



THE OCTAGON **MARCH 1996**

OFFICIAL JOURNAL OF THE MG CAR CLUB OF QUEENSLAND INC.
 AFFILIATED WITH CONFEDERATION OF AUSTRALIAN MOTOR SPORT

NEXT EDITION LATE JUNE - COPY TO EDITOR EARLY JUNE PLEASE.

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The Club's first event at Lakeside in February was attended by many members and despite lower than usual entries a good day's motor sport was enjoyed.

The Committee are working hard to complete the "Club Development Plan" and we will be in a position to present the final document for approval before June.

It was pleasing to note the absence of objection to the draft development plan which gives the committee motivation to proceed in earnest.

The format for the annual Presentation was changed this year to an informal gathering which proved a great success and I would like to thank all the Committee who assisted with the catering and organisation.

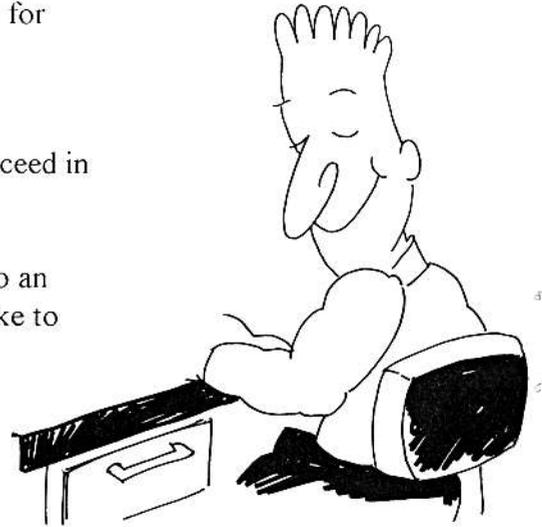
I would also like to thank all the members who attended the presentation night and especially those award winners.

The calendar for this year is full and I would welcome any club member who would like to become involved in the Club's activities to volunteer. We need to develop backups for our currently overworked committee/volunteer network.

Please give me a call if you would like to participate.

David Southgate

PRESIDENT REPORT



DAY RUN DAY RUN DAY RUN DAY RUN
DAY RUN DAY RUN DAY RUN DAY RUN

Day Run

*Meet at Captain Burke Park, Kangaroo Park 8.30am Sunday
25th April to leave for MYSTERY DESTINATION at 8.30am.*

Bring lunch and refreshments.

Phone John or Pat Walker for any other enquires on 3300 2914.

DAY RUN DAY RUN DAY RUN DAY RUN
DAY RUN DAY RUN DAY RUN DAY RUN

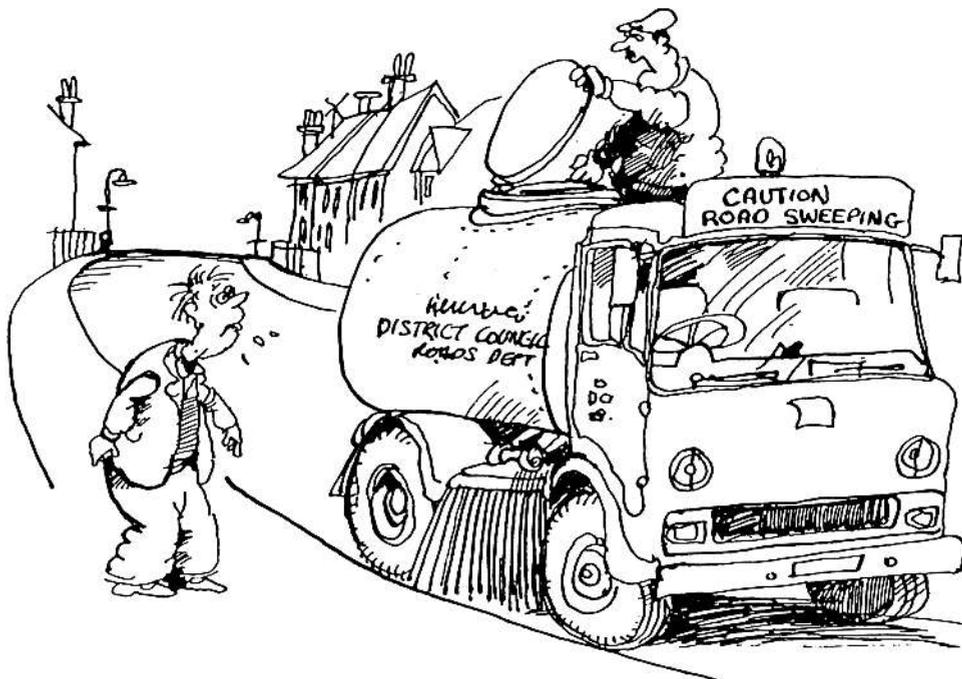


MG CAR CLUB OF QUEENSLAND INC.

