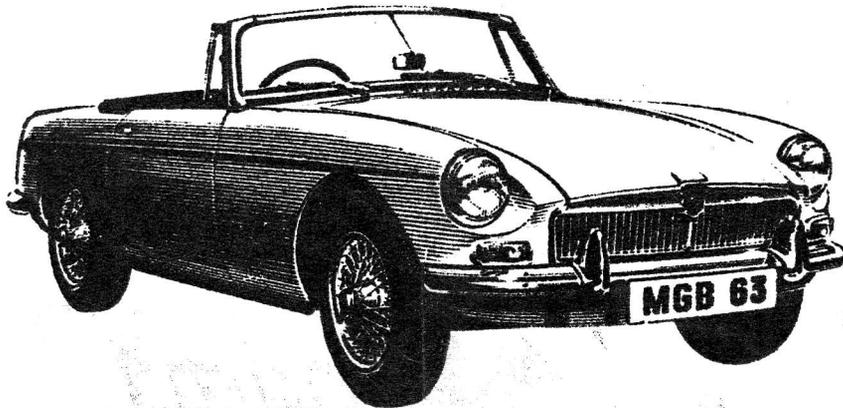
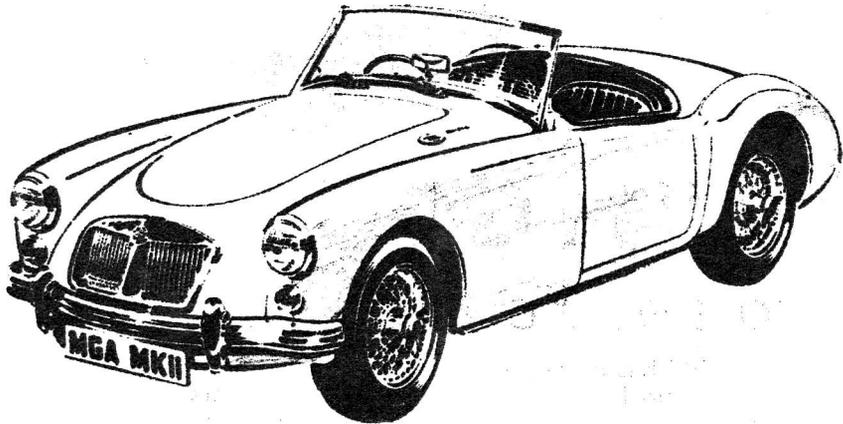


# OCTAGON

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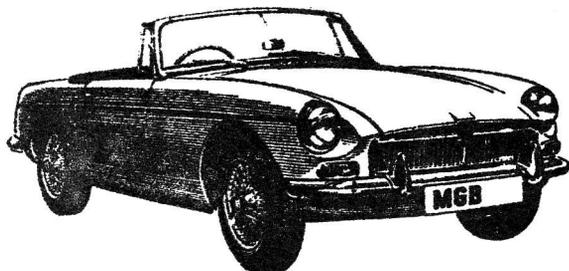


THE M.G. CAR CLUB (QUEENSLAND CENTRE)

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The "MGB" places strong accent on performance. Its acceleration is spectacular. The 1798 cc. 4 cyl., o.h.v. engine with twin "SU" Carburettors makes overtaking safe. It brings to the sports car field really relaxed high-speed travel . . . it is a car for to-day's young people . . . a gem.

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T H EO C T A G O NNOVEMBER, 1964T H E M . G . C A R C L U B (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

General Secretary: F. Wilson McComb

		Business	Phones Home
President:	Brian Tebble	47 1327	97 5872
Vice President:	Norman Wright		95 2096
Past President:	Ray Lovejoy	2 2861	56 2730
Hon. Secretary:	Dave Lovelock	31 0451	97 3168
Hon. Treasurer:	Ian Campbell		7 4510
Hon. Auditor:	Des Lovejoy		56 2730
Club Captain:	Kerry Horgan	48 1064	48 3145
Vice Captain:	Bruce Neville	48 2009	55 1631
Asst. Secretary:	Miss Carol Palmer		95 2209

Committee: R. Jenkins, K. Johns, B. Neville, K.  
Horgan, J. Clark, Miss C. Palmer

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CLUBROOMS

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e d i t o r i a l

Well now we have the ball at our feet! A full scale hill climb is our's.. with just an occasional weekend spent at Mt.Cotton slashing down an occasional tree, raking up some gravel.. and Hey Presto! .. a Hill Climb!!

Well not exactly! We are going to need every single member's every single spare moment (their friends' too), plus a great deal of hard work, know how and the use of some pretty good equipment. It is good to note the great deal of enthusiasm which has been shown, not only from our own members, but enthusiastic supporters outside our club circles. There is no doubt that Queenslanders want a Hill Climb!

Particular mention should be made of the assistance we have received from Jeff Priddle who is a Civil Engineer, but would be better known as Clerk of The Course at Lowood. Jeff accompanied us to the site one Sunday morning, climbed over logs, rocks etc. and eventually gave us his verdict.. "Yes, it can be done.. a good hill too, but a lot of hard, hard work!" Thanks Jeffs, we'll be trying!

