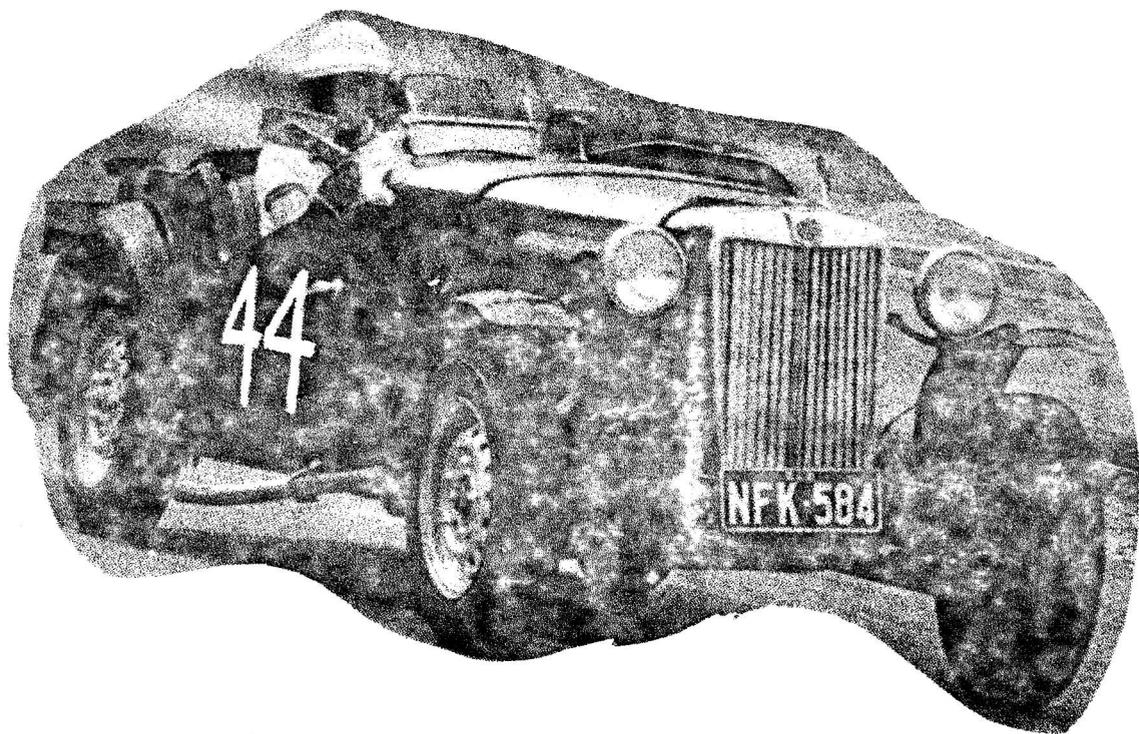

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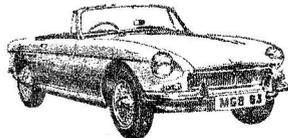


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T H E O C T A G O N
.....

April, 1964.

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Affiliated with the Confederation of Australian Motor Sport.

Telephones.

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Vice-President: N. Wright	95 2096	
Hon. Secretary: I Walker	97 1406	31 0451
Hon. Treasurer: I Campbell		7 4510
Hon. Auditor: D. Lovejoy.	6 2730	
Club. Captain: K.F. Horgan	48 3145	48 1064

Committee: D. Lovelock; R. Harrys; K.F. Horgan;
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E D I T O R I A L
.....

Our extremely successful social night and barbecue at Norm Wrights home helped us immensely in the financial department. We made a profit of over £70, the most we have ever made in one hit.... Our sincere thanks to Norm's parents for giving us the use of their home and garden.

The subject of the barbecue brings us to a happening which was very unsavory indeed. During the function some valuable items were stolen from the Wright's boat.. a movie camera and two transistor radios.. The matter is naturally in the hands of the police, but the most important thing is the recovery of the goods. It is infuriating that peoples' kindness and generosity should be outraged in this way. Many of the people present that night were not members of the Club but seeing that it was a club function we feel very strongly that there could be some reflection on the reputation of the Club. Should any member have seen or heard anything which might help to apprehend the thieving wretch or wretches would they please inform a committee member.

We would like to inform all members that they are welcome to sit in on Committee meetings. The meetings are held every second Wednesday night.

