

JULY  
1993



# MG CAR CLUB of QUEENSLAND Inc.

## The OCTAGON

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

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

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Clubrooms	9 Nash St., Rosalie	367 2243
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**




### JULY

-  23rd Night Run - Start at Clubrooms
-  25th Hillclimb - Mt Cotton

### AUGUST

- 1st Oran Park - ATTC 9
-  8th QMC 4 - CCCC
-  20th Ironman Nightrun
-  21st Ironman Sprints
-  22nd Ironman Hillclimb
- 27th Noggin & Natter Night at Clubrooms
-  29th Day run to Toowoomba - refer add this magazine

### SEPTEMBER

- 5th Queensland Classic Rally - refer add this magazine
-  QMC 5
- lakeside - Truck Races
- 12th Sandown 250
-  18th Concours - Marque
- Rally Oz - Perth
- 18-19th Lakeside Races - QRDA
- 24th Noggin & Natter Night at Clubrooms
-  26th Hillclimb - Mt Cotton
- Aust Motorkhana Champs
- 29th Annual General Meeting at Clubrooms - 7:30 pm

The MG Car Club of Queensland have **CLUBROOMS** located at 9 Nash St Rosalie ( the old CAMS Offices). These are open **4th FRIDAY OF EACH MONTH** 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**

### OCTOBER

- 3rd Bathurst  
17th Aust Hillclimb Champs - Ararat Vic  
18th **22nd Night Run - Start at Clubrooms**  
23-24th Mooloolaba to Montville Run - Refer Mag For Details  
24th Lakeside Races - LIR  
29th **Noggin & Natter Night at Clubrooms**

### NOVEMBER

- 7th Australian Grand Prix  
13th Rangle Classic Rally  
14th QMC 6 - GCMGCC - Beenleigh  
26th **Noggin & Natter Night at Clubrooms**  
28th **Lakeside - MGCCQ**  
**Early Morning Run to Lakeside**

### DECEMBER

- 18th **5th Hillclimb - Mt Cotton**  
18th **10th Night Run - Contact David Robinson**

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*The* **OCTAGON**

FROM THE PRESIDENTS DESK

IT WAS GOOD TO SEE THE TURNOUT OF MG'S AT MACLEAN'S BRIDGE FOR MOTHERS DAY. EVERYONE SEEMED TO ENJOY THEMSELVES - EVEN THOSE IN THE MG CATERING TENT. THE LADIES AND BLOKES HAD A CHAT WHILE THEY WORKED AND EVEN THOUGH TIRED, HAD A PLEASANT DAY AMONGST THEIR FRIENDS. THANKS TO ALL WHO HELPED.

JUST TO INSPIRE THOSE WITH "FAST" AND THOSE WITH "SLOW" AND THOSE WHO JUST ENJOY DRIVING THEIR MG'S, THE OLD "IRON LADY" (READ MG MAGNETTE SEDAN) WON THE TWO REGULARITIES AT THE RECENT GEMINI CLUB RACE DAY; WHICH JUST GOES TO PROVE THAT YOU DON'T HAVE TO BE FAST TO TAKE HOME THE BACON. CONGRATULATIONS TO PETER TIGHE (RECENTLY CHRISTENED TROPHY HUNTER). CONGRATULATIONS TO THOSE OF OUR MEMBERS WHO FLEW THE QUEENSLAND CLUB FLAG AT THE RECENT CONCOURS AT SOUTHBANK. THANKS TO GOLD COAST MG FOR THE INVITATION.

THE SUPERSPRINT ORGANISED BY THE MARQUE CAR CLUB SAW MANY OF OUR MEMBERS ENJOY THEIR RUN AROUND LAKESIDE. SOME FAST AND SOME SLOW, BUT ALL COMPETITORS HAVING A GO. DUST OFF THE CAR IN THE GARAGE AND PUT THE TOP DOWN AND LET US SEE YOU ON SUNDAY MORNING 18TH JULY. PACK THE PICNIC BASKET AND COME IN NUMBERS TO THE EARLY MORNING RUN TO LAKESIDE HISTORIC RECE MEETING. (THERE IS A GATE CHARGE TO THIS MEETING). THE RACING SHOULD BE CLOSE AND INTERESTING ALONG WITH SEVERAL REGULARITY RUNS. CONTACT PETER RAYMENT FOR MORE INFORMATION.

OLD BOYS AND GIRLS NIGHT IS ON FRIDAY 9TH JULY AT OUR CLUBROOMS. MANY OF THE PRESENT MEMBERS FATHERS WERE EARLY MEMBERS. DON'T FORGET TO INVITE THEM AND THEIR FRIENDS ALONG AS WE HAVE NO WAY OF GETTING IN TOUCH WITH THESE PEOPLE. LOOKING FORWARD TO MEETING MANY OF THESE "NAMES".

CONGRATULATIONS TO ALL THE WINNERS AT THE RECENT Q.H.C. AND GRAFTON HILLCLIMB. WELL DONE.

BY NOW, MANY WILL HAVE SEEN OUR CLUBS COLLARED SHIRTS WITH THE CLUB Q LOGO EMBROIDERED ON THEM. THESE ARE AVAILABLE FOR \$20 OR, IF YOU PREFER, THE LOGO CAN BE EMBROIDERED ON YOUR OWN SHIRT FOR \$7.50. PATCHES ARE AVAILABLE FOR \$8 AND LAPEL PINS FOR \$5.

BYE FOR NOW

*David Robinson*

*The Comittee & Members would like to welcome the following new members to our Club. We hope to see you all at coming events.*

*Michael Feltham from Algester who drives a Falcon*

*Graham Nepean-Hutchinson from the Isle-of-Sorrento*

*Nicholas Russell from Windsor who drives a MGB Mk III*

*Alan Stone from Upper Caboolture who drives a MG Midget*

*Ken Gray from Springwood who drives a Datsun & a Lotus*

*Ron Woodridge from Forestdale who drives a Falcon*

*Susan Crook from Kilcoy who drives a 1979 MGB*

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CLUB NOTICE BOARD

**DAY RUN**

**TO**

**TOOWOOMBA**

**SUNDAY 29th AUGUST**

**MEET AT ANZAC PARK TOOWONG**

**DEPART AT 8.15am**

On arrival in Toowoomba local Club Man Ross Horton will direct convey to Toowoomba Airport to inspect Vintage Aircraft then onto his property for a barbecue lunch and a inspection of his car fleet which includes one immaculate MGTF and 2 MGA cars



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## CLUB NOTICE BOARD

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

**GRAFTON SPORTING CAR CLUB PRACTISE DAYS  
15TH AUGUST - 21ST NOVEMBER**



10 May 1993

MEMO TO: \* 1992 Queensland Classic Car Rally Participants  
\* Classic Car Clubs

I have pleasure in advising you, the 1993 Queensland Classic Car Rally has been scheduled for the weekend of 4/5 September next. This follows the apparent success of the 1992 Rally which attracted 151 entries and 35 different makes of cars.

