

# OCTAGON



THE M.G. CAR CLUB.  
QUEENSLAND CENTRE.

## - THE OCTAGON -

May, 1965.

## THE M.G. CAR CLUB . . . . . QUEENSLAND CENTRE

Proprietors: The M.G. Car Club (Prop.) Ltd. Gt. Britain

Affiliated with the Confederation of Australian Motor Sport

Patron : Lord Lambury of Northfield

General Secretary: F. Wilson Mc Comb

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Club Captain	R. Jenkins	5 36 74	49 4110
Asst. Sec.	Miss C. Palmer	97 4171	95 2209

COMMITTEE:

~~K.~~ Johns R. Jenkins, L. Tocque, D. Bright,  
D. Lovelock, Miss E. Swan.

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E D I T O R I A L . . . . .

With about half the year gone, we should review the Club's progress. We have held a number of events, each with quite a reasonable number of members competing. But I am sure that, with a little more effort by members, attendance at Motorkhanas, Night Navigation Runs and Sprints could be increased.

Progress at the Hillclimb has been slow for no actual earth moving has been attempted without first seeing a contour map and model. A surveyor has seen the Climb but little work has been done. However, with a surveyor now in the Club, real progress should now be made.

To back up the Hillclimb, the Club finances have been steadily growing. The carving out of the actual climb will cost a large amount of money, and only good attendances at Club events will allow the construction of the Climb.

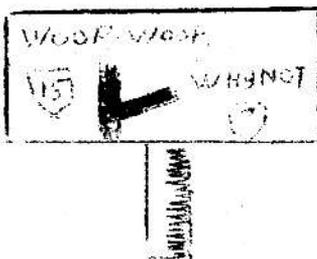
Working bees at the site have been poorly attended, but we hope the attendance will increase in the Winter months. Long weekends have made it difficult to organise working bees in the last month or so but three official ones are scheduled within the next two or three months.

We can only appeal to members ( again !! ) to support Club Events and Working Bees. It is your Club and only through your efforts can it prosper.

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 DAFFY DEFINITION -

Lubratorium : Aboriginal harem.  
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# RALLY-ING ✓



## ALL NIGHT NAVIGATION RUN, April 24-25.

Report by R. Jenkins, seen on this run as Indian, blanket - wrapped, of course, disguised as an air-loving official.

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The enthusiasts turned out in force for this Run, the first and most adventurous run of this kind organised by the Club, there being some dozen assorted crews lined up at the starting point at the corner of Ipswich and Beaudesert Rds, Moorooka.

Strange as it may seem there was only one MG entered and then he was a late entry. Where are the outdoor, openair pioneers to pave the way for more events such as these? Two hardy crews, however, were those of two Mark II A Sprites, with hoods - on, not in - who swelled the number of sports cars to three! The remainder of the field consisted of a 3.4 Jaguar, a Valiant Safari (with a crew of four), various types of B.M.C. and Ford vehicles and a lone FJ Holden.

The first competitor was away at 6 p.m. on the first leg of the 340 mile run. This first section was a 75 mile jaunt over both bitumen and gravel roads passing through Ipswich, Rosewood, Marburg and finally to Lowood where a Bar-b-que was already prepared by non-members but keen enthusiasts Don Tocque and his pretty wife, Shiela. What a tremendous job they did, and our heartfelt thanks to them.

The majority of these crews found this section straight forward - except at the "To Laidley" bend! - and arrived on time without loss of points.

After the Bar-b-que, the cars set out on the second stage of the run which took them over back roads of mostly gravel surfaces to the main Brisbane - Toowoomba road which they then followed for a

short distance until turning off up the ever popular Heifer Creek Road and so on to Warwick. On arriving at Warwick the route took them up the site of last year's Warwick Hill Climb and then through the back streets to the check point at the All Night Service Station on the outskirts of Warwick.

On this section two competing cars dropped out. One was due to a navigational error resulting in an argument - which they lost- with a guide post, whilst the other competitor lost his exhaust system, forcing him to retire.

Actually three cars retired on this run as one of the control cars "fell" by the wayside. Unfortunately the final route instructions were in the "fallen" car and this fact was not realised until everyone had arrived at Warwick. After much speculation as to what to do, it was found that one copy of the route instructions was actually in the possession of the Control Officer; so after everyone had made his own copy of the route, the run was "saved".

