

APRIL  
1993



# MG CAR CLUB of QUEENSLAND Inc.

## OCTAGON

The Official Magazine of the M.G. Car Club of Queensland Inc.,  
affiliated with the Confederation of Australian Motor Sport.

Published 8 Times per year

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the middle of the last week in May. Members personal  
advertisements are free.

THE OPINION of correspondents and advertisers expressed in this magazine  
are not necessarily those of the Management Committee nor the MG Car Club  
of Queensland Inc. and as such the Club accepts no responsibility.

ALL ENQUIRES TO THE EDITORS C/- Box 1847 GPO BRISBANE.

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Librarian & Historian	Gary Goulding	379 8692	008 072 613
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Mt Cotton Hillclimb	Gramzow Rd., Mt Cotton	206 6303

CONSTITUTION: A copy of the Club's Constitution is available for Club  
Members perusal at the Clubrooms. Copies available from the Secretary  
for a nominal fee.

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## MG CAR CLUB of QUEENSLAND Inc. **1993 PROGRAMME**





### MAY

-  **9th** **Mc Leans Bridge - Mothers Day**  
 **16th** **Concours - GCMGCC - Southbank**  
Winton - ATTC 3  
Lakeside Races - QGRA  
**18th** London to Sydney Marathon - Finish  
**21st** **Technical Night at Clubrooms - Details April Octagon**  
**23rd** Empire Day Challenge - Refer Club Notices  
Lakeside Supersprint - AROCA  
 **28th** **Night Run - Start at Clubrooms**  
 **30th** **Working Bee at Hillclimb - 8.30am START!!**

### JUNE

- 6th** **Queensland Hillclimb Championships - Mt Cotton**  
Eastern Creek - ATTC 6  
**13th** Hillclimb - Grafton  
 **14th** QMC 3  
**25th** Night Run - Marque  
**26-27th** Queensland ARC Round

### JULY

- 4th** Wanaroo - ATTC 7  
 **9th** **"Old Boys Night" - Clubrooms More Details in Octagon**  
 **11th** **Day Run to Toowoomba - More details May Octagon**  
QMC 4  
Mallala - ATTC 8  
**18th** **Lakeside - Historics**  
**Early Morning Run to Lakeside**  
 **23rd** **Night Run - Start at Clubrooms**  
 **25th** **Hillclimb - Mt Cotton**

The MG Car Club of Queensland have Clubrooms located at 9 Nash St Rosalie ( the old CAMS Offices). These are open EVERY Friday Night for the enjoyment of members & guests. Feel free to call in any time after 7.30pm for a natter.  
For more details of coming events & activities in the clubrooms keep your eye on the calendar or contact David Robinson for more details.

NOTE ALL DATES ARE SUBJECT TO CHANGE WHEN CALENDAR IS FINALISED

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# MG CAR CLUB of QUEENSLAND Inc. **1993 PROGRAMME**


## AUGUST

- 1st Oran Park - ATTC 9
-  8th QMC 5 - CCCC
-  20th **Ironman Nightrun**
-  21st **Ironman Sprints**
-  22nd **Ironman Hillclimb**
- 29th Lakeside Truck Races



## SEPTEMBER

-  5th QMC 6
- 12th Sandown 250
-  18th Concours - Marquee
- Rally Oz - Perth
- 19th Lakeside Races - QRDA
-  26th **Hillclimb - Mt Cotton**
- Aust Motorkhana Champs

## OCTOBER

- 3rd Bathurst
- 17th Aust Hillclimb Champs - Ararat Vic
-  22nd **Night Run - Start at Clubrooms**
- 24th Lakeside Races - LIR

## NOVEMBER

- 7th Australian Grand Prix
-  14th QMC 7 - GCMGCC - Beenliegh
-  28th **Lakeside - MGCCQ**
- Early Morning Run to Lakeside**

## DECEMBER

-  5th **Hillclimb - Mt Cotton**
-  10th **Night Run - Contact David Robinson**

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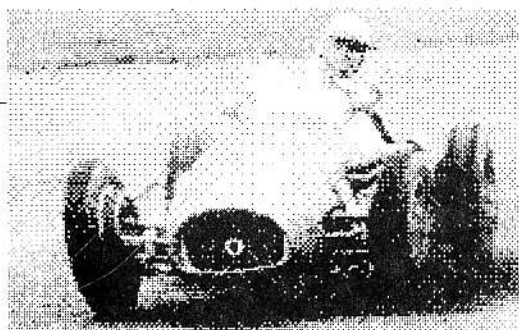
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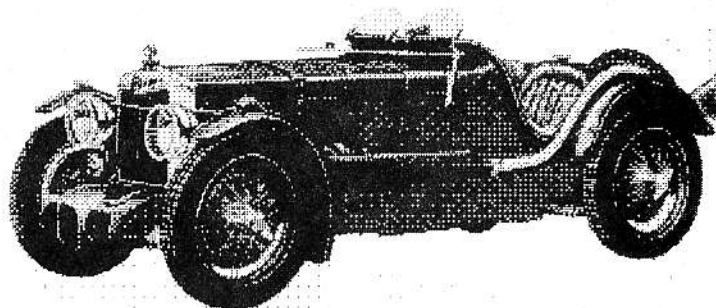
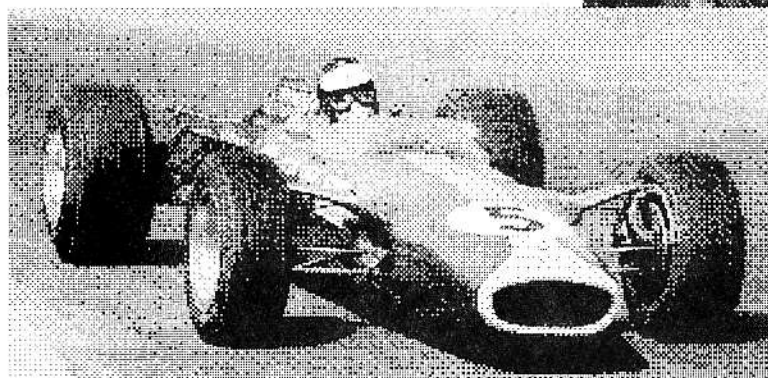
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MG CAR CLUB OF QUEENSLAND INC.  
CORDIALLY INVITE YOU TO  
RE-INTRODUCE YOURSELF TO OLD FRIENDS AT