I would appreciate if you could

1. Keep the weekend of September 4/5 free and plan to enter your vehicle in the event.
2. Advise your friends and your favoured Classic Car Club of these dates and encourage their participation and inclusion of this event on the Club Calendar.

The 1993 Rally will follow a similar format to last year, in that

- \* It will be an opportunity for everyone to witness the maximum possible number of "classics" in action on the road - motoring.

- \* A touring rally atmosphere will prevail. Competitors and cars will not be subjected to timed stages unless these are offered as an optional pursuit (at the participant's discretion) under controlled conditions.
- \* The well being of the cars will be given priority including the avoidance of rough and dirt roads.
- \* A number of opportunities will be provided for competitors to mix socially and enjoy the camaraderie and spectacle of the event as it unfolds.

At this stage we expect the rally will be conducted on Sunday September 5 with the possibility of a special pre-rally function to be conducted on the Saturday. You will be advised of further developments. Meanwhile, I look forward to you enjoying the 1993 Queensland Classic Car Rally with us.

Kind Regards,

John Thompson



# ANNOUNCING

The 1993 Inaugural - Biennial

MAGNIFICENT MAROOCHY

## MOOLOOLABA TO MONTVILLE RUN

(Queensland's - "Bay to Birdwood")

Open Cavalcade of 300 Veteran, Vintage and Historic Motor Vehicles (pre 1963), through the Maroochy Shire - from the Ocean to the Mountains in support of -



ENDEAVOUR FOUNDATION - Special Schools Graduate Placement Programme.

### Information Sheet Programme and Entry Form

on Queensland's Sunshine Coast

**Saturday & Sunday  
October 23 & 24**

(And including Friday & Monday, October 22 & 25)



Conducted by and under the auspices of  
**BLACKALL RANGE  
HORSELESS CARRIAGE CLUB Inc.**  
P.O. Box 13  
MONTVILLE, Q. 4560.  
Telephone: (074) 429 255  
Fax: (074) 429 169



Major Run Sponsor:  
**MAROOCHY SHIRE COUNCIL**

THE M.G. CAR CLUB  
OF QUEENSLAND INCORPORATED



*ATTENTION*

**SPECIAL**

GENERAL MEETING

STARTING AT 7.30pm  
AT THE CLUBROOMS

WEDNESDAY 8TH SEPTEMBER 1993

TO APPROVE THE FINANCIAL STATEMENTS FOR 1991-92



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### MGs tackle the Birdsville Track April 93

After the tremendous MG Car Clubs 24th National Meeting, we departed Adelaide on Tuesday 13th April, 1993 and headed north. For it was to the north at Rawnsley Bluff at the southern end of Wilpena Pound in the Flinders Ranges, that we were to rendezvous on Wednesday night with 9 other intrepid MG enthusiasts who would be our travelling companions on our homeward trek via the Birdsville Track.

The party consisted of 3 MGBs, 2 MGAs and 2 MG TFs. 7 MGs in all with 5 from Queensland and 2 from Victoria. Two of the vehicles, a MGA and a MGB had trailers. The oldest Barbara White's 1953 TF and the newest Peter and Delia Rayment's 1968 MGB.

#### Day 1

On our way north from Adelaide we travelled through parts of the Eyre Peninsula and in particular the "Copper Triangle" and the towns of Moonta, Kadina, and Wallaroo. At Moonta we had the best fish and chips we've had in years at the pier fish and chip shop. Did a little exploring around this very interesting area, which was worked by a lot of Cornish miners at the turn of the century, with our favourite town of the 3 being Moonta.

#### Day 2

Heading further north and towards our rendezvous point we passed through Port Pirie, where we collected some important car protection equipment i.e. 2 truck tyre rust sleeves, one small one large. Also we bought some new tent pegs as we had carefully sorted our supply to the bare minimum and then packed the lot up by mistake and shipped them and other unnecessary clothes etc back to Brisbane with David Robinson. This certainly reduced our load but the clearance under the petrol tank was not much.

Further northward and just before Quorn, the Pichi Richi train was sighted - we came to an immediate stop and started waving frantically at the train. ...no response... ?? We felt it a little odd that our waving did not receive some type of reply as we were expecting John and Dominique Crane MGB, to be on the train. It wasn't until we reached Rawnsley that we heard that John and Dominique weren't on the train - they had broken an axle on their trailer at Tarlee.

The Pichi Richi train travels from Quorn up the old picturesque Pichi Richi Pass to Woolshed Station and returns, purely as a tourist attraction. The type of train running varies, sometimes it could be a steam driven one sometimes a thirties style railmotors. Either way it is a must for the old trains buff. A few days after our being in Quorn there was to be a re-enactment of "the feeding of the troops" as they passed through there in World War II, on their way to the Alice. They were expecting about 2,000 people - something like swelling the local population by 300%. The bags of onions and potatoes were reminiscent of the catering shed at the hillclimb championship, but even more so.

On arrival at the Rawnsley Bluff Park and before darkness set in we started to fit our car's protection gear. The big rubber rust sleeve was suspended off the tank mounts, to protect the front and the sides of the petrol tank. The small rust sleeve was made into four mud flaps. Thus completed our cars off road protection gear!

We watched the magnificent changing hues on Rawnsley Bluff as the sun set and then the 'party' made final adjustments to their tents. Our 1st night to-gether of our big adventure. For Grandmother Delma West (TF Barbara's travelling companion) this was to be her 1st of many nights of camping.

But - by dark still not all the members of the party were accounted for. Wally and Anna Robinson (MGA Melbourne), our trip instigators (the club received a fax suggesting this trip about a month before the National Meeting) were no-where in sight...!! Where could they be - we were hoping that they hadn't had any car troubles already. After several hours of sitting around the camp fire, the distinctive exhaust note of an MGA could be heard approaching from the distance. Wally and Anna had arrived. All members of the 'party' were now accounted for. Wally who is better known as "Let's have a party" had stayed longer than they should have at a friend's birthday party at Burra - thus making them late.