One hundred and sixty three miles now faced the remainder of the field. The route took them over all types of country and road surfaces including long straights, twisty mountain roads and passes to narrow dirt back-roads passing through Cunningham's Gap, Aratula, Boonah, Maroon, Rathdowney, Beau-desert, Canungra, Beechmont, Nerang and Surfers Paradise. The most difficult part of this section was keeping awake and the sight of the Gold Coast from Beechmont was a most welcome one.

RESULTS

- 12 points - all outright winner, no points lost
  - B. Tebble and G. Littlemore      Mini Delure
  - K. Littlemore and K. Horgan      Cortina
  - P. Read and J. Read              Mini Van
  - R. Hiley and G. Hawley          Valiant

- 3 points-second in their class - 91 points lost
  - G. Hogan and G. Hansen          Holden

- 6 points-third in their class - 31 points lost
  - E. Swan and C. Palmer            Cooper

Others who competed and were unplaced either because of retirement or because not all crew members were Club

Members were J. Clark, J. Mc Carthy, J. Lubach, G. Maynard, H. Anning and P. Glynn. Each received one point for entering.

INDIVIDUAL HIGHLIGHTS OF THE ALL NIGHT RUN.

Any resemblance to any living person, their initials, and the incidents referred to in purely intentional!

- J.C. Has been referred to as lacking a "proper" navigator - however, only three points were lost, but as someone said, "What were they?"
- P.G. What happened to the only M.G. entered? It was the only example of the aforementioned pioneering spirit, and provided a point of interest for the Boonah Police.
- H.A. The Lancer did sound very sick on leaving the Lowood Control and appeared to succumb to the dread sleeping sickness. Has anybody seen it since?
- G.M. The average speed was at the maximum 35 not 65, and the idea was to go between the posts and not through them. Glad to hear that the car is being repaired.
- J.L. Suggest sea sickness tablets have other uses apart from at sea, such as assisting navigators of blue Sprites. Sorry you didn't make it to Surfers.
- R.H.H. A well prepared entrant who seemed equipped for a fortnight's holiday. We hope they found the back of the Valiant comfortable, it certainly looked it to the cars following.
- J.R. We hope the driver's jaw returned to normal after being driven by the navigator - a high speed slip on dirt. And what did the policeman at Boonah have to say?
- K.L. We are glad to see someone took the news on the entry form seriously, even if the weather wasn't conducive to surf riding.
- E.S. Aren't red track suits warm enough? The route did not include entering closed gates and consorting with inebriated agriculturalists. Moral: Don't follow the

- Secretary!
- J.M. Leads young innocent girls astray up dead end country roads, forcing them in encounter same drunken farmer. And, by the way, it is a good idea to submit your route sheets if you wish to be included in the results.
- B.T. The professional! Experience paid off as no points were lost. But was that any reason to upset the final control with a rude awakening.
- R.J. Had the grandstand view of a rolling car, which will not be repeated unless someone else supplies the car.
- J.W. Sorry about the rude awakening at Surfers but you were there to check them in. Hope that the Police weren't too troublesome and that you did not have too much difficulty in convincing them you were not a vagrant.
- G.S. After our trouble getting marshals for controls, how is it that we had three cars at such an outlandish place as Rathdowney. Did the party finish early?
- L.T. Discovered that equipment for hitchhiking should include two Sunday papers, half a bottle of rum as, when you have to walk fifteen miles trying to hitch a lift, it is a good thing to sleep till some other cars come along. No one stopped - was there any connection with the fact that murderers were reported to be hitch hiking along the same road.
- G.H. In their efforts to make a dramatic late arrival at the final control they were so successful that most others had left. Glad you persevered to the bitter end.

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Comments on the controls -

Lowood - a good place not to have a swim on a cold evening, but an excellent place for such a well prepared barbeque.

Warwick - A good place to exercise cold fingers coping with writing out route instructions.

Boonah - Not the best place to "choose" to repair motor cars at 2 a.m.

Surfers-- Ideal place to sleep in a car, except for the interruptions from inquisitive policemen and competitors wishing to check in. Keep the balloon flying!

It was suggested that it was enjoyable but too easy. Further runs of various types will be held in the future - a navigation run on May 21, a Treasure Hunt on June 18, a Night Run on July 16 and a Club Run on August 1st. Remember those dates and let us see a few more M.G.s and Sprites amongst the competitors.

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L O W O O D     ↓     L O W O O D - L O W O O D

S U N D A Y                      6 t h   J U N E

The club has been invited to Lowood on the 6th June to help clean up the Circuit in preparation for the race meeting on the following weekend. The working bee is restricted to the morning, and will be followed in the afternoon by a motor-khana which, in turn, will be followed by a barbeque.

