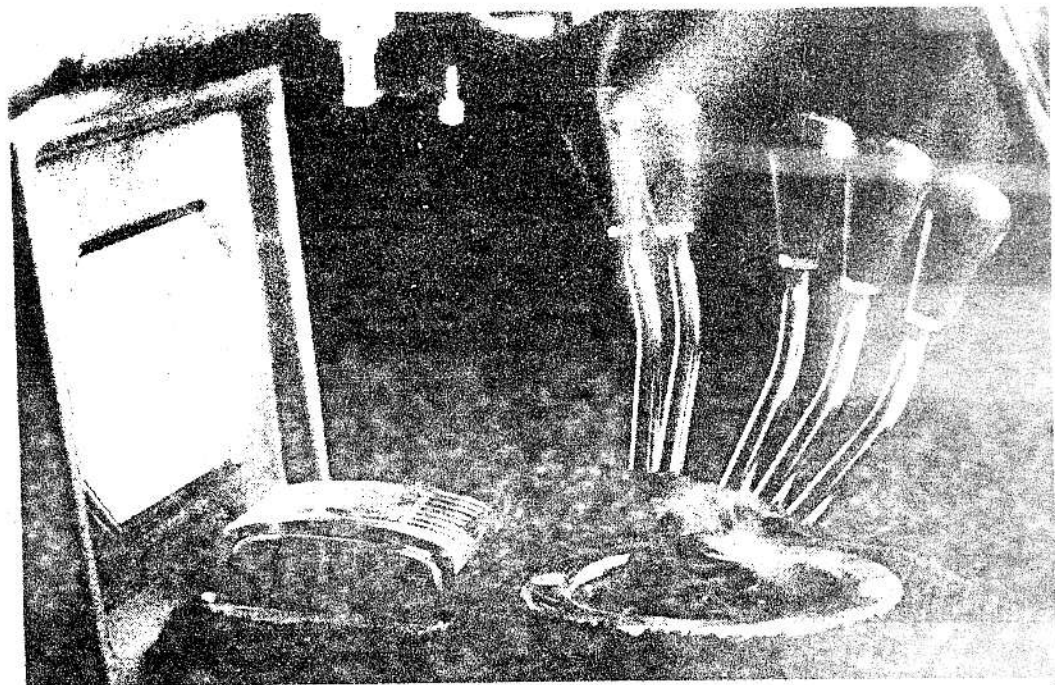




**OCTAGON**



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- THE OCTAGON -

August, 1965.

THE M.G. CAR CLUB . . . . . QUEENSLAND CENTRE

Affiliated with the Confederation of Australian Motor Sport

PROPRIETORS: The M.G. Car Club (Prop.) Ltd., Gt. BritainPATRON: Lord Lambury of NorthfieldGEN. SECRETARY: F. Wilson McCombOFFICE BEARERS AND EXECUTIVE COMMITTEE, 1965.

		Bus.	Private
President	J. Clark	68 1131	96 1348
Vice-President	D. Kennedy	-	4 1305
Past President	B. Tebble	47 1327	97 5832
Hon. Secretary	J. McCarthy	-	68 3474
Hon. Treasurer	I. Campbell	-	7 4510
Hon. Auditor	D. Lovejoy	-	56 2730
Club Captain	R. Jenkins	5 3674	49 4110
Asst. Secretary	Miss C Palmer	97 4171	95 2209

COMMITTEE: L. Toccoe, D. Bright, R. Jenkins  
Miss E. Swan, D. Lovelock, K. Johns.

OCTAGON SUB-COMMITTEE:

D. Kennedy, Miss E. Swan, D. Monroe,  
K. Johns.

CLUBROOMS: 620 Wickham St., The Valley, BRISBANE.  
POSTAL ADDRESS: Box 1847 W, G.P.O. BRISBANE.

M.G. CAR CLUB - "BUILDERS OF THE FIRST PERMANENT HILLCLIMB  
IN QUEENSLAND"

E D I T O R I A L - - - -

Over the past month or so, members of the Club have been competing with some success in events outside those arranged by the Club and, in doing so, have been bringing the name of the M.G. Car Club more to the fore in the motor-racing public's eye - a most important thing to a Club which has undertaken a task as big as building a hillclimb. These events were the Grafton Hillclimb and the Metropolitan Car Club Sprints. At Grafton, members won all the events they entered for with the exception of one class while at the Sprint meeting they won every event entered.

The latest report from the hillclimb shows that the survey is complete so that the long-awaited model should soon be ready for display. At the site itself, the tractor is being put to work clearing the small trees which litter the area and dragging the larger fallen trees into piles for burning; while a grass hut has appeared overnight - supplied by friendly natives?

At your suggestion we have organized an Open Forum for this Friday night (August 27th) where members may ask any questions they have of the Committee and put forward any suggestions they have to offer. So come along - particularly if you have a "grouch"; don't harbour it, give it free voice!

