

MG CAR CLUB QLD

CONTACT CON



THE OCTAGON . . . . .

July, 1966.

THE M.G. CAR CLUB (QUEENSLAND CENTRE)

Affiliated with the Confederation of Australian Motor Sport

Proprietors: THE M.G. CAR CLUB (PROP.) LTD., GREAT BRITAIN

Patron: Lord Lambury of Northfield

Gen. Sec.: F.Wilson McComb

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CLUBROOMS

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

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At last it has happened!

With the ever-changing Executive Committee has come a great step forward for the Club with the election to the Committee of a representative of the T-type register - namely, Geoff. Crawford - who is making himself well known to T-type owners as he goes diligently about his way selling membership to this Register. And he is certainly seeing results for his efforts as the membership numbers keep swelling. Just have a look at the list of new members and their cars !

Special events such as Club runs are planned for T-type members but it is significant to note that T-types have been placed in every event held so far this year. Surely this must encourage others to enter, especially as there is the added incentive of special T-type and novice prizes.

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Now, to a grouch . I am sure that I would have the whole-hearted support of members in deploring the practices of used car sales yards. The 'sales devices' employed leave much to be desired as was illustrated very recently by a member's story. This member after selling a car in good faith to a yard had reason to return there two days after the sale and was astonished to find how considerably the yard's possession of the car had increased its value. This was reluctantly shrugged off with the thought 'Oh, well, I suppose he has to make his 'meagre' living"; and I suppose that no one could complain too much about this. However I agree on the second point of complaint and this concerns the practice of 'turning back the clock' which unfortunately seems to be accepted unquestionably by the public and dealers alike.

In the case quoted, the ex-owner was more than surprised to discover that the car had apparently been travelling at high speed with the speedo in reverse for the speedo read less than half the actual miles travelled. Surely it should not be necessary for salesman to stoop to this level of dishonesty. Surely these salesman are humane enough to have some consideration for the 'sucker' who buys that car, confidently expecting it to be in perfect mechanical condition and possibly, in the case of an enthusiastic minor, spending his last penny ( sorry, cent ) to get this ' good buy '.

How can this dishonesty pay any dealer when in this particular case the person concerned is never going to recommend that particular dealer to any prospective buyer, and nor is the new owner when he finds out the true state of that car?

It is time that some action on this was taken to stop this exploitation of the buyer by the bare-faced misrepresentation of the car's condition. (In the case quoted, the salesman when confronted with the facts about the car's mileage glibly replied that this low mileage was what the buyer wanted to see!) I am convinced that any buyer would want to know the true facts about the car and I am also sure that this could easily be policed if dealers were forced by law to produce a signed statement from the ex-owner with the true facts thereon. This could only lead to less heartbreak on the part of the new owner as things begin to go wrong with his 'new' car and better relationships between salesyards and buyers.

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N E W                      M E M B E R S

We welcome the following new members to the Club and wish them a long and happy association with it.

Total membership of the Club is now 149 of whom 57 are M.G. owners and of these at least 4 own more than one M.G.!

Neville King	Windsor	Morris Major
Ian Ward	Tarragindi	M.G.T.A.

## new members (contd)

Kenneth Fagg	Ashgrove	M.G.T.F.
Robert Shearer	Clayfield	M.G.T.F.
Derek Finter	Highgate Hill	M.G.T.F.
Philip Cochrane	Annerley	M.G.T.C.
Peter Stannard	Stafford Hts.	M.G.T.F.
Vince Appleby	Kedron	Humber
Howard Westmoreland	St.Lucia	M.G.T.F. 1500
Grahame Wright	Wavell Hts.	M.G.T.F.
Ross Horton	The Gap	M.G.T.F.
Craig Lind	Wellers Hill	Valiant
Paul Kinnane	Wellers Hill	Holden
John Gill	Gordon Park	Morris Major
James Hanneman	Brisbane	Austin Healey 100/4
Graham Vayro	Thornlands	M.G.A. 1500
Edward Platt	Kenmore	M.G.Y.
Tim Guymer	St.Johns Wood	M.G.T.F.
Geoffrey Crawford	Buranda	M.G.T.F.
Richard Napier	Manly	M.G.A. 1500
Dan Robinson	Indooroopilly	M.G.T.F. 1500
Bryan Phillips	Sunnybank	Holden
Derek Glode	Silkstone	Dodge Phoenix
Peter Nobbs	Albion	M.G.T.F.
Keith Fidler	Norman Park	M.G.T.F.
John Moorehead	Northgate	M.G.T.F. 1500
Bruce Toms	Virginia	A/H Sprite
Don Lee	Morningside	M.G.T.F. 1500
Michael Thatcher		Morris

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Heard this one?

