

March 1963

T H E  
.....

O C T A G O N  
.....

THE M.G. CAR CLUB (QUEENSLAND CENTRE)

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

Affiliated with the Confederation of Australian Motor Sport.

Patron: Viscount Nuffield. O.B.E.

General Secretary: A. Russell Lowry

		Home	Telephone Business
President:	R.T. Lovejoy	56 2730	2 2861 Ext. 34
Vice President:	K.J. Anderson	95 2685	90 4021
Hon. Secretary:	C.J. Harding Jnr.	7 1305	5 3061
Asst. Secretary:	Miss N. Hunter	48 1627	2 3744
Hon. Treasurer:	Mrs. E.A. Hunter	48 1627	
Hon. Auditor:	I.H. Shaw	7 6387	2 3774
Club Captain:	K.F. Horgan	48 3145	48 1064

Committee: L.E. Batterham, R.H. Hiley, M.E. Hunter,  
B.J. Neville.

oOo oOo oOo oOo oOo oOo oOo oOo oOo oOo oOo oOo

CLUBROOMS  
620 Wickham Street,  
Fortitude Valley,  
BRISBANE.

POSTAL ADDRESS  
Box 1847W,  
G.P.O.,  
BRISBANE.

oOo oOo oOo oOo oOo oOo oOo oOo oOo oOo oOo oOo

"Octagon" Sub-Committee: K.F. Horgan, B.M. Tebble, I. Cornes,  
V. Appleby, I.G. Sanker.

\* \* \* \* \*

e d i t o r i a l .....

"Afriend in need" should be the title of this month's editorial that "friend" being the Queensland Centre of the M.G. Car Club, which of course means you!

You may well raise your eyebrows, wondering just how you are in need, but the facts remain that we, as a club, are always in need of expert help!

As you already know, we were recently without a President, following the resignation of Neale Groundwater. Isn't it strange that we never have more than one nomination for the exacting positions of President, Secretary or Treasurer? There have been times, approaching election date, when it would seem that nobody would accept these positions of responsibility! But someone always does, fortunately, and those who volunteer, or allow themselves to be persuaded (this is usually the case), to fill those positions, are our friends, indeed!

Perhaps, in some cases, they may not realise what the job entails, but this only proves that they have the moral courage to tackle something new, and that they are keen, good members. All those who dedicate themselves to work for the club, deserve not only our gratitude, but also our unwavering support. They can easily manage without the former, but certainly not the latter! Attendances of clubrooms and events, prompt payment of dues etc., the occasional offer to assist, praise where considered due, constructive criticism where considered necessary, and above all remembering "we are all in this thing together"; these are what makes our club worthwhile!

At the General Meeting of members on 22nd February, Ray Lovejoy was elected to fill the position of President. There was no other nomination, so obviously neither you nor I offered our services. Ray has already devoted three years' service to the club, two as President, and has been an active member since 1957. Let us give him the support he deserves. After all, this is really a selfish thing to do anyway, as we then have the enjoyment of competing and mixing with fellow club members, don't we?

Another Friend who has stepped forward to help is Miles Hunter who has been elected to the committee. Miles is a foundation member and was President for three years, so you can see that we are lucky to be able to benefit by his experience.

People like Ray and Miles, and all other committee members, are allowing the Club to become their Number One Hobby, Pastime... Pre-occupation, call it what you will. This means that the M.G. Car Club business is their most important task outside of their particular paid vocations, therefore must come before any other hobbies they may pursue, be it boating, surfing, fishing, football, squash or even motor racing! They will work for the love of an ideal! That ideal is the Club, and we are all part of this Club!

How about allowing the Club to become your Number one Hobby (if it is not already)? Believe me, if only half of our two hundred and seventyfive members did this soon, you wouldn't know the Queensland Centre within a few months. And you would (will?) make the dedication of your committee friends really worthwhile, and they won't care how hard or how long they work for the Club, as we would (will?) all have a good time together! Pin a notice on your bedroom wall: "The M.G.Car Club is my Number One Hobby"!