Our special thanks go to the Constitution Sub-Committee which has spent many long hours compiling the revised rules for the Centre, a copy of which you will soon receive in preparation for the Special General Meeting at which you will vote for their acceptance or non-acceptance.

Thanks also to the designers and printers of our new cover - David Monroe and his fiancée, Jenny Brandt. Remember that we welcome any criticism or praise that have to offer - so let's hear from you!

x x x x x x x x x x x x x x x x

N E W M E M B E R S

We welcome the following new members to the Club and extend our best wishes for a long and happy association with it.

P. Nurcombe	Sprite II A
R. Upton	MG A Twin Cam
T. Brewer	MG A
G. Smallsman	MG TC
M. Smallsman	Jaguar Mk V
M. Gilet	Sprite II A
K. Reynolds	Falcon
D. Miles	MG TC
G. Heilbrown	MG TF
D. Cregan	MG TC
M. Brown	Jaguar Mk V
M. Twine	-
C. Curran	MG A

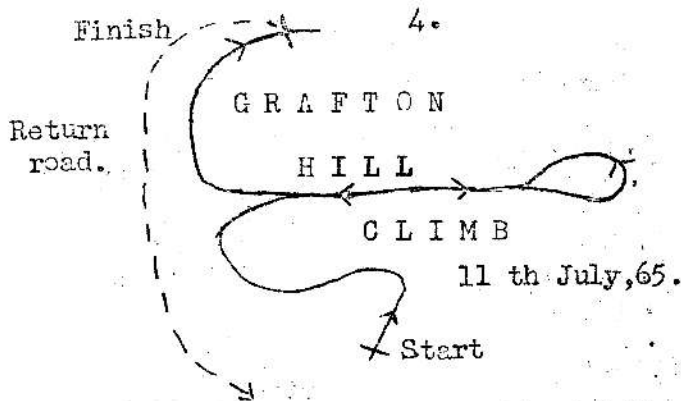
Q U E S T I O N N A I R E

How brave are you?

How able are you to face the bare facts about yourself?

Brave enough? Then test yourself on the following questions, crossing out the answer that does not apply. Then turn to page 19 to see how well you have scored ! !

- |  |     |    |
|--|-----|----|
| 1. Do you have any literary ability?               | YES | NO |
| 2. Do you have any artistic ability?               | YES | NO |
| 3. Do you know any jokes? or bits of gossip?       | YES | NO |
| 4. Do you enjoy reading the OCTAGON ?              | YES | NO |
| 5. Do you consider yourself an active Club member? | YES | NO |
| 6. Can you read, rite or rithmetic ?               | YES | NO |
- ANSWERED HONESTLY? THEN TURN TO PAGE 19 TO FIND YOUR SCORE!



To the members of the Club who attended this meeting, it was more than just a Sunday Hillclimb - it was a "leisurely" trip down, an "enlightening" ( if you'll excuse the 9 o'clock pun) night out, an exciting and interesting day's motor racing and a "drag" of a drive home after an excellent and much appreciated buffet supper supplied by the G.S.C.C.

The trip down was relatively incident-free - the only excitement being at the only ferry where John Weinthal in his "original rather likeable but virtually untameable beast" - he knows, he owns one of them - dropped his exhaust which tore the bottom out of the petrol tank of a following Singer Gazelle. (What was it? The taming of one beast by another?)

The evening's entertainment was to be supplied at the Grafton Services Club but it did appear that this scheme backfired into reverse - to speak metaphorically unmechanically. One of the highlights of the evening was the unadvertised floorshow provided by Club members who enjoyed themselves doing what must have been sinful dances, judging by the reaction of one section of the audience who disapproved and the other section - predominantly male - which heartily approved. At nine o'clock there was one minutes silence and a recitation during which time the poker machines and bar attendants were able to relax. "We shall remember them!"

Much later in the evening - morning ? - well, sometime, it was remembered that the provision of entertainment was not our primary purpose in being in this - - country town and so it was with some small feelings of guilt at having so "obviously" enjoyed ourselves that we spent the remainder of

the morning relaxing in preparation for the Big Day.

Practice proved uneventful, the only point worthy of mention being the commentary, a real highlight of the whole day - a typical example of its brilliance being the comment that Doug Partington's Centaur sounded as if it was "missing". What's wrong with that, you ask? Nothing except that the Centaur had just coughed its last cough of the day! And just how many times did the Porsche hit the kangaroo?