See the man?

He is a sports car driver.

He drives a Volkswagen.

I see that you do not believe that this is a  
sports car

Hush! Do not tell him.

He is having fun.

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5.

It was very pleasing to receive a report from our Inter-state correspondent, ex-Vice-President Kennedy (Don, you fool !) who sent us the following report on the R.A.C. Trophy Meeting at Warwick Farm on 15.5 1966 which he titles -

CREEK CORNER WITH THE HOOLIGANS  
or  
SPORTS CARS ARE IN !

Bring my first race meeting I had managed to see in N.S.W., and the first at Warwick Farm, I was very interested to compare New South racing with Qld. style. Most of the 'big names' I had seen before but the rest had me most curious - and they appear to be a bunch of desperates!

Anyway, back to the start of Sunday morning. I went out with Graham Ward and we fronted to the first gate on the Hume Highway. In we drove and paid our one dollar each ( maybe the extra charge is for the lake cum swimming pool ? ) We drove down beside Hume Straight to Creek Corner, a hairpin bend. A large grassy mound is provided and by 11 o'clock was packed with spectators. First race started at 11.30 with a warm up lap which brought everyone to their feet.

Event one was a Series Production Touring Car Race and was won by Kev. Bartlett in the Alfa GT A with Brian Foley second in an 's'. Foley, by the way, advertises his business as the biggest unauthorised B.MC. dealership in Australia.

Second Event was for Formula Vee which was quite good with some spectacular spins by rather unstable handling cars. The Third Event was for Div 2 Sports cars and was quite exciting. John Evans drives a very quick T.C. (1466 c.c.) all stripped with very wide rims. Harry Cape had his Elan and went gardening on the outside of Creek Corner.

Fourth event was a Mini Race with every car from Manton's "S" to a Morris 850. Manton beat Foley in this race, against a field of very hard drivers.

The R.A.C. Trophy race was the next event, and in it were a number of cars I had not previously seen. First and foremost was Matich's Elfin Traco Oldsmobile which is painted maroon and gives out a V8 throb as it disappears. No big wheelies or tail hanging out, though.

Next interesting car was Alan Hamilton's Porsche Spyder 6 which has a flat 6, horizontally opposed, of two litres. It is very noisy and very quick. At the start, Hamilton jumped before flag-fall and led Matich down Hume Straight. Coming into Creek corner for the first time he spun, with most of the field going by before he drove off the track and turned around. On the third lap he again came in much too fast, locked up a front wheel and spun again! He kept the Porsche flat, and completed the spin, and blasted off again leaving tyre smoke everywhere, Kevin Bartlett in the Alfa GTZ drove a very good race, the Alfa gently oversteering out of Creek. Lionel Ayers sat behind the Alfa for most of the race, looking very calm and near the end, he pulled out and passed the Alfa and drew away. Due to a handicap system, Sid Howard won the race in a Super 7. Matich stopped about half distance with wheel bearing trouble.

Event 6 was a touring car race with Ian Geoghagen winning at a canter from Kevin Bartlett. Brian Foley beat Peter Manton this time, the leader being the one with the best start.

The remaining events consisted of a racing car race, sports, touring cars and two vintage car races. The last of these was a beauty with a great dice between a 1935 MG PB S/C driven by K. Rowe and a 1936 Jaguar SS 100 2.4. It should warm Pip's heart to know that the MG won the race.

The trip back to Sydney was quite pleasant and although the roads were crowded there were no traffic jams.

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From B.M.C. come two 'Newsbriefs' of interest to M.G. owners -

M.G. SUCCESSES IN SICILIAN CLASSIC - - -

Two MGB sports cars finished first and third overall in the Grand Touring category in the historic Targa Florio Road Race.

The race covers 450 miles of mountainous roads around the island of Sicily. It is one of the world's classic sports car races, and is contested by special sports-racing vehicles and special prototypes, as well as sports cars available to the general public.

The M.G.'s also finished first and second in the over 1600 c.c. G.T. class and ninth and fifteenth over-all. The drivers were Monte Carlo Rally winner Timo Makinen and John Rhodes in the leading M.G. and Andrew Hedges and John Handley in the third car.

Only thirty cars finished out of seventy one starters. The race was won by Mairesse and Muller in a special Porsche. In the G.T. category, Makinen and Rhodes' MGB beat four Porsches and two Ferraris.

