

Phar 65

THE

OC-TAGON



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T H E

O C T A G O N

March, 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 McComb

OFFICE BEARERS AND EXECUTIVE COMMITTEE, 1965.

		Phones	
		Business	Home
President:	J. Clark	68 1131	96 1348
Vice President:	D. Kennedy	-	4 1805
Past President:	B. Tebble	47 1327	97 5872
Hon. Secretary:	J. McCarthy	-	68 3474
Hon. Treasurer:	I. Campbell	-	7 4510
Hon. Auditor:	D. Lovejoy	-	56 2730
Club Captain:	R. Jenkins	31 0191	49 4110
Asst. Secretary:	Miss G. Palmer	97 4171	95 2209

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

CLUBROOMS

620 Wickham St.
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BRISBANE

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

With 1965 well under way, we have filled our Executive positions, and the Committee is working hard towards a very good year, for all our members.

However, as well as an enthusiastic Committee, a Club needs enthusiastic members to support all the events planned. The Committee needs YOUR support for all our events uncluding Sprints, Motorkhanas, Film Nights, and on the heavier side, Working Bees. Remember that Committee meetings are held at the Clubrooms every second Wednesday night and all members are welcome to sit in on these meetings and also to bring along any suggestions which they may have to offer.

We must develop our most important asset - our land at Mt. Cotton. We need not only members, and lots of them, but also great quantities of money, which can only be obtained by your support of your own events.

We need more members with M.G.s - and it is good to see so many amongst our list of new members - so if you see an M.G. with its owner, go up and ask him to join the Club. Get him (or her) to come down to the Club one Friday night and show him around the place. Remember, too, that if you see any new member looking lost any Friday night, or at any time for that matter, go and speak to him, introduce him to your friends and make him feel at home.

We will shortly be extending our Clubrooms by courtesy of A.W.Barrs, thus enabling us to offer better facilities for you in the form of a quiet reading room and an office.

We have a full and busy year planned as you will see in the programme of forthcoming events elsewhere in this edition, and so we look forward to one of our best years, possibly the best, but this can only be realised with the support of ALL our members. This is the essence of a good club, and a Club can only survive if everybody works together.

H.I.G.L.W.R.T. (contd)

yet, it is really quite easy, you know."

(Well, the last I saw of this guy was his carcass hanging from a tree and being picked clean by crows.)

Meanwhile back at the clubrooms - yes, some people were still there! - the other organizing character was wondering what was going on when only four of the sixteen cars had checked in by 12.30 a.m. (The truth is that the irate competitors were planning on having another lincing party.)

As dawn was breaking and the last stragglers were making their way back home, we took a check on the night's performance and we have come to the following conclusions -

Everyone had a ball.

It sorted out the men from the boys.

And, as one competitor said, and I quote, "Well, it was quite good, although a trifle long; but we have had it too easy during the past years and this was a challenge. I think that if the competitors were properly prepared they would have found it much easier. And, oh yes, when is the next one?"

ANSWER: 2 nd April - so be prepared!

RESULTS:

- 1 st. J.&.P.Reid - Custom 300 - 3 points lost
- 2 nd. Iain Cornes
& a girlfriend- M.G.A. - 5 points lost
- 3 rd. Chris. Stevens - Cooper - 12 points lost
& Alex.

The other team to finish was Jan Luback and Ian Campbell (Sprite) who completed the course at 12.30 a.m.

Reporter and Organizer: R.Jenkins

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If you'd like to join the fun,
Come on our next night Nav. Run!

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N E W M 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.

G. Maynard	M.G.T.C.
P. Ferguson	Cortina
J. Vonhoff	M.G.T.F.
V. Bloxsome	Citroen Light 15
W. Oram	M.G.A. Mk II
P. O'Leary	Morris 1100
Miss C. Gardner)	
A. Gardner)	M.G.B.
D. Roelofs	M.G.A.
G. Pearce	M.G.T.D.
W. Dewhurst	M.G.T.C.
B. Downs	M.G.B.
Miss D. Locke	-
C. Peterson	Morris Cooper
L. Whittaker	M.G.T.F.