PROGRAMME OF EVENTS

MG Car Club Of Qld - 1996 Calendar

9th Feb	Touring Assembly	Phil Hutchison	3355-2188
18th Feb	MGCC Race Meeting	Joan Appleby	3857-1561
23rd Feb	Trophy Presentation Night	David Southgate	018-718911
25th Feb	Mt Cotton Working Bee	John Davies	3341-6798
17th Mar	Mt Cotton Working Bee	John Davies	3341-3798
24th Mar	Hillclimb	Joan Appleby	3857-1561
5-9th Apr	MG National Meeting	Ron Clydesdale	3263-6575
25th Apr	Day Run	Pat & John Walker	3300-2914
26th Apr	Touring Assembly	Phil Hutchison	3355-2188
28th Apr	Hillclimb	Joan Appleby	3857-1561
1-2nd Jun	Qld Hillclimb Championship	Joan Appleby	3857-1561
14th Jun	Touring Assembly	Phil Hutchison	3355-2188
23rd Jun	Day Run	Pat & John Walker	3300-2914
14th Jul	Hillclimb	Joan Appleby	3357-1561
4th Aug	Day Run	Pat & John Walker	3300-2914
16th Aug	Iron Man Touring Assembly	Phil Hutchison	3355-2188
17th Aug	Ironman Sprints & Motorkhana	Joan Appleby	3857-1561
18th Aug	Ironman Hillclimb	Joan Appleby	3857-1561
15th Sep	Concours	Carl Stecher (MSCC)	3399-5602
13th Oct	Hillclimb	Joan Appleby	3857-1561
18th Oct	Touring Assembly	Phil Hutchison	3355-2188
10th Nov	Day Run	Pat & John Walker	3300-2914
24th Nov	MGCC Race Meeting	Joan Appleby	3857-1561
1st Dec	Hillclimb	Joan Appleby	3857-1561
6th Dec	Touring Assembly	Phil Hutchison	3355-2188



"A red MG Midget, you say"

FROM THE EDITORS DESK

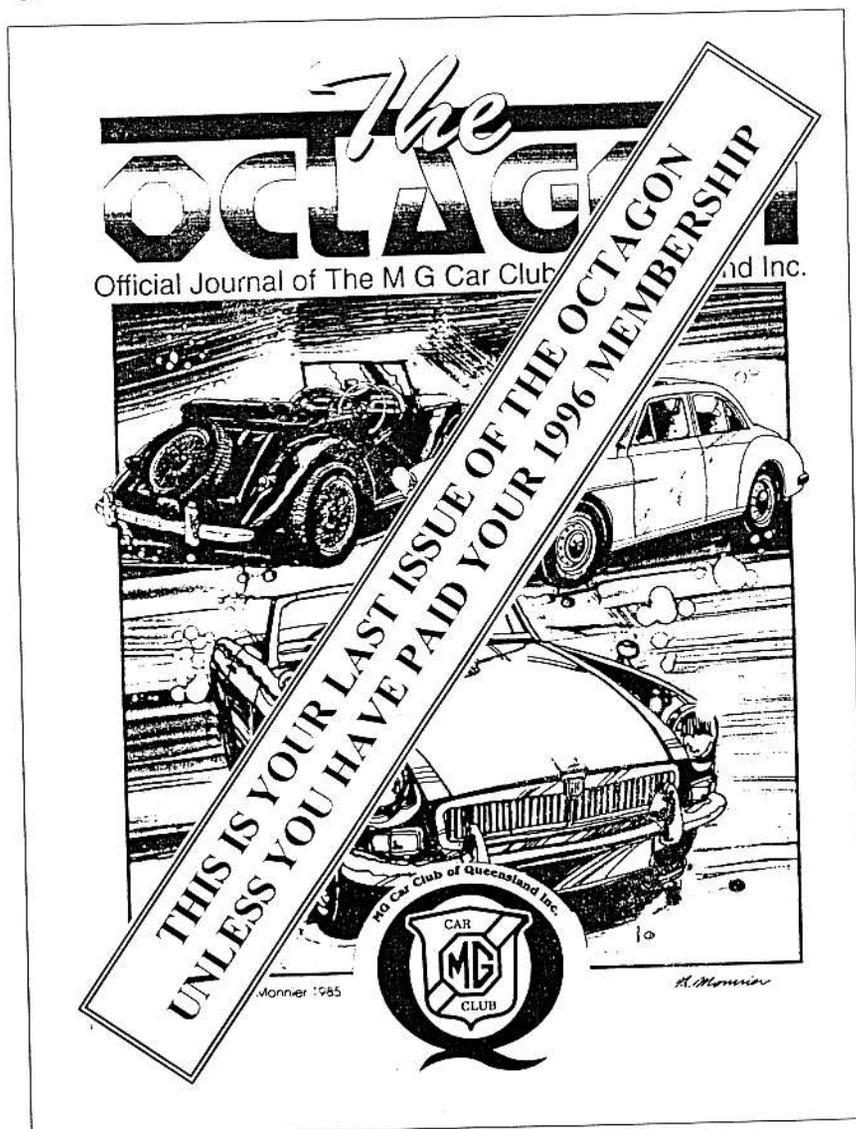
There always seems to be a lot happening. QGRA Race Meeting two weeks ago, Hillclimb last weekend, Indy on the Gold Coast at the end of March and the National Meeting just round the corner at Easter.