In the 1000 to 2000 c.c. prototype class, a special Austin Healey Sprite finished third, beaten only by two Dino Ferraris. The drivers were European Rally Champion Rauno Aaltonen and Clive Baker. The Sprite finished sixteenth overall.

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SON OF MGB DESIGNER HAS OUTSTANDING SUCCESS IN BRITISH RACE.

The son of the man who designed the world's biggest selling sports car drove his father's design to an outstanding success in a British race on May 8.

The driver is Roger Enever, 21 years old son of MGB designer Sydney Enever.

Roger Enever and co-driver Alec Poole scored one of the season's biggest surprises by driving their MGB into third outright position in the 500 mile sports car race at Brands Hatch.



past eventsRESULTS OF TREASURE HUNT 13.5.1966

<u>Driver</u>	<u>Navigator</u>	<u>Points Lost</u>
I. Cornes	R. Jenkins	25
M. Hart	G. Crawford	30
D. Monroe	B. Monroe	30
S. Mathers	L. Whittaker	30
W. Charlton	P. Chariton	35
C. Timms	E. Holliday	36
T. Gymer	I. Guthrie	44
G. Gettons	. . . . .	45
P. Cochrane	M. Gibb	45
G. Vayro	R. Napier	47
P. Nobbs	K. Fagg	57
I. Ward	. . . . .	81
P. Nurcombe	S. Plunkett	83

Points towards Trophies

M. Hart	G. Crawford	) tie
D. Monroe	J. Monroe	) first
S. Mathers	L. Whittaker	)

Best Novice

T. Gymer      I. Guthrie

Best 'T' Type

T. Gymer      I. Guthrie

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m o t o r k h a n a

On Sunday, 15th May, 22 'eager beaver' drivers plus a number of wopker spectators participated in our second motorkhana of the year. It was good to see some of the 'oldies' who have not graced the motorkhana scene for some time there. Please come again.

The Full Clover Leaf started the day and although the usual demonstration was run and the course explained there were those certain someones (no names mentioned) who became a little (?) lost. Who had a bad vision problem from too much party?

'Forward Banging' proved popular as always and having heats comprising all MGAs, all MGB's, MGTC's and D's, and Sprites, the competition was really keen. Good to see three sedans having a burn too. The final ended in placing Don Sampson (MGA), B. Tebble (MG TD) and G. Finns (MG Midget) in that order. Hoorah! G's forever!

The novelty event was lots of fun for runners and spectators alike. Just ask Alan Thomas who mucked about with poles in heats - might guess a guest driving an MG A was guilty.

The 'Eses' seemed to bring a lot of drivers to grief. What with getting lost and hitting poles, it would make a strong man weep. In this the sedans of Kerry Horgan, K. Cook and P. Nurcombe showed great manoeuvrability, being only a second behind the best times of D. Sampson, (MG A) W. Charlton (MG B) and M. Shearer (MG ) Watch out for the G's!

Autocrosser: as this incorporated the Eses event (going in the opposite direction) it took a lot of concentration to go the right way and keep from hitting the poles. (To wit, ask the demonstrator who laid the course out). Evidence of this was the eleven disqualifications of the 22 starters. Ask Kerry how he likes driving 'Old Gertie'. Don't know who was the most worried, Kerry or Gertie!

The Bob-a-Ding was really a treat with poles flying everywhere. The Mini Moke proved its handling ability and would make a good motorkhana vehicle. - Any takers? Both Kerry Horgan and D. Miles recorded fastest time and both were driving the Moke in these efforts.

MOTORKHANA RESULTSFull Clover Leaf

1. W.Charlton MGB 50.9 secs
  2. J.Platt MG TC 51.2
  3. M.Hart Sprite 52.1
- Other good times - D.Sampson 52.2 ; R.Barron 52.6  
A.Gardiner 52.9

FORWARD BENDING

1. D.Sampson MGA
2. B. Tebble MG TD
3. C.Timms Midget

ESSES

1. D.Sampson MGA 30.3 secs
2. W.Charlton MGB 30.8 secs
3. M.Shearer MG TF 31.0 secs

Other good times : K.Cook 31.5; P.Bright 31.6  
B.Ibbotsen 32.4; P.Nurcombe 32.5

AUTOCROSSE

1. B.Tebble MG TD 46.5 secs
2. W.Charlton MG B 47.6 secs
3. P.Bright Sprite 47.8

Other good times: M.Hart 48.2; R.Barron 48.4;  
A.Bechley 48.7; P.Nurcombe 49.8.