***"OLD BOY NIGHT"***



**AMS**



**9th July 1993  
at the CLUBROOMS  
9 Nash Street Rosalie at 7.30pm**

To share in the nostalgia of years gone by  
bring along your photos or old movies  
All invited ... old members, pit crews, helpers,  
wives, girlfriends and associated families

**Make the night memorable...all have something to reminisce about**

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## MG CAR CLUB of QUEENSLAND Inc.

# OCTAGON

Hi

Bye now most members will have heard how our "Team" went at the Easter Meeting. Winners are grinner and I was pleased to see the Magnette SEDAN compete well again. Congratulations to all those that went to Adelaide and competed for our Club.

The Calendar is again full and I will probably have seen many of our members at the Annual Mcleans Bridge Mother's Day Car Display. Our Club is invited to Gold Coast Concours at Southbank. All MG's are invited. Cars to assemble at 8.00 at Southbank.Cultural Centre.

Another Technical night for the 21st May with Jim Berry as guest speaker should be very informative and entertaining. Don't miss it.

Our Night Runs (Touring Assemblies) has seen Phil Hutchison off to an early lead. I hope his luck continues for the rest of 1993. Maybe I should handicap Phil and lend him the Magnette.

Over the years, our Club has had many members, some have been active workers and others active competitors whilst others have been just normal members of our Club. The committee has decided to get all these older members together again for a drink and a chat along with our current members. The date is the 9th July. We all look forward to seeing you there. Please let everyone know about this night.

Don't forget the Queensland Hillclimb Championships at Mt. Cotton and those keen will be off to Grafton for the June long weekend for a Round of the N.S.W Hillclimb Championship. Ivan Tighe will be out to avenge his defeat at the AHC by John Davies for outright victory. Let's hope that the other classes can do as well as last year. Eleven wins out of 15 Classes if I remember correctly. It is a good week-end away with your fellow club members even if you do not compete.

Bye for now.

*David Robinson*

*The following people have joined the ranks since February. I am sure the Committee & Members would like to welcome these new members & hope to see you at a Club Event in the near future.*

*Glynn Pointon from Redcliffe & drives an Escort  
David Rodgers from Capalaba & drives A Datsun Stanza  
Alan Godfrey from Bundall & drives a Commodore  
Gregory Burrows from Carindale & drives a Cooper S  
Nancy Giesberts from Clayfield & drives a MGB Mk 1  
Anthony Jones from Sunnybank & drives a MGB Mk 11  
Jan Davis from Windsor & drives a MGB Mk 11  
Adam Sambrook from Burliegh Heads & drives a MGB Mk 11  
Stephen Moore from Taringa & drives a Morgan 4+4  
Raymond Clark from Gailles & drives a Falcon  
Vernon & Graham Hobbs from North Maclean & drives a Morgan 4+4  
Gregory Brown from Regents Park & drives a MGB Mk 11*

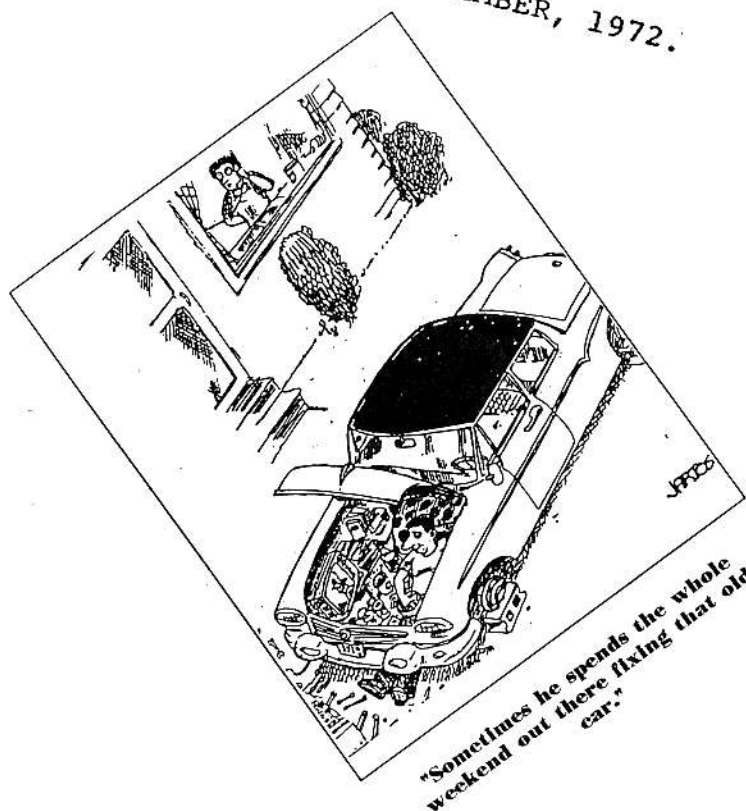
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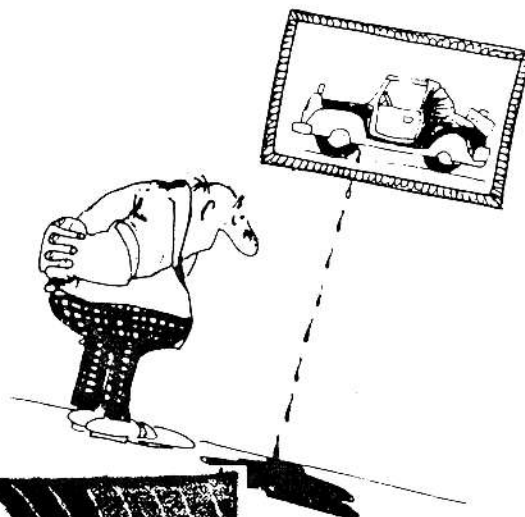
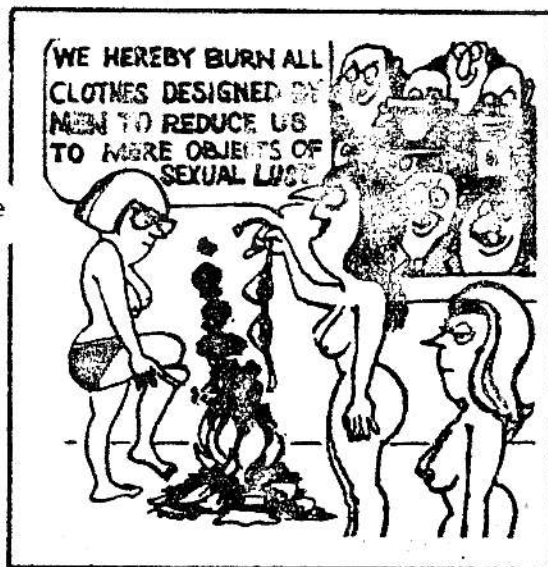
# MG CAR CLUB of QUEENSLAND Inc. OCTAGON