Our hosts at Rawnsley Park were very helpful that night. They drove up in the dark to our camp site to collect us and take us back to their house to await for news from John and Dominique who had arranged to ring later that night. A service which was much appreciated.

#### Day 3

The 'party' moved to Wilpena Pound which we physically climbed up to the rim. From this we admired the spectacular view down into this natural bowl shaped formation. It was easy to see why the graziers had gone to so much effort to bring cattle into this area. Floods, of all things, drove them away when the track into the pound was washed out in 1912. Another shattered dream of which we were to see a lot more of in South Australia. There is certainly a lot of hard country there. The actual physical shape of the Pound was intriguing, reminding us somewhat of the Wolf Creek Crater in Western Australia - though much bigger.

From here we continued our northward trek through the spectacular Flinders Ranges National Park, traversing the Bunyeroo and Brachina Gorges. The road varied from good dirt to water worn rock in the gorge floors. Down the gorges we had innumerable wet to very wet (ranging to 12 inches deep), rough, rocky creek crossings. Once out of the Brachina Gorge the road lead out across the western plain and back to the bitumen and the main north road. Matthew Magilton (TF Melbourne), who had gone on ahead, made it to Marree before dark, our supposed next rendezvous point and met up with John and Dominique. The rest of us made it to Leigh Creek with



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Peter's "B" crossing a creek in Bunyerroo Gorge

failing light before camping. None of us were wanting to tackle the 80 km of dirt to Marree at night. Leigh Creek Caravan Park offered a good opportunity for a final clean up i.e. washing clothes before we were to tackle "the track" in earnest. The air was so clear and dry that one was able to wash clothes at night and they were well and truly dry by morning.

Day 4

Before joining John, Dominique and Matthew at Marree, the slow ones inspected the Open Cut coal mine at Leigh Creek and visited Talc Alf, a local talc stone carver/philosopher, at Lyndhurst.

On leaving Lyndhurst we left behind the bitumen and ventured on to face unknown road conditions. Comments like "You will never make it to Birdsville in cars like that!" were still coming from a lot of 4WD owners. However, after the years of experience that several of the drivers had had on outback roads we were sure that the 'party' would make it - if we drove according to the conditions.

It was almost lunch time before we regrouped at Marree. After inspecting the remains of the deteriorating Chan railway line and the station it was off to the impressive double storied Marree Hotel for a scrumptious counter lunch in their very unique dinning room, with it's walls of history some of which were murals, some photographs, others newspaper clippings.

With only 80 kms. (48 miles) of dirt behind us and 513 kms (320 miles) before us to Birdsville we departed Marree at 1.30p.m. full of anticipation and intrepidation.

The track from Marree consisted of good earth formation, ideal for driving, but ... the fine dust penetrated the cars. Alwyn White MGA Gypsie found that he had massive holes under the dash from which the dust poured out, filling his eyes and lungs. He had to stop and try to alleviate the problem. Firstly he donned a mask, then a towel was pinned under his chin and over his head. Overall the least effected car was the TF of Barbara White, who travelled with the hood up and the passenger side screen in. The back of the hood, however, was covered in a fine layer of dust but luckily there was little penetration into the cabin. Wally, Anna and Alwyn all had dust masks - as they chose to drive with their tops down. The Bs (which were well loaded) all had their roofs up and the occupants had to contend with a coating of dust each day, unlike the TF.

The road continued alright, but, evidences of recent rain became apparent as the countryside showed green tinges in place and in particular in depressions were muddy waterholes could still be found. Conditions changed as we started to approach the Sturt's Stony Desert, as the road became exceedingly stony (the normal glibber size was about 2" diameter) and in our car we found it easier to travel on top of the wheel ruts and not in them, due to their depth. Our speed was obviously reduced - but to avoid overheating a reasonable speed had to be maintained. The 'party' was now spread a fair distance apart as each driver chose what speed suited his/her vehicle.

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As the sun set on Day 4 Matthew, John, Dominique, Peter and Delia set up camp on the Derwent River at the Mungaranie Road House. This consisted of several petrol bowlers outside the cafe/hotel/ motel/owners' residence all in the one building with a shower/toilet block attached. The other members of the 'party' decided to camp at the Matteranie sand dunes, as they were caught out by time and the light. The idea being on these roads to make camp before sundown, for to travel after dark one has to keep a sharp eye out not only for changing road conditions but for unpredictable wildlife. One couple we met later on between Birdsville and Betoota paid the consequences - their new 4WD Toyota is now sporting a rather sore and sorry looking driver's-side front mudguard. This is but one of the scenarios that could happen if you hit animals.

Day 5

After refueling and regrouping, at the Mungaranie Roadhouse we headed Northward Ho!, with a warning from the proprietor still ringing in our ears. 'You'll never make it, there is still much more rough and stony ground ahead.'

Our regrouping efforts became more effective as we now decided to work on the principal that the lead car would find a good/interesting spot at an approximate time i.e. smoko or lunch and wait there for the rest.

Once again the road conditions were ever changing from gibber to good. This of course being controlled by the type of country being traversed. The countryside changed from gibber plains, to sandy /stony creek crossings, to gypsum flats, to steep-sided sand dunes, and back again - all quite magnificent in their contrasting/striking colours.

One of the stony creek crossings offered a wonderful pictorama. In the now dry creek bed, white lillies were in flower with their beautiful dense green, shiny leaves, whilst in the background orange coloured sand dunes contrasted against the deep blue of the clear outback sky. After stopping to photograph the scene we discovered that we had holed the petrol tank where part of the rubber protection had been lost. Not to worry with Peter playing like the little boy at the dyke, Delia retrieved the tool kit from the car so that Peter could fix it. Col West B Gympie who was the sweep car at the time cut a piece of mud flap to put on a self-tapping screw with a washer. The hole was enlarged with a centre punch and the screw was then screwed home. One repair job done.

Our travelling conditions were good with the air temperatures in the low 30s (C). They remained this way throughout the entire trip thankfully. One must take our hats off to Captain Charles Sturt and his party who came up through here in the middle of the summer across these searing, rust red gibber plains. The glare would have been enormous and you can see why some of the party went blind.