The day has been organised by the Q.R.D.C. and the Metropolitan Car Club.

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On the 27th June, a Sprint Meeting at Lowood has been organised by the Metropolitan Car Club and the M.G.C.C. has been invited to attend.

For further information see the Vice President or the Secretary.

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N E WM E M B E R S

We welcome the following new members to the Club and extend our best wishes for a long and happy association with it.

J.R.M.Hart	Sprite <del>HA</del> <u>M</u>
G.W. Goss	Healey 6
G. Stubbs	MGA
D. Monroe	MG TF
Miss R. Wilmot	MGB
P. Glynn	MG TF
K. Townsley	Sprite <del>HA</del> <u>M</u>
Miss D. Shepherd	MGB
B. Huntington	Cortina GT
W. Hegarty	Sprite Mk I
L. Muller	Sprite Mk I
P. Read	Morris Mini Van 1100
N. King	Falcon
D. Bartlett	MGA

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NOTABLE QUOTE :

Fast trips are good - they give you something to talk about if you get there.

J. Weinthal.

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AND ANOTHER :

Hill climbing returned to Queensland with a most successful meeting at Warwick on November 1st, and 1965 should see a reinstatement of this much missed section of the Sport with the purchase by the M.G. Car Club of a permanent Hill Climb site at Mt. Cotton.

G. Scott,

Chairman's Report, C.A.M.S., 1964.

Well, M.G. Car Club - how about it?

BOOK REVIEWS

by Iain Cornes.

Last week I was fortunate enough to be given copies of the latest books in the motoring field, for reviewing in the Octagon. The titles are -

and Maintaining Your Rolls Royce - An Owner's Guide  
How to Hop Up Your Zeta

Taking the first book, I found it a most absorbing and informative guide, giving a complete mechanical maintenance picture of the R-R. Of particular use to the owners will be the well illustrated 78 page section on emptying ash trays. A tuning chart is also included, and by following this carefully the owner can get maximum performance from the T.V. in the rear. Another helpful section deals with methods of preventing the winged lady from being "knocked off" on the radiator. The final chapter gives many money saving hints by which the careful owner can save enough to be able to afford a chauffeur to do the maintenance for him.

This publication by Warren Idjert at £ 14.19.6 is a must for all R-R owners buying their car under hire purchase.

The second book shows how the Zeta Station Sedan owner can, for very little expense, change his car into an even higher performance vehicle than it is already. For example, Stage Four tuning cuts the 0 - 50 time from 49.6 to 37.2 secs, making the Zeta most competitive in the pregnant mothers on pushbike class. In fact I came across a Stage Three Zeta at the traffic lights the other day and it was only by sprinting quite hard that I managed to beat it when it began to get valve bounce... and this was only stage three; so you can imagine the fireball that stage four is.

Included in the book is a list of optional extras available, such as the "Walt Disney" styling badges for the bodywork, wide-rim drive chains to stop chain tramp from the extra power, heavy duty cables for greater braking efficiency, and an adapter to allow the Zeta to be used as a two way pump for the Lightburn washing machine .. the purpose the car was originally designed for. All in all, I feel that none of the three Zeta owners in Queensland should miss this book at the very cheap price of two shillings and six pence.

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SECRETARY'S CORNER

So far, 1965 appears to be a successful year for us. And if this is to continue there are several things which must be done. At present our membership sits at a fairly low level - approx. 150. The percentage of MG owning members is approximately 30. If Mt. Cotton is to become a reality this year, we must increase the membership and the percentage of MG owning members. At present we are designing a new "Join the Club" Card. When these have been printed they will be distributed to all club members and a new membership drive should begin. If it is at all possible we should like to see the membership doubled by the end of the year.

I would again remind financial members that any change of address should be notified as soon as possible so we may alter our records. Also if you know of any of your friends who are financial members but do not receive their Octagon etc. from the Club, would you please tell them to contact me so we may straighten the matter out.

The attendance at our working bees during the last few months has been rather dismal. With the cooler months coming on and the mosquitos leaving Mt. Cotton, it is time that attendances increased. If we are to complete Mt. Cotton this year, we need your help now. The contour survey of the site is to begin within the next few weeks. Remember that working bees do not have to be official, any time is working time!

J. Mc Carthy,  
Secretary.

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F I L M      N I G H T      - 28/5/65

A      C O M I N G      A T T R A C T I O N

This coming film night is to be held on 28th May and promises to be one of the best we have ever presented, the reason being that we have obtained new films from Castrol, B.P. and Wynn's Friction Proofing.