9 / 13

Our special wishes and welcome to a New Life Member -
TERRY KRATZMANN, who has been an active member of
the Club for some years.

Are you a member? - Financial, we mean! If not, please renew your membership as soon as possible.

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M.G.s FOR EVER ! !

A wide-awake club member brings news of an interesting M.G. discovered by him at Southport. It is an immaculate black 1937 T.A. belonging to Mrs. P. Karhula who, on buying it in 1944, became its second owner.

The car has done 250,000 miles including many which Mrs. Karhula herself clocked up on the race track. It still has its original side-screens and logbook but is now sporting its seventh hood. Quite a car, and quite a woman, for she does all her own mechanical work on it and uses it every day for doing her shopping!

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S P R I N T M E E T I N G - L O W O O D , 21st. FEB.

by K. Johns (Chairman:Speed Committee)

The Sprint meeting on the 21st was the first of the year and thirty-one entries were received - the majority being sports cars including ten M.G.s, six Sprites, a Vulcan, an Elumph (the ex-Elford) and a Lotus 23B. Weather conditions were excellent as some times indicate.

The scrutineering, as usual, was very thorough, and about 75% of the crash hats were rejected for not complying with C.A.M.S. regulations. This left one crash hat to about every six competitors and this was no good as it slowed up the meeting as a competitor going to get his hat found that someone else was using it and had to wait. As a result of this, in future no entry will be accepted unless the entrant has his own equipment.

Seven sports cars and a lone Morris 1100 lined up for the popular class "G" 750-1100c.c. Fastest of these was Kerry Cook who recorded a very creditable 18.23 secs. in the standing quarter, and Graham Ramsay in his "very low" IIA Sprite which recorded a very quick 104m.p.h. in the flying.

In Class "F" there was a 1300c.c. Sprite piloted (yes, we do mean piloted) by Father French, two M.G.s and a Veedub. Of these John French was the fastest with a standing quarter of 16.08 secs and an astonishing flying of 8.13secs(110.5m.p.h.).

Denis "Revs" Geary, otherwise known as Gearbox Geary, pushed the Lotus 23B from start to finish in just 13.85secs. His flying time of 136M.P.H. is a bit faster than that of the average family hack! Kerry Horgan's well-raced M.G.B. recorded 17.56 secs in the standing and just managed to beat 104.5m.p.h. in the flying to become the fastest M.G. of the day. He also turned in a very creditable lap time of 2.15.4 - but then he, unlike the driver of another white M.G.B. (who will remain unnamed) did not go "gardnering" on Mobilgas! Bruce Neville rolled up in a Fiat 500 equipped with a side-banger Ford V8 and turned in a 18.1 secs for the quarter.

SPRINTS (contd)

A "Cortina sedan battle" was staged between Peter Ferguson, Craig Lind and Keith Littlemore in Class F and resulted in some very close times. Keith Littlemore ended up the eventual winner with a time of 17.90 for the standing and 9.35 for the flying.

John Fraser was there to hold up the Yank Tank Tradition with his fast Dodge "super stockie" Phoenix.

With the re-allocation of classes most fastest times are automatically classed as new records and these are underlined in the results which follow.

SPORTS CARS:Class G 750-1100c.c.

		<u>Start</u>	<u>Flying</u>	<u>Total</u>
J. Mc Cartly	Sprite IIA	23.04	10.25	-
G. Ramsay	Sprite IIA	18.67	9.67	<u>2.18.1</u>
D. Dowsett	Sprite I	23.12	12.21	<u>3.03.5</u>
P. O'Leary	Morris 1100	20.00	9.95	<u>3.07.0</u>
J. Blackburn	Elurph	19.69	12.32	<u>2.52.6</u>
K. Cook	Sprite IIA	<u>18.23</u>	9.09	<u>2.21.0</u>
J. Byrne	Sprite IIA	18.48	9.32	<u>2.22.6</u>
D. Bruce	Vulcan	20.05	-	-

Class F 1100-1500c.c.