Our thanks also go to the Redland Shire Clerk Mr. Simpson and Shire Overseer, Mr. Hill for their help and enthusiasm. It is the intention of the committee to promote the Mt. Cotton area as much as possible, which would certainly be to mutual benefit.

Regular working bees will be held at the site, and the construction of a "bush house" for storage etc. (etc) will be one of the first projects. If anyone has an old bulldozer, tractor, tip-truck etc. they no longer need.. just let us know, won't you?

More news of the Hill Climb later in this edition.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXX P R O G R A M M E XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

NOVEMBER 20th	ANNUAL GENERAL MEETING, ELECTION OF COMMITTEE
NOVEMBER 22nd	LAKESIDE TOURING CAR RACE MEETING
NOVEMBER 28th and 29th	WORKING BEE MT. COTTON HILL CLIMB SITE
DECEMBER 4th	10th ANNIVERSARY DINNER & PRESENTATION OF TROPHIES
DECEMBER 11th	FINAL FILM NIGHT AT CLUBROOMS 8 p.m.

Well, here we are again with what will probably be the last Octagon for 1964, and certainly the last before the Annual General Meeting.

Speaking of the A.G.M. brings to mind the fact that we will again be looking for new talent for the 1965 committee. It is a strange thing that in a club of well over two hundred financial members, only a handful come forward at this time, to offer their assistance on the committee. It must be remembered that to obtain any benefits from the club, a considerable amount of effort and enthusiasm must be applied, particularly by the committee.

By now you will have received the nomination forms sent out with the A.G.M. notices, and from these we hope to form the band of enthusiastic members to fill the committee vacancies, and ensure that our largest ever financial venture does not develop into a disaster. Please return your nomination form by the recognised time.

Tickets are now on sale for the Tenth Anniversary Presentation of Trophies and Dinner Dance at Shangri-La on Friday December 4th. You may bring as many friends as you wish, but please buy tickets early, or at least let us know how many you require. Tickets are thirty shillings which includes the three course dinner, drink and the music.

Let us make this one the Night to Remember!

-----ooo ooo ooo oooo ooo-----  
A plentiful supply of M.G.Car Club and C.A.M.S. car badges are now available at the clubrooms. Club badges are hired for your duration of membership for the sum of thirty shillings, and the attractive C.A.M.S. badges may be purchased for one pound.

If you sell your car please remember to remove windscreen transfers and any other club identification. If you change your address please notify the Secretary immediately, and if you sell your M.G. or acquire one for the first time.... please let us know!

Please do not place notices on the notice board without prior permission of the Secretary, otherwise they may be removed.

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SPRINTS RESULTS 25/<sup>4</sup>10/64 (Fastest Times only) Official Results

SPORTS CARS 750-1100 c.c.

		Stdg. $\frac{1}{4}$	Fly. $\frac{1}{4}$	Lap
J. McCarthy	A/H Sprite	22.93	11.16	2.45.7
J. Byrne	A/H Sprite 2A	18.80	9.50	2.22.1
G. Ramsay	A/H Sprite 2A	17.81	9.00	2.17.4

1301-1600 c.c. Class F1

H. Neale	V.W.	18.85	10.66	2.37.6
T. Bassett	M.G.A.T/c	17.95	8.65	2.21.7
R. Iland	M.G.A.T/C	19.99	8.79	2.30.4
Mrs.A. Thomson	Lotus 15	14.63	7.93	---
C. Hammans	M.G.A.1600	20.25	10.60	2.40.2
D. Sampson	M.G.A.1600	19.53	9.42	2.25.1
G. Young	M.G.A.	20.35	9.61	2.33.4

1601-2000 c.c. Class E

J. Whitlam	M.G.A.1600	18.20	8.96	--
T. Poots	M.G.B.	17.73	9.10	2.20.8
Miss E. Swann	M.G.B.	17.64	8.56	--
G. Makin	M.G.B.	17.67	8.94	2.21.0
K. Horgan	M.G.B.	17.28	8.52	2.14.8
D. Casey	M.G.B.	17.82	8.89	--
J. French	M.G.B.	17.48	8.84	2.15.0

2001-3000 c.c. Class D

J. Pratt	Wolseley Special	20.00	10.48	--
D. Sorrenson	Triumph TR4	17.75	8.49	2.18.7
G. Law	Triumph TR4	17.00	8.47	2.26.5
K. White	M.G.Holden	19.08	11.86	--

3001-4000 c.c. Class C

N. Bohill	Jaguar XK 120	18.40	8.82	2.33.0
J. Fraser	Chrysler Val.S/C	17.51	8.80	2.33.0

TOURING CARS 751-1100 c.c. Class G

I. Campbell	Morris 850	24.06	12.86	2.59.0
D. Partington	Standard 10	22.54	11.65	3.22.0

Cont. Overleaf...

Sprints Results 25/10/64 ContdTOURING CARS Class E 1301-1600 c.c.

