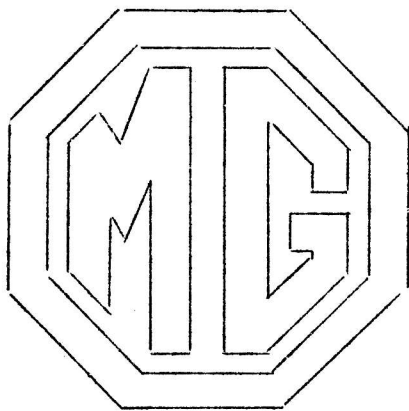


THE

OC-TAGON



THE OCTAGON
.....

May, 1964.

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.

| | | <u>Telephones.</u> | |
|-----------------|--------------|--------------------|------------------|
| | | <u>HOME</u> | <u>BUSINESS.</u> |
| President: | B.M. Tebble | 97 5872 | 47 1327 |
| Vice-President: | M. Wright | 95 2096 | |
| Hon Secretary: | I. Walker | 97 1406 | 31 0451 |
| Hon Treasurer: | I. Campbell | | 7 4510 |
| Hon Auditor: | D. Lovejoy. | 6 2730 | |
| Club Captain: | K.F. Horgan. | 48 3145 | 48 1064 |

Committee: D. Lovelock; R. Harrys; K.F. Horgan;
D. Partington; B.J. Neville; R. Jenkins.

CLUBROOMS.

620 Wickham St.,
Fortitude Valley.
BRISBANE.

POSTAL ADDRESS.

Box 1847,
G.B.O.
BRISBANE.

Invite your friends to join the "G"
club now.

E D I T O R I A L

We regret that the last edition of the Octagon was rather late. Unfortunately the new addressograph plates were not ready on time. We rely on many sources to produce the Octagon and associated materials, and our many minor and highly appreciated sponsors make the job possible. However, all resources and efforts must synchronise to put the Octagon into your letter-box on time, and some-times they just don't.

It is unfortunate but true that all our hints and straight-out requests of the past appear to have been of no avail, as only four people attended the last working bee. Committee members were also among those conspicuous by their absence. Most of us seem to have much better things to do than clean up the Gymkhana ground, but if we want to "Gymkhana" in the future we will have to do something about cleaning up the ground.....

As you know the proposed drag meeting was postponed due to difficulties regarding C.A.M.S. regulations. After a lengthy committee discussion, it was decided to re-approach C.A.M.S. This was done, and a fully endorsed permit was issued. Now we can look forward to seeing you all at our first drag-meet.

We intend in the future to try some new events, so to provide more variety for members. An economy run is proposed for the end of May, so be in it. Full details of the run are supplied in a special section of this issue.

Just in case you may think we didn't mean it, we are still waiting for those cleverly condensed, witty and informative contributions that we are sure some of you must be capable of writing. Actually, just witty or just informative would do, or even condensed not even cleverly would be considered. "Have a go" handit or tell it to any Committee member.

* *

T H E C A R
■■■■■■■■■■

Every enthusiast over the years slowly evolves in his mind the ideal car, which he would give his right foot to possess. No doubt like your, my car has changed over the years from Aston Martin to Mercedes 300 SL to Ferrari 250 G.T and so on. However, due to the annoying task of battling my way through everyday traffic my ideal car has not only changed its purpose in life. Now I sadly call it my ideal practical car. Bear with me whilst I tell you the terrible tale of how this monster came into being.

First the specifications of my "Ideal Practical Car" :-

Engine: V16, 9,000 C.C., Twin D.O.C., Comp. 9.5:1
Torque 936 ft -lbs. @ 3,500 r.p.m.
373 b.h.p. @ 5,400 r.p.m.

Transmission: Manual 5 forward gears 2 reverse.

Brakes: 18 inch discs front and rear, power boosted.

Body: Armoured Scout Car (Army disposals) with strengthening structural alterations. Weight approx. 7 tons.
Plus certain mechanical modifications.