JUST FOR A BIT OF A LAUGH

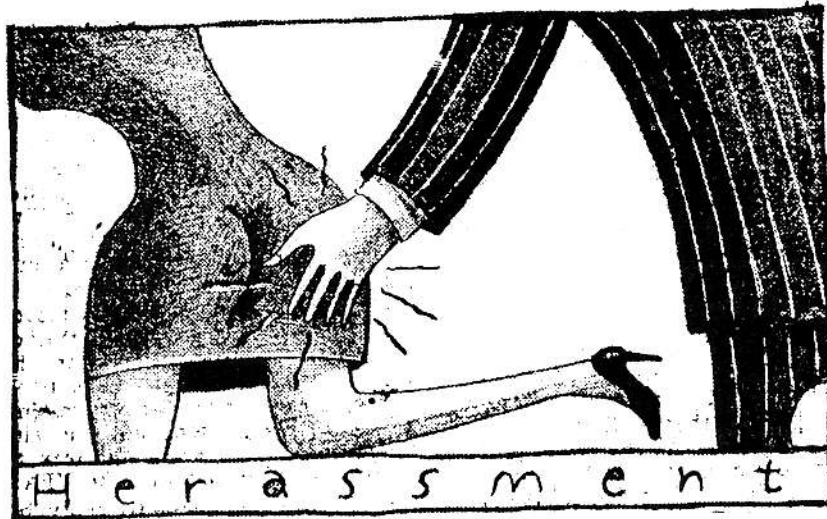
You've heard of "Mr. MG" -  
You haven't? You should have - you see  
He's owned more than most,  
That's no idle boast,  
It's Tebble the Rebel (BMT).  
THE OCTAGON  
SEPTEMBER, 1972.



"Sometimes he spends the whole  
weekend out there fixing that old  
car."



DOGGED  
BY  
QUESTION  
OF  
PRONUN-  
CIATION



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MG CAR CLUB of QUEENSLAND Inc.  
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# CAMS Report

Issue No. 105

The official communicator of the Confederation of Australian Motor Sport

March 1993

## HELMETS

Following an amendment to the FISA regulations on helmets for international events, Schedule D (Helmets) has been amended to read:

Helmets bearing any of the following marks are approved for use in racing, speed events, special stage rallies and other events where helmets are required, viz:

AS1698 — Australian Standard. Not valid outside Australia.

Snell 1980, 1985, 1990 — Snell 1980 and Snell 1985 not valid for international competition after 31 December 1992.

SIS88.24.11(2) — Sweden.

DS2124.1 — Denmark.

SFS3653 — Finland.

ONS/OMK — Germany — black on white or black on blue labels only.

BS2495 1977. Plus amendments when appropriate — United Kingdom.

BS6658 — 85 Type A — United Kingdom.

NF S 72 305 — France.

E22 (with 02 or later series amendments) — European Economic Commission.

### NOTES:

1. All the above helmets, save for AS1698 helmets and Snell 1980 and

1985 standard helmets are permitted in all international events.

2. The FISA Safety Commission has confirmed that communication systems in helmets where modifications are required, must have been tested with that model of helmet to ensure compliance. Any additions or modifications made to helmets to facilitate the fitting of communications or breathing devices invalidate helmet certification and therefore are not permitted.

3. Decoration of helmets is potentially dangerous, and members are warned of the hazards of using paint or decals on approved helmets.

4. Drivers are cautioned against helmets which have been damaged, or involved in accidents.

5. Helmets worn by Australian licence holders must have attached on the outside rear of their helmet, the relevant "CAMS" label. Labels may be applied by CAMS State Office personnel or by authorised scrutineers at events.

## YOUTH IN MOTOR SPORT

RALLYING — YOUTH — COMMUNITY — CAMS

Bored youths should be taught to compete in rallies instead of loitering around local shopping centres, says Russell Knight, Uniting Church youth worker and manager of the South Australian rally team Youth in Motor Sport.

Russell brings to the team 15 years rally experience and 18 years as a Police Officer. With assistant coordinator, Gil Slade they have established Youth in Motor Sport in an effort to give young people skills, self esteem and a sense of purpose.

In 1991/92 the YIMS team built a rally car and service vehicle, and competed successfully in the 1992 South Australian Rally Championship and the Pedders SA Rally Series. Apart from finishing every event, the team effort by 30 young people and 10 adults resulted in a creditable second in the prestigious McLeod Medal for the first time South Australian Rally Championship competitors.