K. Johns	Ford Cortina 1500	18.08	9.54	2.23.0
G. Hansen	Austin Lancer	21.05	10.90	2.54.7
K. Littlemore	Ford Cortina G.T.	17.79	9.29	2.19.5

TOURING CARS 2001 - 2600 c.c. Class C

D. Partington	Holden	17.84	--	--
I. Stewart	Holden	21.47	11.07	2.42.5
S. Winter	Holden	19.48	9.37	2.48.5
J. O'Keefe	Holden	19.17	10.41	2.33.0
B. Neville	Holden	16.99	8.53	2.16.5
R. Johnson	Holden	--	8.90	2.32.0

Story of Sprints 25/10/64 by I.A.M. Raving

The Sprints meeting of 25th October was the final for the year and 35 entries were received.

Following the usual very thorough scrutineering, the meeting started on time at 11 a.m. Representing the ever increasing Sprite Brigade were John McCarthy in the "Mark One" and John Byrne and Graham Ramsay in Mark 2A's. The Clerk of the Course was seen flashing about in a Mark Three, but was not game enough to put this one through the timing gear, as it was on loan from B.M.C! Rev. Up Ramsay recorded a most creditable 17.81 seconds standing quarter, and just missed the 100 m.p.h. average in the flying by  $\frac{1}{2}$  of a second! His lap time was quick too, as a glance at the results will tell!

Six sports cars and an off-beat Veedub competed in the ever popular class F1, 1301-1600 c.c. Fastest of these was Mrs. Ann Thomson's Lotus Fifteen which recorded a somewhat shattering 14.63 standing  $\frac{1}{4}$ , driven by an equally shattered Brian Tebble. Ann took the wheel for the flying, saying "I'll do 113.2 m.p.h." Her first run was 113.5, her second, 113 exact. Now this is an average of 113.25! How's that for knowing your car? Rod Iland and Trevor Bassett drove M.G.A. Twin Cams, Trevor's being the fastest with a 17.95 standing time. Rod found the combination of close ratio gears too high for sprints work.

With no fewer than six M.G.B's lined up ready for the fray,

Cont'd overleaf....

Sprints Story cont'd

John Whitlam's lone M.G.A. looked almost frightened, but not, it seemed, frightened enough to discourage it from recording an average speed of 100.45 m.p.h. in the flying. It is interesting to note that every "B" broke eighteen seconds in the standing quarter, including Elaine Swann who left clouds of blue rubber smoke to record 17.64, and over 105 m.p.h. Worthy representation of the fair sex.

Jim Pratt had his first try at sprinting, driving the interesting Wolseley Special which used to belong to Richard Street, and was raced at Strathpine in 1958. Don Sorrenson and Glen Law fronted their TR4's, and Kevin White gave the Buchanan T.D. Holden its first outing.

John Fraser's supercharged Chrysler Valiant (Violent?) averaged 102 m.p.h. whilst wife Anna stayed home and minded the new Fraser baby (congratulations twice). Neale Bohill provided entertainment for those on Castrol Corner during the laps.. sliding in neutral gear, he was!

Keith Littlemore's slightly modified G.T.Cortina broke the record for his class in the flying quarter, and enlightened the day by emulating a forward bending race on Castrol during practice! There's something about Castrol Corner! Perhaps its all the oil!

Bruce Neville broke three things during the day.. the class record for the flying quarter, seventeen seconds on the standing... and a crankshaft! Fancy coasting through the traps at over 102 mph.

A few more records were broken, and the full list of records appears elsewhere in this issue.

XOXOX      XOXOX      XOXOX      XOXOX      XOXOX      XOXOX      XOXOX

WARWICK HILL CLIMB1st November

Queensland's first hill climb (official) for some years was held on the first weekend in November. Promoted by the Warwick and District Sporting Car Club, the event took place on public roads a mere few hundred yards from the main street.

The M.G. Car Club undertook to perform the weekend's timekeeping and our team was headed by Ray Lovejoy, ably assisted by recorders Carol Palmer, Elaine Swann and Jenny Eckart.

Cont. Overleaf.....

Warwick Hill Climb (Cont)

Most of the M.G.C.C. boys (and girls) arrived in Warwick on Saturday 31st October, in order to ensure a good night's sleep before the onerous tasks of the next day. (That was the reason, wasn't it?)

The scrutineering was carried out by John Clark and Bruce Neville. A dozen or so other members helped with our allotted tasks, and six members competed in the hill climb. A fabulous weekend was had by all, and we hope we can enjoy ourselves as much at Mt. Cotton in the future! Our sincere thanks to all members who assisted us so well.

Results in order of times are below.