Queensland competitors really excelled in the actual competition, winning five of the six classes - the sixth not having a Qld. rep. as Brian Tebble was unfortunately unable to attend because of illness and Doug's Centaur had packed up in practice. Of the five class wins, three went to H.G.C.C. members - John French winning the Touring Cars 1001 - 1600 cc class in the "S" and at the same time recording the fastest time of the day and also winning the sports cars up to 1500 cc class in the Sprite; while Kerry Horgan equally convincingly won the Sports Cars over 1500 cc from Don Sampson in second place. Other placings were Les Gould (Morris Cooper) second in Touring Cars up to 1000 cc, Jon McCarthy third in Sports Cars up to 1500 cc, making a total of three firsts, two seconds and one third!

Other members who competed and were unplaced were John Weinthal (C.R.L.B.V.U.T.B. or TR 2), Carole Palmer (Sprite), George Diggles (TC) Peter O'Leary (Morris 1100) and Elaine Swan (Morris Cooper) - all of whom broke the existing record time for the climb.

There were several incidents during the day's racing in which no Club members were involved - also very creditable! These incidents included a Mini Deluxe, a Cortina and the Milano Holden failing to take the Loop at different times and an FJ Holden and a TR 2 (untamed) losing themselves on the last corner and the Terraplane going bush. Talk about motor racing on the cheap; Harry Cape claims that he paid £10 for the Terraplane!

The day's climax came with the food and presentation of trophies, followed by the drive to the Tweed Head's Coffee House.

Altogether a most enjoyable weekend, and a thoroughly enjoyable and exciting day's motor racing highlighted by the Club's outstanding successes!

SQUARE   RULES   FOR   AN   OCTAGONAL   CLUB.

We all know that the owl is a symbol of "The Old and the Wise" however:

I am sure those persons who, over thirty years ago, formed the MG Car Club would not be very pleased to be called owls, but surely they were amongst the wisest and greatest. They formed a Club on a world wide basis around the octagonal badge and the brilliant foresight of Cecil Kimber. The interest and friendship that has been brought about through MG's is surely unsurpassed in any such organization throughout the world.

By necessity, any organization requires rules by which it is to run. In its wisdom the MG Car Club has allowed overseas centres to form their own rules PROVIDED they are not in contradiction to the Club rules. Forming of the MG Car Club Queensland Centre was originally undertaken by a group of very special wise owls and from their original foundations the club has risen to one of the top three in Queensland. The rules they drew up stood the test of time for many years, but every now and then it became obvious that these rules were incomplete. Still the Centre battled on and it was not until the Annual General Meeting, 1964, that it became impossible for the Centre to continue under the existing rules.

Foreseeing this, the Committee in its wisdom had already formed a special sub-committee to redraft the local rules. Criticism was sought ( and plenty received ) from one Southern outsider. Meeting after meeting was held and each point was thrashed out in detail. In all, it took ten months.

Many changes have been incorporated: the rules have been brought into line with the current Club rules and every endeavour has been made to cover situations which could cause embarrassment. In short, it is hoped that this set of rules will enable the Committee to continue to run the Centre on an ever increasingly high plane, under almost every set of circumstances.

Each member is requested to read these rules through and think about them. Any questions you have will be answered at the Special General Meeting to be called to adopt these rules. Come and vote them in or out - for once they are passed, we are all bound by them.

Thanks to the Committee for giving us this set of rules.



7.

A. B.M.C. NEWSBRIEF - F R E E D O M S P R I T E

For the third time a rugged little Austin Healey Sprite has helped love to find a way through the Iron Curtain, further establishing this tiny sports car as the unofficial "escape" vehicle.

Twice previously, young couples had raced past the startled Vopos (People's Police) in East Berlin, zipped beneath barricades in their low slung Sprites and roared into West Berlin. This time the scene was the Bratislava crossing between Czechoslovakia and Austria. However, the technique and results essentially were the same.

West German student Karl Heinz Schaeffer, 23, and his fiancée, Agnes Walter, 26, worked for a year to perfect their escape plan. Then, seeming to meet innocently as tourists in Czechoslovakia, they drove toward the border in his Sprite with the windscreen loosened.

Suddenly they removed the windscreen, whipped around other cars lined up at the border and flashed beneath the barricades in a hail of bullets which followed them into Austria and freedom.

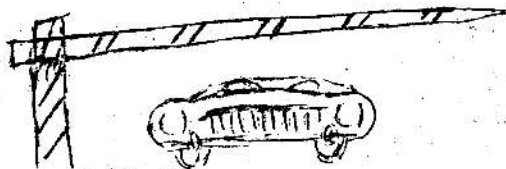
Many factors have contributed to the choice of the Sprite by those planning escapes. Since the border barricades stand  $37\frac{1}{2}$  inches above the ground it was essential that the escape car should fit beneath the standard. The Sprite stands only 36 inches high when the windscreen is removed.

In the first escape 18 months ago, Austrian Heinz Meixner, with his fiancée Margarete Thurau beside him and her mother locked in the boot, ramrodded his rented Sprite beneath the steel barriers at the Friedrich strasse in East Berlin to Checkpoint Charlie in the Western sector.

