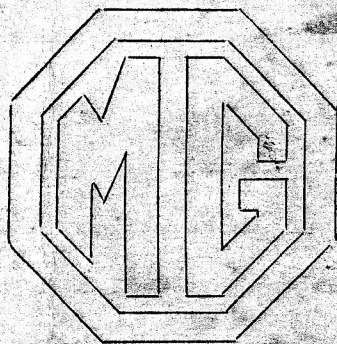


THE

OCTAGON



T H EO C T A G O N

JULY, 1962

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.		<u>Phones</u>
		Home	Business
President:	Ron Davis	49 1140	4 4050
Vice-President:	Vince Appleby	57 1561	
Hon.Secretary:	Brian Tebble	97 5872	5 4581
Asst.Secretary:	Nan Hunter	48 1627	
Hon. Treasurer:	Merv Head	7 1207	
Club Captain:	Ian Michels	51 1384	
Past President:	Ray Lovejoy	56 2730	

Committee: D.G.Coles; L.C. Gisler, W.J. ~~Moore~~
B.J.Marcovich (Miss) N.Groundwater

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CLUBROOMS

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EDITORIAL

With the year halfway over, the Queensland Centre continues to prosper, both in spirit and reality. In spite of "losing" the usual number of disinterested members, (there are always a few who drop out at the end of our "financial" year), the attendance of events and our Friday night sessions improve with each passing week. New members are constantly joining us, and frequently proving to be keener than many of the "old" members.

One of our important jobs is to welcome these new members. and to cultivate their enthusiasm for the club, so that they will not "lose interest" at the end of March next year. This job should be shared by all members, and of course it is partly up to the new members themselves to offer their services to committee members if they wish to take an active part in the organisation of the Centre. Many feel that they, being new members, should not "push themselves forward" until they get to know more members etc. However, all may rest assured that any offers of assistance will be very much appreciated, and an approach to the Secretary with this in mind will be well received.

The most important thing is that we all work together to a common ideal...the M.G. Car Club.

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A N N U A L I N T E R - C L U B M O T O R K H A N A

The annual Inter-Club Motorkhana will be held again this year on July 29th at the Tingalpa grounds. All the clubs who competed last year have been invited to compete again, and it is hoped that all will accept.

This will be the third Inter-Club championship, and it is agreed that the winning club is faced with the task of organising the event the following year. So far the Queensland Centre have both organised and won the event, but the competition this year should prove keener than ever, so it is anyone's guess what the result will be.

A fantastic amount of organisation goes into the running of this, so the winning club is faced with a big responsibility. As we are that club this year, we will be needing many officials to assist the Motorkhana sub-committee on and before the big day. Please inform Ian Michels (Club Captain), or Brian Tebble (Secty) if you are willing to help your club on this important occasion.

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Members may purchase the following club material at the clubrooms

Car Badges	30/- (Hire)	Windscreen transfers	2/6	Club Ties	25/-
Lapel Badges	6/-	Overall pockets	15/-		

We are not sure whether forty entrants in a club of over two hundred members is good or not, but we seem to average about that figure for each gymkhana, and forty keen folk thoroughly enjoying a day's sport is certainly preferable to one hundred and forty only half enjoying themselves. Enjoy themselves they do, and competition gets a little keener each time; even the crowd of spectators successively grow, and in turn becomes keener. Following the extensive efforts of the stalwart members who attended the working bee the previous weekend, conditions were a little dusty and fine grass clippings filled the air as the cars went hither and thither. At least it did not rain this time - first time this year I think.

It seems that strange things always happen to those who drive in gymkhanas. Noel Whip finished a heat of the Forward & Reverse Bending race sitting on the back of his T.C. (Just how he got there we don't know, perhaps someone can enlighten us). Vince Appleby had to chase a cow away before the Autocrosse could start. (As I said, the spectators get a little keener each time.. but a cow wanting to compete in the Autocrosse! Is it true that the same cow had already won her heat in the Forward Bending?)

Doug Partington's T.D. worked overtime with both he and Ian Michels wearing it for various events .. noticed it figured in the results too. Actually this car will probably stop winning events when the owner fits a rev-counter. Mini-Minors were bountiful at this gymkhana (ideal for frustrated would be sports car drivers), and one in particular was driven with gay abandon through the turns but had to struggle a bit in the long grass. Bruce Neville proved that he can drive a car with independent front suspension by winning the Bob-A-Ding in a borrowed Healy Sprite. Needless to say, he donated his winnings to the club.