<u>Entrant</u>	<u>Driver</u>	<u>Car</u>	<u>Fastest Time</u>
Geary's Sports Cars	D. Geary	Lotus 23B	38.47
Mrs. Ann Thomson	G. Scott	Lotus 15	40.01
J.F.Reuter	J. Reuter	JRM Thunderbird	40.25
R. Sawyer	G. Ferrar	Elfin Clubman	40.87
J.C. French	J. French	A/H Sprite 2A	41.22
W.J.Anderson	W.Anderson	Lotus II	41.87
Max Volkers Racing Team	M.Volkers	Ford Cortina GT	42.08
Salter Bros Racing Team	B.Salter	Elfin M.G.	42.12
J.A. Underwood	J. Underwood	Morris Cooper S	42.59
R.A. Sawyer	R. Sawyer	Elfin Clubman	43.21
Geary's Sports Cars	D. Geary	Jaguar E Type	43.37
Cresswells Sales P/L	R. Halpin	Ford Special	43.71
BP City Service Station	J. Reilly	Holden	44.08
Clive Nolan Motors	M. Nolan	Lotus Super 7	44.58
K.F. Horgan	K. Horgan	M.G.B.	45.01
Geary's Sports Cars	B. Tebble	M.G.T.D.	45.86
Barrie Broomhall Motors	B. Broomhall	A 40 "S"	45.87
K.M. Williams	K. Williams	Jaguar 3.8	46.17
Europa Motors	S. Petralia	Fiat 2300	46.63
Wedmairers Pty Ltd.	Relief Driver	Morris Cooper	47.00
B.P.Wood St.Service Stn.	P. Draney	V.W."S"	47.01
Downshift Racing Team	K. Peters	Morris Cooper	47.01
Wedmairers Pty Ltd.	E. Thomas	Morris Cooper	47.36
Downshift Racing Team	K. Shaw	JRM Vincent	47.88
L.J. Austin	L. Austin	M.G.A.Coupe	48.35
Doherty & Richardson	D. Wallis	V.W. K.Ghia	48.97
Tweed Star Service Stn.	R. Halpin	Morris Cooper	49.11

G Y M K H A N A      A N D      C O N C O U R S

Our final gymkhana for the year, held in conjunction with the Annual Concours d'Elegance, was notable for the highly informal atmosphere... nobody seemed to care much, probably because of the balmy weather, and anyway, the Gymkhana Trophy was Don Sampson's even if he didn't turn up...

This fact did not deter Don, who placed his name in three of the four official events, leaving no doubt in anyone's mind just who was the '64 gymkhana Champ.

The pattern of the results also took their usual course.. the only sedan which can rate within coo-ee of the M.G.'s. and Sprites is the Mini in its various forms. Impressive were the line ups in a few events... Brian Tebble left the T.D.(still in hill climb trim) at home, and pedalled a Mark Three Sprite against old hands Graham Ramsay and Jan Luback, whilst Keith West toted the other Katoomba Grey version, making four sprites in one event together.

Not to be outdone, M.G.B. owners Kerry Horgan, Norm Wright and Robin Barron also lined up to do battle with John Weinthal who was driving a Champion Red 'B'. The thorn in the sides of many sports car owners was Bruce Neville's little red Mini, and as will be seen in the results, Bruce came out on top in one event, and was also the runner up for the gymkhana trophy.

Our thanks go to all who assisted Roly Jenkins in organising the year's gymkhanas.. see you all at Tingalpa next year.'

R E S U L T S      8 T H      N O V E M B E R

The Arrow

1st G. Ramsay	Sprite	28.5 secs.	1st B. Neville	Mini
2nd J. Whitlam	M.G.A.	28.8 "	2nd D. Sampson	M.G.A.
3rd K. West	Sprite	30.2 "	3rd G. Ramsay	Sprite

Scissors

Forward Bending

1st B. Tebble	Sprite	1st J. Weinthal	M.G.B.	25.9
2nd D. Sampson	M.G.A.	2nd D. Sampson	M.G.A.	26.0
3rd I. Campbell	Mini	Tie J. Whitlam	M.G.A.	26.0

Autocrosse

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"G R A N D M A ' S C O L U M N"

Dear Mr. Gates (D.J.M.G.E.)

Thankyou for your kind letter. I think that your record hop held amongst the mangroves at North Quay is gear, gas, in the groove and all adjectives used by thirteen year olds.

Obviously then, our little collection of footpath hoons must go to someone else's hop. All I can hope is that it will open on Friday Nights and stop the G Club rooms exterior looking like the crowd around the Juke Box at Joe's Snacks!

The T Type boys think you must be mistaken... not one of them could possibly afford a leather jacket.

May your hop never be a flop,

Grandma

Few motoring writers (being obsessed with Touring Cars like the rest of us) noted John French's fantastic lap times in the 2A Sprite last Lakeside.. One Eights!! Good Luck to John in his new position at the "U.K. Pits".

U.K's deserve congratulations for the splendid film night and the talks with Brian Foley, Peter Molloy and John French. The night was unfortunately marred for us by the theft of Secretary David Lovelock's white M.G.A., complete with Michelin X, chrome wheels, radio and fire extinguisher.

The poor types also stole Tom Strickland's side screens, and attempted to steal another M.G.A. Suggest all G owners take strong precautions. Saw a T.F. in Kings Cross recently with a huge chain and padlock through the front wheel onto the suspension.

Just to be controversial, I suggest all G owners arrive at the clubrooms earlier and claim the parking spots largely predominated by sedan tanks.. be safer and better advertising for the club!