As we predicted at the beginning of the year this year is becoming a bumper year for the club. Already finances are buoyant and we are negotiating to buy our own film projector. With our own projector we can have more film nights with less expense. A reconditioned projector would pay for itself in a few months. Also on the "buying Agenda" at the moment is a large lawn-mower for the Gynkhana grounds. It seems that no matter how enthusiastic members may be about events etc. they still remain unenthusiastic on the matter of grass cutting. This is very understandable as it is a mammoth job to cut our acres of grass. The type of mower receiving consideration is a "Rover Rider". The Rover Co claims that it will knock over "our acres" with ease..... We will of course insist on a demonstration before we pay out the money. The suggested

Cont.

way to pay for the mower is to have bob-a-dings with it, and no doubt every-one will be anxious to drive it. Maybe it could become an instrument of high delight to our "frustrated Fangio's".

The Gymkhana grounds are in a bad way so as soon as we have the mower we must really get into it, and clean up everything. Don't leave it to the usual few, come down .. you'll find it not as bad as you may think. Often the working bee is just as enjoyable as the Gymkhana that follows it.

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

BRISBANE TO LUNCESTON IN AN M.G.B.

..By. Rod. Macdonald.

(Part.. 2.)

Last Month Rod Macdonald told us of his trip to Sydney-- meeting several sports car owners -- towing a "TF" 53 miles and a "ding" with an "FJ" HOLDEN. --

NOW READ ON.....

The rest of our four day stay in Sydney was spent on the beaches, making the most of the opportunity to have the hood off.

I also had a run behind the wheel of a friend's Mercedes 190 SL and was most impressed with its brute strength combined with an amazing degree of luxury. It does not feel like a sports car to drive, as the driver is sitting up as in a sedan.

Leaving Sydney late in the afternoon, we only got to Bathurst for the first night. It is a very pretty town, well laid out and of considerable historical importance. Before leaving I took the "B" round a couple of gentle laps of Mt. Panorama Circuit. The upper part is in quite mountainous country and the view along Skyline is magnificent. The straights are not level country, even on the flying $\frac{1}{4}$ area, and the whole circuit is fairly bristling with 30 M.p.h signs! I can see how it is a real test of driving skill.

The country inland from Sydney in the southern part of N.S.W is quite different from elsewhere, rolling hills of good sheep country, with attractive towns, Cowra, Young, Cootamundra, Junee.

Cont.

-4-

Moving steadily south one is struck particularly by the long twilights - at Albury it was still broad daylight at 8 p.m. Camping by the broad peaceful Murray River was very pleasant indeed. Just out from Albury on the way to the Hume Weir were a couple of old time Wirraways on an Airfield. I explored these thoroughly, because as a child I thought they were the most wonderful things in the world, although they were hopelessly outclassed by the Zeros.

Entering Victoria, one is struck by the vast improvements in the roads. The Hume Highway is Magnificent, and superior to N.S.W. roads, which, again are better than Queensland roads for the most part. The position is reversed once Melbourne is reached, for there the streets are in shocking state of repair. The only decent road I struck is a new one running past the University.

I made the mistake of not personally making sure that the car was stowed in the hold of the "Bass Trader", and after flying over to Launceston, I found when I went up to Bell Bay to collect it, that it had been shipped across on the deck, and was covered with salt. I washed it down immediately, but would suggest that if any of you take a car across to Tasmania, make sure you get it in the hold.

Tasmania is very hilly, and this makes motoring so much more interesting. The East Tamar Highway from Bell Bay to Launceston is a good road, thirty miles long, and very interesting. After covering this in fine style, the "B" arrived in Launceston as fit as ever, and still running very sweetly after a trip of nearly 1700 miles.

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

W H E E L S P I N .

March was a pretty dull month for Motor Sport in Queensland, The only meeting of note was Q.M.S.C's sprint meeting at Lakeside on 15th March.

Many of our members ran at this meeting. K. Horgan did a very creditable 17.6 for the standing $\frac{1}{4}$ ml. Others of note were B. Sorenson (TR4) - 17.4 sec; K. Johns (Cortina) 18.3 sec; J. French (Cooper Mini S) - 17.3 sec; P. Uscinski

Cont.