The magazine as you have been notified is now quarterly and the next issue is due late June. How about a bit of input from the Members to make the magazine more interesting.

Welcome to the new members. For some of you this will be your first magazine with all the information regarding the coming events. I hope to see many of you at our functions.

Good luck to all our members going to the Australian Hillclimb Championships at Bathurst during Easter and those MG members travelling to Shepparton for the National Meeting. Hope both groups "bring home the bacon".

Bye for now. *David Robinson*



INVITATIONAL EVENTS AND ITEMS OF INTEREST

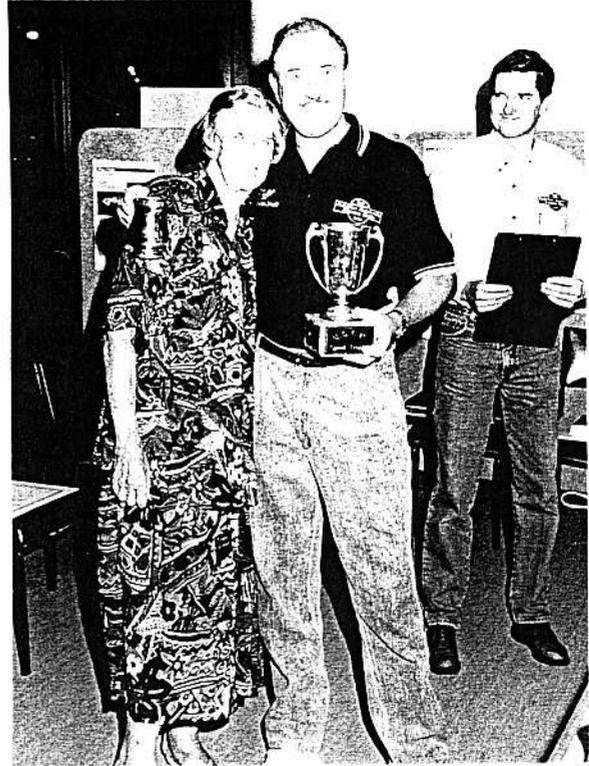
Invitational Events & Items of Interest - 1996

23-28th Mar	Indy Car Classic Rally	Steve Austin	3286-2979
31st Mar	Indy Car Races	Surfers Paradise	
4-7th Apr	Aust Hillclimb Championships	John Davies	3341-6798
7th Apr	Motorkhana Series Round 2		
14th Apr	Motorkhana	Holden Sporting CC	3378-1971
14th Apr	ATCC	Phillip Island	
16-21st Apr	Targa Tasmania		
21st Apr	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
21st Apr	Bitumen Motorkhana	Marque Sports CC	3399-5602
28th Apr	ATCC	Calder	
5th May	ATCC	Lakeside	3285-3333
12th May	Motorkhana Series Round 3		
12th May	Macleans Bridge Display	Triumph CC	3341-3908
12th May	Motorkhana	Holden Sporting CC	3378-1971
18th May	Supersprint - Lakeside	Marque Sports CC	3395-0395
19th May	Super Tourers	Amaroo Park	
19th May	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
26th May	ATCC	Barbagello	
26th May	Club Race Meeting	Gemini CC	0755799000
2nd Jun	ATCC	Mallalla	
16th Jun	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
16th Jun	ATCC	Oran Park	
23rd Jun	Super Tourers	Lakeside	3285-3333
30th Jun	Motorkhana Series Round 4		
6-7th Jul	Historic Races - Lakeside	Historic Racing CC	0755781283
14th Jul	Super Tourers	Amaroo Park	
14th Jul	Motorkhana	Holden Sporting CC	3378-1971
16th Jul	Grass Motorkhana	Marque Sports CC	3399-5602
21st July	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
28th July	Motorkhana Series Round 5		
11th Aug	Super Tourers	Mallalla	
11th Aug	Motorkhana	Holden Sporting CC	3378-1971
18th Aug	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
24-25th Aug	Back to Leyburn	Historic Racing CC	3262-2726
25th Aug	Motorkhana Series Rd TBA		
25th Aug	Super Tourers	Winton	
8th Sep	Sandown 500	Melbourne	
13-16th Sep	Telstra Rally Australia	Perth	
15th Sep	Concours	Marque Sports CC	3399-5602
15th Sep	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
15th Sep	Old Motorkhana Championship		
18th Sep	Motorkhana	Holden Sporting CC	3378-1971
22nd Sep	Super Tourers	Phillip Island	
6th Oct	Tooheys 1000	Bathurst	
13th Oct	Aust Motorkhana Championships	Canberra	
13th Oct	Motorkhana	Holden Sporting CC	3378-1971
20th Oct	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
20th Oct	Club Race Meeting	Gemini CC	0755799000
27th Oct	Poker Run	Marque Sports CC	3399-5602
27th Oct	Super Tourers	Lakeside	3285-3333
9th Nov	Super Tourers	Oran Park	
10th Nov	Motorkhana	Holden Sporting CC	3378-1971
15th Nov	Night Run	Marque Sports CC	015720234
17th Nov	BSCC Motorkhana	Brisbane Sporting CC	3391-8881
17th Nov	Interclub Motorkhana	Holden Sporting CC	3208-7848
17th Nov	Historic Willowbank	Historic Racing CC	3345-4851
30th Nov	Team Lap Sprints	Marque Sports CC	3395-0395
8th Dec	Motorkhana	Holden Sporting CC	3378-1971