J. French	Sprite IIA	<u>16.19</u>	<u>8.13</u>	<u>2.06.0</u>
G. Diggles	M.G.T.C.	20.18	11.10	<u>3.04.5</u>
I. Cornes	M.G.A.	20.59	9.54	<u>2.27.0</u>
H. Neale	V.W.	18.76	11.25	<u>2.39.0</u>

Class E 1500- 2000c.c.

G. Symons	Porsche S90	17.65	8.80	<u>2.21.0</u>
T. Bassett	M.G.A. T/C	17.71	8.66	<u>2.24.0</u>
V. Captain	M.G.A.	19.48	10.54	<u>3.01.0</u>
T. Foots	M.G.B.	17.58	8.87	<u>2.23.0</u>
D. Wilkins	M.G.B.	17.65	8.89	<u>2.22.5</u>
A. Gardner	M.G.B.	17.72	8.84	<u>2.49.9</u>

SPRINTS (contd)
Class E (contd)

R. Downs	M.G.B.	<u>18.09</u>	<u>8.85</u>	<u>2.33.0</u>
K. Horgan	M.G.B.	<u>17.56</u>	<u>8.63</u>	<u>2.15.4</u>
C. Palmer	M.G.B.	<u>19.18</u>	<u>10.89</u>	<u>2.44.6</u>
D. Geary	Lotus 23B	<u>13.85</u>	<u>6.64</u>	<u>1.54.2</u>

Class C 2 3000-4000c.c.

B. Neville	Fiat-Ford	<u>18.12</u>	<u>11.88</u>	<u>3.02.0</u>
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TOURING CARS

Class G 750 - 1100c.c.

E. Swan	Cooper	<u>19.95</u>	<u>10.41</u>	<u>2.45.0</u>
D. Kennedy	Cooper	<u>19.88</u>	<u>10.52</u>	<u>2.35.2</u>

Class F 1100-1500c.c.

P. Ferguson	Cortina	<u>18.08</u>	<u>9.53</u>	<u>2.24.0</u>
C. Lind	Cortina GT	<u>18.72</u>	<u>9.52</u>	<u>2.31.0</u>
K. Littlemore	Cortina GT	<u>17.90</u>	<u>9.35</u>	<u>2.20.5</u>

Class D 2000 - 3000c.c.

R. Iland	Fiat 2300	<u>19.62</u>	<u>9.47</u>	<u>3.06.5</u>
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Class B 5000 - 8000c.c.

J. Fraser	Dodge Phoenix	<u>17.20</u>	<u>8.50</u>	<u>2.30.0</u>
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If to sprint you are so keen
 Just remember May 16.

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Have you anything you want to buy or sell? If you have, we will be pleased to reserve space for your advertisement in the next Octagon if you contact any member of the Octagon Committee - D.Kennedy (Ed), K. Johns, D.Partington, E.Swan.

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SECRETARY'S CORNER

From all appearances so far, 1965 will be a good year for the Club. It is essential, of course, that it be a successful year if we are to complete our Hillclimb course at Mt. Cotton. Also any assistance which anyone can provide, particularly in the form of bulldozers, tractors, chain saws etc. will be greatly appreciated.

If any member has changed his address or has not yet received his 1965 Membership card (if he has paid his subscription) , would he please contact me or any Committee member so that we may keep our records straight.

All unfinancial members are reminded that this will be the last OCTAGON that they will receive until their 1965 Membership fees are paid.

I would also like to remind certain of our members that they would be well advised to impress their friends at the Sprints rather than outside the Clubrooms on Friday nights. If this situation worsens the Committee will be forced to take action against the offenders.