Our leader for the day Matthew chose a waterhole near the base of a sand dune, at the edge of a gibber plain, to stop for afternoon smoko.

The normal human reaction is at such a spot to firstly climb to the highest spot and then to go and look in the water. In this instance the top of the dune was the high spot and as we ascended this we found evidence of earlier aboriginal habitation in the way of firstly specially shaped stones which would have been used for cutting - at this particular stop most of these were either of flint or moss agate type rock. Also of interest at this spot was a mound of special sized rocks. Matthew pointed out that all the rocks were of a size that could easily be shifted by humans, but big enough to retain heat. An old oven perhaps? Our imaginations painted pictures.

At the waterhole, at the foot of the sand dune we had stopped at, which looked murky and lifeless, other interesting ancient beings were found - but these were alive!

Around the edge of the receding waterhole were the remains of *Triops Australiensis* (Horseshoe or Shield shrimps) and in the water itself we found live ones. Truly a most unusual little crustacean. Thousands and thousands of tadpoles also lived here, who, in due course, as mature frogs, would live just below the top of the sand dune until the next 'wet'.

Whilst running between sand dunes north of Pandie Pandie Homestead, John slowed to negotiate his way through a herd of cattle, which in this country were huge and made his B look positively tiny as we observed from behind. Suddenly John STOPPED - "Fool. Why stop there?" we said. Came the reply "Wasn't my choice it's (meaning the car) stopped!?" Luckily the cattle being man shy quickly moved away so that we could alight and investigate the problem. The battery had been knocked from it's mount next to the diff, the case broken, and the battery terminal ripped off. We did not know how long the car had been running on the generator alone as the battery wire was dragging on the road. Eat your heart out those of you with alternators - you can't do that. We clamped the wire back onto the terminal with a hose clamp but to no avail as the isolation switch had gone faulty owing to the ingress of dust. The car was jump-started.

After smoko the road remained constantly OK until we hit some roadworks just before the Queensland/ South Australia border. For 5 miles we pushed the little cars over newly graded dirt/sand, up to about 8 inches in depth - no mean feat! Mid-way along this section we met the only 2 roadtrains we had seen on our entire trek, coming towards us on the wrong side of the road!!!! We ploughed over to the right-hand side of the road. The roadtrains were travelling on the downwind side, thus making it safer for both parties, as the dust pall we made was nothing in comparison to that of the roadtrains'.

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Once we had traversed this section of the track we stopped and regrouped just at the border grid. There was much cheering as each car arrived. We had made it to Queensland and secondly because we had just made it across the worst section (in the writers opinion) of road so far.

As the shadows quickly lengthening we paraded into Birdsville (However on Saturday afternoon there was no one to be seen) with the ultimate goal - the pub - in our sights. The parade had to be conducted in a true and proper manner with the oldest car leading to the youngest last. Therefore the TFs were first then the As then the Bs.

On arrival at the pub we all parked in to the kerb. As we were pulling in, one patron could be heard shouting over his shoulder as he looked out the window. "Blimey look at these match-box toys!"

The Birdsville track had been conquered.

To celebrate our achievement we dined in style at the historic pub that night, where a superb meal was had. Mine hosts, Dave and Ann Stodart made us most welcome. So welcome in fact that we decided to stay in Birdsville the next day to visit a few of the sights and then dined with them again for another night. Mother's cooking was never like this!



Peter's "B" in the Sturt Stony Desert 40k stn of Mungaranne on the Birdsville Track

### Day 6

After John had replaced the battery and isolated the isolation switch we headed out to investigate Big Red and the Simpson Desert.

Big Red is 40 km. west of Birdsville and is one of the biggest of the hundreds of sand dunes that one would cross traversing the Simpson Desert. The colours truly have to be seen to be believed with Big Red's colour typifying the dunes and being just that RED.

This was the end of the road for us in this westerly direction. The road from hereon would definitely be more traversible by a 4WD.

Other points of interest looked at that day were the Working Museum, the Waddi trees, the Burke and Wills camp 76 tree, the old viaduct, the town bore, and of course the race track. Certainly enough to keep one going enough all day and to build up a thirst and an appetite, for our return to the pub.

Temperatures this day had been the hottest so far. At one stage at midday, Peter walked into the shower block took his clothes off had a cold shower put his clothes back on -without toweling himself off- he didn't have any need to, the air was just so dry.



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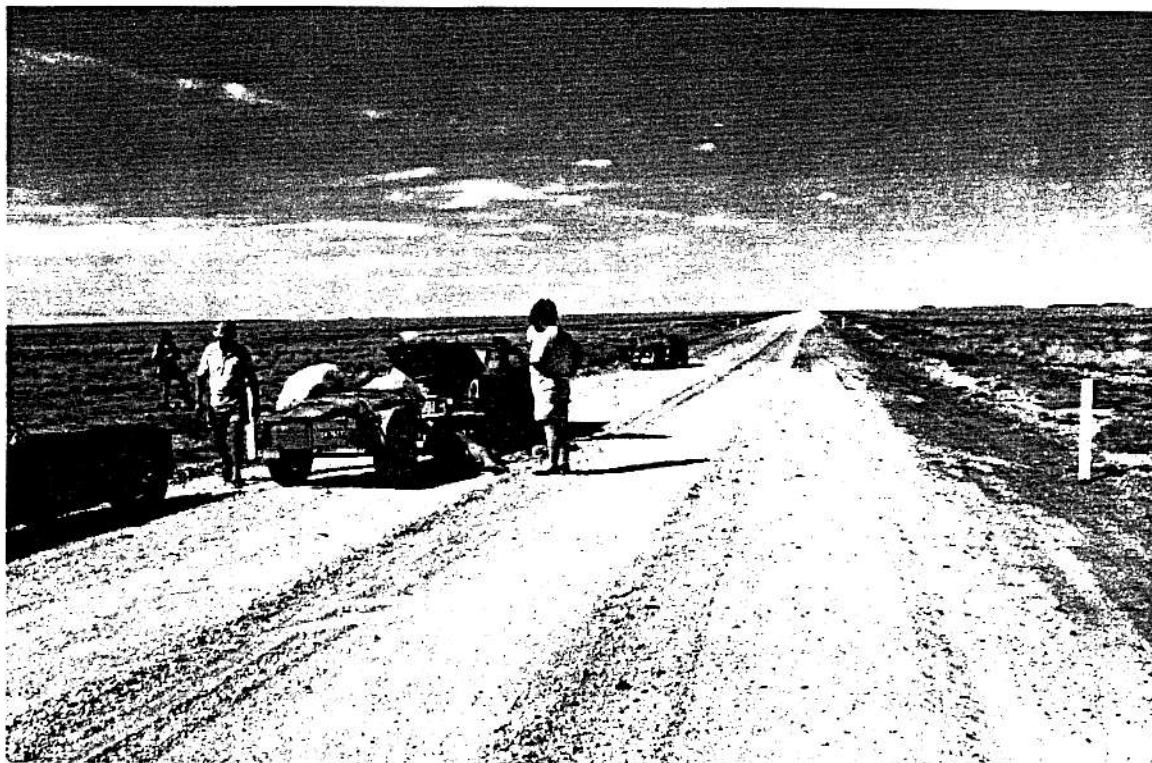
Day 7