BOB-A-DING

Equal first: K.Horgan and D.Miles (Moke) 44 secs.

NOVELTY EVENT

No outright placgetter and no points awarded towards the motorkhana trophy.

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NIGHT NAVIGATION RUN (JUNE 17)

1st outright Driver; Mrs. J. Monroe Navigator: M. Andrews MGB  
 1st Novice Driver: T. Holliday Navigator: ? Sprite  
 1st T-type Driver: J. Moorehead Navigator: B. Toms MG TF

SOCIAL NIGHT - JUNE 4th

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Eighty happy people joined in the fun on our "Shipwreck Party" at the Clubrooms on June 4th. The clubrooms were transformed by the Social Committee into a cross between Waikiki beach and an At Home for Robinson Crusoe - there was bamboo everywhere, the floor was covered in leaves, there were banana trees growing (!) and coloured lights among the date palms!

A bottle of champagne was awarded to the 'most shipwrecked' couple, and this was undisputably won by Carole Palmer and Iain Cornes who arrived in life jackets . . . dripping wet! (preparation for the trip to England?) We believe that quite a few bus drivers over at the Depot were somewhat staggered at the sight of Iain and Carole dunking themselves under the depot tap on such a cold night.

The 'sound lounge' effect was created by Ray Lovejoy, and the music had a devastating effect on the dancers - the 'beach' was sure rocking that night!

As the 'guests' were leaving, most were heard to say - "When is the next party night?" So we have talked the social committee into holding another - same place, same time - on Saturday, 30th July. (We believe the theme this time is 'Ancient Rome', so replace your togs with togas; get them out and drycleaned for then - they must need it; 'tis two thousand years since you wore them last!

Our thanks to all who helped make the night such a great success.

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(Ed: Ancient Rome, eh? Roamin' Orgies and Verging Vestals and Lyin's and - and Glad-'e-ate-'ers! Maybe even an Open Forum - (no silly, not the lions!)

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RESULTS OF THE SPRINT MEETING, 19.6.1966TOURING CARS

Class B 5000-8000c.c.		<u>Standing Qr.</u>			<u>Flying Qr.</u>			<u>Lap</u>
J. Fraser	Dodge	18.58	16.89	16.57	8.11	8.00	7.99	2.17.9
D. Glode	Dodge	17.35	18.02	17.34	8.81	8.82	8.85	2.32.0

CLASS C2 3000-4000c.c.

G. Hawley	Jag 3.8	18.08	18.18	18.04	8.27	8.15	-	2.19.4
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CLASS D2 2000-2500 c.c.

D. Statham	Holden	18.98	18.46	18.52	9.87	10.12	9.79	2.38.4
G. Perkins	Holden	19.90	19.30	20.35	9.94	11.87	10.40	2.54.4

SPORTS CARSCLASS G 750-1100c.c.

E. Holliday	Sprite	20.48	20.34	25.07	10.61	10.50	12.02	2.31.1
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M.G. CLASSESClass G 750-1100c.c.

C. Timms	Midget	21.68	21.51	21.39	10.80	10.65	11.03	2.51.2
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Class F 1101-1300c.c.

P. Glynn	MG TF	-						
R. Shearer	MG TF	22.65	22.88	22.75	13.02	12.40		2.50.2

Class F1 1301-1600c.c.

G. Hawley	MGA T/C	19.53	20.78	20.47	9.94			
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Class E 1601-2000c.c.

B. Ibbotson	MGB	17.81	17.58	17.77	9.09	9.06	9.05	2.23.0
W. Charlton	MGB	17.65	17.63	17.68	9.21	9.16	9.14	2.21.8
A. Gardiner	MGB	17.97	18.04	17.82	9.13	9.06	9.15	2.15.9

RECORDS BROKEN AND ESTABLISHED (in the classes as above)

J. Fraser (Dodge)	St. Qr.	16.57	Fly. Qr.	7.99			
D. Statham (Holden)		18.46		9.79	(Est)		
C. Timms (Midget)		21.39		10.65	(Est.)		

## c o m i n g       e v e n t s

On Friday 15th July, representatives from the Olympic Tyre Co. will be giving a talk and showing a film(?) on G.T.Radial tyres. We heard the opposition's talk on the SP 41 some time ago, now we hear from the other.

The weekend 16-17th July offers a choice of two Club runs. One is a two-day run to Grafton for the Hillelimb and if you are interested in this either as a competitor or spectator let the Secretary know as soon as possible.