If you have any sports car - owning friends who are not members of the Club please attempt to convince them that they should join . (We need the money!) If the Club is to achieve all its aims (Mt. Cotton etc.) this year, we will need all the members we can get, but it will also be necessary to retain a high M.G. owning percentage. At the moment, the majority of M.G.B. and Sprite owners in Brisbane are not members of the Club, so let's try to rectify the situation.

I would like to remind all members thinking of entering the "Mini Monte Rally" at Easter that Trials licences are necessary. Application forms can be obtained from me or from any Committee member and the licence costs 10/-.

Jon Mc Carthy,

HON. SEC.

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TAMWORTH

HILLCLIMB.

On March 21, the Tamworth Sporting Car Club is conducting the third round of the N.S.W. Hillclimb Championship at Tamworth. We intend holding a two day club run to Tamworth on that weekend so that members may compete. A G/C Licence issued by C.A.M.S. is necessary and application forms for these are available from Jon Mc Carthy.

The climb itself is 20-24 ft wide, has a sealed surface and is 1065 yards (just over $\frac{1}{2}$ mile) long. Rod Iland, who has previously competed there in his Twin Cam Coupe, says that it is a terrific climb with both fast and slow corners and also some downhill sections. . . .And good views!

By the time this is printed full details should be available from the Secretary or the Club Captain. If persons intending to go either to view or to compete would contact one of the above people at an early date it would assist in the organization. We would also like to know details of the accommodation required by these people.

Tamworth is approximately 350 miles from Brisbane and if it turns out to be anything like the weekend most people had at Warwick Hillclimb, then it will be fantastic.

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Needing spare parts but finding it difficult to find ALL the spare cash???? Then go to H O W A R D S in Adelaide St. and produce your current membership card!

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We have a request from the Motorkhana Committee for tennis balls for use on the posts at Motorkhanas. If you can assist by supplying us with some, would you please contact any Executive or Motorkhana Committee member who will welcome you- or rather, the tennis balls,- with open arms.

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F I L M N I G H T - 19/2/65

Our first film night of 1965 was a roaring success with Dunlop Rubber providing both films and a short talk on the SP 41 tyre. Other films included "The Canadian Hell Drivers", Donald Campbell's attempt on the Land Speed Record and the 1964 Armstrong 500.

First off, the film of the Helldrivers was shown, with Hopkirk-like antics, together with such specialties as nose-to-tail driving over ramps.

The Dunlop representative then introduced the SP 41 tyre, developed from the C41 and SP tyres. The main problem in developing the tyre was the solving of "aqua-planing" of the tyre on puddles of water. This was demonstrated both on a test-bed and on the track in a Jaguar - and I know one member about to paint part of his front tyres white and try it! The problem was solved by placing large channels longitudinally around the tyre, with small cuts in the tread to squeeze water into the main channels, this keeping the tyre pressed against the road.

After the film, the Dunlop representative gave a short talk on its method of construction and its availability in Australia. It will be readily available in all sizes in 3 - 4 months.

On display was a tyre from Bluebird and salt from Lake Eyre. The film of the Land Speed Record was excellent, showing both the despair and triumph at Lake Eyre. On Campbell's last run, the rubber was stripped from the tyre by the rough salt and Bluebird ran the last seven miles on the canvas casing at over 400 m.p.h.

The final film was the Armstrong 500, and for those who had never seen the Bathurst Circuit the antics of the cars over the skyline were quite fantastic. There was plenty of action with cars spinning, hitting fences and losing wheels.

This provided a fitting finale to an excellent film evening, and we must extend our thanks to Dunlop for providing the films, and also to our Club Captain, Roly Jenkins, who made an excellent host and M.C. for the evening.

Report by D. Kennedy

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The first meeting at Lakeside for 1965 was notable for the initial appearance in Queensland of Jim Clark. Anyone who saw practice on Saturday with both Matich and Clark breaking the lap record must have been astonished. These boys were really flying! Clark eventually got down to 55 secs, just short of the 54 secs needed for his 100 mph average lap and £1000. Saturday also saw two sports car races, one won by Bill Gates in his beautiful Elan, the other by Frank Matich in his Lotus 19B.