Of course with such a robust vehicle the annihilation of taxis is unworthy of mention. Consider what you could do to a bus that tried to bluff you out of your right of way at an intersection. I will not dwell further on this point, in fact i will not even mention Sunday drivers, pedestrians, "gentlemen" on motor bikes or gravel trucks.

Now to the modifications I have hinted at, and here we have the very core of the story. The reasons why my ideal car got pushed out of shape and ended up as my ideal practical car.

No doubt you too have been annoyed by that "pest" behind who persists in demonstrating his dubious skill at slip-streaming. They usually drive six inches off my rear bumper. In the car I am peddling at the moment, I have a temporary solution to the problem. I have adjusted my stop light switch so that the stop lights come on well before the brakes. Now when I encounter one of these pests, I just touch the brake pedal with my left foot and watch the "pest" drop back with a screech of brakes. Unfortunately this only works a couple of times before the "pest" realises he is being

Cont.
got at.

In my ideal practical car I have the perfect solution to this problem. It consists of two modifications, either one is guaranteed to work.

Modification 1. This consists of a half gallon tank fitted to the bulk head. On the tank is a tap that can be operated from the driving position. A copper pipe runs from the tap to the exhaust manifold. If you have ever been enveloped in a thick cloud of stinking oily smoke, I need say no more.

As you will soon see, the idea is to use modification 1 before you use:

Modification 2. This consists of a conventional exhaust system with slight alterations. First the muffler (a necessary evil) is mounted next to the manifold. Between the muffler and the tail pipe is a one-way pressure valve to protect the muffler and the motor. The tail pipe consists of a straight length of 3" I.D. steel pipe with $\frac{1}{4}$ " thick wall. Into the tail pipe about half way along, a spark plug is fitted.

The system operates as follows. Wait until a downhill section of the road and the "pest" behind is good and close. Turn off the ignition leaving the car in gear to fill the tail pipe with an explosive mixture of unburnt gas. Fire the spark plug thus igniting the mixture. It is not the deafening explosion which results that frightens him off, but the searing sheet of flame that shoots out about 25 feet and blisters the front of his car. Of course after using mod.1 the tail pipe is choked up with soot. This is blown out by the explosion and completely obscures his windscreen, thus adding to the general effect.

By... Ray Lovejoy.
Continued.... next month.

*** *** *** **** *** **** *** ****

THINGS IN GENERAL.

By.. B.M.T.

Considering that I type with only two fingers, it is strange that I am always inspired to write when confronted with a typewriter, yet hate the thought of doing so without one. Come to think of it that is how I used to write the Octagon copy during the two years I coped with the editorship of this venerable news organ. Having inherited one of the Club's two ancient type-writers whilst Ian Walker lives out his well earned vacation, I have succumbed to the urge to put my thoughts on paper. Here-with the result.

"Things" with the Queensland Centre are pretty normal; membership is at the usual level for this time of year (about 190) Our constitution dictates that at the 31st March anyone who has not renewed membership subscription is deleted from the membership register, and needless to say the numerical membership takes a decline. During the past few years it has been found that the figure usually sustains a gradual increase until the following March, and climbs to about 250. The largest, I think, was about 285 a couple of years ago. We appear to be well in front of our recognised one third percentage of M.G. owning members at present.

No doubt you will have read in the previous Octagon that the committee have discussed the Centre adopting Austin Healey and sprite owners into the Centre as full members. This would only become possible by altering our constitution so that the Club would be named "The M.G. Car Club, Queensland Centre (Incorporating The Austin Healey Owners Association), or something similar. Needless to say the one committee would control "both" clubs.

This move could, I feel, benefit both Austin Healey and M.G. owners. It would be a means of increasing our membership. The Austin Healey owners would have the advantage of becoming part of an established and financial club with all facilities. Of course the Healeys and Sprites have been built in the M.G. factory at Abingdon-On Thames for several years now, so are really "sisters" to the M.G. The only way this "merger" could take place is by vote at a Special or Extraordinary General Meeting. We look forward to hearing your comments.

cont'd.