The other run is a one day run on the Sunday which will be concluded with a Bar-b-Que. This will be suitable for all types of cars (take note, T-types!) and will commence from the corner of ~~Leppich and Beaudesert Roads~~ at 9 a.m. ESSO SERVICE STATION, MT GRAVATT TERMINUS  
1130 a.m.

The following Sunday, the 24th is the date set for the next motor-khana which will be combined with the Concours D'Elegance where once again a T-type should shine (pardon the pun ) as quite a number seem to be 'off the road'.

So don't forget, get with the spit and polish and see how immaculate your car will be for the 'Beauty' prize, the Concours D'Elegance on Sunday, 24 July.

The next party night as mentioned earlier will be held on Friday, 30th July with the 'Roman' theme. All members attending will be guaranteed political asylum and need have no fear of being thrown to the lions - only to the wolves ! (No, not Romulus and Remus!)

This brings the Program Calendar up to the month of August which is crammed full of race meetings, with Lakeside and Speed Week but watch for any Club event which may be sandwiched in between these others!

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A quote from a recent Committee meeting is worth repeating concerning the organization of events. A diligent member reporting on his progress proudly informed those present that 'Organization is Underhand!'  
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b \_ o \_ d \_ s \_ \_ \_ a \_ n \_ d \_ \_ \_ b \_ e \_ n \_ d \_ s \_

Congrats. to T-type members who are making it a habit to take out the prizes, both T-type and novice!

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Hear that at the last Grafton visit the President and Nan Hunter played the poker machines and won!

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Good to see such wellknown faces as those of the Hunters and Dell Davis back at work manipulating the timing machine at the sprints.

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Members of long standing Frank Taylor and Miles Hunter have been dragged back into harness by C.A.M.S. who have appointed both as Stewards.

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Solution to the old problem as to whether one should drive an open sports car or a sedan has been solved by the Hon. Sec. who has bought an MG Y sedan - on fine days he drives the TD, on others the Y. (This makes him an extra full member).

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President Ray (Zeke) Lovejoy seems out to break an endurance record by spending every night of the week at the clubrooms working.

Congratulations to the House Committee and helpers on the improvements (and aren't they?) make to the clubrooms.

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It has been suggested that Mrs, Thomson's back yard would make a good hillclimb site for a field of Mini Mokes. Free demonstrations on application to the aforementioned.

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m o r e   b o d s   a n d   b o n d s

Biggest Club gossip of the moment seems to be the recent engagement of two of its best known ( = infamous ) members, Iain Cornes and Carole Palmer, who following their marriage in August will leave for England. Unfortunately there is no truth in the rumour that they are going to form an Australian section of the B.M.C. Works team.

As their cars do not have the capacity for travelling over great stretches of water these are up for sale so that they can travel by more conventional means.

Carole's car, a 11A Sprite and Iain's, an MGA complete with crossflow head are for sale at £650 each. If you are a potential buyer contact Carole at 97 4171 ( 8 - 5 p.m. ) or at 95 2209 after hours.

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Another engagement of Club interest is that of ex-President John Clark who is engaged to Faye Bale.

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From the distant past comes a story of a well known racing driver who was seen in a cafe on the Toowoomba road endeavouring to eat Jaffas with a knife and fork !

Seems also that the police were much more patient in those days from another story. This concerns the appearance of a Mini Minor at the top of the front steps of the Cecil Hotel when the police's reaction (?) was, "Go home, quite quietly, please."

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And one to finish with - - -

See the sports car?  
It is speeding like the wind.  
Watch the driver.  
He is looking in his mirror.  
See his lips move?  
He is spelling.  
"E - C - I - L - O - P"  
Watch the driver shake.   .....



C O M I N G     - - - -  
- - - -     E V E N T S

J U L Y

SUNDAY, 10th - LAKESIDE - Gold Star Meeting

FRIDAY, 15th - LECTURE by Olympic Tyres on  
G.T.Radials

SATURDAY 16 th ) : TWO DAY CLUB RUN TO GRAFTON  
SUNDAY 17 th ) for Hillclimb

SUNDAY . 17 th - CLUB RUN AND BARBEQUE for non-  
Graftonites - more details inside.

SUNDAY, 24th - MOTORKHANA and CONCOURS D'ELEGANCE

FRIDAY, 30th - PARTY NIGHT AT THE CLUBROOMS  
- - - -  
ANCIENT ROME

SEE INSIDE FOR FURTHER INFORMATION ON THESE

COMING     EVENTS . . . . .

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