-5-

(Morris 1100) - 19.0 sec: Interesting lap times were done by J. French who did 2min 18sec in the S & 2 min 20 sec in the 1100. Who said an 1100 can't be made to go. (the S aint real standard). Quite a good days sport and some fine driving, taking into consideration there was no practice session.

The four - hour production touring car meeting at Lowood on April the 12th is almost with us (And that's why my article is a bit short and ragged this month) Q.R.D.C. have about 17 starters for the 4 hr race. My pit crew and myself have been working till the early hours of the mornings preparing my Morris 850 which Brian Tebble and myself will drive in the up to £900 class in this event. Anybody who said 850's will wear out quickly are wrong. I would like to state that my motor which had done 27,000 hard miles was still within tolerances when dismantled in readiness for the preparation for the race. Quite an incredible motor this A series. There will be three Fiat 2300, 1 Cortina G.T; 1 Cortina 1500; 1 Hillman Imp; 2 Morris 850; 3 Morris Coopers; 1 V.W; 3 Renault R8 ; 1 Volvo B18 Vauxhall VX 4/90 plus numerous late entries. Should be quite a good race. Kerry Horgan will be making his first appearance in the ex Max Volk's "ugh" coloured Holden. If he handles a Holden as well as he handled the Ford Custom we should see our club captain with a few wins in the next seasons racing. I can assure you that it will be on for young & old between our two club members (K.Horgan & G. Lax) both Holden mounted. So, if you want to have a good days enjoyment, come along and cheer your club members along and become a part of motor sport. Remember Q.R.D.C helps us in many ways, so lets help them be attending their race meetings. There is now bitumen all the way to the circuit (so no excuses accepted).

Regarding the M.G. Car Clubs Calendar, our next speed event will be a Drag meeting on the 26th April to be held at Lowood Entry forms are now available and entries close on 17th April. Remember whether you have a side banger Minor or a Fl -B.R.M we will find somebody for you to have a "ding" with. Cars will be classified as Division 1, 11, 111 and elimination contests will be held in each division as well as an overall top eliminator for the day. Results of this meeting will count towards the speed trophy so, get your entries in now. DON'T DELAY - (Traffic lights for starting and all)

Well thats all for this month (Back to the tension wrench and the 850's Motor) Hope to see you at Lowood for the 4 hr race

cont.

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and also for the Drag meeting.

P.S. Apologies Salter Bros Racing Team:- I was unaware that your Elfin was minus a plug lead when defeated by McArthurs Sprite at the International Lakeside meeting. Its very hard to keep track of all the happenings.

BRUCE J. NEVILLE.

GYMKHANEING AT TINGALPA.

Kean competition coupled with perfect weather ensured that everyone enjoyed themselves at the first gymkhana of the year at our Tingalpa grounds.

With such cars as a Daimler, Customline and one or two specials the events were quite amusing at times. Such was the case in the first event of the day, namely the circular forward bending race. This called for the competitors to weave in and out of a set of marker posts set in a circle with one post in the centre which they had to slide around to execute a U turn. Well as you can imagine the cars with good steering locks and quick steering were best suited as this was a timed event.

The times were very close with Geoff Anderson taking the honours in the sprite. John Whitlam and Kerry Horgan tied for second driving M.B.A and M.G.B. respectively and last years Gymkhana Champ Doug Partington driving my M.G.A. came third.

We then moved on to the ever popular Forward bending races. This event was run with heats and finals with fair cars in each heat and the first and second placegetters went on to the semi-finals and so on. Due to good organizing the heats were close fought bringing many close finishes.

The final was won be Kev Baker driving a Sprite with Don Sampson in an M.G.A. second and Keith Littlemore , V.W. third.

Everyone then moved across to the Autocross which is

Cont.

always the event of the day. Alterations to the course by the working bee on the Saturday proved very successful making the course faster but requiring more driving skill. The auto cross was won by Doug Partington driving Russell Harrys hot M.G.B. from John Whitlam and K. Baker.

The Bob-a-ding was taken by that Sprite driven by Geoff Anderson from a fine performance by J. Reid in the M.B. Holden and Doug Partington M.G.B. was third.

So after a good days fun some of us stayed for a barbecue and discussion of the events etc.

Date to remember, 19th April..... WHY? Because we're having a motorkhana and Barbecue, so please come along and enjoy a good days fun.