The Secretarial and "treasury" side of the committee is going well and most of the committee are working hard. We do need more support from members, so I call for volunteers for the Gymkhana and Speed Sub-committees. The Gymkhana committee are responsible for the maintenance of the Tingalpa Grounds and the organisation of gymkhanas. The Speed committee organise Sprint meetings, and, if we ever get around to it, race meetings and hill climbs. Please see a committee member if you are interested in taking part in these (or any other) club activities.

Painting the clubrooms is progressing well due to the sturdy efforts of Roland Jenkins and his small band of helpers. Please remember that a working bee is held on the day preceding each gymkhana. Your presence together with a power lawn mower and a rake would be appreciated. Starts about 2 o'clock.

Perhaps if we all get together more often the club will be better than it has ever been. Its a nice thought, anyhow !

*** *** "" **** **** "" *** ***

Economy Run.

The Centre's first economy run is set down to take place on May 31st. The run will be over a distance of approximately 150 miles of both suburban and country running. Cars will be divided into class capacities, details of which are not yet decided. Obviously a member entering Daddy's Pontiac Bonneville will not be in the same class as a Morris 850, so don't let such thoughts deter you from entering.

A barbecue will most likely be held after the event, and a compulsory one hour lunch stop. You may do anything you wish to your car in the way of tuning, and there will be "no holds barred" in the driving technique (as long as it is legal). The results will be determined on an actual miles per gallon basis, and all fuel tanks will be sealed. Any seals being tampered with will result in disqualification and drivers must stick to the given route. Secret controls will be placed along the route. Needless to say an average speed will be set..probably about 30 m.p.h.....This is something different and a good days fun is assured.....

W H E E L S P I N .

Lowood 4 hour race over, Lakeside over, and no more Motor racing for 6 weeks gee, what will we do with our-selves.

The Lowood 4 hour race was a great success. Brian Tebble and myself had a ball in the Morris 850. From the drivers' seat was the best position to watch the faster cars through the corners. Spencer Martin through Bosch... he must end up on the road outside, but no, at the last second it swings straight ahead and down towards M.G. Corner. Harry Firth's Cortina went well up to expectations and Max Volkens did a good job to pilot his Cortina to a class win (even if he was out over the tyres on Mobilgas a couple of times). The results are now well known so I will not bore you by repeating them. A few side-lines of Lowood.... Kevin Johns blew a radiator hose and cooked his head gasket at practice on Saturday worked Saturday night and was rewarded by doing a 2 min 21 sec and beating certain well known Morris Coopers; Kerry Horgan had a ball in that yellow Holden and although doing nothing brilliant, did learn a lot about Holdens and Lowood; Harry Firth did an incredible 2 min 3.4 sec. in his hot Cortina (incidentally he was .5 sec. quicker through M.G. Corner than Spencer Martin in the Brabham Climax). So the Lowood 4 hour production race has come and gone and we all looke forward to another.

The week before the 4 hour race I did a stupid thing.... I bought a Holden (I don't know why), so as soon as Lowood was over it was 3 weeks of midnight oil for my mechanic John Clarke and myself in readiness for Lakeside. We rebuilt the motor completely, in 3 weeks and readied the Holden for the battle with Kerry's yellow one. Saturdays practice was terrifying.. I had fitted new rear tyres which were not bedded in and consequently I had buckets of oversteer (if you want to know what its like to hang the tail out in the Dog's leg at 100 m.p.h, just ask me). Kerry blew a head gasket at practice.. so Saturday night was spent by myself trying to cure oversteer in a hurry, and Kerry fixing a head gasket. Race day was a glorious day and everthing started on time. The 1st race was a walkover for Johnny French's Cooper S in the absence of Volkens Cortina (blew a piston on Sat. and was waiting for one to arrive from Melbourne by aircraft) The second race was for over 1600 c.c. touring cars with a Le Mans start. My 1st race in a Holden. Well we got away about 5th but after Bruce McPhee lost a wheel and