Next time you are at the clubrooms or an event, tell your committee what you think of the club, (they won't be frightened to hear it), come to the clubrooms, drive in Gymkhanas and Sprints, compete in Treasure Hunts, attend Film Nights and club runs; I'll guarantee you will wonder why you were not bothering to do so before, (if you were not)! Let's try it, shall we?

(Many of your friends are listed on the front page).

B.M.T.

oOo oOo oOo oOo oOo oOo oOo oOo oOo

MEMBERS PLEASE NOTE. Our postal address is Box 1847 W, G.P.O., Brisbane, (as listed on front page), not 620 Wickham Street. Please ensure all correspondence is addressed correctly.

xXx xXx xXx xXx xXx xXx xXx xXx xXx

S P R I N T S     A T     L O W O O D

There was a 'whole lot of revving going on' at the Lowood Motor Racing Circuit on Sunday 24th February, when we conducted our first Sprints meeting for 1963. The twentyseven competitors contending with a hot sunny day, were mollified a little by the supply of cold drinks on hand from Rod Hiley and the "catering" boys. Whilst a few of the times recorded were quite fast, the overall results were not outstanding, and the weather could be partly to blame for this. No timed lap of the circuit was held.

Many "intending" competitors who claim they will not compete unless a timed lap of the circuit is held, should bear in mind that a Sprints is intended as a measurement of a car's performance rather than its driver's ability. Secondly, the organisers run into trouble with the time factor, (remember that a "slow" car takes about three minutes to complete a lap), and when, as we often do, have forty odd entries, the quarter mile runs must be restricted to two, and even then it is approaching dark when we complete the day. However, should you wish for a timed lap to be held, tell a committee member, then persuade a friend to act as an official for the event, as many more are needed when a timed lap is held. Oh, and yes! Attend those working bees at the circuit, won't you?

The first appearance of a Queensland E Type Jaguar in competition was a rewarding feature of the day, this fielded by Denis Geary. Denis also entered the Centaur Repco, but unfortunately it was not ready for the day. Bill Gates demolished Ian Michel's M.G.T.F. record by the simple process of driving the standing quarter mile in his Elfin Clubman in 15.95 seconds!

A "Jaguar sedan battle" was staged between Craig Lind and Keith Anderson. Keith discovered that trying very hard with a gear shift is no match for an automatic with an extra litre, so Craig emerged the winner. The F1 class for sports cars always attracts a large entry, and eight cars comprised of an Elfin Clubman, Elfin M.G., two M.G.As., a T.D. and three Sunbeam Alpines battled for the honours. The poor response from our "enthusiastic" M.G. owners who stayed at home, rightfully drew comment.

Chris Harding experienced trouble with his little Sprite, and was unable to compete in the flying quarter mile, but he recorded a creditable 19.78 standing time. Another Sprite owner present was wondering Weber or not to re-fit his S.U. carburettors!

Chief Timekeeper, Miles Hunter was seen stamping on a stop-watch which had developed a form of Rigour Mortis, whilst Mrs. Hunter and Nan lay sideways on the timing table attempting to read a "ring in" watch, assisted by Del Davis. Every time one of the girls looked to be tiring, we shoved a lump of ice down their backs just to keep them moving! Trevor Connolly made a welcome return as Chief Timing Gear Wrestler and Copper of Abuses When it Doesn't Work!

Unfortunately, the usual blackboards displaying times were not present, and a bit of jostling occurred in the timing tent, which did not help the girls very much, but they are very patient with us.

An unusual feature of this meeting was the lack of sedan car entries; there were only four, which is unusual indeed for "G Club" sprints. There has been talk of running two cars together, "drag race" style, also a day of timed laps only, so we must keep our "Octagonal" ears to the ground and will report any further developments to readers.

Officials, without whom there would be no more competition, were numerous and all did an excellent job, and they, together with the Q.R.D.C. who allow us to use the circuit, have our heartfelt thanks.