The Castrol films have just arrived from England, and, as yet,

have not even been unpacked. The titles include "Brands Hatch Beat", "The Roughriders" and "Longford Long Weekend".

Wynn's have promised us two films we have not seen and these will probably feature American Stock Cars.

This is a night to be recommended, so come along and bring **your** friends.

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THUNDERBOX

PINK

Report on the working bee at Lowood in preparation for the Four Hour Race - - - - by I. Cornes.

A new fashion shade has been introduced to Queensland by some of the M.G.C.C.'s female members- aided by Graham Veale of Q.R.D.C. In fact, in a very short time this shade has left its mark on the countryside, especially near to Lowood Circuit. Since the working bee, rather strange looking sheds painted pink, sitting next to weird looking blue erections, become very "moving" sights at the track.

The working bee, if one dare call it that, was held at Lowood the week before the Four Hour Race, and half a dozen or so of our more stalwart members rolled up.

The girls selected their paints and moved upon the "little houses". The rest of us were given spades and proceeded to harvest a good crop of grass from the surface of the track - this with the exception of one member who found that supervision of a pit crew was much easier. However practice was still going on, and twice Don Sampson was nearly run over; in retaliation Roly Jenkins and Iain Cornes tried tripping a Morris-Cooper with string stretched across the track but succeeded only in tripping Les Tocque .. which is far more dangerous as he weighs twice as much!

By this time, Carole Palmer, Elaine Swan and supervisor Johane Clark had finished house decorating and joined the boys for a very welcome beer supplied by Q.R.D.C. Since Q.R.D.C. expected more than actually turned up ( and, by the way, so did we ! ) the liquid refreshment was plentiful, making everyone in a gay mood for the

Bar-B-Que and swim afterwards.

So how about it? Join us next time on the 6th June. On second thoughts, don't . . . there won't be so much X X X X each if you do !

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MINI      OWNERS      -      NEWS

News has just been received that 4½" rims are NOW optional accessories for the MINI DELUXE and COOPER and are obtainable at some parts stockists. Total cost for ALL parts including rear brake drums, spacers etc. is £39.14.0.

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BODS      AND      BENDS

Everybody seems to be buying MGA's these days. One of the latest to join the ranks is Gordon Pearce who has forsaken his T D for a 1600.

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Seen at the Nurses' Quarters of P.A. after the last Lowood meeting was a white "B" type towing an "A" type in racing trim followed by well-known "A" type with a well-known "B" type driver in the passenger seat. I wonder what they were there for?

.....

Heard tell that one of our younger members, Greg Runnagar, is the idol of the girls at Mt. Gravatt High, where he is a prefect. After all, what girl could resist a dashing young male, especially when he drives a T C .

.....

Was asked recently if a member's 3.4 Mk. I was an E type!!! On the basis of this, I wouldn't be surprised if the enquirer whose ambition in life is to own a B, settled for a TC!

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PROGRESSIVE POINTS SCORE - Unofficial

Name                      Sprints (1st)

All Night      Evening      Working      M'hana  
Run              Run              Bees              Total

Driver Navigator Dr. Nav.

J. McCarthy	3	1				4
G. Ramsay	16					16
D. Dowsett	2					2
P. O'Leary	6					6
J. Blackburn	5					5
K. Cook	18					18
J. Byrne	14					14
D. Bruce	1					1
J. French	20					20
G. Diggles	14				10	14
I. Cornes	20		10	1		41
H. Neale	14					14
G. Symons	16					16
T. Bassett	20					20
V. Captain	16				10	16
T. Poots	12					22
D. Wilkins	9				10	9
A. Gardner	12				10	33
R. Downs	8					8
K. Horgan	20					38
C. Palmer	4				2	12
D. Geary	24					24
B. Neville	20					20
E. Swan	18					34
D. Kennedy	18				2	18
P. Ferguson	14					22
C. Lind	14					14
K. Littlemore	20					32
R. Iland	20					20
J. Fraser	20					20

12  
6

6

8

12



THE MINI MONTE RALLY

by an anonymous observer.

Two of our members competed in the Mini Monte Rally. . the "strictly for Minis only" event which took place over the Easter holidays. Following the pattern of the famous Monte Carlo Rally, ( although not attracting such notables as Paddy Hopkirk, Erik Carlsson etc.) the rally started in four capital cities concurrently- Brisbane, Sydney, Melbourne and Adelaide. 180 entries were received, some forty one from Brisbane ( including our intrepid pair ), Who were they? Well they were female! ( And driving a Morris Cooper ). It could only be Elaine Swan and Carole Palmer!