Interesting entries included a Pontiac GTO, Scuderia Veloce's Ferrari 250LM and Alex Mildren's Maserati powered sports car. The Pontiac dissolved in a cloud of steam from its radiator after practice (I have never seen a car boil as well as this one did) and the Maserati was damaged in an accident on the way up from the South.

Sunday's racing was started off by a parade of girls in M.G.s from the Club. The first race was another win for Peter Manton in his Mini Cooper "S"; John French was really trying, but was somewhat down on the necessary - power!

The final of the sports car race was a walkover for Matich. The Ferrari driven by Spencer Martin was a real show-piece but could make no impression on Greg Cusack's Lotus 23B.

Norm Beechey in his Mustang won both his races, though the car appears to be very slow off the mark. Kerry Horgan in his Holden was having loads of trouble with his tyres.

And another, Geoff Anderson in his Bruce Neville-prepared Holden was also having trouble with his tyres, and unfortunately his sump was cracked while being towed away from the Circuit after practice. The scrutineers thought it was dropping too much oil after the first race, and stopped it from running.

Incidents during Sunday's racing included an FJ going off the end of the Karrusel and turning end for end; another with broken rear suspension and John Ampt in his Alexis twin-cam spinning at the back of the pits. The final of Round I of the Touring Car Trophy concluded the day's racing but the most spectacular part of the programme was the dicing of Clark and Matich which was worthy of two of the best drivers in the world.

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PITS AND PIECES.
(Motor Racing Tit Bits)

With the Lowood Four Hour Race looming close on the horizon again, excitement and enthusiasm are mounting but is the following an example of a fair exchange or a piece of thrifty enthusiasm? - The story that has come to our ears (or rather typewriter) is that of a fan who made the bargain of a loan of a tension wrench to a driver-in-need in exchange for a pit pass for the 4 Hour Meeting.

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We all know that motor-racing is an expensive sport, but not everyone has to make allowance in their budget for doctor's and dentist's bills; but this was the sad plight that Richard Johnson found himself in after mistaking a relative for the car. A bad mistake to make at any time, but worse when a blow from a sledge-hammer is at stake! An unfortunate incident but it does not detract from the excellent start he made to his motor-racing career Last Lakeside when he scored first place in the last race. Congratulations, Richard!

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Our congratulations and best wishes go to Bruce Neville also as he ventures into the "big, bad, business world" in his Nundah Service Station, ably assisted by the men in green. A star attraction at the station is Geoff Anderson's Holden now sporting the green and yellow colours and looking very smart. We hear, too, that Bruce is driving a Cooper "S" in this year's 4-Hour Race - a piece of one-upmanship on last year's every day Mini in which he and Past-President Tebble did so well.

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Other Club entrants in the 4 Hour race are "Kortina Kevin" Johns in his now re-raised, de-hotted green and cream Ford, and his co-driver Learner Lax - yes, he has raced before, but he is a newly wed.

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Good to hear that there are many applications for C.A.M.S. licences from the Club this year, but sad to hear of Don Sorrenson's mishap at Lakeside. We are thinking of you, Don, and wish you a speedy recovery.

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H O U S E C O M M I T T E E .

Messrs. G. Lock, G. Ramsay, L. Tocque and Misses J. Eckart, C. Palmer and E. Swan are the members who have been appointed to the House Committee for 1965. As such, they are privileged(?) to venture into the otherwise forbidden territory behind the bar in order that you the "uncomplaining, big-spending, ever-thirsty, cigarette-consuming customer" can be supplied with drinks and cigarettes - and tea and bikkies in Winter.

As the House Committee we are responsible for the condition of the Clubrooms as well as for the bar and we are thus open to any suggestions - practical and sensible, of course - as to possible improvements which could be effected. No, Mr. F., it sounds a reasonable suggestion, but do you really suppose that the introduction of Bunnies will increase cigarette sales? . . . And no, to that one too - What would Mr. Bischof say! There are laws concerning and forbidding those things you know.