After visiting the Brookland Store (we felt it seemed a little out of place) it was Eastward Ho! Only 266 kms for the Queenslanders in the 'party' to go and they would be back on the black stuff (bitumen). However for the Victorians they had considerably more, as their plans were to leave us shortly after leaving Birdsville and to head off to Cordillo Downs and the Strzelecki Track, south.

After the Victorians headed south the country-side changed into high stony plateau with spectacular flat topped and conical shaped hills. These hills divide the Diamantina River and the Cooper Creek catchment, part of the famous Channel country.

An aide to gauging the distance travelled was by the number of solar-powered Telecom Communication towers we passed. These were passed about every 50 km. On travelling East and as too North from Marree, little sign of human habitation were to be seen.

A few cool drinks were bought from the pub at Betoota which is a major place name on the map. It's population met us at the door, this consisted of 1 (one).



Travelling across the Channel country after afternoon smoko John had more hard luck, he ruptured his petrol tank. As this was a rupture and not a hole a cake of soap was rubbed into the leaking area - it was incredible to see the petrol dry up as the soap sealed it. This make-shift patch lasted to home and for a couple of weeks until a new tank could be organized. A by-product of this incident further down the road was that the fuel pick-up in the tank had cracked and caused further stoppages. A spare flexible line was inserted into the tank via the petrol filler and connected to the electric pump under the car.

The road conditions through this section varied again from gibbers to good.

After 1000 km. of dirt road since Lyndhurst in South Australia we were back on the black stuff and west of Windorah. Driving on the bitumen seemed much less interesting than when on the 'tracks' but every time we went over a grid we were reminded of the dust which cascaded out of the back of the dashboard onto our legs and up into our faces.

The further eastward we came the drier the countryside became.

Within the next 2 days all Queensland members of the 'party' were safely back home, whilst the last we heard of Anna, Wally and Matthew was - they're out there somewhere...

1995 - After the MG Car Club National Meeting in Perth it will be the Strzelecki for us from South to North - anyone interested?

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### The Birdsville Bash Factsbox The People and Cars

1953 MG TF 1250 (Black) Barbara White and Delma West (Gympie)  
1954 MG TF 1500 (Grey) Mathew Magilton (Melbourne)  
1955 MGA 1500 (Silver Grey) Alwyn White (Gympie)  
1955 MGA 1500 (Red) Wally & Anna Robinson (Melbourne)  
1963 MGB MkI (Red) Col West (Gympie)  
1963 MGB MkI (Red) John & Dominique Crane (Brisbane)  
1968 MGB MkI (Black) Peter & Delia Rayment (Brisbane)

Distance on dirt  $\approx$ 1100 kms (690miles)

Deserts entered

1. Tirari Desert
2. Sturt Stony Desert
3. Strzelecki Desert
4. Simpson Desert

Petrol Prices per Litre

75c Marree  
\$1.00 Mungeranie  
89c Birdsville  
79c Windorah  
75.3 overall average

Average Economy

30 mpg bitumen  
27 mpg dirt  
29.404mpg overall

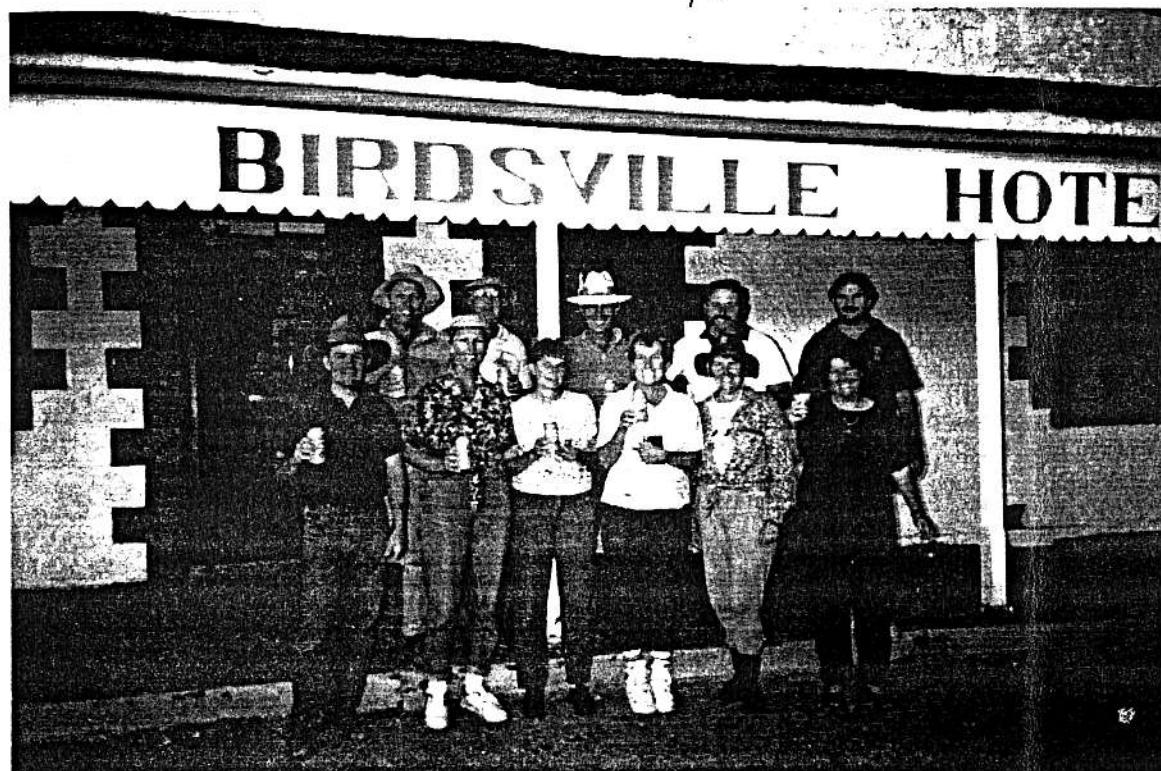
For our car doing the trip Brisbane-Adelaide-Birdsville-Brisbane

Total distance 6230kms (3894miles)  
Petrol used 602.57litres(132.4gallons)  
Total cost petrol \$451.86  
Accommodation including Adelaide \$360

We drove over 123456789 million gibbers.