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THE M.G. CAR CLUB (QUEENSLAND CENTRE)

REVENUE ACCOUNT

Year ending 30th June, 1964

<u>EXPENDITURE</u>		<u>INCOME</u>	
Affiliation Fees	£10.10. 0	Profit Badges Etc.	£15.10. 1
Club Room Expenses	36.14. 5	Profit -	
Depreciation	72.11. 1	Canteen Trading	29.18. 8
General Expenses	19. 3. 3	Donations	52. 7. 0
Insurance	8.16. 0	Subscriptions	468. 5. 9
Postage, Stationary	115. 8. 9	Speed Events	124. 5. 4
Rent, Club Rooms	260. 0. 0	Social Events	138. 4. 8
Repairs to equipment	4. 7. 6	Sundry income	53.18. 3
Trophies, Prize Money	41. 7. 5		
Excess Receipts over Expenditure trans- ferred to Accumulated Funds	313.11. 4		
	<u>£ 882. 9. 9</u>		<u>£ 882. 9. 9</u>

T H E   M . G .   C A R   C L U B   ( Q U E E N S L  
A s   a t   3 0 t h   J u

L I A B I L I T I E S

Current Liabilities

Sundry Creditors	£ 29. 9. 3	
C.A.M.S. Fees in Advance	44. 5. 0	
Library Book Deposits	<u>1. 0. 0</u>	
<u>Total Current Liabilities</u>		74.14. 3

ACCUMULATED FUNDS

Balance 30/6/63	1293.12. 6	
<u>Add excess receipts over</u> <u>expenditure for year end-</u> <u>ing 30/6/64</u>	313.11. 4	
<u>BALANCE 30/6/64</u>		1607. 3.10

£1681.18. 1

AUDITORS REPORT

I certify that I have examined the Books and Accounts of  
30th June, 1964 and, subject to my report, the above Balance Sheet is in

AND CENTRE) BALANCE SHEET

ne, 1964

ASSETS

FIXED ASSETS

Equipment (Cost less depreciation)	£334. 5.10
Furniture & Fittings "	74. 4.10
Timing Gear	32. 5. 9

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TOTAL FIXED ASSETS

440.16. 5

CURRENT ASSETS

A.N.Z. Bank Ltd.	864.14. 5
Deposits and Cash on Hand	10. 0. 0
Canteen Stock (At Cost)	28.15. 6
Stock, badges etc.	23. 2. 0
Loan Racing Team	11.19. 9
Sundry Debtor	2. 0. 0

---

TOTAL CURRENT ASSETS

941. 1. 8

INVESTMENTS

Interest Bearing Deposit	
Lombard Australia Ltd.	300. 0. 0

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TOTAL INVESTMENTS

300. 0. 0

---

£1681.18. 1

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the M.G. Car Club (Queensland Centre) for the period 1st July 1963 to  
accordance therewith.

(Signed) D. Lovejoy A.A.U.Q.  
Hon. Auditor

18th August, 1964

TREASURER'S REPORT

23rd October, 1964

Ladies and Gentlemen,

I have pleasure in presenting the Financial Statements of the M.G. Car Club (Queensland Centre) for the Financial year ending 30th June, 1964.

The satisfactory result for the year has been achieved largely, I believe, by the attitude of the Committee who have maintained a keen appreciation of the value of money at all times.

Under the Constitution of the Club, it is my responsibility to report on the finances up to 30th June, 1964 only. It should be made clear, however, that since that date the financial position of the club has changed considerably with the acquisition of land for a hill climb site, and a large amount of additional money will be needed in the near future.

With regard to the Auditor's report, I would draw members' attention to the fact that the problem of invoices and receipts is common to most organisations conducted on a voluntary basis. Steps have been taken in accordance with the Auditor's recommendations.

In conclusion, I would like to thank those members who have acted in the capacity of Honorary Treasurer during my enforced periods of absence throughout the year.

Yours faithfully,

(signed) I.C. CAMPBELL A.A.U.Q.

Honorary Treasurer.

A U D I T O R ' S            R E P O R T

11th September, 1964.

The President,  
M.G.Car Club (Queensland Centre)  
BRISBANE.

Sir,

I have examined the books and accounts of the M.G. Car Club (Queensland Centre) at Brisbane, for the period 1st July, 1963 to 30th June, 1964 and certify that the attached balance sheet is properly drawn up so as to exhibit a true and correct view of the club's affairs according to the best of my information, the explanations given to me, and according to the books of account.

The books have been generally well kept, and the affairs of the club appear to be in a sound position.

Some difficulty was experienced however, in substantiating various payments during the audit period, due to a lack of receipts and invoices. In this regard I have suggested to your committee that consideration be given to either:-

- (a) Drawing all cheques to "order" and the obtaining from the bank of paid and endorsed cheques to serve as acquittance,        or
- (b) Covering each payment by a form of voucher summarising details of the payment, account to be charged, date account passed for payment, and incorporating a receipt form thereon.

Certificates have been obtained from the ANZ Bank and Lombard Australia Ltd. as to the amounts standing to the credit of the club and such certificates are attached.

Yours faithfully,

(signed) D.W. LOVEJOY A.A.U.Q.

Hon. Auditor.

P r e l u d e            to    President's Report

At 8.14 p.m. one Friday night nearly twelve months ago, Ian Walker tapped my shoulder and told me that there was no nomination handed in for the position of President of the Centre, whereas nominations closed in exactly one minute's time. After some deliberation, and discussion on the nominations received for committee, I agreed, (somewhat reluctantly I must confess) to stand again for the "Chair". Whether or not my decision was a right one will be the subject of my Report, and members may draw their own conclusions.