As you know, we will shortly be living up to our name and having Clubrooms. This will entail a lot of work for the House Committee, reorganizing, shifting, cleaning, painting etc. - what fun! - as we hope to be able to utilise part of the extension for an office and part for a reading room. We will, therefore, need assistance in the form of working volunteers and, the size of the actual House Committee being an elastic thing, it would be helpful if it expands with the Clubrooms! We know you can help, and we hope you are willing to help - so please come along and volunteer to help so that Clubrooms and Committee can co-extend harmoniously.

In the meantime, don't forget that our "menu" at the bar has on it :

- Drinks - - - - - 9d.
- Cigarettes (Rothmans, Peter Stuyvesant, Craven A Benson and Hedges) - - - - - 3/6
- Matches - - - - - 2d.

For the purchase of car and lapel badges, windscreen stickers and pockets, see any member of the Executive Committee any Friday night.

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D A T E S T O R E M E M B E R

MARCH

- 12 Film Night
- 14 Working Bee at Lowood for 4-Hour Race
- 20-21 Tamworth Hillclimb Weekend
- 27-28 Lowood 4 Hour Race Meeting

APRIL

- 2 Night Navigation Run
- 3- 4 Working Bee at Mt. Cotton Hillclimb
- 16-18 Mini Monte Rally to Sydney
- 24-25 All Night Navigation Run

MAY

- 2 Lakeside Race Meeting
- 8 Barbeque
- 16 Sprints - Lowood
- 21 Night Navigation Run
- 23 Motorkhana
- 28 Film Night

For further information concerning any forthcoming event, watch the notice board or contact any Committee Member.

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U N D E R S T A T E M E N T

Understatement of the moment - and one that will take some capping-came from a well-known member whose first words after rolling his Customline complete with two passengers are reputed to be "I think something has gone wrong"!! -- and it had !! - - he had lost a front wheel as a result of a broken front stub axle.

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And what is this story we hear of a Past President who was seen smuggling himself into Warwick Farm Pits at a recent meeting by booking "seats" in the trailer belonging to a well-known Queensland Racing driver!

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H I L L C L I M B

as seen by Miss C. Palmer.

As the majority of members already know, our major project for 1965 is the building of a Hillclimb on our land at Mt. Cotton.

If we are to succeed with this, it will place us among the leading motor sporting clubs in Brisbane - and just as Q.M.S.C. is closely associated with Lakeside, Q.R.D.C. with Lowood, so, we hope, the M.G.C.C. will come to be identified with Queens - land's first permanent Hillclimb.

This has been a dream within the Club for quite some time and now the time has come to make this dream a reality. We can only hope that members realise what a major project we have undertaken and the large quantities of money which will be involved before it can be completed.

The success of the Hillclimb depends upon the enthusiasm of members - yes, you have heard this before - not only at the Working Bees but also at social events such as Motorkhanas, Film nights, Sprints etc. which are ways of raising money, a commodity which we will need to see a lot of before we see the first car go up the hill.

We would like to see large roll-ups at the working bees again as the early ones were loads of fun, mainly because of the crowds there. Part of the fun was in seeing our manly members dressed in their scraggy clothes looking horribly devastating under a film of black.

First working bee saw everyone armed with axes and saws racing round cutting down everything in sight - including the trees marked to be left standing. Our enthusiastic dambuilders - as opposed to the famous dam busters - Kerry Horgan, John Clark, Les Tocque, Graham Lock and Co unfortunately saw their hard earned efforts washed away with the first downpour but I hear that new members Adrian Gardner and Gordon Pearce spent some time at the last Bee painstakingly repairing the damage.