In 1993 in conjunction with Woodcroft College where Russell is a Technical Studies teacher, 20 students will build and campaign a Mitsubishi Colt in South Australian events.

Another team in a Datsun 180B will do 12 rally events including the Pedders SA Rally Series — they will be supported by the local community.

The third vehicle in the Youth in Motor Sport team is a Datsun 180B SSS which will campaign the full South Australian Rally Series.

And all this from a modest start in 1991 working out of the Willunga Uniting Church.

## HILLCLIMB CHAMPION

We've been reminded by Queenslanders that John Davies, the 1992 Hillclimb Champion, is a Queensland-er, and not from New South Wales, as is incorrectly recorded in the Championship list in the 1993 manual.

The error is regretted, and we can understand John's insistence that the record be corrected.

We apologise for any inconvenience caused.

## NEW MAGAZINE

Small specialist motor sport publisher, Chevron Publishing Group, has produced another hit "MOTOR RACING Australia" made its debut on 15 January 1993, and seems to have made its objective of appealing to all racing and sport enthusiasts looking for more information than just reports and results.

Planned to be bi-monthly, the 100 page glossy magazine replaces "Racing Car News", which ceased publication after 30 years of being the "Bible" of Australian motor sport.

CAMSReport welcomes "MOTOR RACING Australia", and recommends it to enthusiasts looking for a quality publication.

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### IN PETER KERR'S OWN WRITE

#### NATTER ON THE R's

I have read so many lovely reviews of the new MGR V8 that I have rung the local Rover dealer to place an order. I do look forward of course to seeing it in the flesh first.



The glossy brochure I have only reveals the general layout and style. It is like the glossy pics in playboy - you get the general idea, but little really about the way it drives, moves, or sounds. My strongest recollection of comments on the R V8 comes from Mr MG, John Thornley, in 1992. He said in a letter:

Your reference to "a low cost fun machine" prompts me to comment on the MGRV8 at £26,500 (That's \$57,000 OZ if one applies the straight spot exchange rate). I have seen one and I say three things about it:

a) I am very pleased because it shows that Rover now recognise what you and I have known for a long time: MG is the name for Sports Cars

b) I am pleased to be able to say that, quite clearly, the people responsible for it know what they are doing. I don't think it would be pompous or patronising to say that Abingdon would have been proud of it.

c) It is a pity that this up-market vehicle has had to preceed the 'tiddler' - which, we understand, has now gone on the back burner for obvious reasons. But I would rather it be this way than not at all.

THE OCTAGON

SEPTEMBER, 1972.

• Hold me back! The new MGB-Rover V8 is but a month away. The new motor is 27 lbs lighter than the old unit and the carbs are set at the back of the motor for better weight distribution - now about 50/50. The handling is superb, assisted possibly by wide mags and LSD. There are no ugly bonnet bulges and it comes in the 4 seat GT shape also. Could it run at Batherst?!? An unreal motor car and well priced at around \$5000.

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## CLUB NOTICE BOARD

**SURFERS PARADISE AUTOMOBILE RACING CLUB**  
**LAKE SIDE SPRINT DATES**  
**8th AUGUST - 18th SEPTEMBER - 21st NOVEMBER**

**GRAFTON SPORTING CAR CLUB PRACTISE DAYS**  
**15th AUGUST - 21st NOVEMBER**  
**12-13th JUNE NSW HILLCLIMB CHAMPIONSHIP ROUND**

### LONDON-SYDNEY HOTLINE

**FOLLOW THE MARATHON  
EVERY DAY**

from the APRIL 17 start, through Western Europe, Hungary, Bulgaria, through the mountain passes of Romania, into Turkey and Asia, up to the foothills of the Himalayas and down through India, and finally across Australia from Perth to the finish on MAY 18.

**CALL 0055 11200\***

Detailed daily reports every day straight from event headquarters.

plus a unique "Dial-a-Car Number" to find the daily position of your favourite entrant.

Weekly reports from now to the start.

**This is the greatest motor sport adventure for 25 years**  
100 teams from 22 countries in 25-year-old rally cars

- \* Can the Monaros beat the Falcon GT's?
- \* Will Andrew Cowan once again claim victory in his famous Hillman Hunter?
- \* Can the lone Rolls Royce finish in front of the little Russian Moskvitch's?
- \* How many cars will reach Sydney after 30 gruelling days?

\*25 cents for 21.4 seconds - Premium.

### FOLLOW THE LONDON-SYDNEY CARS by light aircraft FROM PERTH TO SYDNEY

Join our documentary cameraman in a twin engined high wing Aero Commander flying above the cars across the Nullarbor, through the Flinders Ranges and across the Great Divide to the grand finish in Sydney.

- The plane also will be putting down at small air strips so you'll be able to see some of the special stages.
- The pilot is an experienced rally driver, and with the cameraman aboard you'll see plenty of action.
- We have booked your accommodation at Flag Motels with the exception of Eucla where you use your own sleeping bag.

Cost - \$4,000 per seat return  
(East Coast - Perth - Sydney)

CALL GEORGE AT TASAIR ON 002 485088

### THE GOLD COAST MG CAR CLUB

Affiliated with: MG Car Club - Home Centre, U.K.  
Affiliated with: the Confederation of Australian Motor Sport.  
Postal: P.O. BOX 1018, SOUTHPORT, 4215, QUEENSLAND, AUSTRALIA.

TO:- ALL BRITISH SPORTS CAR CLUBS

SUBJECT:- 1993 EMPIRE CHALLENGE

FROM:- THE GOLD COAST MG CAR CLUB Inc.

The Gold Coast MG Car Club will be conducting the 1993 "EMPIRE CHALLENGE" on Sunday the 23rd of May, 1993.

The event is open to all British made or "conceived" Sports Cars and will consist of a number of "friendly" driving tests and a number of social competitions after lunch.