Whilst I am well aware that I would not win the Popularity Poll for 1964, it was never my intention to try, simply to do the job I had undertaken to the best of my ability and limitations. The success of a Club (or its failure) is largely up to its members..if they are keen to help, compete, and determined to enjoy the club, then it will be a guaranteed success...if not then the result is obvious. One can only "get something out" of a club if one "puts something in". To "put something in" does not necessarily mean to work, simply to take part. The formula for good clubbiness is as simple as that!

The keenest members will always want to be on the Executive Committee or a sub-committee, as this is the only way to derive the most out of Club enjoyment (providing one has the correct attitude). The choice of committee is by the members at the Annual General Meeting which you should all attend. At the meeting you have the opportunity to express your wishes for the following year with regard to the running of the club, or any matters pertaining to the committee.

Theoretically the position of President should be quite enjoyable as all one should have to do is "be a figurehead" to represent the club on occasions, chair committee meetings etc., and check from time to time to ensure that all is well with your..Vice-President, Secretary Treasurer and six committee members.

Whether or not I have found this to be so during the past twelve months, is a matter I will not dwell on. I will simply say that I do hope the committee for 1965 will honour their obligations and carry out the duties they pledge themselves for...for the WHOLE YEAR!

My report following is a lengthy one, but I feel that members need to be fully informed with such a big year ahead..don't just read it.. analyse, digest and think about it, and come to the Annual General Meeting!

President's Report 1964

The year 1964 has been a difficult one Executive-wise, an ambitious one policy-wise, a profitable one money-wise, an average one membership-wise and an improved one M.G.-wise.

To quote the Editorial, the "ball is now at our feet"! Although we have before us an extremely exacting task in the form of a proposed hill climb course, the end result cannot help but be a most gratifying one. A Hill Climb will put us on the map, attract a bigger membership and at the same time provide plenty of enjoyment for our members. It's all up to you.

FINANCE. The mechanics of the Centre Finances are adequately covered in the reports from our Honorary Auditor and Treasurer, so I will not reiterate. The importance of running the Centre on business-like lines is now more important than ever before, as we have before us a project which will require more finance than the Centre has on hand. It is significant that during 1963-64 the Centre enjoyed a near record profit of over £300. It is significant because we did not conduct a single Open Event, whereas the only other time the profit has been as high was during a year when an open race meeting was held by the Centre at the Strathpine circuit. It will be important to maintain this attitude to finance, otherwise the hill climb will never become a reality. Our approach to the subject of finance is a comparatively new committee policy, and it is certain that a hill climb would not have been possible under the "old" policy. In other words we need money, and we have a lot to gain by acquiring same. We have to thank those members who regularly take part in events and social activities for the good state of finances.

Several other factors contributed to our profitability. The British Motor Corporation of Aust. donated the sum of fifty pounds towards the cost of our Rover Rider and movie projector. This was most gratifying and certainly a step in the right direction towards cementing a relationship with the company who manufactures the car we hold dearest to our hearts. A combined effort led by Ian Walker resulted in Seventy pounds from the barbecue held at the home of Norm Wright's parents. We are grateful to the Wrights for the use of their home for this occasion, and to those who assisted in organising the barbeque.

Speed events are still the most popular, and the most profitable of club activities, gymkhanas rating a second place. Film nights are

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always well attended, and the regularity of these increased since the acquisition of our own projector. The projector is already well on the way to "paying for itself" for this reason, plus a little extra revenue gained from its occasional hire.

The canteen profit is poor, and the basic reason for this would be the trouble we have experienced in keeping the "bar" manned, and an up-to-date supply of soft drinks and cigarettes. This factor has been recently improved but will not show up on the financial report which dates only until 30th June.

Twenty pounds extra rent than is normal had to be paid during the financial year, as it was discovered that one month's rent had not been paid to A.W. Farris during the previous year. An increase in the clubrooms rent is expected next year as we will be acquiring an extension of the clubrooms, thus giving us more "living space". Currently we pay twenty pounds per month for the use of our clubrooms.

We are fortunate in that all our Office Bearers are Honorary and receive no remuneration whatsoever, as many clubs are obliged to pay certain officers in return for services rendered.

We are very grateful to the Queensland Racing Drivers' Club for their wonderful co-operation during the year, particularly with the use of the Lowood circuit for our combined sprints meetings. Lowood would possibly be the best sprints venue in Australia, and we are very fortunate in having the use of the circuit. Q.R.D.C. have not been charging us for this, and in return we have assisted them with working bees, gatekeeping etc. We hope that this association will be a permanent one to mutual benefit.

COMMITTEE Several changes occurred during the year on the committee. Members resigned for various reasons, and generally the standard of work was on a par with previous years. At various times throughout the year certain committee members have excelled, and I name Ian Walker Ian Campbell, John Clark and Ray Lovejoy accordingly. Although they are not committee members, Vince and Joan Appleby remain two of the most reliable and outstanding helpers the club has ever known, and I hope that our most pleasant acquaintance will continue.

MEMBERSHIP We have approximately two hundred and thirty financial members including five life Members. About ninety are Full M.G.owning

members, the others Associate. One Life Member is an M.G. owner.