HILLCLIMB (contd)

Our thanks to John Reid for bringing out his chain saw which with his help succeeded in demolishing a large number of trees in a short time, while some of our most regular workers Denis Bright, John Whitlam, Jeff Suggars, Dave Lovelock, Norm Wright and Roly Jenkins seemed to be enjoying themselves while downing large trees with axes.

Honourable President has also been busy lately clearing a recreation area with the aid of Don Kennedy and Jon Mc Carthy - and a few bottles of mosquito repellent.

The first survey by our voluntary surveyor, Laurie Watson, has been done and when the contour map has been drawn up, Hon. Sec. Jon McCarthy is going to show his talent for making a model of the site for display (and play?) in the Clubrooms.

Believe that Don Kennedy and Ross Robinson have been putting in some time at the site during the week - this is real enthusiasm! - and they assure us that the four corner posts for the tractor shed have their roots finally planted in the ground.

We hope to see a large crowd at the Working Bees on 3rd and 4th April. There is plenty of work for all, including the girls who can carve their initials in the gum trees, provide drinks for the hard-working males and cook their tea at the Barbeque afterwards on our freshly mown recreation area. See you there!

Some final thoughts on the Hillclimb - Confucius style.

If Mt. Cotton you will climb,
Come to working bees each time.

Every able he and she,
Should come to Hillclimb working bee.

MOTORKHANA - February, 28th.

Another first for the Club and for the year was the Motor-khana- a competition which had previously been known as Gymkhana. Composed of basically the same events as its predecessor, it was a great success, this being due to the capable and thorough organization by the Motorkhana Committee headed by Denis Bright and ably assisted by a team of willing hard-workers including Roly Jenkins, Les Tocque, Vince Appleby, Don Sampson and Ian Campbell. The Committee spent many hours devising new and interesting events - as is evidenced by their names - and their work certainly paid off.

Competition was made keener by the entry of two Victorian competitors who boosted the numbers to 24, and one of whom won first place in the Full Clover Leaf. (Which proved to be a test of memory combined with driving skill). Last year's Gymkhana champion - or should he now be referred to as Motorkhana Champion? (Ed: Ask Mr. Bucknell!) - Don Sampson, drove well as usual to win two 1sts and a second. However new tough competition in this field as well as in sprints is Tom Poots who gained a second and two thirds, while Kevin Johns (2 firsts) and Jan Luback (1 first and 2 thirds) were other outstanding competitors.

Below are the complete results for the day:

		1.	2.	3.	4.	5.	6.
B. Barron	M.G.B.	47.0	37.0	17.1	62.5	27.0	29.6
J. Luback	Sprite	40.0	26.5	17.0	52.0	24.7	28.2
I. Cornes	M.G.A.	39.0	27.8	16.9	52.0	24.9	31.0
G. Stubbs	M.G.A.	39.5	39.8	19.3	68.5	27.4	31.0
G. Maynard	Zephyr	52.5	32.4	21.0	64.0	35.1	31.0
D. Sampson	M.G.A.	35.0	26.8	16.8	61.7	28.2	40.5
G. Pearce	M.G.T.D.	40.0	29.0	19.1	56.8	30.5	31.0
K. Jolly	Anglia	43.0	34.5	18.6	61.0	26.2	32.5
J. Reid	Austin	38.0	30.5	18.0	57.0	34.0	30.5
C. Gardner	M.G.B.	47.0	39.0	19.6	-	39.2	32.1
A. Gardner	M.G.B.	38.0	26.9	18.1	58.5	33.1	42.0
V. Appleby	M.G.A.	37.8	27.6	18.4	56.7	28.9	-
I. Campbell	Anglia	61.0	29.6	18.0	61.6	37.9	30.1
D. Bright	Austin A90	45.0	37.2	20.3	56.7	29.6	31.0
D. Harris(V)	M.G.A.	39.0	28.1	17.4	56.7	26.3	38.8
D. Hastie(V)	M.G.A.	35.0	27.5	17.6	47.9	27.0	34.9
J. Suggars	M.G.A.	39.0	27.8	23.5	50.9	25.3	45.5

