6 seconds per lap, a quick calculation showed that the race would have to have been at least four laps longer to favour the big car.

It was the "G" which received the "money" in the handicap section with the fastest time to the Jag. A very good performance by both cars.

A couple of Closed and Sports cars races filled the programme and so an excellant day's sport drew to a close. As usual Bathurst had put on a show which made the trip down very much worthwhile.

We left the following day for the Jenolan Caves, and spent a couple of days at this very interesting and relaxing resort. Much colour film was used, though unfortunately not in the caves themselves, likewise an odd glass of ale was consumed.

Katoomba was the next "stop over" place, and again cameras clicked happily. The weather, all this time, left nothing to be desired, in fact it remained so until the end of the trip.

A day was spent in Sydney whilst a few jobs were carried out, friends visited and a little shopping done. We departed on Saturday for home via the Pacific Highway, which incidently is now on a par with the New England route.

CAMS "GOLD STAR" FOR CHAMPION DRIVER.

The MCC has initiated the annual award of a "Gold Star" for the champion Australian racing driver of the year.

The award will only be made to drivers holding the General Competition Licence issued by CAMS and will be determined by a system of points awarded for the first five places in certain nominated races each year.

Eight points will be allotted for first place, five for second, three for third, two for fourth and one for fifth place.

The races nominated for 1957 are:

The AGP, Caversham WA	4/3/57
Victorian Trophy, Albert Park	24/3/57
Main race, Port Wakefield	20/4/57
Bathurst	22/4/57
Lowood	16/6/57
Port Wakefield	17/6/57
Lowood	11/8/57
Bathurst	6/10/57
Phillip Island	20/10/57
Albert Park	24/11/57 or 1/12/57

The chief race at Southport (13/10/57) if held will be included.

The first two events, the AGP and the Victorian Trophy, having been determined, the progress scores to that date are:

A.N. Davison (Vic)	16
J. Brabham (NSW)	8
S.J. Jones (Vic)	5
L. Lukey (Vic)	3
D. Whiteford (Vic)	3
D. Hawkes (Vic)	2
A. Mildren (ACT)	1

In the event that an overseas driver fills any place in any of the above races, the points allotted to Australians shall be only those referring to the places they actually fill.

Only racing car events shall count; if the chief race at any of the nominated meetings is for sports or touring cars, and there is no major racing car event, the meeting shall be eliminated.

Only scratch events count, but the inclusion of a handicap within a scratch event shall not affect the eligibility of the scratch race.

"GOLD STAR" EVENTS (continued)

The races shown before may be designated in the relevant programme by placing a star at the end of the title line, and by the inclusion of a note on the page to the effect that "This race has been designated by CAMS as counting for the 1957 award of the CAMS Gold Star for the Champion Racing Driver".

This referred to in CAMS Bulletin 57/5

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