Clubs are invited to form teams of three cars (clubs may enter as many teams as they wish) to compete for the team prize in addition to individual outright prizes.

Entry to the event will be required in advance and the entry fee will be \$10 per car.

The event will start at the Beenleigh Rum Distillery and finish at a secret location in the Gold Coast Hinterland for a BYD picnic lunch followed by some friendly contests to decide the winner and winning club team for the "THE 1993 EMPIRE CHALLENGE".

WE HOPE YOUR CLUB WILL INCLUDE THIS EVENT IN YOUR CALENDAR OF EVENTS FOR 1993.

Supplementary Regulations and Entry Forms will be posted directly to those who competed last year and to all clubs in early March.

See you and your club team at The Empire Challenge.

Yours in British Sports Cars,

The Gold Coast MG Car Club Inc.

Empire Challenge Sub-Committee

For more information, contact Roger on 287 4024 or Murray on 277 1255.

P.S. "VICTORIA DAY" was celebrated on 24th May each year by Commonwealth countries to commemorate Queen Victoria's birthday in 1819. In 1901 after Federation it became "EMPIRE DAY", then becoming "Commonwealth Day" from 1947 to 1953 after which it became the "Queen's Birthday".

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J. Wunderlich informed the Panel that Glyn Ballantyne will be unable to commentate as he has announced his retirement. Panel members agreed that his knowledgeable and entertaining commentary will be very much missed.

Queensland competitors at Grafton probably wont miss him he tended to be a little biased towards NSW competitors!!!

### JUST A REMINDER

SOME MEMBERS KEEP THEIR ORGANISATION STRONG.  
SOME OTHERS JOIN JUST TO BELONG.  
SOME DIG RIGHT IN - SOME SERVE WITH PRIDE.  
SOME GO ALONG JUST FOR THE RIDE.  
SOME DO THEIR SHARE.  
SOME SIT BACK AND JUST DON'T CARE.  
ON MEETING DAYS SOME ALWAYS SHOW.  
WHILE THERE ARE THOSE WHO NEVER GO.  
SOME ALWAYS PAY THEIR DUES AHEAD.  
SOME GET BEHIND FOR MONTHS INSTEAD.  
SOME DO THEIR BEST - SOME MAKE THINGS GROW.  
SOME LAG BEHIND - SOME LET THINGS GO.  
SOME DRAG - SOME PULL - SOME DON'T - SOME DO.  
CONSIDER - WHICH ONE OF THOSE ARE YOU?

### **JAMES HUNT DRIVES AN A35! (Reproduced from Autocar & Motor, 29th July 1992)**

#### **BARLEY MOW - EAST HORSLEY**

This was going to be called the Not The Chris Barber Lunch because the trad jazz band leader and racing enthusiast keeps forgetting to turn up, but this time he arrived, complete with his trombone. The guest list included Ken Tyrell, James Hunt, and authors Bob Judd and William Court.

I had always heard stories that James Hunt drove an Austin A35, but I never really believed it until he bowled into the pub car park in a cream coloured A35 Van. My daughter drives a mildly modified A35, but the 1976 world champion didn't want to hear about the changes we'd made.

"With the greatest respect, I think you've made a mistake modifying it. Mine has the

standard 850cc engine and crossply tyres and you can really drive it on the limit and nobody notices. Drive like that in a Ferrari and you'd be arrested." Quite.

Tyrell and Hunt struck sparks off each other all through lunch, to the delight of the rest of the table. "Marvellous," said James afterwards. "Just like a *Private Eye* lunch for motor racing." Tyrell attacked Hunt for some remarks made during his television commentaries.

"Sometimes you should keep your mouth shut," said Tyrell, citing some of Hunt's more outspoken comments about Tyrell drivers.

"Unfortunately, Ken, the BBC pay me to keep it open!"



Are Hunt's crossply tyres Bs or Cs?

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## MG CAR CLUB of QUEENSLAND Inc.

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### MG NATIONAL MEETING 1993

On Friday 2nd April at 6am and with John and Glen Boyce in their MGB and Ray Edwards and Sue Sommers in their MGB the long haul began to Adelaide for the 1993 MG National Meeting. After clearing the city it was off to Warwick by Cunningham's Gap. After a short lunch break at Goondiwindi it was down the Newell Hwy into NSW. Dominique and I went onto Dubbo for the night while the remainder of our small convoy stayed at Gilgandra. The following day it was off to Melbourne where we stayed with my parents. On the Sunday it was off to Philip Island to watch the battle between the Ford's and Holden's at the touring car round. It was at Philip Island that we learnt the Rex Keen had had a big off at Lakeside in private practice the week before. Hope Rex has a speedy recovery is back to the wheel of a Formula Ford soon. In the first event of the touring car round it was good to see that Brad Stratton had picked up some advertising sponsorship from Peter Jackson in the form of a track side advertising sign.

On Wednesday 7th April it was back on the road again and after leaving Melbourne it was off to Adelaide.

We arrived at the caravan park where we were staying to find that Peter, Delia and Samatha Rayment, Alwyn and Barbara White, Col and Del West had arrived. Shortly after our arrival the MG ZA Magnet arrived with Peter Tighe, Joan and Nicole Appleby. The Marineland Park Village offered excellent facilities and the electric BBQ's scattered around the site were well used by the club members.

Thursday was spent sight seeing around Adelaide and catching up with some old school friends from Melbourne. The remainder of the day and Friday morning was spent preparing the cars for the registration and Concourse that was to be held on the Saturday. After lunch on Friday it was off to registration and scrutineering, and then off to Mallala to have a look at the circuit. The Nog and Natter was held at the Football Stadium on the Friday night.

Saturday was again a warm and sunny day and it was off to the concourse site at Glenelg. Yours truly was conned into judging all the Special Classes and it was a good learning experience. These concourse are a torrid affair especially on rear suspensions of MGB's. On returning to the van park it was preparation for the serious side of the week-end competition. It was when changing wheels the I found that I had a broken rear spring. A quick bash across town to the workshop of Reg O'Meilley for a replacement. That night it was out on the town again and this time it was to the Marion Community Centre for a Mash theme night. Fun was had by all especially in the wheel chair and stretcher races.