Fastest times below

SPORTS CARS

<u>Class G</u>	<u>751-1100 c.c.</u>	<u>Car</u>	<u>Std. <math>\frac{1}{4}</math></u>	<u>Fly. <math>\frac{1}{4}</math></u>
D. McGrath		A/Healy Sprite	21.00	11.20
C. Harding		A/Healy Sprite	19.78	-----
G. Hawley		A/Healy Sprite	21.67	-----
W. Weekes		Elfin Ford	17.29	8.40

Continued overleaf.....

Sprints results (Contd)

<u>Class F 1101 - 1300 c.c.</u>	Car	Std. $\frac{1}{4}$	Fly. $\frac{1}{4}$
B. Neville	M.G.T.C.	17.90	9.3
G. Taylor	M.G.T.F.	22.75	12.0
W. Gates	Ford Rocket	21.15	11.1

Class F1 1301 - 1600 c.c.

B. Tebble	M.G.T.D.	18.08	10.20
J. Whitlam	M.G.A. 1600	20.0	10.30
R. Barron	M.G.A. 1600	20.16	10.40
N. & B. Salter	Elfin M.G.	16.62	8.50
J. Fresser	Sunbeam Alpine	19.75	10.40
E. Geary (Miss)	Sunbeam Alpine	21.50	11.10
H. Black	Sunbeam Alpine	20.60	10.50
W. Gates	Elfin Clubman	15.95	8.50

Class D 2001 - 3000 c.c.

R. Waterford	Triumph TR3A	16.97	8.60
T. Hatton	Triumph TR3A	18.60	9.20
D. Sorrenson	Triumph TR4	18.60	9.40

Class C 3000 - 5000 c.c.

D. Geary	Jaguar E Type	16.11	7.80
----------	---------------	-------	------

TOURING CARSClass C 2001-2600 c.c.

G. Winter	Holden	21.90	11.80
G. Green	Holden	19.46	9.90
K. Anderson	Jaguar 2.4	20.51	10.10

Class B 2601 - 3500 c.c.

C. Lind	Jaguar 3.4(Automatic)	19.10	8.80
---------	-----------------------	-------	------

RACING CARS      Class F 1101 - 1300 c.c.

R. Stokes	Ford Special	22.0	14.5
<u>Class G 751-1100 c.c.</u>			
E. Bertram	Elfin Climax	14.50	----

\*\*\*\* c O m I n G e V e N t S

CLUB RUN!!

On April 7th, Kerry Horgan will be waiting anxiously at Moorooka at 9 a.m. sharp, ready to lead our "touring assembly" of cars on the first club run for 1963. A very pleasant day out is assured, the run to head out through Heifer Creek to Warwick, Killarney and Loch Lomond, (Kerry says this is not in Scotland), with a lunch stop at the Queen Victoria Falls, which is a very lovely spot indeed! We then return via Woodenbong and Beaudesert to Barbecue at McLeans Bridge. The run is approx. 200 miles long, and steady motoring is assured, as our Club Captain hopes to be running in his new M.G.B. by then! We hope to see you roll up in droves, together with barbecue and lunch goodies, friends, oh, and ofcourse...cars. Please advise Kerry Horgan if you intend going (we hope you all do), and we may arrange an "early morning call" for you! See you at junction of Ipswich and Beaudesert Road, Moorooka, 9 a.m. Sunday 7th April.....

oOoOoOo

oOoOoOo

oOoOoOo

NIGHT NAVIGATION RUN!!

The next Night

Navigation run will be held from the clubrooms on Friday 19th April, 1963. Sometimes attendances for these events are very disappointing to the hard working organisers, so let's be in this next one and show our trials committee that we do really appreciate their hard work. If you have never competed in one of these then give it a try.... you will never have had so much fun before! Gentle driving is the order of the night, so neither your cars nor your nerves should suffer at all. Protection will be guaranteed by the Trials committee for any navigators in danger of being beaten to death by unsporting competitors!

FRIDAY 19th April is the date, 8 p.m. at the clubrooms.... bring.... 1. Friend for navigator (make sure he/she does not suffer from car sickness), 2. Refidex, 3. Torch, 4 Three bob for entry fee. See you there!

oOoOoOo

oOoOoOo

oOoOoOo

HOME MOVIE NIGHT !!

