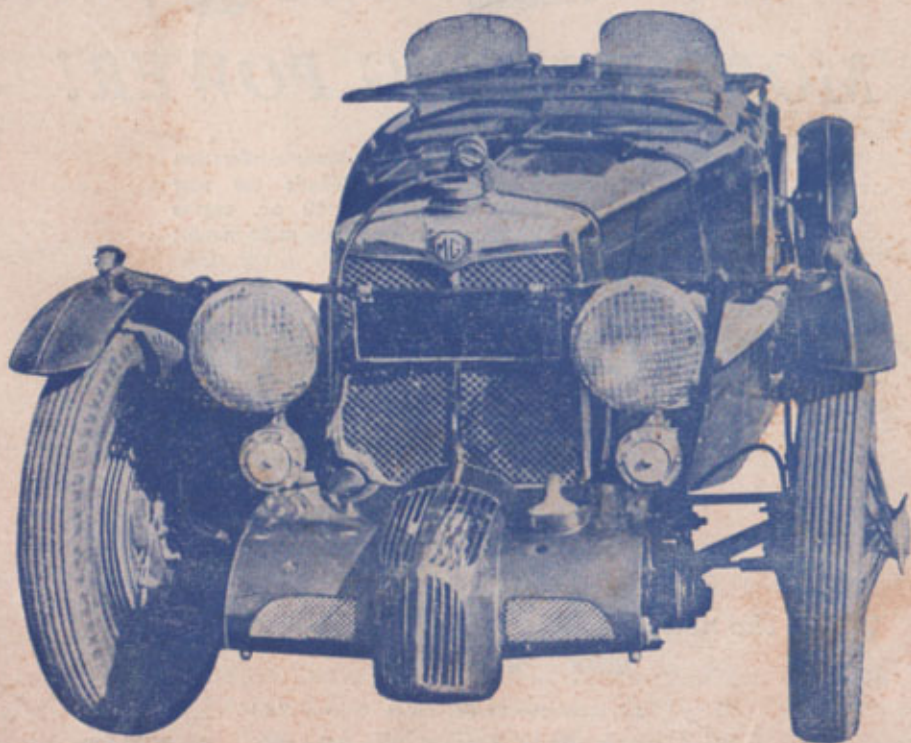


The Octagon

The Official Journal of the M.G. Car Club (Queensland Centre)





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THE OCTAGON

APRIL 1961

The M. G. CAR CLUB
(Queensland Centre)

Proprietors: The M.G. Car Club (Propriety) Limited,
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Affiliated with the Confederation of Australian Motor
Sport.

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President:	R.T. LOVEJOY	2-2861 Ex. 34 56-2730 Private 97-3873 Business
Vice-president:	R. DAVIS	
Secretary:	B.M. TEBBLE	
Treasurer:	R.B. ANDERSON	57-3803 Private
Club Captain:	K.J. ANDERSON	95-2685 --
Past President:	M.E. HUNTER	48-1627 --

Committee: V.J. APPLEBY : I.R. HAMILTON : C.A. LIND :
D.R. PRINGLE : B.L. WESTON.

Club Rooms
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BRISBANE

FOREWORD

After considerable preparation and hard work by members and friends the Gymkhana Grounds have provided us with a venue for many an afternoon of enjoyable sport. Our Gymkhana Sub-committee have drawn up plans to improve the grounds even further. One of the many projects in mind is the building of a Barbeque, complete with all facilities, so that we may relax and enjoy an evenings fun after the Gymkhana. How about entering the team spirit and giving them a hand? Vince Appleby is the man to see.

R.T. Lovejoy.

SECRETARY'S CORNER

I am going to steal the 'corner' this month in order to convey my warm appreciation to those members who were so helpful to me during my stay in hospital, following my mishap with the T.D. at Lakeside.

It was with pleasurable anticipation that I looked forward to visiting hours and not one night in two weeks went by without a cheerful collection of 'G' Club members assembled at the bedside. Quite a few sneaked in during the day, too. How could anyone fail to recover with such encouragement?

It may interest members to know that, having made a study of photographs, eye-witness reports, my own recollections and having inspected the circuit, we have established the cause of the accident as 'front suspension failure'. I am most anxious that no one should blame the circuit as I still consider it to be a beauty.

I also wish to thank those who acted as Officials for Q.M.S.C. on the day. The part you played helped a great deal towards the success of the meeting and the relationship between clubs.

My family and myself have been overwhelmed by the kindness of all those connected with Motor Sport, in my time of trouble. I can only assure you all, who helped that you have our everlasting gratitude and that your interest in my welfare was responsible for my quick recovery.

Brian Tebble

SAFETY FAST

Another reminder to you that Safety Fast Subscriptions close on the 30th May, so, those of you wanting continuity of the magazine, do please pay your subscription to the Treasurer as soon as possible.

PROGRAMME

MAY 20th

BARBECUE.

PROGRAMME Cont'd.

MAY 26th Scavenger Hunt

MAY 28th Gymkhana

JUNE 9th Film Evening.

X O X O X O X O X O X O X

NEW MEMBERS.