Then, astonishingly three months later, using the very same Sprite, still bearing the licence plate number of B-CE 402, Argentinian Norbert Konrad, with his sweetheart Helga Werner packed in the boot, ran the hlockade at the very same point.

It was only after his successful flight to freedom that Norbert learned his rented Sprite was the same one used by Meixner three months earlier.

In all three instnaces, the men rigged primitive bullet-proofing in the boot as an extra defence against the Vopos' machine gun fire. Perhaps symbolically, the Sprites used in all three escapes were painted the same colour - red !



## METROPOLITAN CAR CLUB SPRINTS

27.6.65

\* \* \* \* \*

As a result of an invitation extended to our Club to compete in the Metropolitan Car Club Sprints on the 27th June, sixteen M.G.C.C. members and twelve M.C.C. plus one Mini Car Club member competed, the M.G.C.C. members proceeding to fill the major placings in every class in which they competed.

In the sports cars over 1500cc class, there were three entries - all ours! - Kerry Horgan filling first and second places in the "E" type and B respectively and thoroughly enjoying himself in the process (Kerry and the E type seem to have a strange fascination for Mobilgas and vice versa!) and John Weinthal still owning that "original rather likeable but virtually untameable beast" (seems that the description fits both owner and car - Ed) filling third place. The E type piloted by Kerry flew over the standing quarter in 15.7secs, the flying in 7.7 secs (117 mph) and the lap in 2.15.1!

In the sports cars 1100-1500 cc there was one entry, a Skoda but in the up to 1100 cc class there were five entries, again all ours and all Sprites - four Mk IIs and one Mk III. The class was won by Carole Palmer in the ex-John French Sprite, second was Jen McCarthy and third Martin Hart. The other entrants were Kerry Cook and Graham Ramsay who competed in the standing quarter only.

Two Centaurs competed in the Racing Cars and Sports Racing Cars up to 1500cc, one recording a 16.3 secs for the standing and a 2.20.0 lap while the other did a flying quarter at an average speed of 120 mph.

M.G.C.C. members were again to the fore in the Series Production and Improved Production Touring Cars over 1500 cc class with John Fraser in the Phoenix  $\frac{3}{8}$  now sounding as fierce as a Mustang with its new exhaust system - taking first place with a standing quarter of 16.1 secs, a flying 112 mph and a 2.23.0 lap. Geoff Anderson in the "green and Yella" (friendly?) Holden took second place

and : gained the fastest lap time for that class, 2.16.4. Bruce Neville had one run in the Holden over the standing quarter, his time of 17.2 secs being fast enough to give him fifth placing out of the six in the class.

There were seven entries in the Touring Cars 1100 to 1500 cc class three of whom were our members and who filled first, second and fifth placings; the fifth placing of Kevin Johns being very commendable as he competed in the standing quarter only but recorded a time of 18.4 secs earning himself more points than his competitors who completed all three events. The class was won by John French in the "30", who also recorded the fastest lap of the day - a 2.03.2 ! Second placing went to Craig Lind in the Cortina GT with an 18.6, 97.9 mph and 2.25.5.

The final class was for touring cars up to 1100 cc which was the most popular there being eight entries in this class, six Coopers and two 850's. Of these, two were M.G.C.C. members, Les Gould and Elaine Swan, filling first and second placings respectively.

A very successful day for the M.G.C.C. and we thank the Metropolitan Car Club for their invitation to us to compete and also for the beer mugs which were presented to class winners at a special ceremony on the 22nd July - five of the seven going to our members - and which I'm sure will be put to good and frequent use!

" "

WHAT ( OR WHO ? ) IS UTTERLY UNSOPHISTICATED BUT FEROCIOUSLY FAST?

Need there be an answer? Refer C.M. Aug. 5, page 18.

" "

AND WHO INSISTS THAT A SPORTS CAR IS FUN ? ? ? ? ? ? ? ? ? ? ?  
THAT TWO IS COMPANY, AND THREE IS JUST PLAIN IMPOSSIBLE ? ? ? ? ?  
THAT BEING AN OWNER IS PART OF HIS APPEAL ? ? ? ? ?  
THAT SPORTS CAR OWNERS ARE FICKLE ? ? ? ? ? ? ? ? ?  
THAT AN MG TC HAS RUGGED APPEAL ? ? ? ? ? ? ? ? ? ? ?  
THAT A TR 2 HAS RUGGED APPEAL ? ? ? ? ? ? ? ? ? ? ?  
THAT CARS GROW ON TREES ? ? ? ? ? ? ? ? ? ? ? ? ? ? ?

Any reference to a living person and all misquotes are INTENTIONAL! !

FRED HAD A CLAPPED OLD TC . . . . .

Fred had a clapped old T.C.