Kerry Horgan shared the Healy with Brian Tebble, and they both qualified for the finals, which complicates things a bit. The situation was saved by Ritchie Greenlaw who lent Brian the M.G.A., but forgot to give him the handbrake. Car swapping seems to be the done thing at gymkhanas, and this one was certainly no exception. I lost count of who was driving what before the day was very old.

M.G.s seemed to have slipped a little this time, looking at the

Gymkhana Cont.

results. Come on you "beam axle" boys, don't forget that trophy. We have come to expect big things of the gymkhana committee, and the organisation of this one was as smooth as ever. The day's events were used as a practice for the Inter-Club gymkhana on July 29th.

The Bob-A-Ding produced the usual "grudge matches", with all swapping cars etc. Kerry Horgan offered to donate the necessary "bob" just to see a certain Herald lifting wheels off the ground, but Pat Kennedy had to borrow a bob so he could drive someone's Mini Minor! A record number competed in this, and helped to pay for the C.A.M.S. insurance for the day.. should be more of it. (Money, not insurance). Joan Appleby helped Beverley Marcovich with the time keeping, and young Raymond Appleby indicated his indifference to the dusty conditions by sheltering under a handy blanket. Les Gisler trotted back and forth rounding up the cars for the Autocrosse, whilst Ian Michels and Vince manipulated flags and stop watches with great gusto.

We hereby record our thanks to all who helped, and made the day the success it was.

Results BelowFIR TREE

1st	I Michels	M.G.T.D.
2nd	I. Cornes	Herald
3rd	F. Chappel	M.G.T.C.
tie 3rd	R. Greenlaw	M.G.A.

FORWARD BENDING

1st	K. Horgan	A/Healy
2nd	I. Michels	M.G.T.F.
3rd	G. Hawley	Sprite
4th	B. Tebble	M.G.A.

FORWARD AND REVERSE

1st	D.Partington	M.G.T.D.
2nd	G. Lax	Simca
3rd	F. Chappel	M.G.T.C.

AUTOCROSSE

1st	P.Kennedy	Mini Minor
2nd	L. Ross	T.R.2

BOB-A-DING

B. Neville Sprite (Results include club members only)

Footnote Please limit your speed when approaching or leaving the Gymkhana Grounds, particularly on the approach road, otherwise clouds of dust invade nearby houses. Thanks fellers!

GUIDED TOUR OF ENGLISH ELECTRIC FACTORY

Thirty three of us assembled at the hospitable doors of the English Electric Factory at Rocklea on 30th June. We were greeted by members of the English Electric Car Club, and set out on what turned out to be both an educational and most interesting tour.

Being a motor car club it is possibly quite natural for us to associate all things with motor cars, even if the connection is rather remote. We were therefore accompanied by the sounds of our more imaginative members devising the means of fitting such an object as a six foot long crankshaft into a T.C., and a formidable set of four foot high cylinders, they decided, would enhance the performance of a Healy considerably! The ultimate in in tourque, we decided, was the "Vee twelve" diesel engine which develops some fifteen hundred and thirty horsepower at a mere eight hundred and fifty r.p.m. Anyone got a spare T.C. chassis lying around?

Most of us, being laymen, were suitably nonplussed at the intricacies of the many gigantic electric motors and generators which were being assembled in the plant. We reflected on the cake which could be baked in an oven some forty odd feet long and twenty feet deep... we certainly would not doubt E.E's ability to nonchalantly manufacture a spoon large enough to stir the mixture.

All in all a most interesting night, rounded off most nicely by the tea and bikkies kindly provided for us in the splendid amenities centre. Thankyou English Electric, we would love to visit you again some time.

xX

C E N T R E M E M B E R S H I P *****

At the committee meeting on 28/6/62, the Hon Secretary reported to the committee that the Centre had two hundred and thirteen members, seventyfive of whom were MG owners. This is a ratio of a little over one third. We are pleased to note that the position is constantly improving..we have recruited more MG's since then..but once again remind members to keep on recruiting those MG owners. Don't forget the committee award of five guineas to the member proposing the largest number of M.G. owning full members during this year.