R. A. JENKINS.

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

B A R - B - QUE.
| | | | | | | | | |

Did you attend our first club Bar-B-que at Norm Wrights? If you didn't then you must be one of the few club members who weren't there. The idea of the club staging a Bar-b-que of this nature was conceived very early in the year and many club members gave much of their time and efforts to ensure its success. As it turned out, all efforts were rewarded on the night as some 240 people (thats when we lost count) attended and everyone literally had a "BALL"

Near perfect weather and the spacious yard of Wrights home gave us the atmosphere we had hoped for and it was not long before everyone was into the swing of things and enjoying our 8/- a lb rump steak.(excuse my cough) superbly cooked to perfection by our imported Italian Chef Bruceino Nevilieno and his capable assistant Ricardo Oinkio.

Many club members worked well and were worthy of mention in fact, so many that if we try to mention them all we will surely miss one or two. However, we feel that we must express thanks to

Cont.

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two Barmen namely Mr. Norman Wright and Mr. Peter Barnes. Although neither is a club member **they** both worked for hours always surrounded by a never ending line up of empty glasses. The morning after the night before revealed that the lawn had copped a real soaking and was sure to expire as a result. There were slasses bottles, paper plates etc. strewn everywhere and the whole place looked like a battlefield however, after a three hour clean up and a good hose down everthing returned to ship shape condition.

That, briefly was the first M.G. Car Club Bar-b-que for many years. The committee feels that everyone got real value for their money as not one complaint was received (a pleasant change and are currently investigating the possibility of staging another Bar-b-que later on in the year.

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NEW MEMBERS.

Over the past few months we have had an influx of new members and it has been virtually impossible to mention them all in the Octogan. One of the most pleasing aspects of this is that approx. 50% of all new members this year have been M.G. drivers thus enabling us to maintain our percentage of M.G. owners members.

Remember, if at any time you happen to see a prospective new member at the club rooms introduce yourself and give him of her an introduction to the club by showing off our club rooms and explaining the benefits available to members in the way of sprints Gymkhanas, Film nights , Social Events etc.

Remember your committee wishes to make 1964 the best year ever for the club and that also means the most new members ever enrolled in any one year.

One sure way of increasing membership is for everyone to make a concerted effort to obtain at least one new member during 1964. Application for membership forms are readily available at the clubrooms or may be obtained from the secretary.

DAVE LOVELOCK.

xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

ATTENTION AUSTIN HEALEY OWNERS.
.....

As it is impossible to buy M.G. Midgets in Australia the committee has been considering forming an A/H owner's section of the club. As this has been done by several M.G. Centres throughout the world. Should the action be taken, A/H owners would become full members of the club and so we could look forward to many more coming from all new Sprites buyers and all the older Healeys which are still around in quite large numbers. Before such a club or part of the existing one could be formed a general meeting would have to be called, so all financial members could vote for or against such a move. If you have any ideas let your committee know and we'll go ahead with it if you want it.

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SECRETARY'S CORNER.
.....

Well another month has passed and things are really booming this year as far as our club is concerned. Our Bar-b-que at Norm Wrights, place was a great success and my thanks go to Mr & Mrs Wright, the committee, Jeff Suggars, John Whitlam, Dennis Bright, Richard Johnson and all the other club members who helped make it an enjoyable evening.

New members may not be aware that our English magazine called "Safety Fast" is available to all members at 16/- per year. This monthly publication has some very interesting articles and any member contemplating buying this magazine is asked to contact me.

Members wishing to purchase seat belts can buy at 33 $\frac{1}{3}$ % discount by producing their club card at Howards Ltd. in Adelaide St.

Incidentally, any members whose friends complain that they didn't receive the latest Octagon, would you please explain to them that they haven't paid their fees.

IAN WALKER.

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M.G. ENTHUSIAST SOON QUEENSLAND RESIDENT.

A number of our members will remember Pip Bucknell who was Secretary of the Melbourne Centre a couple of years ago. Pip visited us in Brisbane and about twenty members were his guests at the Bucknell holiday home at Caloundra one day.

Pip is currently in England, but will be a Queensland resident later this year. He drives an M.G. 1100 sedan, and will be bringing to Brisbane his fabulously restored M.G. K 3 which is still in Melbourne and Pip has purchased a couple more pre-war classical M.G.'s in England and these will most likely accompany him to Queensland.

Brian Tebble regularly corresponds with Pip and predicts that we will gain an extremely valuable member during Sept.