At least that is what the other drivers all thought. After all, every entry in the race except Fred's was backed by an oil company or large motor firm, and each represented thousands of pounds. How could an old TC stand a chance?

But Fred knew that it took more than just money, machinery and mechanical knowhow to win a race. There are human factors involved. And when the chips are down, qualities such as stamina, determination, guts, foresight, judgment, skill, perseverance and the willingness to take a chance often spell the difference between victory and defeat. A descendant in a long line of tough-minded individualists, Fred had come prepared.

When the starting flag fell, Fred pushed his foot to the floor. Throughout the whole race, he kept it there. Never wavering from his task, he challenged first this expensive monster and then that one. He took chances no other driver dared take. He never slackened pace - until he roared across the finish line in last place.

For Fred had a clapped old T.C. !

contributed by G. Ward.

\*\*\*\*\*

There are two titles that suggest themselves for a story concerning a wellknown MG A 1600 which - as a result of some modification in its height ( it was lowered ):-

- Blazed a trail on bitumen to Lowood and back
- Killed two exhaust pipes
- Skittled two silent cops ( now very silent )
- Demolished one kerb and several gutters
- Was run over by two bicycles (ever seen a bicycle-less bicycle rider do a hand stand on a hoodless A?)
- Was run over by a T.V.R.Grantura.

THE TITLES?? - How Low Can You Go?

- I Didn't Want to do It!

-----

T H E \_ \_ \_ E V O L U T I O N \_ \_ O F \_ \_ AR A C I N G \_ \_ \_ C A R (CONT'D)By PIP BUCKNELL

The K 3002 seemed somehow to get stuck in a corner missing all the big races and really only being used for photographs for advertising the breed. It didn't appear again publicly until E.R.Hall drove it in the Craigantlet Hillclimb Championships.

Here Hall demonstrated his skill as a driver and the car's potential. The climb was rather more than a mile in length with three hairpin bends in quick succession within a distance of 300 yards, the road rising steeply between them - the third hairpin lay sunken between high banks. One hundred yards beyond was another difficult turn but an easy bend was set between this and the next corner a quarter of a mile further on. This eased off, swinging to the last fast corner about 300 yards from the finish. The outright record stood at 1 min 29.2 secs but in unofficial practice Hall had cleared this time with so much to spare that all were confident that he would do well for the marque.

Before leaving the factory Jacko had fitted the car with an unusual carburettor which had two air intakes; his idea being that this would improve gas velocity. Whether this was responsible for the car's truly marvellous performance is hard to say.

On the day the weather was perfect and a huge crowd were looking forward to Hall's climb as somehow the news had spread that he would at least get close to the record. Hall had entered the car in both the under 1500 cc class and the unlimited class, thus getting two runs.

Soon Hall took his place at the start and the instant the flag fell he roared off the line. He took every corner steadily and at real speed and roared over the finish line to a great cheer from the delighted crowd. There was every reason for excitement for Hall had just taken the K 3 up the hill faster than any car had traversed the course before. He had reduced the record by 1.6 seconds. Hall himself was delighted but felt that he could do better on his next

run. This time when the flag fell the car remained stationary for a fraction of a second, the rear wheels spinning before they gripped the road, then the machine leapt forward flying up the slope to the next corner, dust and stones kicked behind it. Hall ran through the first three bends faultlessly and raced on with the throttle wide open, timing the corners neatly, taking the last corner absolutely flat out and travelling so fast that all four wheels left the ground as he hit the bump which marks the finish. The result further reduced the record to 1 min. 26.6 secs and not even the three litre Alfa Romeo could get close to him. Hall ended with the fastest time of day and a record in each class, again showing the possibilities of the car.

After this K 3002 was again returned to the factory where it was overhauled completely as it had been bought by a firm in Australia. The car was finally shipped on 24.1.34 after only one race and one hillclimb, in both events leaving its mark in the record books.

Once in Australia the car was driven for Lanes Motors by Bill Thompson. He drove it in the GP of 1934 where he was set the almost impossible task of averaging 20 mph faster than the eventual winner - another MG. He got within  $\frac{1}{2}$  sec as the two cars roared across the finish line. After this opening effort the car passed into the hands of well known driver, Fagen. It appears that Fagen drove the car in every possible race, hillclimb and sprint that came on. It is claimed (unclarified by me) that he won the Philip Island T.T. in 1936, set a new record in the Waterfall Hillclimb and drove in the G.P. at Adelaide on Boxing Day in 1936.

The car then passed to P. & R. Williams in Sydney. They sold it to Len Fowkes of Bundaberg. He drove it all the way with very little trouble. It was used quite successfully from 1943 to 1946 and during this time considerable work was done on the car. Late in 1946 Ken Tubman of Sydney telegraphed his desire to purchase the car and was in Bundaberg 24 hours later to drive the K 3 all the way back to Sydney.