Sunday again was fine and dry and all the attention turned to Mallala approx 80 kms north of Adelaide for the sprint event, while the not so adventurers selected the economy run. The circuit was tight and very slippery and there were many off's during the day. One of the best was by our own Samatha when she had a big spin in the turn after the start/finish line. The flying Magnet stole the limelight with the team of David Robertson and Peter Tighe tacking out first and second respectively. I was the only other place getter picking up a third in the Break-Off door handle class. It was at the circuit that I found that the rear axle was out of alignment and upon inspection of the rear springs discovered that my vehicle had had MGA rear springs

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We were not able to do any further alterations until the Tuesday when we were able to acquire a second spring for the other side.

On Monday it was off to Tea-Tree Plaza for the Motorkhana. With a changed format from previous national meetings only one run was to be conducted at each of the four events. The events conducted were :- Hopkirk, Plum Crazy, Crazy Square and Cloverleaf. The Crazy Square was the un-doing of a large number of competitors and the results were interesting. I was the only successful member in the Motorkhana and brought home Gold. It was unusual to see Peter Rayment do a WD.

Col West picked up a second place in the economy run in his break off handle MGB while Barbara White pick up third in her MG TF. Congratulations to Barbara for winning the the GOLDEN GUDGEON AWARD for best T-TYPE.

Following the farewell breakfast at the Grand Hotel Ballroom it was off to get the second rear spring fitted. In the afternoon Dominique and I went down to Victor Harbour and walked across the bridge to Granite Island and sat on the rocks and waited for the penguins to come ashore. It was an enjoyable experience.

On Wednesday morning it was all bags packed and we headed off on an adventure of a life time. We were booked onto the historic PICH RICH RAILWAY which runs from the township of Quorn to the east of Port Augusta, but 5 kms out of Tarlee disaster struck when the stub axle snapped on the trailer. After receiving assistance from the RAA of SA who came out with a car trailer and recovered our trailer. After a quick phone call to Adelaide by the RAA workshop a replacement axle was found but it would not arrive by courier until 9PM that night. With the trip to Quorn out of the question and a phone call to Peter Rayment, who we were meant to meet at Rawnsley Camping Centre near the town of Wilpena in the Flinders Ranges, it was off to explore the Clare Valley. The day was not wasted as we went and explored the old Cornish copper mining town of Burra. At the tourist bureau you pay a deposit on a key that gives you access to the old mines, police station, Redruth jail, and unicorn brewery. You can spend a couple days exploring the old buildings, with many dating back to the 1830's.

The trailer was repaired and ready to go by 9AM the next morning and it was off the town of Marree where we were to meet up with the Rayment. Marree was the former railhead of the original Ghan Railway. Cattle was driven from Birdsville 500 kms to the north east in Queensland to Marree over the Birdsville track. Today Marree is only a ghost of itself and all that remains of the railway is five abounded diesel loco's and the railway station. Marree is also the junction on the Birdsville and Oodnatta tracks. When we arrived there was no sign of the Rayment and when we booked into the camping ground there was a message for us to say that they were at Leigh Creek 100 kms to the south of Marree as they had taken longer to travel through the Flinders Ranges than expected.

On Friday morning 16 April at approximately 11am a convey of Five MG's rolls into Marree. They consisted Peter and Delia Rayment in an MGB, Col West in another MGB, Alwyn White in an MGA, Barbara White and Del West in the MG TF and bringing up the rear Wally and Anna Robertson in a MGA, towing a small camper trailer, from the Victoria Centre. Matthew Magilton also from the Victoria Centre stayed with us at Marree the previous night and after exploring the town had headed off up the track towards Birdsville.

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## MG CAR CLUB of QUEENSLAND Inc.

# OCTAGON

He was to meet us at Mungeranie about 200 kms up the track. After a counter lunch in the Marree Pub it was form up the wagons (or should that be drivers start your engines, or something to that effect) and the convey of 6 MG's headed north east. The first 50 kms of track was well formed gravel and then gave way to heavy shale. The shale ( or more like small boulders at time ) made the going painfully slow as care had to be taken not to damage exhaust systems and fuel tanks. The B's had the most trouble due to there low rear ends but the T-Types had a lot more clearance. After stopping at Coopers Creek, which had no water in it, it was off to Mungeranie. Due to the slow going only 3 crews made it to Mungeranie, they were the Rayments, Matthew had arrived earlier and ourselves. With the approaching darkness, the remainder of the convey camped 20 kms down the track for the night.

Next morning when the remainder of the convey arrived and had re-fuelled and we had breakfast of jaffles cooked over a open fire the possession then headed for Birdsville. Progress was at a steady 35 MPH or 60 kph for the uneducated, and there still was 350 kms to go. A rest stop was had after the lead vehicle had travelled for about 2 hrs and a shady spot was found beside a dry creek bed, after the last car had arrived and all had a cuppa and wandered around in the Simpson Desert it was off we went again. After stopping under a nice strand of trees for lunch and afternoon tea at a small lake nesting between sand dunes at Goyders Lagoon the next objective was the Queensland border. The track changed so quickly, at one stage you were travelling at 50 mph over hard packed clay, then your speed was reduced to 5 mph for up to 50 kms of rock and shale. As we got closer to the Queensland border the track improved. We struck roadworks (or should that be track works, who cares ) the track was been ripped up and made driving difficult. After leaving Goyers lagoon on a bad rocky section I managed to put a rock through the battery , but after minor repairs as the battery clamps and positive terminal had been ripped out as the battery had been turned on its side.

After wild celebrations at the Queensland border it was on into Birdsville. The convoy was assembled with the 2 TF's leading, followed by the 2 MGA's and the 3 B's bringing up the rear. The next stop was to be in front of the Birdsville Pub.