*** HOT IT UP THE HARD WAYBy A. Member

The following is a summary of just what can happen to those misguided folk who wish to improve the performance of a car. As it is a recount of a true happening, we do not doubt that one or two members will guess the identity of the writer..

"Decoke, valve grind and reshape your car's combustion chambers in one afternoon."

(This is reproduced to show the enthusiast that the above operations can no longer be considered a four day marathon. Actually the job is so simple that a mentally retarded four year old could do it. If you know any mentally retarded four year olds, bring 'em with you,.. you'll probably need them)....

TIME 1.30 p.m. Picked up Friend One in a Brisbane outer suburb. Friend One had reshaped a combustion chamber previously, which was one more than the rest of us. (Meanwhile owner of car we intended to "hot up" was a local foundry busy removing cylinder head (with foundry tools).

1.45 p.m. Scene at Foundry..owner removing bonnet, using pipe wrench, crowbar and sledge hammer. (Unsuccessful).

2.00 p.m. Picked up tools of Friend One.

2.10 p.m. Friend Two arrives following S.O.S. for more tools. Friend Two proceeds to break vacuum advance pipe, pull out pushrods dropping cam followers in sump. Head is then removed. (Car's not Friends). Valves laid out in correct order on bench.

2.30 p.m. Owner knocks over bench scattering valves on ground. Friend One breaks into tears trying to remember which valve went where.

3.30 p.m. Rain comes, dampening parts and enthusiasm. We stand ankle deep in mud and carborundum dust, with bleeding knuckles and frayed tempers..discover Owner has no new gaskets. Friend Two has fit but revives after falling in puddle.

4.30 p.m. Cylinder head reshaping using stones wheels (which broke) hacksaw blades (which broke) and finger nails (which broke) Friend Two leaves (he broke).

Dekoke, Valve Grind etc. (Cont)

- 4.45 p.m. Valves ready to be ground, but lapping tool perished.
- 5.10 p.m. Valves lapped by devious means, valve springs in place rubber oil seals left off.
- 5.20 p.m. Valve springs off... rubber oil seals in place.
- 5.30 p.m. Valve springs in place.. rubber oil seals fall off.
- 5.40 p.m. Darkness
- 6.00 p.m. Borrow lead light with no plug..push bare ends in socket..blow fuse. Repair fuse.
- 6.20 p.m. Gylinder head in place, owner drops head nuts in mud.. finds ten out of eleven. No. A.F. Socket spanners.
- 6.30 p.m. We convert Japanese Whitworth set to A.F. by hammering onto nuts with sledge hammer.
- 6.50 p.m. Start to adjust tappets..drop feeler gauge in mud.
- 7.00 p.m. Adjust tappets using third finger nail for clearance
- 7.15 p.m. Replace bonnet etc.

For some inexplicable reason the car did not run as well as before. However we are working on it. The point is that we proved that the job could be done in one afternoon. Anyone interested in hearing about our five minute bottom end overhaul?

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Articles such as the above, written by members, are constantly needed for the Octagon. In response to requests by the editor we seem to have acquired a permanent writer for race meeting write ups. Don't be shy about offering your services for this, or any other phase of club activity. We are all in it for the same reason, and we will enjoy it far more if we all subscribe a little. That is what a club is for. (Don't forget we always need plenty of club scandal for the "social page").

M.G.C.C. N e w M e m b e r s M.G.C.C.

The following new members have joined us since the last issue of the Octagon. We all wish them a happy association with the Club, and hope that they will enjoy being part of the Queensland Centre.

New members, don't forget that the Clubrooms are open every Friday night for you and your friends, and the notice boards there will keep you up to date on the club programme. You are eligible to compete for the many perpetual trophies, and a score board is on display at the rooms which shows the leaders on points for the trophies. We hope to see your name appear on the board. You may apply for a C.A.M.S. General Competition licence if you wish to race your car, and the Secretary will endorse your application after you have competed in a few club activities. Should you have any queries, please see the Secretary or the Club Captain.

Josephine Simpson	42 Lethian St., Annerley	M.G.T.F.
Garth Green	2027 Pacific Highway, Miami	M.G.A.1600
Wayne Blow	11 Atthow Ave., Ashgrove	M.G.T.C.
Geoffrey Hawley	161 McIlwraith Ave., Norman Park	A/H Sprite
Graham Ramsay	381 Old Cleveland Rd., Coorparoo	A/H Sprite
Kevin Johns	C/- Mirror Newspapers, Valley	Mini Minor
Peter Delnodes	75 Manchester Tce., Indooroopilly	M.G.T.C.