This does not mean you stay at home and watch Television !! It means that you bring your own 8.m.m.

Continued overleaf.....

films and 35 m.m. slides to the clubrooms, providing of course that they are of interest to club members. Preferably motor sport films, in particular those of club events. You may leave at home the ones of Aunt Aggie getting married to Uncle Charlie in Gindagie Flood Time, and instead select your best Lowood, Lakeside or Tingalpa editions! Please tell Kerry Horgan what you intend to bring, and remind him to write it down so that we can arrange a programme and deliver a commentary on the night.

So, "Home Movie and Slide Evening"....April 26th, Clubrooms, 8 p.m.

+++++++ 0000000000000000 +++++++

APRIL 21st Gymkhana at Tingalpa 12 noon (Stanton Road)

MAY 5th Sprints Meeting, Lowood.

\*+\*    +\*+    +\*+    +\*+    +\*+    +\*+    +\*+    +\*+    +\*+    +\*+

"NEW" MEMBERS      The increase in membership this year has been so great, that we have been obliged to discontinue our usual practice of listing the names and addresses of new members in this magazine, as there is insufficient space. Nevertheless, we do wish to extend our usual welcome to the Queensland Centre, and we sincerely hope that our association with our new members will be a long and successful one. We hope to see all of you at events and at our Friday night "get togethers", where you may make yourself known to other members.

xXx    xXx    xXx    xXx    xXx    xXx    xXx    xXx    xXx

REMINDER TO UNFINANCIAL MEMBERS.      Members who have not paid their Subscriptions by March 31st, will have to apply to rejoin the Centre on the "Application for Membership" forms, in accordance with our constitution. A further reminder that we are maintaining a 33 $\frac{1}{3}$ % M.G. owning membership, may spur a few of you into paying subs. so as to ensure continuation of your membership in the future. We hope so, anyway!

oOo    oOo    oOo    oOo    oOo    oOo    oOo    oOo    oOo



g l o s s a r y   o f   t e c h n i c a l   t e r m s

As a service to our less technically minded members, we offer the following explanations of various terms commonly heard and used by our more technically minded members, whom, you will realise, having read this article, do not really know just what they are talking about, anyway!

<u>GEAR BOX</u>	Used by mechanics to store tools, etc.
<u>GEAR LEVER</u>	Absent-minded mechanic.
<u>DIFF.</u>	Not the same.
<u>BIG END</u>	Sat upon.
<u>SMALL END</u>	Often thought with.
<u>BORE</u>	Need we name anyone in particular? !!
<u>STROKE</u>	As in cat.
<u>CUBIC CAPACITY</u>	Fifteen straight beers drunk by a square.
<u>FLYWHEEL</u>	A big business insect.
<u>UNDERSTEER</u>	Eack and refuses to break away with full lock at full chat with bald tyres on wet tremlines.
<u>OVERSTEER</u>	Spins, having been shown photograph of corner.
<u>FRONT WISHBONES</u>	Are found in all chickens.
<u>WHEEL BEARINGS</u>	37° N. 27° W.
<u>DRAG LINKS</u>	Sprints meeting held on golf course.
<u>V.8</u>	What V does before V 6.
<u>DISTRIBUTOR</u>	Hands 'er round to his friends.

"T h e O c t a g o n"

This "magazine", as we fondly refer to 'it' for want of a more apt name, is produced approximately monthly in order to convey to members, some idea at least of what activities are taking place in the club, also what activities we intend taking place. An attempt to make interesting reading is always being made, (not always successfully, we know).

An invitation is extended to members to contribute letters or articles to be included in these pages, subject of course to Editorial approval, as we seem to be quite capable of landing in "hot water" ourselves, without outside assistance.

Contributions may be handed to any member of the Octagon committee listed on the front page or alternately sent to the Octagon Editors at the club address, Box 1847 W, G.P.O., Brisbane.

===    ===    ===    ===    ===    ===    ===    ===    ===    ===

S C A V E N G E R H U N T

The scavenger hunt held on 1st March from the Clubrooms was successful in giving the competitors a good time and plenty of amusement. One of the questions asked of competitors was the name of the girl working in one of Brisbane's bowling alleys. We understand that the poor girl was quite shaken up, having had so many strangers ask her name in one night.