We all had a great time.

*Peter & Delia*





JULY  
1993



MG CAR CLUB of QUEENSLAND Inc.  
**OCTAGON**

## **ams** Report

### **HISTORIC CAR COMMITTEE**

Following consultations with the Chairman of the Historic Car Committee, the National Council has rationalised the situation with regard to historic cars and classification of them.

Effective immediately, there will be only one Committee and not two. They will be known as the Historic Car Committee.

Its membership will be:

John Dawson-Damer as Chairman, John Caffin, Tony Caldersmith, John Cummins, Paul Hamilton, Graham Hoinville, Ken Innes-Irons, Andrew Paterson, Carl Stecher, David Sullivan, Charles Talbot and David Rapley.

The Committee will meet twice yearly, and will be responsible for classification, as well as for policy matters in the area of historic motor sport.

### **Helmet to Roof Clearance**

General Requirement 18 stipulates that there must be a minimum of 50 mm clearance between occupants' helmets and the tops of the main hoop members.

The same clearance is required between helmets and vehicle roofs, but again the gremlins struck and this requirement was not included in General Requirement 13.

General Requirement 13 is to be amended by the addition of a new sentence to the first paragraph as follows.

"The roof must be at least 50 mm above occupants' helmets when seated normally."

How this Requirement was deleted after all the build-up of the past 18 months or so is extremely difficult to fathom. It just goes to show, however hard you try...

### **MARQUE SPORTS CARS**

The Motor Racing Executive Committee have decided that the Westfield SE and SEi when fitted with the Toyota 4AGE engine be added to the list of eligible Marque Sports Cars.

#### **NEW MOTOR SPORT PUBLICATION**

The first issue of a new motor sport news media is scheduled for 15 July. 'Australasian Motorsport News' will be published fortnightly and is headed by former 'Auto Auction' editor Chris Lambden.

Also working on the publication will be well known motor racing journalists, David Hassall (also ex-Auto Action), Tony Glynn, and advertising manager Bruce Williams.

### **ROTARY EQUIVALENCE**

Following submissions from several competitors in circuit racing, the National Council has reviewed the imposition of the 1.5 times co-efficient formula for rotary engines and has reinstated the previous formula of 1.8.

Thus, the second paragraph of Classification of Appendix C to the National Competition Rules, "Vehicles with Rotary Combustion (Wankel-Type) Engines", will now read,

"According to the above classes, as calculated by the following formula, viz 1.8 times the volume determined by subtracting the minimum capacity of the working chambers from their maximum capacity gives a piston displacement equivalence and hence relevant class. (See para supercharging below.)"

JULY  
1993



# MG CAR CLUB of QUEENSLAND Inc.

## OCTAGON

### OCTAGON CLASSIFIEDS

FOR SALE - 1969 MGB - VERY GOOD CONDITION, INDEGO BLUE IN COLOUR, ELECTRIC OVERDRIVE  
\$12,500.00 ONO - CONTACT SHARON BUNN 878 1220

FOR SALE MG MIDGET ELECTRIC FUEL PUMP - PHONE 299 7627

FOR SALE - 1964 MGB Mk 1 WHITE IN COLOUR, RED INTERIOR, WOODEN STEERING WHEEL  
REG No 041-PSU - CONTACT KERRY FRENCH - 323 2407

FOR SALE - ALUMINIUM ROLL CAGE TO SUIT MOST SMALL CARS ESCORT/XU-1/GEMINI - \$200.00  
FOR SALE - 2x8" & 2x10" ESCORT 5 STUD RIMS  
CONTACT BRUCE STEPHENSEN - PHONE 396 6284

FOR SALE - 1965 MGB Mk 1 BODY, PAINT & CHROME EXCELLENT, MECHANICALLY A1  
REGO MGB-65 - CONTACT JOHN WALKER - PHONE 300 2914

WANTED FOR 1968 MG MIDGET Mk 2 LOWER WISHBONE, HARDTOP, 1275cc LONG or SHORT  
MOTOR, CONTACT DONALD MINTY - PHONE (07) 281 9169

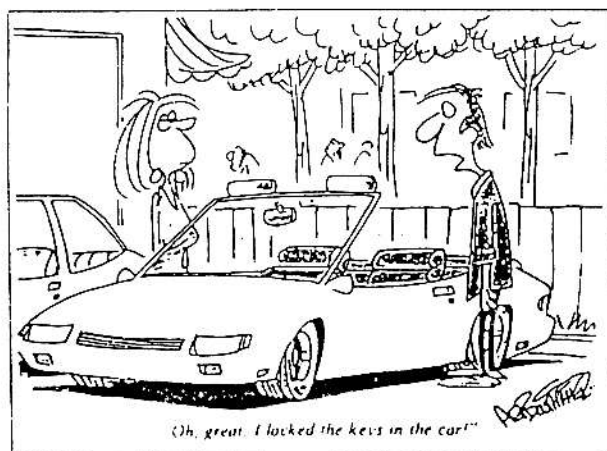
FOR SALE - ESCORT SPORTS SEDAN, SEAM WELDED, ROSE JOINT FRONT END, ADJUSTABLE SHOCKS,  
13x9 WHEELS & SLICKS, FULL ALLOY ROLL CAGE & FUEL TANK, FIBREGLASS FLARES, BONNET, BOOT,  
AIRDAM 7 RACING SEAT, FORMULA 2 STYLE REAR WING, PERSPEX WINDOWS PLUS MORE.  
CONTACT BARRY SMITH - PHONE 893 2266