When we pulled up in front of the pub one of the locals was hanging out of the window having a beer and he sang out "Come and have a look at this", at that the pub door opened and a voice rang out " Oh my god, Matchbox Toy Cars ".

Everywhere we went the cars attracted a lot of attention. After grabbing a beer at the bar it was outside to take historical photos of seven MG cars that had made it up the Birdsville track parked outside the Birdsville pub. After group photos it was back to the bar for a second top up and then off to the camping ground to pitch camp for the night and a shower then back to the pub for tea. The following day was spent doing minor repairs to the cars. I purchased a new battery and after fitting new battery clamps and terminals it was off to exploring the town of Birdsville and soundering Simpson Desert. This included a visit to Big Red one of the massive sand dunes in the area and also to the banks of the Diamantina River to see the tree where Burke and Wills had blazed in 1860. After a relaxing day it was back to the pub for tea. Dawn broke with the screech of assorted native birds and after breaking camp the convoy head out of town for Windorah.

APRIL  
1993



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**OCTAGON**

It was a further 250 kms of gravel road that included 90 kms of rock and shale across the Stoney Desert. Half way to Betoote the Victorians left us and headed for Innamincka via Cordillo Downs and down the Strzelecki track. 100 kms out of Windorah we encountered a further problem when the pick-up on the fuel tank decided to give up and fuel could only be picked up from the top half of the tank. With assistance from Peter Rayment and Col West a hose was inserted into the filler neck and connected to the fuel pump. This repairs allowed us to get home to Brisbane.

I believe that the trip will be a talking point for many years to come and will become folk law in the world of MG's and written into the archives of the club history. I would like to thank Peter and Delia Rayment, Col and Del West, Alwyn and Barbara White along with Wally and Anna Robinson and Matthew Magilton from the Victoria centre for such an enjoyable experience. Finally I want to thank my wife Dominique for putting up with the dust and flies that were constant companions as we trekked across the vastness of the Simpson Desert that was the Birdsville track.

Next year the National Meeting is been hosted by the Hunter Region Club with activities being based to the north of Newcastle. It is hoped that we can enter a bigger than ever team. In 1995 the nationals are being held in Perth, Western Australia. Already plans are being made for the trip west with journeys across the Nullarbor by rail and road and the more adventurers coming home by placed like Halls Creek, Broom and Darwin. So start planning now for both of these national meetings and get in early for accommodation bookings.