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F I L M N I G H T

Having arranged a film evening for Friday 6th July, we discovered, (much to our horror), a day or so before, that if we had films then we had no projector, and even if we did have a projector, then we had no projectionist. About the same time the Rootes Group Car Club discovered that they had a projector and a projectionist, but in fact, no place to show the said films. So, you've guessed it! We invited R.G.C.C. to our clubrooms on Monday 9th July and we all enjoyed a very pleasant film evening.

The programme began with that old hero of every red blooded Australian, Woody Woodpecker, and progressed to the excellent version of the seven 1957 Grand Prix events. This film is blessed with a typical English commentary, spiced with dry humour and masterpieces of understatement, and needless to say largely features friends Moss and Fangio. We then feasted on the superb English countryside

Film Night. (Cont)

shown in the British Motor Corporation film "Westward Ho ", in which we were taken on a tour by Mini Minor and Wolseley 6/110. At least we know now that there are sandy beaches in England, (a relief to members intending to visit Abingdon some time), and they even featured some lifesavers, (looking for all the world as though they had been imported from Siberia).

"Two Laps of Honour" depicts Stirling Moss giving a driving lesson to the pedallers of the 1961 Formula One V6 Ferraris, at Monaco and the Nurburgring. This film truly demonstrates Moss's absolute mastery in the art of driving, when he outclasses the new Ferraris in an outdated and underpowered Lotus to win both the Monte Carlo and German Grand Epreuve's. A first class film by courtesy of B.P.

Another old favourite which never seems to lose popularity is "Tribute to Fangio". True we have all seen it many times, on film nights and on television, but it certainly remains one of my favourites. No one deserves such a tribute more than Juan himself, the gentleman of motor racing for many years.

And so the night drew to a close, rounded off by a "cuppa". Our thanks go to B.M.C. and B.P., the Rootes Group Car Club and Norval Winn who kindly "projected" for us on the night.

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P R O G R A M M E

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JULY 20th	Open Forum at club rooms 8 p.m.
JULY 29th	Interclub Motorkhana at Tingalpa 11 a.m.
AUGUST 5th	Sprints at Lowood, Scrutineering 8.30 a.m.*
AUGUST 10th	Scavenger Hunt Clubrooms 7.45 p.m.
AUGUST 31st	Night Navigation Run Clubrooms 7.45 p.m.

*For further details of the sprints refer next page

club members recently. Seventy odd attended.

It seemed that confusion reigned supreme at the Extraordinary General Meeting. Anyway it was good to see so many there taking an interest in what is going on in the club.

Doug Bright steadfastly and completely ignores all pit signals given to him by racing team members..we are sure he does not even know we are giving them. Next time we are going to hang out a rude sign! (Hope a few more will be running next time).

Paul Kinnane going like the proverbial "hammers" at Lakeside in the Sprite. He "darted" around that female propelled Daimler Starting Price 250 on the Karussell as though it hadn't even been there! Adrian Yannuccelli having his first run in the "A", and Chris Harding flogged his "Sprout" around rather convincingly.

Ian Clay out of luck again. (Wonder if that T.C. is still for sale, Ian?)

Paul Fallu bent the Renault gear lever into odd shapes..found car does not corner well in neutral.

Condolences to Tom Ross and the Salter brothers. I wonder if someone will notice that the circuit is rather narrow for racing one day?

Apologies are due for the lateness of this Octagon, and the makeshift covers. Circumstances beyond our control and all that Etc.

We are still searching for a hill climb or closed track site. Seems that no such thing exists in this "City of hills". Or does it?

We received a telephone call recently from the Australian Service manager of B.M.C. He wanted to know if there was anything he could do to assist the club, technically or otherwise. Shades of things to come?

"Roll bars" on sports and racing cars seem to be becoming fashionable. More and more appearing every meeting. Kerry's still best to date!

Entries now open for the Lowood meeting on September 9th. This time the Restricted Sports Car race is only open to cars lapping in 2.18 or over. We presume that no Lotus or similar car could go as slowly as that! (We hope)