WANTED 202 HOLDEN MOTOR RED/BLACK/BLUE - LONG OR SHORT  
CONTACT DAVID ROBINSON - 844 1037 OR 848 0221 A/H

FOR SALE - SPARCO NOMEX DOUBLE LAYER DRIVING SUIT FIT 5'8" to 5'10" PLUS UNDERWEAR,  
BALCLAVA, SOXES, GLOVES & SIZE 10 SPARCO BOOTS. ONLY WORN ONCE - \$400 THE LOT.  
CONTACT TREVOR HOELZL - PHONE 277 9900 or 8883109 A/H

FOR SALE - CENTAUR Mk III SPORTS 1300, DATSUN A12 MOTOR & GEARBOX, BMC REAR-END,  
4 WHEEL DISCS, ALLOY & FIBREGLASS BODY, READY TO RACE, LAKESIDE 58.6, ELIGIBLE FOR  
HISTORIC CLASS, WITH TRAILER, \$8000.000  
CONTACT ANDREW MLADENOVIC - PHONE (076) 38 2597 or (076) 36 3492 AH

FOR SALE - 1964 MG 1100 - \$2300.00  
COMPLETE WITH ORIGINAL LOG BOOK, WORKSHOP MANUALS & MANY SPARE PARTS  
CONTACT GARY BOOTE - PHONE (049) 678 642 or (049) 524 687 AH



"Oh, great. I locked the keys in the car!"

## M.G. CAR CLUB OF QUEENSLAND INC.

MT. COTTON HILLCLIMB

DATE OF ISSUE 7.6.93

## OFFICIAL PROVISIONAL RESULTS

## SPORTS CARS Up to and Incl. 1600cc

2	Tony Jewels	Vector	1299	47.90	47.34	46.78<	47.11
14	Keven Johnston	Bulant	1298	49.30	48.18	47.06	46.35*
46	David Barram	ASP	1299	52.19	49.29	47.27	57.53

## 1601 cc and over

76	Graeme Adair	Leyland	4500	50.26	50.04	49.36	48.83*
90	John Crane	MGB	1798	65.57	65.91	66.23	66.33
127	David Cross	Holden Spec	3138	51.50<	did not run		

## GEMINI CARS

+59	John Heffernan	Gemini	1584	57.47	55.17	55.67	55.35
17	Iain Corness	Gemini	1584	55.18	54.86<	55.23	55.95
69	John Novak	Gemini	1584	58.92	57.57	56.68	57.24
+59	Keith Smith	Gemini	1584	55.75	56.30	54.34*	54.52

## FORMULA FORD

10	Michael McHugh	Bowin P6	1600	48.72	81.19	DNF	DNR
63	John McLennan	Swift	1600	46.35	45.76	45.16*	45.61
65	Dean Tighe	Elfin	1598	46.02	46.08	45.68<	45.71
89	Greg Fahey	Van Diemen	1600	DNF	46.77	46.31	46.55

## HISTORIC GP K

35	Peter Kerr	NA Magnette	1286	66.80	66.53*	66.85	69.31
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## RACING CARS Up to and Incl. 1300 cc

26	John Davies	DBF	1265	40.82*+	DNF	DNR	DNR
1301 - 1600 cc							
+111	Bill Norris	Hawk MkII	1327	42.19	41.39	41.30	40.87*+
53	Bill Norton	GRD Ford	1558	45.67	44.16	44.58	44.50
72	Ken Norton	GRD Ford	1498	45.55	45.34	45.36	45.90
+111	Per Hansen	Hawk MkII	1327	43.61	42.35	DNF	43.34

## 1601 - 2000 cc

12	Ivan Tighe	Kaditcha	2000	42.33	40.73*	40.74	40.97
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## 2001 cc and over

3	John Boyce	Kaditcha	2388	44.52	41.99*	43.65	42.55
74	Warren Creagh	Goggomobil	2816	51.41	50.85	50.37<	50.71

## SPORTS CARS MARQUE Up to and Incl. 1600 cc

45	John Broadbent	Spitfire	1296	52.56	52.30	51.98	51.58*
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## 1601 - 3000 cc

+44	Stephen Moore	Morgan	1660	58.65	57.91	58.62	DNR
+40	Helen Kingcott	MGB	1798	64.37	62.57	63.50	64.21
2	John Walker	MGA	1848	56.42	56.42	56.25<	56.66
11	Ray Edwards	MGB	1798	58.08	55.65*+	57.03	55.79
+44	Vernon Hobbs	Morgan	1660	57.15	57.00	56.65	DNR
17	Paul Strange	MGB	1798	59.29	59.58	59.33	59.41
22	Barry Smith	MGB	1798	57.51	56.78	57.01	56.92
+40	John Kingcott	MGB	1798	59.38	58.74	58.40	63.32
+44	Graham Hobbs	Morgan	1660	62.93	62.89	DNF	DNR

## 3001 cc and over

1	Peter Hayes	Porsche	3186	48.47	47.36	46.90	46.52*+
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## APPENDIX J GROUP N

71	Ken Freeburn	Cortina	1498	55.29	55.12	55.73	55.50
73	Peter Gilbert	Cortina	1580	54.70	53.17*	DNR	DNR

## SPORTS SEDANS Up to and incl. 2000 cc

+18	Mark Thompson	Mini Cooper				did not run	
34	Lloyd Bax	Anglia	1962	DNF		did not run	
60	Gary Goulding	Anglia	1995	DNF	49.91	48.66	48.96
96	Alan McConnell	Mini Clubman	1425	46.48	45.95*	46.26	46.39
+18	Derek Holstein	Mini Cooper	1510	DNF	46.42<	did not run	

## 2001 cc and over

+43	Mark Arnold	Capri	3100	57.80	55.21<	did not run	
34	Barry Wraith	Honda Civic	4474	45.72	45.32*	DNF	DNF

SPORTS SEDANS 2001 cc and over (Cont)