We had some space to spare in this Octagon, so we decided to give the girls an opportunity to tel' readers all about their trials and tribulations in the aforesaid rally .... their story is titled . .

HAS ANYONE GOT AN OLD TENT TO SELL?????

Well, there we were, all wrapped up in our new track suits . . Mini Monte, Shell, M.G.Car Club and all the other trivia sewn on . . it was cold, slightly windy..(Oh yes, we were at U.K. Motors Service Division in Campbell Street - a familiar and much frequented place) .. and we were about to start out on our big adventure .. the Mone Minti - or something!

Our little Cooper was loaded down to the stops with gear . . and there was this funny little round thing with figures all over it . . some sort of calculator or something; the odd magnifying glass thing that Rany Birch lent us ( we never did find out what this was for but it was beaut. for fixing one's face at night) . . of course we had some luggage, camping gear, spare fuel, oil, parts and of course, all those pretty accessories that U.K.Motors had lent us . . well, we girls have to be prepared you know!

There were hundreds of gaily coloured Minis everywhere . . all painted up and with stickers everywhere, extra lights on the front and looking terribly Monte Carlo .. surely we could never compete well against such opposition ! Perhaps we should turn round and go home ! How can we? We haven't started yet! What on earth is that man doing with that flag? (Goodness, it is Clem Jones ! )

And so we went rallying to Lithgow via Ipswich and hundreds of other places .. zigzagging between the New England and Pacific Highways . . there were thousands of Minis everywhere at the first control - and all those gymkhana ( or Motorkhana? Ed.) sub-events, at night, too . . . what fun ! !

Just as we were getting ahead of it at a place called Bald Knob, Navigator dropped the stop watch on the floor . . you know Minis . . we had to sort of lift the seat to retrieve the thing ( still driving, of course, as we couldn't afford to lose time ) . . then, oh horror, the thing slid onto the seat runners ! Have YOU tried holding up a Mini seat whilst still sitting in it, groping around under the seat . . and you can't let the seat down 'cos it will squash the watch, and you can't hold the seat up 'cos you are doing 50 m.p.h. on a dirt road that resembles a potholed scramble track. . . . .

Scarping over the Gwyder Highway at about 3 a.m..we encountered a bunch of excited men - 3, to be precise - standing in the middle of the road waving their arms. Not being firmly convinced that this was the accepted mode of behaviour in this part of the, to us, unfamiliar countryside, we half-stopped, at first, to make enquiries. It seemed they had just dropped their Mini over a cliff . . fast asleep driving! But now awake and walking , very fortunately for them! Millions of miles and hours later near a place called Mudgee - Mud, for short! - we stopped with a convoy of Minis to refresh our and their parched throats with pineapple and orange juice . . cost us 1600 points for being late at the next control . . oh well, we WERE terribly thirsty !

Anyway, we did eventually reach Lithgow in the early hours of the next day . . . ( some twenty six hours of rallying so far and no sleep ! . . How did Paddy and Timo manage to look so healthy? . . but we did meet some very helpful members of the Newcastle branch of the M.G.C.C. ) Well, it seems all the motels in Lithgow were booked out, so the Rally organizers said "Sleep here". "Here" was the floor of the local dance hall . . with about 400 men ! ! (And twenty girls ).

Next day, they told us, the Rally Proper started. "You mean THAT wasn't a proper Rally???" We weren't due out until 12.16 so, being anxious to get started, we settled ourselves in the car at 11.45! Did I say that we settled ourselves? We did such a

good job of settling ourselves that we had to be woken at 12.10 ! Then, by a devious cunning route to the finish at Warwick Farm, where all sorts of revelries were in progress. There we met a few other M.G.C.C. members who were in the Rally, also John Weinthal who was holding up the gate.

To sleep that night (yes, Sydney also was booked out ) we built this beaut little house out of Mini bricks and threw a canvas over the top . . . and Bob's yer uncle !

Next day they held Motorkhana tests on Hume Straight, real Hopkirk stuff this . . . 2,000 spectators, and can some of the N.S.W. boys drive ! !