Here again a major rebuild was undertaken which was completed in time for the '47 Bathurst meeting at Easter. The K 3 did not have a good day but perhaps this is understandable as it was Tubman's first race in the car. A few months and some 1000 miles

later in South Australia, he led from the start in the only race in which he was able to compete. And remember that by this time the car was 14 years old. In 1951 Tubman took the car to New Zealand and it was here that it had an unfortunate mishap, being involved in an accident at some 120 mph. However the car was returned to Australia where Tubman started to modernize it. Luckily he didn't get very far.

Eventually the car passed to the hands of Len Phillips of Frankston, Victoria. Mr. Phillips started on a most ambitious rebuilding program but while it was still in many pieces I was lucky enough to become the owner of the car.

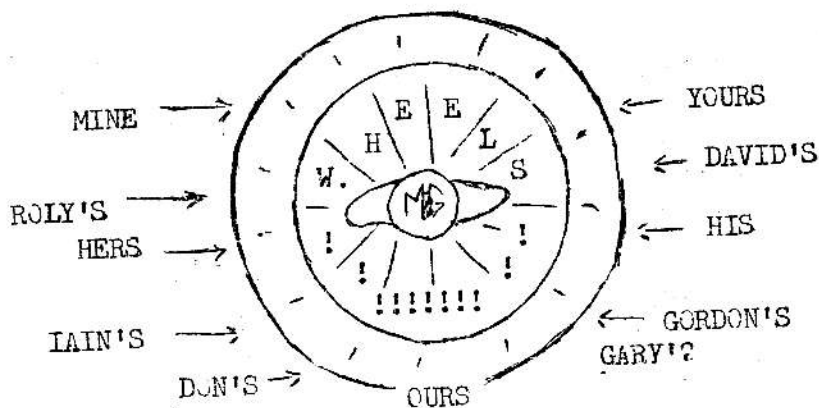
Many, many hours have been spent collecting small pieces, having large ones made and calling for help from all over the world in an endeavour to return the car to the exact state that it set off in the 1933 Mille Miglia. There are many people who have given up a lot of valuable time and without whose help I would have been completely lost. There is still a long way to go to complete the task but the motor was run for the first time for years in December, 1962. The car is now being brought to Brisbane in August 1965. (Ed's note: As this goes to press Pip is on his way to Melbourne to collect the car.)

Just in closing I would like to make it quite clear that contrary to common belief this is not the car that Nuvolari drove in the 1933 TT in Ireland; that neither are there any of the other K3's in Australia.

I would like to point out too that this is the oldest remaining K 3 known and the only survivor of the 1933 Mille Miglia team.



Ed: Many thanks to Pip for this very interesting article on a most interesting car which we are looking forward to seeing in reality. Pip now tells us that he is fairly confident of being able to sprint the car at the October Sprints! SEE IT THERE!



A conversation overheard one night -

G.- Can I have my wheel back because David wants his.

D.- What wheel?

G.- The one with your tyre on it.

R.- Oh, yeah, I want my wheel back soon too.

D.- But haven't you got one of Tom's!

R.- No, I sold that on my 1600.

D.- Well, where is the other spare you had?

R.- I got that repaired for Tom.

D.- But didn't he have that black one of Iain's that I was going to lend to Gordon?

R.- Yes, but he had to give it back to Iain so that Gary could have his tyre off it.

G.- I couldn't find that one, so I borrowed one of David's with the white wall.

D.- What do you want your wheel back for anyway?

G.- Mine's collapsed.

R.- I want a spare for the Winter Wander.

D.- I'm getting one done at W's so I can put your tyre back on your wheel.

G.- No, I want the tyre off the collapsed wheel on the good wheel you borrowed so I can give David his back.

If anyone sees an MG A with three wheels, you'll know why!

AND IT IS TRUE !!



BEAT NIGHT AT THE CLUBROOMS -- by Annie Ominous

Some eighty enthusiastic, gleeful, happy and slightly crazy members and their friends came to the Clubrooms one fine Saturday night recently to take part in our first "party" at the Clubrooms. "Beat" was the theme for the night . . . perhaps "Off-Beat" would have been more appropriate to the occasion . . . certainly newspaper on the tables created some atmosphere, but there was also a wall completely "wallpapered" with newspaper, illumination by candles and weird red and blue lights, strange symbols on the walls, a mass of thick curtains in the doorway ( you had to find your way through this; one false move and you were in the wrong room - a much smaller one. ) .

A new facade adorned the "bar", which was well stocked with loaded coke and such things, there were strange looking females dressed in "Irma" type drag - it would be an understatement to say that the place had changed somewhat !

Dancing to piped music was a feature of the night, plus a tape recording by our own "mavisbramston" choir which extensively rubbished well known club members. The Irma girls served strange food, danced with bachelors, helped to bend elbows and one way and the other helped to make the night a success.