John and Dominique Crane

**WORKING BEE**  
**30th MAY 1993**

**in preparation for**  
**QUEENSLAND HILLCLIMB**  
**CHAMPIONSHIPS**

COMMENCING AT 8.30am  
BRING GARDENING TOOLS TO  
SPRUCE UP THE HILL

APRIL  
1993



# MG CAR CLUB of QUEENSLAND Inc.

## OCTAGON

MT. COTTON HILLCLIMB

DATE OF ISSUE 26th April 1993

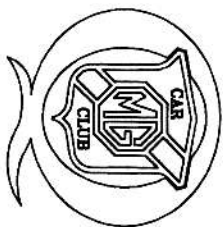
### OFFICIAL PROVISIONAL RESULTS

MARQUE SPORTS CARS Up to and Incl. 1600 cc									
+44 Steve Moore	Morgan 4/4	1598	63.36	61.33	61.64	61.12	60.16		
45 John Broadbent	Triumph Spitfire	1296	52.47	51.50	51.54	51.19	50.70*		
+44 Vernon Hobbs	Morgan 4/4	1598	59.96	59.47	58.84	60.42	58.51		
47 Samantha Rayment	MG Midget	1095	61.97		67.73	62.13	60.83		
Relief Peter Rayment				60.10					
+44 Graham Hobbs	Morgan 4/4	1598	66.97	65.09	63.38	63.39	64.05		
SPORTS SEDANS Up to and Incl. 2000 cc									
+18 Derek HoIstein	Mini Cooper S	1510	48.31	47.75*	DNR	58.20	DNR		
+39 Linden Cooper	Ford Anglia	1998	Did	not	run				
+60 Gary Goulding	Ford Anglia	2000	50.29	49.99	49.22	49.94	48.87		
34 Lloyd Bax	Ford Anglia	1997	67.34	54.39	51.13	51.76	50.30		
69 Greg Burrowes	Mini Cooper S	1340	52.49	55.92	52.00	53.80	53.56		
+18 Mark Thompson	"	1510	49.00	48.75	DNR	DNR	DNR		
+39 David Robinson	Ford Anglia	1998	did	not	run				
+60 Raymond Clark	Ford Anglia	2000	58.22	55.20	52.87	52.41	51.97		
CLUB CARS, ROAD REGISTERED, STREET SEDANS ETC Up to and Incl. 1600 cc									
8 Lyndal Parr	Suzuki Swift	1300	59.67	58.50	59.16	59.40	DNR		
15 Paul Van Wijk	"	1324	54.87	54.09*	54.11	54.17	54.19		
32 Primrose Rogers	Mazda 323	1600	did	not	run				
33 Shaun Gray	Datsun 1000	1500	56.20	55.45	55.17	55.98	56.11		
Relief Paul Gray									
78 David Rodgers	Datsun Stanza	1600	64.90	62.53	61.35	62.52	61.87		
1601 - 2000 cc									
+16 Rob Mutimer	Datsun 1600	2000	53.98	53.65	53.59	53.30	53.65		
51 Roger Williams	Datsun	2000	63.75	59.19	67.94	59.79	58.38		
62 Paul Gray	Datsun 1600	1998	53.34	54.34	51.95	52.03	51.53*		
Relief Shaun Gray									
+16 Scott Mutimer	Datsun 1600	2000	58.38	58.41	55.92	56.33	56.54		
2001 cc and over									
11 Brad Smith	Chrysler Centura	4014	54.66*	DNF	54.84	56.19	55.34		
43 Mark Arnold	Ford Falcon Ute	5800	57.06	55.77	55.18	55.55	55.36		
RACING CARS Up to and Incl. 1300 cc									
6 Alan McConnell	Pirhana	1150	46.89	45.78	46.95	DNF	45.65		
26 John Davies	DBF	1265	41.74	40.97	41.58	40.96	40.50*		
1301 cc and over									
3 John Boyce	Kaditcha	2380	44.01	43.27	42.91	Did not run			
12 Ivan Tighe	Kaditcha	2000	DNF	42.37	DNF	did not run			
+111 Bill Norris	Hawk MkII	1327	43.08	DNR	41.56	41.09*	42.04		
+111 Per Hansen	Hawk MkII	1327	57.49	DNR	45.24	43.69	43.72		
MARQUE SPORTS CARS 2001 cc and over									
125 Brendan Forest	Datsun 240Z	2400	54.27*	54.49	55.82	DNF	DNR		
270 Neil Haase	MGB GT V8	3200	62.37	61.02	59.70	59.26	59.97		
APPENDIX J									
27 Peter Tighe	MG Magnette	1600	67.22	66.88	65.45				
Relief David Robinson						68.36	72.79		
71 Ken Freeburn	Ford Cortina	1498	57.27		56.54	56.26			
Relief Don Battis				65.61			60.81		
73 Peter Gilbert	Ford Cortina	1580	DNF	55.92	54.23	52.91*	54.19		
SPORTS CARS Up to and Incl. 1600 cc									
7 Byron Humphries	Amaroo Clubman	1600	54.09	81.14	53.51	55.02	53.20		
8 Jeff Jackson	Jackson	1300	did	not	run				
14 Keven Johnston	Bulant	1300	52.87	50.97	49.72*	DNR	50.74		
1601 cc and over									
65 Dean Tighe	Pulsar Turbo	2000T	50.34	51.25	50.82	50.63	50.25*		
76 Graeme Adair	Leyland	4414	did	not	run				
SPORTS SEDANS 2001 cc and over									
12 David Kriedemann	Toyota Corolla	2600	55.69	54.66	53.69	51.05	51.02*		
MARQUE SPORTS CARS 1601 - 2000 cc									
2 John Walker	MGA	1798	57.07	56.73*	56.98	57.52	57.11		
03 Glen Boyce	MGB	1798	79.69	75.33	72.05	71.32	73.45		
8 Roger White	MGB	1798	62.32	62.52	62.73	63.58	62.34		
9 Brian Hunter	MGB GT	1800	78.57	74.36	64.69	72.79	73.25		
17 Paul Strange	MGB	1798	59.33	58.93	59.31	58.85	59.95		
22 Barry Smith	MGB	1798	57.33	56.86	57.77	79.88	58.72		
71 Greg Paget	MGB	1798	did	not	run				

\* Denotes Class Win

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Best MG Up to and Incl. 1500 cc	47 Peter Rayment	60.10
Best MG 1501 cc and over	2 John Walker	56.73
Best MG Overall	2 John Walker	56.73
Most Improved driver of the day	David Kriedemann	
Fastest Time of Day	26 John Davies	40.50
Top Six Elimination	26 John Davies	40.76
		49.00
		50.62
		50.88
		52.19
		DNF
1st Car No.	John Davies	26
2nd Car No.	Gary Goulding	60
3rd Car No.	Dean Tighe	65
4th Car No.	Keven Johnston	14
5th Car No.	Alan McConnell	6
Car No.	Bill Norris	111



MG CAR CLUB OF  
OF QUEENSLAND  
presents

**1993**

**QUEENSLAND**



**HILLCLIMB CHAMPIONSHIPS**  
**6th JUNE**

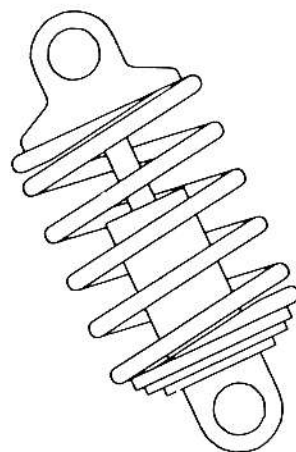
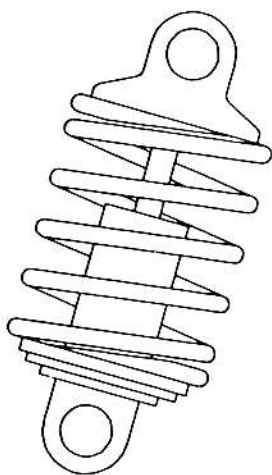
**AT MT COTTON**  
**in GRAMZOW Rd**

(next door to Old Driver Training Centre)

**SEE YOU THERE**



**Technical  
Night  
21st May, 1993  
Club Rooms  
Nash St., Rosalie  
8.00 pm**



**Special Guest will be Jim Berry.**

With 25 years of Motor Sport Experience Jim specialises in the building of clutches for Road, Race and Rally Cars.



**SACHES RACING  
CLUTCHES  
MADE IN GERMANY**

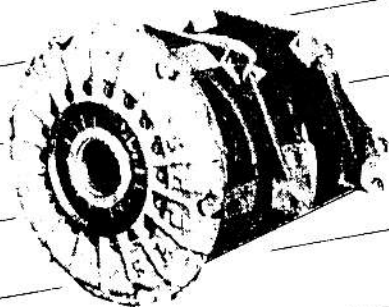
**RACE.**

**DRAGS.**

**RALLY.**

**STREET.**

**OFF-ROAD.**



**SPECIALS &**

**ONE OFFS.**

**SINGLE**

**AND**

**MULTI PLATE.**

Come along and hear Jim speak  
Bring a Friend, Buy a Beer,  
Have a Chat, Watch Some Videos.

**See you all there!!!!!!**