Cont.

somebody else broke a rotor, I found myself in 3rd spot. We had 2 more starts for the day and really enjoyed ourselves towards the end. The driving of John Gillmeister in the Hillman was fantastic. His front wheel was 9" off the ground most of the time (I should know, I was a foot off his bumper bar for 4 laps trying to pass him) The division Touring car race was a fantastic effort for Max Volkens. After arriving at the circuit about 1.30 PM after fitting a piston and running it in, in an earlier race, he did a splendid bit of driving to come home in front of Bruce McPhee's F.C. Holden and Johnny French's Cooper S. Sprites seem to go quicker than ever and one beat me and did a 1 min 16.1 sec. (wonder what revs these blokes use). So a terrific lakeside came to a close and I would suggest that Q.M.S.C. run more meetins along these lines.

Queen's birthday weekend is Lowood weekend. More Holdens etc.... so come along... We have a sprint meeting the weekend after Lowood... so get the nitro out and your cheque book and enter into a goods days fun. Well thats about all for now, see you Friday night.....

BRUCE J. NEVILLE.

*** *** *** *** *** *** *** ***

F I L M N I G H T

||||||||||||||||

The film night held at the clubrooms on Friday night 1st. May attracted one hundred and twenty members and friends, and proved to be one of the best and most entertaining we have had. Ian Walker proved adept at manipulating a projector, and the choice of films seemed to be "just what the doctor ordered."

The special American version of motor racing as seen only at the famous Indianapolis "brickyard" was the feature of the first film, this one by Bardhal the well known oil additive company who enter a car in this event every year. Indianapolis has a special atmosphere of its own, and the film portrayed this very well. Perhaps this atmosphere will change now that Colin Chapman's Lotus Ford has shown that the famous huge cars which have dominated the race for so many years are

Cont.

not the ideal vehicle after all. The only problem to the Americans will be that there is not as much body area on the new type of car on which to display their gaudy advertising.

Two films showing America's Daytona Beach "stock" car racing thrilled our audience...why shouldn't the sight of thirty three hundredweight of Chevrolet spinning round and round at 130 m.p.h. thrill anyone?

An impressive film called "Testing Ground Australia" showed Jack Murray and Ken Tubman, both previous winners of Round Australia Redex Trials, driving a Morris 1100 on the old Redex Trial Route; this time with the purpose of testing the car for B.M.C. to "see if they could Break it". Although they did not break the 1100 we were treated to some magnificent Photography... not only of the car "stunting" but also what must be some of Australia's best Scenery.

A film night would never be complete without a couple of cartoons, so these we had; we then finished the night with a cup of tea and a good natter.

ooOoo ooOoo ooOoo ooOoo ooOoo oOoo

SECRETARY'S CORNER.

Well I suppose several of our members are disappointed that our matched pairs meeting didn't eventuate in April. We must apologise for this as it was due to C.A.M.S not being able to give us a valid answer on the regulations. Since we cannot use the Lowood circuit until June, this means that our May sprints are also cancelled. The committee have already started to work on a sprint meeting in June which will include the timed lap, so it gives you a bit of time to prepare your cars. The date of this sprint meeting will be advised at a later date.

With regard to your membership cards, members should carry them at all times and especially at all speed events and gymkhanas where disqualification will occur if your club card cannot be produced.

All of our members who have been down at the club rooms

Cont.

in the last few weeks must agree with me that the fresh new paint job certainly makes a world of difference to the appearance of the place.

As a lot of our members are probably not aware of the fact, our club is not run solely by the executives and committee but with the help of sub-committees. Some of these sub-committees such as the House committee, Octagon committee and the Gymkhana committee are very low in members and I urge all members with an interest in the club to come forward and offer these services when they can.