A few bright sparks got fused during the night but their spirits were not dampened by this . . . in fact as the night progressed, those present soaked up the prevailing atmosphere ( very informal ) like dry sponges at high tide. People danced, sang, laughed and even behaved like human beings having a good time . . . best of all, we made a good profit on the night! And those decorations : !

The night ( should we say morning? ) ground to a stop around 4 a.m. and many members met their milkmen on the doorstep . . . Ah well, what's for breakfast, Mum?

Are we holding another party? YOU BET ! Saturday, SEPT. 4<sup>th</sup> is the date, time 8 pm, theme - PARIS NIGHT ( poodles admitted ) . . . six bob on the door and everything is provided !

I wonder what the "decorators" will do to the Clubrooms this time! :

x x

THOUGHT FOR THE DAY -

Don't count on luck in a traffic jam -- - - -  
The cars may be stacked against you !

- - - - -

LETTER TO THE EDITOR

Dear Sir,

Gymkhanas should be a good way to improve one's driving, have a good burn and not be too hard on the car.

Until recently this was so with our Club's events.

But over the past few gymkhanas there has been a distinct turning to "Hopkirk Horrors" which are great fun for sponsored drivers, but potentially expensive for amateurs.

The gear-box gratings as drivers snatch for reverse in garages and scissor tests may be music to car menders but hardly to one who is paying off his fun car.

To say this is not necessary is foolish. Our best drivers are crashing cogs as noisily as the new comers. We would not enter if we did not want to win. To win these events we have to be hard on our cars.

I and many others are bored stiff by these slow and potentially car damaging events. Let's have more of the forward and reverse bendings, autocrosses, and cloverleaf type tests.

Gymkhanas should be fun, competition and a valuable aid to better driving.

My name is signed to this, but anyone who attended our last Tingalpa tangle could see the very real signs of diminishing enthusiasm among entrants.

This is a "bitch" - - but a popular one I am sure.

Yours,

John Weinthal (Club member 700 ).

Ed: A good point for debate at the Forum on Friday night - come and bring your opinions with you - and voice them!

Remember also, that this is YOUR magazine in which you can air your ideas by means of an article or letter to the editor.

x x x x x x x x x x x x

To see the latest in motor-racing-viewing-luxury just see the set up of the Whitlam-Lovelock-Bright-Wright-Clark clan. They had to take some photos to prove they saw some racing- we're still not convinced!

WELCOME HOME, IAN - - - from DAVE.

"INS" AND "OUTS"

Frontal modifications to TR 2's are IN, only if made by the motor-ing writer, which is OUT.

Limited slip diffs are IN, only if they lock up at race meetings.

It is IN to be driven home from Club party nights - if it is 4am and you are the past President.

Owning a Triumph 2000 and belonging to the MG Car club is IN, especially if you sell an MG B to buy one.

Skidding on a detergent pan is IN we hear - is that right, Keith?

Winning races at Lakeside is IN - congrats, Geoff.

Full race cam is coming OUT.

Some beards are IN - or coming OUT? - in preparation for the Paris night. Some beards are OUT (no hope) after last party night.

It is IN to spend your leisure hours working at the Hillclimb if you are the Present, Past, Vice or Future President.

It's IN to be hired OUT!

One MG A 1600 is OUT and a 1500 Coupe is IN.

It's IN to go Wandering in Winter.

It's IN to go OUT of Queensland, if you are John Hart.

It's IN to bend the tractor blade IN and OUT.

IS IT TRUE OR FALSE - - - - - ?

That Bob Downs walked all the way to the Club?

That our Secretary is suffering from a "Waiver of Memory"?

That Elaine spent a lost weekend in the snow - or was it a weekend lost in the snow. How cold!?

That Harry could drink most of the "boys" under the table?

That Kerry Cook isn't posing, he just likes the icy wind blowing through his hair?

That the frock Carole wore to the ball wasn't hers?

That Ted Holliday (the unofficial photographer) bought a Sprite, just to get his name in the OCTAGON?

That Ross and John really did go fishing for fish this time?

That Cornes also spun in Cracknell Rd?

That Chris Timms is an official Official?

That there was some very uneconomical driving on the recent Economy Run?

That Les Tocque enjoyed the Social Night so much that the Economy Run was delayed for one and a half hours?

That J.W. is going to do another rice flamenco dance next social night?

That YOU can give us some material for the next OCTAGON???

B O D S      A N D      B E N D S

STOP PRESS !! The K 3 has arrived !! And is now at the home of Ron Davis where the midnight oil is being burned to get it going for the next Sprint meeting.

Pip urgently requires a TC or similar type jack to use for jacking up the K 3. If you can help, contact Pip at the Clubrooms or by phoning 58 3251 (Home).

.....