R.B. Cribb	3 Sizer Street	Everton Park.
D.K. Wright	414 Swann Road	St Lucia.
G.F. Roland	5 Hooker Street	Windsor
G.J. Hanson	63 Blackall Street	East Ipswich.
V.W. McKay	61 Nash Street	Sandgate
D.P. Andrews	25 Edith Street	Deagon
J.C. Sanker	156 Abbotsleigh Road	Holland Park
J.E. Quinlan	32 Nicholson Street	Mitchelton.
Miss C. Colley	Mein Street	Hendra.
J.W. Fresser	Box 204	Kingaroy Qld.
E. Jones	108 Manly Road	Manly Q
E.W. Peel	C/- A.L. Finch	Canungra
G. Terry	190 Hawthorne Road	Hawthorne
G. Perry	51 Muriel Avenue	Moorooka.

To the above members, a hearty welcome to the M.G. Car Club. Your Committee has worked out and planned a very busy and competitive year for the benefit of all members. Do participate in these events and have your name on the Points Score board and so be in the line for one or more of the Annual Trophies.

PAST EVENTS.

Night Navigational Exercise by Nock On.

The Night Navigation Run of Friday the 7th April was run quite successfully, which is surprising, considering the hitches that unexpectedly arose.

Fandemonium reigned supreme when we found that we had more starters than maps and had to despatch a member of the organisation to hurriedly print more. It was our misfortune, that we were not aware of the

SOCIAL JOTTINGS

by The Girls

To Don and Margaret Allan our sincere congratulations on birth of daughter - Jennifer.

Recent Sprint Meeting Denis Geary was emulating beauty contestant strutting to and fro with number attached.

Dell Davis would have done herself credit as an Olympic representative as she ran cross country race with husband Ron at wheel of Magnette - who won? Dell, of course.

Two lady members, mother and daughter, immobile middle of Jubilee Bridge early one morning. Were pushed off along bridge by two Sir Gallahads. The incident ends happily however, fuel pump trouble.

Bob (Clark Gable) Anderson came in for his share of criticism - soon shaved off moustache.

Brian Tebble pulled courteously and smartly to side of road hearing ambulance siren but his eyes popped when Gill Bullock (quite some mimic) sailed past him.

Jean Geary attracted wolf whistles galore on way to Lakeside driving Jag.. Look out, Denis.

Ask Craig Lind and Ian Hamilton, "How long is a piece of string?"

Merv and Geoff Apployard frequent visitors to Greenmount Hill. In broad daylight, too: Tut-Tut:::

Gratifying to see Ernie Ansell back in harness supervising timing gear also wife Evelyn, a 'do-it-yourself' fan; tied flapping tent fly with red wool after Ernie's efforts with hammer failed.

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M.G. CLUB at Lowood.

by Teddy Boy.

As usual, the Centre was well represented at the Courier Mail T.T. at Lowood on the 16th April both in competitors and spectators.

Fortunately, the weather was good; the journey to and from the circuit was pleasant due to the small crowd of about 6,000.

As always, it was the 'slower' cars which gave the spectators their money's worth. The dice between Tom Ross (TR2) and Bevan Fleming (Twin Cam) in the first race was terrific, the decision going to Bevan by a mere 1 1/2 car lengths. A very creditable third was Jim Bertram in the fantastic little W.R.M.. Young Bruce Neville, out for his first drive in the immaculate T.C. impressed the crowd by his smooth relaxed style. Keep it up, Bruce:

Another new and very impressive car was Ann Thomson's Lotus XV which showed great potential. Unfortunately, Denis Geary had a day of 'outs'. Having performed a rush welding job on the Ausca, he had the misfortune to break an axle on the starting line. Better luck next time Denis. Ever consistant member, Doug. Bright, was seen in practice frantically swapping spark plugs but apparently overcame his troubles as the car performed well throughout the day.

Lionel Ayers was another unlucky competitor, holding a good position ahead of David Jeremiah in the FE Holden.

One could not miss the opportunity to rave about 'ole Track grip Ross's' drive in the T.T. in his attempt to take second position from the Lotus of Jamieson. Surely Tom must be one of the best and most consistant racing drivers in Queensland and perhaps the most modest. Noticed Vince Jordan driving Len Austen's M.G.A. coupe. Been a long time, Vince.

Brier Thomas was seen taking photos from various fighting positions and Ray Lovejoy was seen all over the place listening to Brian Tebble moaning about not being able to drive.

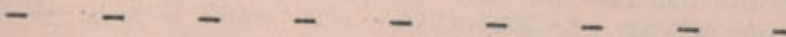
A nucleus of members descended, as usual, on the Ipswich cafe after the races but I'm told it was very tame this time :::::

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SPARE PARTS

A 'Spare Parts' column will be appearing in the Octagon. If you have any parts you would care to advertise, please give details to the Editor or Secretary (Brian Tebble). The parts will be published and (on request to the above) names of owners will be supplied.

FOR SALE
TWO (2) T.C. 19 inch WHEELS. GOOD CONDITION.



Q.R.D.C. would be pleased to know of any members who would be prepared to act as Flag Marshals at Lowood for the coming season.

If any are avilable, could they please advise either of the names below and state what flag-point they would prefer.

W. PICKETT	2-5743	Business
F. REID	59-1378	Private
X X X X X X X X		

The following is a paragraph printed in the magazine 'Motor Sport' in their May 1959 edition.

The latest Farina-line B.M.C. offering is the Riley 4-68. Although this car looks the same as the others in the line externally, it has a wooden facia and a more powerful engine giving an 85 m.p.h. top speed.

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