On Monday we went to the Royal Easter Show, whilst others went to Bathurst for the racing. Des White of Racing Car News fame - is that the only kind ? - came with us, and we met our good friend Ted Holmes from B.M.C. who showed us around and bought us lunch too ! We then drove back to Brisbane, taking Des with us to do the driving, and apart from a discussion along the Windsor/ Putty Road with a policeman ( about the handling properties of Coopers . . . Des handled this ) the trip was uneventful.

No, we didn't win anything ! What's that . . . Will we compete in the Mini Monte next year ? You betcha !

(Oh, by the way, we discovered later as someone was admiring the map board what that round hole on it was for . . . it holds the darn stop watch ! ! )

Has anyone got an old tent for sale ?

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In all seriousness , we would like to thank all those people and firms who assisted us - including U.K.Motors, Shell and Whatmore's Sports Store; and we are pleased to be able to inform any interested person that we were placed 13th of the Queensland teams - we are not brave enough nor have enough fingers to work out our overall place, and we congratulate Graham Littlemore who was a member of the winning Junior Crew which was also placed 28th outright with a loss of only 869 points, compared with our total of 3424 ! Congratulations, 409 !

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TAMWORTH HILL CLIMB

Round Three of the N.S.W. Hill Climb Championship was held at the Tamworth Hill Climb Course on 21st March. Four Club Members entered while about a dozen made the fairly long trip. The trip down was fairly uneventful except for Iain Cornes' demonstrations of how to go sideways in places where you should not go sideways. Most people arrived in Tamworth at 5.25 p.m. to be told that if they had not arrived by 5.30 their motel rooms would have been given away. The machinery in the motel yard was very impressive ranging from Holdens with many SU's, wide rims etc., a 179 Holden Special with J.W.F. Fibreglass body to a fantastic Cortina GT, which was painted black, lowered and had chrome wide rim wheels and 2 D/C Webers - and went the way it looked.

A total of 29 cars had been entered for the Climb and the weather turned out to be perfect. As this was the first hillclimb most people had entered they were interested to see how they were run. In fact, for three of the four M.G.C.C. drivers it was the first open competition they had driven in.

Graham Ramsay and Jon Mc Carthy had the under 1500c.c. Production Sports Car Class to themselves and Graham won by a large margin, recording a best time of 52.25. His car was quite impressive on take off and was well suited to the Hill. There was also only one other car in Kerry Horgan's class. However, unfortunately for Kerry, it was an A C Cobra. Kerry tried hard, finally recording 49.96 but there was no substitute for litres and Ron Thorpe won the class by over 5 seconds. The Cobra was very impressive on the hill, having tremendous torque and surprisingly good handling, and we will be able to see this car at Lakeside in November for the Australian Tourist Trophy. Iain Cornes was also outgunned in his class by a 179 Holden Special which went very quickly, being slightly quicker than the Cobra. However, Iain went well, finally recording 53.36 secs.

The racing car classes were quite interesting to watch, most of the cars being weird specials with plenty of power and odd road holding. This is the type of car which will be ideal for Mt. Cotton when it becomes a reality. Most of them could be bought for less than 2000 and would be a cheap way of entering motor sport. One of the most notable of them was an Austin 7 Special with a supercharger as large as the engine and a most impressive noise. This car was amazingly fast, recording 51.49secs.

Most of the touring cars were Holdens ( FJ and 179's ) and several varieties of Cortina of which the Lotus Cortina was fastest; but the

179 Holdens were the most spectacular, lifting wheels and going sideways everywhere. However, one of the FJ's was the quickest Holden there. One person was brave enough to run an X2 Holden, which was quite terrifying to watch with much axle tramp and wheel lifting.

All in all, everyone enjoyed the weekend. The atmosphere is entirely different to that at a race meeting, being very friendly and informal. If we can achieve this at Mt. Cotton, I feel that many more of our Club members will be competing and enjoying it.

The Tamworth Sporting Car Club was very pleased to accept our entries and has invited us to their Hill Climb on October 17th. All club members will be eligible to compete at this meeting and I would strongly recommend it for an enjoyable weekend.

Times of competitors from the Club are listed below with fastest time by way of comparison.

C. Bond	Lynx-Peugeot	45.45	42.34	40.98	<u>40.57</u>
G. Ramsay	Sprite	55.39	52.64	53.47	52.25
J. McCarthy	Sprite	62.55	60.42	60.48	59.52
K. Horgan	MGB	51.52	50.43	50.33	49.96
I. Cornes	MGA 1600	54.93	55.50	54.26	53.36

Remember Tamworth Hill Climb, October 17th.  
Closed Climb, only Club licences necessary.