At the Lakeside meeting on 3rd May, a number of our members enjoyed driving Miss Australia entrants around the circuit before the start of the meeting.

Before closing I might just mention that committee man David Lovelock and myself will be on holidays during May and our Treasurer Ian Campbell will be away until the middle of June. Our president Brian Tebble will be looking after things while we are away, so I ask you all to bear with him and help him all you can.

IAN WALKER.....

Hon. Secretary.

ooOoo ooOoo ooOoo ooOoo ooOoo ooOoo

Gymkhana 19.4.64

.....

R.H.

Before I start talking about the Gymkhana itself I must have one big gripe. This is in regard to the working bee the day before the Gymkhana. A grand total of six people were present. The same six were at the previous working bee. However, thirty people competed the next day. These working bees before Gymkhanas are very important, such things as grass cutting autocross planning and marking the forward bending area, must be done if we want an organised Gymkhana, with six people this is a hell of a task, but if fifteen or so were to come it would be a darn sight easier.

The idea of using wooden flag posts (in the circular bending) which can mark cars, stopped a lot of the hitting of posts. However, Jan Luback decided to use a different course where there were not as many posts, hence she got last. Geoff

Cont.

Anderson ran out as winner of this event with his sprite, followed by Ron Sampson, M.G.A, G. Law, T.R. 4 who was not a member, got third best time, but Poots in his M.G.B got points for third.

In the forward bending, Ron Sampson turned the tables on Geoff Anderson, and Sam Winter M.G.A. came third. In this event the final was actually won by Graham Ramsay, Sprite, but he was disqualified for knocking down two posts, you can be in too much of a hurry.

By the time the Ausocross came round Graham Ramsay must have realised that in Gymkhanas less haste more speed, because he and Kerry Horgan, M.G.B, (a white one) tied for first, followed by another tie for third between Brian Tebble T.D. and Russell Harrys M.G.B. Perhaps the most unusual thing in the autocross was that Geoff Anderson got bogged, the only reason he didn't get a place.

In the Bob-a-ding, Ross Robertson in his well lit up V.W. recorded the best time followed by Ian Cornes and his three cylinder T.C. and then Brian Tebble again.

Ian Cornes deserves a special mention because in a T.C. it is not easy to keep up with M.G.A's, B's and Sprites, Ian beat quite a few of such machines and was well placed in all events.

The Bar-B-Que after the Gymkhana was not very well attended, perhaps the rain caused this but those who attended really enjoyed themselves. Dennis Bright was a welcome sight and his little offering was greatly appreciated by all.

The next Gymkhana is on the 24th May, so how about all competitors going out on the Saturday afternoon and help to organise the grounds. This would also be a good time to get in some practice for the next days events. Usually those who do the setting up on Saturday and then have a little practice, do the best on the Sunday.

ooOoo ooOoo ooOoo ooOoo ooOoo ooOoo ooOoo

G O S S I P
.....

Good to see both Barry Gorman and Tom Storrie home again after an extended stay in New Zealand.....

The Ex Bruce Neville T.C. may be at Lowood in the hands of its new owner Don Kennedy.....

As usual the "M.G." boys were at the Karressell last Lake-side. As a side-line they watched the motor racing.

Alan Huxley's little Vulcan was a surprise at Lake-side. Its handling and power enabled Alan to manage a second place....

Geoff Anderson of Sprite Fame, has Holden on the way for racing. (Its catching). Any one wanting to buy a near new 11A Sprite see Geoff.

Quote of club member after recent "roll at Lowood.....
"Now I know what a spin-dry feels like!".....

*** *** *** *** *** ***

P R O G A M M E
.....

- 22nd May.....Road Safety Lecture.
- 23rd May.....Working Bee.
- 24th May.....Gymkhana
- 31st May.....Economy Run.
- 5th June.....Open forum.
- 21st June.....Sprints.
- 26th June.....Film Evening.

3333 3333 3333 3333 3333 3333

ooOoo ooOoo
 THE END ooOoo
ooOoo