An unusual feature of the Hunt was that the first three places were taken by Mini Minor drivers. (The rumour that Bruce Neville drove his down a lane in the bowling alley, has been officially denied. Anyway he certainly did not score a strike)!

1st. B. Neville navigated by G. Hawley. 2nd A. Doyle navigated by G. Dickie. 3rd. A. Proudley navigated by L. Gisler.

+++    +++    +++    +++    +++    +++    +++    +++    +++

g y m k h a n a

In spite of pouring rain and slery slippery conditions Bruce Neville managed to attract enough entrants to the gymkhana held on 3rd March to make his efforts worthwhile. It seems that everyone was so wet that a little more did not matter, and

events continued as planned. Needless to say that slides were the rule rather than the exception, and quite a few spins too!

Due to the weather conditions, sedan cars outnumbered sports cars by many to one, but the sports cars there all had their hoods down! Ever tried to reverse a T Type through events with the hood up? Need a periscope.

Club tradition appears to dictate that gymkhanas are never abandoned, whatever the weather conditions, and it is pleasing to see the number of keen members we have who will turn up for a "mud lark" such as this was.

The "Autocrosse" was a good one and well suited to the slippery conditions, and nobody actually got bogged!

The results are not to hand for this edition, but undoubtedly will be on the clubrooms notice board.

\*\*\*    \*\*\*    \*\*\*    \*\*\*    \*\*\*    \*\*\*    \*\*\*    \*\*\*    \*\*\*    \*\*\*    \*\*\*

(on)                    "T h i s"            a n d            "T h a t"

Member of long standing, Mr. George Reid of Ascot, must surely have established some sort of record in that he has owned (we quote) "about fourteen" M.G.Magnette sedans! Could anyone else equal this?

The first engagement notice this year belongs to Iain (Three wheels in the air) Cornes, who intends forming a permanent association with Del Winston just as soon as they have drawn up a constitution! To congratulate them telephone 97 5872.

This may be history by the time you read it, but the Centre has five M.G.'s. entered for Lowood, March 31st. Two "As" and three "T Types".

Rumour has it that Kerry Horgan has spent more money on his "racing" Ford Custom. After his gyrations practicing at Lowood in the rain, henceforth it shall be "Drof Motsuc" which is Ford Custom going backwards!

Good to see Elaine "Over Revs" Geary back behind the wheel at the sprints. Still the best female driver in our books!

Ron Davis has the biggest appetite we have ever seen! Should have seen the lunch he ate at Lowood. Had to borrow twin carbs before the Mini would carry him home!

After the sprints were over a few of us went to a nearby Picnic spot, and washed the rubber dust off in the creek, then barbecued steak, sausages etc., drank water, beer, soft drinks and tea ..... should be a regular feature of events!

Denis Geary made a thorough nuisance of himself one way or another. Just because he wanted to swim he insisted on others joining him, neglecting, (in the case of poor Keith Littlemore), to see if they were not fully dressed. (He was)! Poetic justice prevailed however! Somehow in the melee, Denis's own clothes, which he had carefully hidden, had become mysteriously waterlogged, or dunked would be a better word! Shame!

Lakeside International seems so long ago now, but Barry Broomhall remains unforgettable for his unintentional crowd pleasing efforts with the Mini. Henceforth he shall be "Spinner".

It is certainly a pleasure to watch Adrian Yannuccelli's M.G.A. Looks, sounds and goes very well. Keep it up, Adrian!

The Karussel area resembled "Canvastown" on the day. The only trouble with a tent fly spread between M.G's., is that one has to crawl or lie down to take advantage of the shelter they offer!

xXx xXx xXx xXx xXx xXx xXx xXx xXx xXx xXx

MEMBERS. Keep up the good work in recruiting more and more M.G. owning new members to the club. We urgently need more to keep our "percentage" respectable, and remember that the more M.G's. we have, the more of your "Non M.G." owning friends may join. So go to it, won't you?

\*\*\* \*\*