Something every member should read is the article in the August issue of Sports Car World on MG's entitled - Safety Fast: How the MG Made Its Own Legends.

(No, it is not payola !)

.....

Ask I.D.G.C. about spinning his "A" on the Story Bridge at 7 o'clock on a Saturday night? You think that is fantastic? Wait till he tells you how and why it happened!

.....

Congratulations to Denis and Jean Geary on the birth of their daughter - Caroline Judith.

.....

Welcome home corroboree performed for member returning from the snow fields by fellow native John Blackburn - in the middle of Rocklea! Was much appreciated, when is the return performance - or was that it?

.....

Snippets -

Why did Brian Tebble have to spend three weeks in bed recently? He claims it was the flu, but more informed sources say it was that night out that did it!

Some place, Sydney.  
Geoff Anderson's water tight ( boy, can it drink ! ) FJ been added to the fleet to patrol Queen St. late Friday night !

HOW WELL DID YOU SCORE ? ? ? ? ? ? ? ?

HOW MANY YES'S DID YOU GET ? ? ? ? ? ?

DID YOU ANSWER "YES" TO ANY ONE OF THE QUESTIONS? ?

If you did, YOU didn't score, but WE did ! Because if you could answer "yes" to any one of those questions - and who couldn't ! -- we should score another contributor to the OCTAGON.

So, now you know you can help, HOW ABOUT IT ? ? ? ? ?

Give, or tell , your contribution - whether it be an article on an event ( past or future ), a joke , a cartoon, a bit of gossip about one of your now-friends , or -- anything! - to Elaine Swan, Don Kennedy or any member of the OCTAGON or Executive Committee.

-----  
- B O D S     A N D     B E N D S -  
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Must be "IN" to be featured in national magazines and newspapers!

- Bruce Neville in his "day" 850 appears in the latest B.M.C. Rosette - and isn't that Kortina Kevin on the Mini's tail?

- a piece of "oneupsmanship" is Kerry Horgan's appearance in that widely read magazine, MAN ! Seems he was making a comparison of an Itzixyz ?? Colt and a Triumph 2000 - the Colt must have bolted as the Triumph triumphed !

.....

Would have warmed Mr. B.M.C.'s heart to have seen three of the cars in the recent economy run cruising along together - a red Midget , a white MG B and a blue Sprite !

.....

My heart was warmed by Mr. B.M.C. (Sylvania-Miller Division) on my recent Sydney etc. trip by his and B.M.C.'s hospitality. Many thanks, Ted.

C O M I N GE V E N T S

At a recent Committee meeting, it was decided that, in order to simplify programming of events, Friday nights will be set aside as follows:-

- First Friday of the month : Films or Lecture  
 Second " " " " : "General get together"  
 Third " " " " : Night Run  
 Fourth " " " " : Open Forum

The first Open Forum will be on the 27th August, and at this you will be able to make any criticisms which you think are justified and suggest any improvements which you consider necessary to the Centre; as well as this, you will be brought up to date on what has happened, what is happening and what is going to happen.

We look forward to seeing you there and hearing you register your approval or disapproval of the management of the affairs of the Centre.

P R O G R A M M E - - -

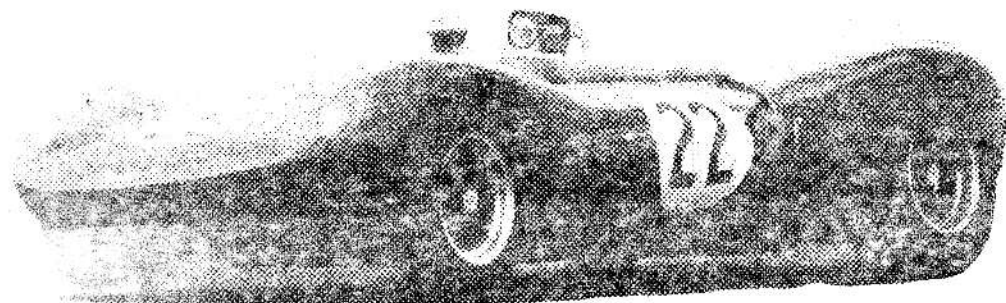
AUGUST: 27 - Open Forum  
 29 - Lowood

SEPTEMBER: 3 - Lecture - more details later  
 4 - PARIS NIGHT at the Clubrooms  
 5 - Motorkhana  
 12 - Lakeside  
 17 - Night Run  
 19 - Social Club Run  
 24 - Open Forum  
 24 - 26 - Hillclimb Working Bee

OCTOBER: 1 - Film night  
 8 - Tentative date for Special General Meeting  
 10 - Motorkhana  
 15 - Night Run  
 17 - Grafton Hillclimb  
 22 - Open Forum  
 24 - Lowood  
 31 - Tamworth Hillclimb

- - - - -

• **DENIS GEARY** •



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