T. Poots	M.G.B.	37.0	27.7	17.0	57.6	23.6	29.1
E. Swan	Cooper	45.0	28.4	19.5	55.0	33.7	28.7
K. Johns	Cooper	49.0	29.9	17.3	59.9	21.6	27.7
J. Whitlam	M.G.A.	-	27.1	17.9	61.7	43.0	28.6
L. Tocque	Anglia	45.0	34.5	18.9	63.1	38.0	32.1
N. Wright	M.G.B.	42.5	-	21.9	51.5	31.2	-
D. Lovelock	850	47.0	27.7	17.3	77.4	25.6	28.0

Key to Events

- 1. Double Reverse Garage: 1. D. Sampson 2. D. Hastie 3. T. Poots
- 2. Eight Poles: 1. J. Luback 2. D. Sampson 3. A. Gardner
- 3. Forward Bending: 1. D. Sampson 2. I. Cornes 3. T. Poots
- 4. Full Cloverleaf: 1. D. Hastie 2. J. Suggars 3. N. Wright
- 5. Spin Garage: 1. K. Johns 2. T. Poots 3. J. Luback
- 6. Autocrosse: 1. K. Johns 2. D. Lovelock 3. J. Luback
- 7. Bob-a-Ding was won by B. Barron who kindly donated his winnings to the Club.

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B O D S A N D B E N D S

We must express our heartfelt thanks to the unofficial assistant to the unofficial assistant to the assistant secretary - no, there is no typographical error - whose favourite phrase is "And was he at that time a financial member?" (This is when he is not deeply engrossed in the subject of horses and terms applicable to them!)

However, all is overshadowed by his assurance that we can look forward to an article by him in the next Octagon on his garage of interesting M.G.s.

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Two recent engagements of Club interest are those of Elaine Geary and Craig Lind and of our new Life Member Terry Kratzmann to Jill Boyland. We extend to them our congratulations and best wishes.

.

Did you notice that the sprints results showed that Ton Poots' standing $\frac{1}{4}$ time was only behind Kerry Horgan's by 0.02 seconds? Watch out Kerry!

.

Is there any truth in the rumour that Kerry is going to trade in his "B" on an "SB"?

(Ed: For the benefit of the uninitiated - i.e. those who attend Club functions at the weekend instead of going to the Coast - an SB is a SurfBoard, NOT a new model M.G.)

B O D S A N D B E N D S

We are looking forward eagerly to the day when the well-known member who became entangled in a radar trap for speeding decides to sprint the car on the race track! Why so eagerly? Because not everyone could get booked for speeding within a hundred or so yards of take-off and while still in second - or was it just third? - gear!

.
We hear, too, that he is not the only member about to suffer financial loss on this account!

.
What DID I.D.G.C. have on his mind when he came out with the following outburst . Are we a spineless, gutless mediocrity or a sporting car club?

.
Pleasant to see such well-known identities as Denis Geary, John French and Blair Salter at the Clubrooms. Keep coming, and bring your friends with you!

.
Seems to be fashionable to arrive late these days - but is that the only reason that the "Boys" usually arrive after 10?

.
Unusual spin-off? How did that "yuk yellow" No 71 get into Handasyde's display room?

.
We are hoping that the new owner of one of the few M.G.B. saloons in Brisbane will be soon joining the Club.

.
Vice-President Kennedy is joining the staff of the Qld. Uni. as a part-time demonstrator while completing his Engineering Degree. But any requests for driving demonstrations are NOT to be made there as the job does not include these types of demonstration, being restricted to the more menial field of Engineering.

.
Those on the way-up car-wise include Sec. Jon Mc Carthy, who has graduated from a Mk I Sprite to a IIA; Treasurer Ian Campbell from an 850 to a Mk III; Committee man Les Tocque who has forsaken two wheels for the four of a 105E; while some of the T-type register are turning A-Type, these including Gary Stubbs and Iain Cornes.