The trend is definitely towards an increased M.G. percentage, and the Centre must always strive to increase the number of Full members. Generalising, our membership is younger than in previous years, and this is also an increasing trend. Discussion has taken place on the committee with view to promoting a Junior Status Membership for those under the age of seventeen years who are interested in club activities. No decision has yet been reached, but it is considered that an improvement in parental attitude towards sports cars could result, should the idea be successful.

Currently the membership subscription is two guineas, plus a further five shillings C.A.M.S. membership fee. It has been found necessary to increase this amount by sixteen shillings per annum to a total of three guineas, which includes the compulsory C.A.M.S. fee. Subscriptions for all members except those who joined after 1st Oct., are due on 1st. Jan., and I request members to pay early in the New Year so that the new committee will be able to assess the position.

HILL CLIMB SITE Being the biggest and most important project the Centre has ever undertaken, I feel it necessary to devote a section of this Report to the project.

The question of the ultimate success of the project is a matter almost entirely in the hands of members, guided by the committee. It is visualised that the ultimate expenditure for a championship class bitumenised hill climb with all amenities, will be several thousand pounds, which we have'nt got! The keenness of members will be the governing factor, as voluntary labour will comprise the biggest single contributing influence, and money rates a close second. The economics of the initial unsealed climb have already been circularised, and discussed at a General Meeting.

We are ambitious and probably optimistic, but the project is the most encouraging and exciting thing which has yet happened during my club life, and I will take pride in every stroke of work which takes us closer to our goal. The project may be discussed at the Annual General Meeting.

CONSTITUTION The Centre Constitution has caused some concern to the committee recently, particularly in the light of the big projects and

President's Report (4)

expansion planned for the Centre's future. Whilst the constitution proved adequate in the early years of the Centre's activities, it has been found lacking in recent times..frankly we have outgrown it. Being such an important and complicated item, a special sub-committee was recently formed to investigate what could be done. The sub-committee has met, enlisted outside advice, and shortly a full report will be tabled to the committee, then placed before members for discussion and action.

An adequate set of rules for an organisation such as ours has become is of utmost importance, and the matter is receiving top priority by the committee, although it is unlikely that any recommendations will be able to be made in time for the Annual General Meeting. Needless to say, members will be kept well informed on this matter.

OCTAGON. A falling off in the number of issues this year was brought about by our being unable to find someone to accept the responsibility and stick with the job. Also we consider it better to have no issue than to produce a bad one, and one which is not in accordance with Centre interests. It is hoped that an improvement can be made in the production next year, but I can see no point in producing Octagons simply for the sake of having one out each month. I sincerely hope that a few members will be keen enough to form an Octagon sub-committee next year, as it is a most desirable means of club communication.

EVENTS. As stated previously Sprints are our most popular event, gymkhanas second. In spite of the vast amount of work entailed in the hill climb site, I hope that next year's committee will find time to continue to promote these events as frequently as before. We have always aimed at four sprints and eight gymkhanas per year. Competitive events are an essential part of clubbiness and must always take priority.

"Trial" type events have attracted bigger entries than last year possibly because they have not been run as frequently as before... the two Economy Runs held were most successful and provided a most entertaining day's competition, and I'd say would rate an essential place on the Centre's future calendar. Oddly enough, when we attempted to stage a true trial instead of our usual mild "treasure hunts" we only attracted one or two entries, and the event had to be cancelled.

A few Club Runs (touring assembly) were held, and proved successful apart from the few members who represented us badly by foolish driving.

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THE CLUB'S FUTURE This, ofcourse, still depends on you.. the members. You must elect the best possible committee, regardless of personal opinions or associations. You must then support the committee in all things. Criticise where you consider it justified by all means, but make sure you do this with a constructive view.. and to a committee member, not just your particular friends.

Encourage new members.. do not ignore them because they are not one of your own clique! Encourage your friends to join the club if they have the necessary interest.. bring your girl (and male) friends along to events.. in fact enjoy the club as much as possible. If the committee do not organise the type of event you prefer ... tell them!

Help us with the hill climb project and with the club finances. Publicise M.G.'s. well by careful driving, particularly in the vicinity of the clubrooms and whilst on club events.. show your committee that you are interested in the club too!

I extend my personal thanks to all members who have assisted me throughout my duration as President, and hope that the friendship will be permanent. Regardless of who accepts the responsibility of the Presidency for 1965, I will still be assisting the Club wherever possible.

Let us help all together, shall we?

(signed) BRIAN TEBBLE  
PRESIDENT

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Economy Run Results 20/9/64 (First 2 places in each class)

<u>Over 1500 c.c. Sports Cars</u>	1st. D. Sampson M.G.A.1600	64.66 mpg
	2nd. K. Horgan M.G.B.	45.8 "
<u>Under 1500 c.c. Sports</u>	1st. Jan Lubach Sprite 2A	55.02 "
	2nd J. McCarthy Sprite	52.68 "
<u>Over 1500 c.c. Sedans</u>	1st. B. Tebble Wolseley	32.33 "
	2nd. I. Comes Ford C/Line	24.09 "
<u>Under 1500 c.c. Sedans</u>	1st. I. Campbell Morris 850	52.33 "
	2nd. J. Weinthal Fiat 1500	42.01 "