QUOTE OF THE MONTH - appeared in the column of Big Time Dealer's Advertisement.

" '63 A/H Sprite Mk II A Ex-  
Tractor "

The loan of a set of MGB wheels and tyres in Tamworth was greatly appreciated by Iain Cornes who needed them for the Hill Climb. The owner would accept no payment and even helped change the wheels.

Back in town recently was Ian Walker, our ex-Secretary. Ian is looking really well - must be the good life he leads up north.

DAFFY DEFINITION -

Carpet : Driving with one hand.

19.

UnOfficial Results - Sprint Meeting - Lowood - May 16th.

Fastest times are underlined.

<u>RACING CARS</u>		St. $\frac{1}{4}$ s	Flying $\frac{1}{8}$ s		T. Lap	
97	N. Bos	20.6	<u>19.3</u>	12.03	<u>11.75</u>	3.28.5

SPORTS CARSClass G

75	J. Blackburn	<u>21.2</u>	20.9	18.29	-	-
2	P. O'Leary	21.3	20.7	-	-	-
3	D. Bruce	20.1	20.6	10.83	10.6	2.31.0
4	L. Gisler	21.9	22.1	11.64	11.45	2.38.0
5	K. Cook	18.4	18.3	9.58	<u>9.47</u>	2.18.2
6	K. West	21.4	21.5	10.46	10.58	2.35.0
59	G. Ramsay	<u>17.9</u>	17.9	<u>9.35</u>	-	-
58	J. McCarthy	20.3	19.9	10.00	9.94	2.26.5

Class F

8	P. Wilson	24.2	24.7	14.11	14.1	3.05.0
21	A. Thompson	14.9	<u>14.8</u>	<u>7.56</u>	<u>7.53</u>	2.18.0

Class F 1

9	G. Cowen	19.5	19.1	9.79	9.80	2.30.0
44	G. Littlemore	19.6	18.5	10.55	10.42	-
10	I. Cornes	<u>18.7</u>	18.8	9.05	<u>8.99</u>	2.18.0

Class E

26	J. French	18.0	17.9	9.68	9.53	2.18.5
11	R. Downs	18.2	18.2	9.44	9.16	2.26.5
12	A. Gardner	18.3	<u>17.6</u>	9.12	9.10	2.30.9
17	K. Horgan	17.7	<u>17.6</u>	8.98	8.93	2.17.7
126	C. Palmer	18.2	18.1	9.39	9.36	2.29.3

Class D

71	D. Partington	17.8	<u>17.3</u>	<u>10.92</u>	12.71	2.40.9
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Class C 1

171	K. Horgan	18.2	<u>17.8</u>	<u>9.25</u>	9.29	2.26.7
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Class C 2

14	N. Bohill	19.7	20.0	9.96	9.65	2.33.9
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TOURING CARSClass G

85	E. Swan	19.9	<u>19.8</u>	10.95	<u>10.62</u>	2.40.0
185	L. Gould	20.0	<u>19.8</u>	10.75	<u>10.64</u>	2.35.2

Class F

16	H. Anning	22.8	<u>22.5</u>	12.06	<u>11.89</u>	2.54.2
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Class D

15	G. Clough	17.3	<u>16.6</u>	<u>8.20</u>	8.31	2.13.1
		Record attempt	8.39			

Class C2

50	J. Clark	18.7	<u>18.7</u>	-	-	-
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Class B

18	J. Fraser	17.4	<u>17.1</u>	8.48	<u>8.47</u>	2.21.0
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FASTEST SPORTS CAR

21	A. Thompson	Lotus 15-Ford	Average 119.5 m.p.h.
			Standing Quarter 14.8 secs.

FASTEST SEDAN

15	G. Clough	Vauxhall	Flying Quarter 110 m.p.h.
			Standing Quarter 16.6 Secs.

.....

B O D S   A N D   B E N D S

Noticed Graham Ramsay and John Byrne and Co. at Metropolitan Motors the other day, or was it night? You might not think this is unusual, but, you see, they weren't looking at the cars, just FLOWERS !!!

Were you "had", fellas?

.....

Lookout, members! You may soon be visited by Committee man Les Tocque. The reason? Les has just started a new job as an insurance salesman.

.....

Have you ever pondered on the letters M G and thought on the wealth of meaning contained therein?

Here are just a few of their meanings, I wonder if you could add to them?

Conventionally : Morris Garages  
 Club Film Night : Members Galore  
 Working Bee : Members Gone

These letters , along with K 3 , will have more meaning for you after you read the next Octagon , as we have a special feature by Pip Bucknell on his famous MG of this type. So be watching for it, NEXT ISSUE.