We look forward to the arrival of a true M.G. enthusiast.

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ASSOCIATE CIRCUIT MEMBERSHIP

The Secretary has available Associate circuit Membership forms for Lowood. The Annual subscription is £2.2.0 and this give you entrance to the circuit, inner circuit and to the pits by means of a badge. It is interesting to have one of these if you are not a competitor or member of some ones pit.

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EASTER CLUB RUN

While most of Brisbane sat around watching the rain, 14 of our more hardy members set out early Good Friday morning for our 3 day club run. The morning drive to Kingaroy proved interesting if uneventful except perhaps for a flooded creek crossing near Mt. Mee and one temporarily "lost" sprite. After invading a small cafe for lunch and talking to a local M.G.B. and Sprite Drivers, we moved on to Dalby. That black soil can sure be slippery. We arrived at Toowoomba and stayed at the Range Motel where after a shower we slipped "univited" into the dining room. A walk through town accompanied be many wise cranks completed the day.....

Cont.

-11-

The second day dawned bright & sunny and leaving Toowoomba we encountered a road safety check where even Jan Lubach's new sprite was checked. From Warwick a run to Killarney in the 1100 and then up to Queen Victoria Falls. Lunch at 3.45PM at Stanthorpe after an interesting drive through Legume. On reaching Stanthorpe Jans Sprite had a flat tyre. The car was lifted into the air and the tyre changed...Who needs jacks!..... After a quick trip in the 179M dinner followed by the usual party in the Motel.

The third day was overcast and showery. Some parts of the Gwydir were distinctly dirty. When the signs said "Slippery when wet" they mean it. The 17 mile descent down the mountain was "interesting". For further details ask any one who went. Lunch at Yamba followed by an exhibition of finger painting in mud on the sides of the cars. We reached the coast as night was falling. After 820 miles we all felt a little tired, but it was well worth it. I'm sure everybody enjoyed themselves.

KERRY HORGAN

xxx xxx xxx xxx xxx xxx xxx xxx xxx

P R O G R A M

12th MARCH	LOWOOD RACES.
17th APRIL	NIGHT NAVIGATION RUN
19th APRIL	GYMKHANA
26th APRIL	DRAG MEETING - LOWOOD
1st MAY	FILM EVENING
17th MAY	SPRINTS

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G O S S I P
TTTTTTTTTT

Congratulations to Rod (Bluey) Hiley on his engagement to Miss Heather Duncan.

Heard also that Chris Stevens is buying a diamond.
....Seems getting engaged is the latest club fad.....

Dan Casey was seen in a boat very early one morning.

Ask Jan Lubach how she got that scratch on the front of her car.

Heard Rod McDonald has to use anti-freeze in Tasmania. Seems the "B" prefers Queensland weather.

Heard also from Noel Whip.....T.C. would rather be in Brisbane (less borers).....

Kerry Horgan has been entertaining the neighbours learning to drive the little yellow car up and down the back drive.
.....it is now rubber lined.....

Geoff Hiley has been in the social news sailing at Torquay.

Had a ride in John Frasers Supercharged Valiant.....quite impressive.....

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oOo THE END oOo

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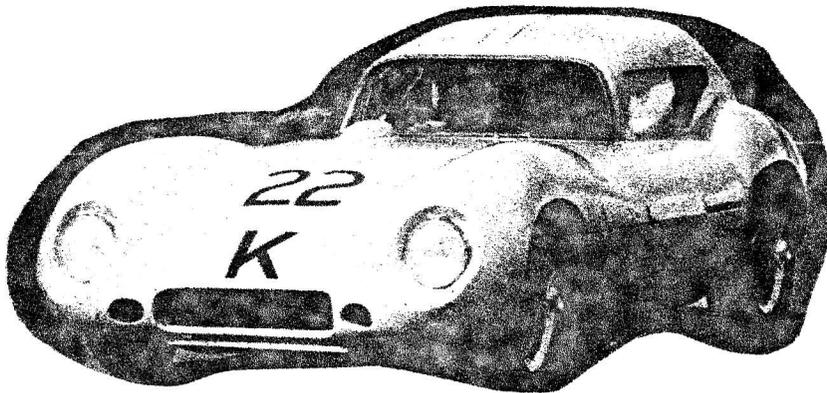
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