+43 Brett Arnold	Capri	3100	55.65	DNF	Did not run		
<u>HOLDEN HQ CARS</u>							
90 Greg Hollier	Holden HQ	3300	Did	not	run		
77 Kurt Davies	"	"	55.72	55.40	55.07	55.01*	
92 Mal Kennedy	"	"	59.19	58.05	57.22	56.71<	
<u>FORMULA VEE CARS</u>							
+2 Graham Sorensen	Spectre	1192	59.32	56.21	56.59	54.27<	
+2 Peter Sorensen	Spectre	1192	54.15	54.22	54.91	53.61*	
<u>STREET SEDANS CLUB CARS AND ROAD REGISTERED</u>							
<u>Up to and Incl. 1600 cc</u>							
+37 Roderick Harris	Datsun 1200	1517	55.03	58.37	55.73	55.68	
15 Paul Van Wijk	Suzuki Swift	1324	53.20	52.85	53.93	54.24	
57 Justin Wade	Cortina	1598	74.85	52.31	52.56	51.11<	
+37 David Walker	Datsun	1517	51.14	50.60	51.04	50.41*+	
<u>1601 - 2000 cc</u>							
+16 Scott Mutimer	Datsun	2000	55.67	55.89	55.97	54.95	
86 Zoe McConnell	Datsun	1800	54.46	53.11	54.15	52.95<	
137 Jeff Unwin	VW Beetle	1904	50.15	49.75	48.89*	49.34	
+16 Rob Mutimer	Datsun	2000	54.31	53.99	53.21	53.13	
<u>2001 cc and over</u>							
+64 Ken Graham	Datsun	2340	49.30	49.34	49.10*	DNR	
11 Brad Smith	Centura	4300	55.59	55.02	55.01	55.38	
13 Mark Bilston	Triumph	2498	did	not	run		
66 Phil Laird	Mazda RX2	2344	55.17	did	not	run	
+64 Pauline Graham	Datsun	2340	51.63	50.44<	50.47	DNR	
28 Phil Laird	Torana	3300	did	not	run		

- \* Denotes Class Win
- < Denotes Second in Class
- + Denotes new record

Best MG in Class      John Crane in Sports Cars 65.57  
                              Peter Kerr in Historic cars 66.53  
                              Ray Edwards in Sports Marque 55.65

Martin Tighe Trophy for Fastest Time by a F/Ford      John McLennan      45.16  
 Glyn Scott Trophy for fastest time by a Sports Car      Keven Johnston      46.35  
 Paul Aitken Trophy for best aggregate time by a  
 Motorcycle powered car      Bill Norris  
 Vince Appleby Trophy for Fastest time by a  
 Sedan      Barry Wraith      45.32  
 TASMAN TROPHY FOR FASTEST TIME OF DAY      John Davies      40.72  
 Fastest Time by a Queenslander      John Davies      40.72

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Tony Jay of Videocam has some excellent footage of competitors on the Hill.  
 If you would like to purchase this video, Tony has told me that the cost is  
 \$30 and that \$5 of this will be given to the Club.

You may contact Tony direct at 19 Bath Street Birkdale or phone him on -  
 (07) 207 2558 or Mobile 018 870 900. Fax number is (07) 8222858.

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The photographs which were taken on the day at the Hillclimb and at the Presentation  
 after the meeting may be seen by ringing John Clatworthy on Phone no. 206 4253 or  
 Rob on 206 3536. We will also attempt to have some proofs at the Clubrooms on  
 9th July.

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MG CAR CLUB of QUEENSLAND Inc.

OCTAGON

## "OLD BOY NIGHT"

### WHAT IS AN OLD BOY?

When an invitation was issued to an "Old Boys' Night, I wondered just who would consider themselves "old boys" and whether any of the "old girls" would come.

Well, it was a very pleasant surprise to see so many of the previous members of the Club who used to either Motorkhana, Race, sprint or Night run appear last Friday night. As one of the men said to me "I haven't seen some of these people for thirty five years.

There were old photographs, medals from wins at Sprints and old Octagons brought in and displayed. The present Committee had provided a TV and Video to show "quirks from the past", but everyone was interested in talking to one another about these very events, that no videos were shown.

It has been suggested that towards the end of the year a similar night be held with the specific intention of showing slides and films of the past. After all we do not want it to be another twentyfive years before we get in touch with our old friends again.

It was great to see a couple of the foundation members at the evening, and particularly John Muller who, with Gordon McNicol donated the original lattice chairs which are still with us at the Clubrooms.

I was sorry that, except for the Committee, there were only a couple of present day members at the evening, because I am sure that anyone who came would have enjoyed the discussions about the Sprints at Lowood and Lakeside and Strathpine, the Motorkhanas on grass at Tingalpa (especially the Club Captain/President team challenge as the last Motorkhana for the year).

I am grateful to all the Committe who provided the supper and looked after the "old boys and girls" on the night, and for making these old members feel so welcome. Maybe some of them have become nostalgic enough to rejoin the Club and appear at some New boys nights!"

As for the question "What is an old boy" -- it is someone who was in the Club over the last forty years, but is still young enough to enjoy a night out with the boys and girls.

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MG CAR CLUB of QUEENSLAND Inc.

**OCTAGON**

MOTORKHANA QMC ROUND 3

What a miserable day Sunday appeared to be when I awoke at 6.00 a.m. to get ready to go to Coomera. I was hoping that the Motorkhana would have been cancelled, but no, it was on and thirty eight intrepid competitors were there eager and ready to start.

From our Club there were the following - Pauline Graham in the Datsun (Ken was missing from the line up due to a broken thumb), David Rodgers in a Stanza, Alan and Zoe McConnell in the Mini Special, Paul Strange in the MGB and Peter Tighe in the Magnette. Also present was Rex Keen driving Wayne Skyring's Special and it was good to see Rex well on the way to recovery after his smash and weeks of pain and inactivity.

None of our members did Wrong Directions, so at least they know their way round Motorkhana courses now. Being a wet track, the day was not conducive to hand brake turns and some competitors who usually do exceptionally well in the dry were doing 360 degree turns in the wet. Very interesting.

The results are not to hand at this time, but Competitive Drivers Car Club and their officials are to be congratulated on the smooth running of an extremely unpleasant day. With the 9.30 a.m. start, eight events were completed by 2.30 p.m. and we could all go home early and have a nice hot shower to overcome the wetness.

The next QMC is being held at Gladstone on 8th August at Gladstone. The one after that will be held on 12th September instead of 5th September. The Round scheduled for October has been altered to 23rd October (Saturday) but more information will be given about these in our next Octagons.

I must congratulate Alan McConnell on gaining Fastest time of day with Zoe being fast enough to gain the Fastest time by a woman from Pauline Graham. Congratulations to you on a good job well done in trying circumstances.