.....

FOR SALE

Immaculate MGA 1600 ( 1960 model ) - white with red trim.

Original 29,000 miles  
 Good hood and side screens  
 Good rubber all round  
 Good tonneau ( red)  
 BARGAIN AT £840

Contact Don Sampson  
 81 Buranda St. Buranda .  
 or Roly Jenkins - 49 4110

COMINGEVENTSMAY

- 21 Navigation Run  
 23 Motorkhana  
 28 Film night.

JUNE

- 6 Lowood - Working bee ( a.m. )  
 Motorkhana ( p.m. )  
 Barbeque ( later p.m. )  
 13 Lowood Race Meeting  
 18 Treasure Hunt  
 19) Hill climb working Bee  
 20)

JULY

- Party night*  
 ✓ 3 Economy Run  
 ✓ 4 Motorkhana : *golf* - Club Run.  
 ✓ 11 Night Run  
 ✓ 16 Working ) Hillclimb  
 ✓ 17) Bee )  
 ✓ 18) Lakeside Race Meeting  
 ✓ 25 Film Night  
 ✓ 30

AUGUST

- 8 Motorkhana  
 1 Club Run  
 15 Sprints  
 20 Night Run  
 21 Working Bee | at  
 (Treasure Hunt) 22) Hillclimb - *QMSC*  
 29 *at* Lowood Race Meeting

SEPTEMBER

- 5 Motorkhana - Club Run Motorkhana  
 24 Film night

The Trials Committee wishes to advise that a Refidex or Street Directory will be more than merely useful for the Treasure Hunt on the 18th June, as no route instructions as such will be issued. So start saving, NOW.

- 17 High Navigation Run.  
 25-26 Working Bee

WANTED - TO BUY OR TO SELL

SELL - MG TF 1500- good motor, above standard tune.  
 Good hood and upholstery.  
 Faultless inside cabin.  
 Extras such as tonneau cover, fog lamp, badge bar,  
 tow bar and surf board racks.  
 This car has an excellent overall appearance.

Contact L. Whittaker  
 Phone 98 1887

WANTED!!!!

Any pre-T - type MG in any condition, at  
 any price!!!

Contact "Come to the Club and produce your  
 Membership Card " Bucknell.

Phone 58 3251 (Private)

Have you anything you wish to sell or desire to buy or  
 wish to advertise?

If so, do either one of two things:

Please your advertisement on the Club Notice Board -  
 in which case it will appear there until the next  
Octagon goes into print, and then it will appear in  
 that worthy epistle CR

Give it to a member of the Octagon Committee -  
 in which case it will either get lost before the  
 publication of the next issue or be retained in the  
 dark confines of a manila folder until that time.

WATCH THIS SPACE - for your ad. next issue!

WANTED - TO BUY OR TO SELL - -STARVATION FORCES SALE ! ! ! !

SELL 2 only 16" Michelin "X" tyres to suit  
 1 550.16  
 1 600.16  
 Very little wear - New Price £16  
 Sale at £8 each  
 Very definitely no haggling.

Contact: Iain Cornes  
 28 Earl St.  
 Annerley.

SELL One thousand and one TC bits -  
 Motors, 19" wheels, grilles, guards,  
 one perfect chassis complete, steel  
 scuttle bars, aero screens.

Contact: Iain Cornes  
 28 Earl St.  
 Annerley.

SELL 1500 c.c. Beetle (WV) - Eddie Thomas  
 Cam, 1½" SU carbs, Radio, SP tyres,  
 seat belts, suspension modification.

Contact: H. Neale  
 Phone 97 6394

SELL 2 MGA's 1600, white, new tyres, ton-  
 neau, radio. Price £850

1963 MGB, White, good Michelin "X"  
 2 "Spots", tonneau. Price £1150

MGA 1600 Black, good Michelin "X",  
 tonneau, lowered £850

MG TF engine mountings . . . 10/-  
 MGA mountings (front) . . . £1

Contact R. Jenkins  
 Phone (Home) 49 4110

## - THE OCTAGON -

May, 1965.

THE M.G.CAR CLUB . . . . QUEENSLAND CENTRE

Proprietors: The M.G. Car Club (Prop.) Ltd. Gt. Britain

Affiliated with the Confederation of Australian Motor Sport

Patron: Lord Lambury of Northfield

General Secretary: F. Wilson Mc Comb

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