T R O P H Y      W I N N E R S      F O R      1 9 6 4

<u>Club Champion</u>	Best all Round Competitor:	<u>K. Horgan</u>	48.5 points
<u>Speed Trophy</u>	best performance in Sprints:	<u>K. Horgan</u>	47 points
<u>Trials Trophy</u>	For Navigation & Economy Runs:	<u>B. Tebble</u>	14 points
<u>Navigators Shield</u>	For best navigator:	<u>G. Anderson</u>	7 points
<u>Gymkhana Trophy</u>	best Gymkhana Competitor	<u>D. Sampson</u>	57.5 points
<u>Ladies Trophy</u>	Best lady competitor of year	<u>J. Lubach</u>	39 points
<u>Concours d'Elegance</u>	Most immaculate car:	<u>G. Ramsay</u>	
<u>Under 1100 c.c.</u>	best performance by production car in Sprints:	<u>G. RAMSAY</u>	32 points

RECORDS BROKEN AT SPRINTS DURING 1964:

<u>Name</u>	<u>Car</u>	<u>Standing <math>\frac{1}{4}</math></u>	<u>Flying <math>\frac{1}{4}</math></u>	<u>Date</u>
Mrs. A. Thomson	Lotus Fifteen	14.63	7.93	25/10/64
J. Suggars	M.G.A.	--	8.52	30/8/64
K. Horgan	M.G.B.	17.41	---	21/6/64
K. Horgan	M.G.B.	17.01	---	30/8/64
J. Fraser	S/C Valiant	17.53	9.15	21/6/64
J. Fraser	S/C Valiant	17.51	8.80	25/10/64
K. Johns	Ford Cortina	17.78	10.16	21/6/64
K. Johns	Ford Cortina	17.64	9.45	30/8/64
K. Littlemore	Cortina G.T.	---	9.24	25/10/64
B. Neville	Holden	---	8.53	25/10/64

Certificates for the above records will be presented at Shangri-La on the occasion of our Tenth Anniversary Presentation of Trophies and Dinner Dance on Friday 4th December.

Congratulations to the winners of the perpetual Trophies.

Would the present holders of each trophy please return same to the clubrooms immediately so that we may engrave the names of the 1964 winners before the Presentation of Trophies.

=====

Do you believe it possible to become lost on only twentyfour acres of land? If not, call out to our Mt. Cotton "estate" and try! It appears that land shaped like  adds up to more than 24!!

Following the special meeting called to discuss the future of the project, about fifteen members drove to Mt. Cotton to inspect the site, and were met by a raging bushfire! Nothing daunted they simply walked around the fire, dodging the occasional falling tree etc., never had so much fun in years, some said!

Funny things are happening at Mt. Cotton.. Brian Tebble called there on a lone inspection one day.. now the previous time he called he saw a snake (grass type.. but a snake just the same).. well there is a big gully just before the first M.G.C.C. block, and Brian was figuring the best way across (being dressed in a suit!).. also feeling a bit apprehensive, when WOOSH.. a wallaby scorched out from behind a tree! Brian swears (often) that he jumped the twenty foot gully in one leap! We believe him too!

Members attending the working bee at Mt.Cotton the weekend after Lakeside should bring.. sharp axes, mattoks (is that how you spell mattok?), chain saws (you have them?) shovels, and similar small tree clearing devices. Also bring lots and lots of drink and things to eat, (a portable cold shower).. if you want a barbecue after its all over, yell out and we'll arrange it! There is no water there yet, but we intend building a dam soon.. then pray for rain!

I wonder if a weekend at Mt.Cotton could be as good as Warwick?

Did you know we now own a tractor? Residents of the suburbs between THE B.M.C. Office at Rocklea and Camp Hill were somewhat startled recently by the sight of our President chuffing along on the worlds greasiest tractor, at a steady 5 m.p.h. cruising speed.. collar and tie and all! What will that guy bring home next?

The vehicle runs on kero, and is to help clearing the hill climb site .. just remember, no hot fuel, and it will not be entered at the sprints.. (or Concours, for that matter).

This will be the last Octogon for the year. (if we get as much help in '65..it will be the last ever!!) Anyway, we wish all members a Happy Christmas etc... don't forget your fees on 1st Jan.,will you?

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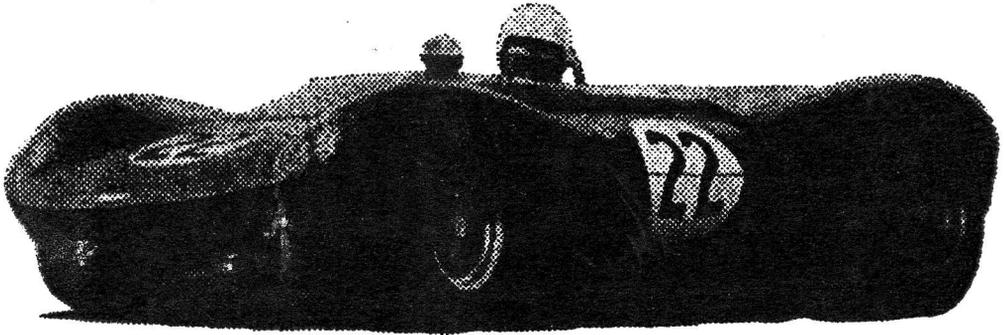
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