MG Annual Presentation Dinner.



Paul Strange - Best All Rounder



Joan Appleby - Past President ,
John Walker - Speed Trophy,
David Southgate (President 1996)



Chris Lake - Navigator Trophy



Phil Hutchison -
Touring Assembly Driver Trophy



Greg Paget - Concours

MG Annual Presentation Dinner.



All together in the CAMS Office - Is that tears of joy from Kerry for Husband Paul Strange???



Troy Mansfield - Joan Appleby - Tony Jewels
Racing Drivers Trophy



Samantha Rayment
Ladies & T-Type



Alex Bordon - Miles Hunter Centre
Achievement Trophy (Mother's Help)



Peter Tighe - Best MG

LETTERS

**GOT SOMETHING
TO CROW ABOUT**



WHERE ARE ALL YOUR LETTERS. THE EDITOR IS WAITING. SURELY YOU!! HAVE SOMETHING TO CROW/COMPLAIN/INFORM ABOUT. LETS HAVE YOUR VIEWS.

"WHAT, I HAVE WAITED ALL THIS TIME AND THERE IS NOTHING TO WRITE ABOUT, SURELY SOME OF YOU OUT THEIR HAVE SOMETHING TO SAY. ALMOST ALL OTHER TIMES YOU DO TILL YOU HAVE TO PUT IT TO PAPER. COME ON MEMBERS HOW ABOUT A BIT OF INPUT."

1995

NIGHT TOURING ASSEMBLIES

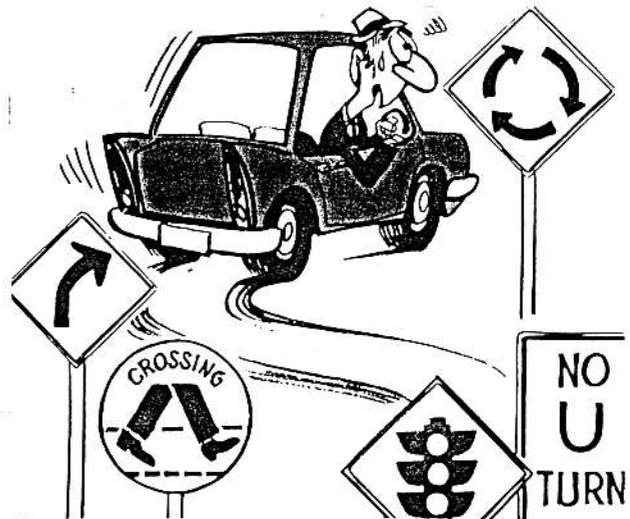
DATES:

**26th April
**14th June
16th August (IRONMAN)
**18th October
**6th December

VENUE: ** 16 Donkin Street, West End.

WHAT TO BRING: Navigator/Driver - Maximum 2
1993/4 UBD Torch/Maplight.
\$10.00 Entry Fee per car.
Basic Licence required for one person..
(Contact Paul Strange re Licence.)
A SENSE OF FUN AND ADVENTURE.

MORE INFORMATION: Phil Hutchison 355 2188
Before 8.00 pm Please.



MGs across Australia cont. by Delia Rayment

Following the MG National Meeting in Perth last Easter a group of MGs returned to the East via Kalgoolie, Warburton, Ayers Rock, Alice Springs, Marree. The story continues.

At Lyndhurst after re-fuelling and filling up with water and bread etc. we headed on to our next adventure. The Strzelecki (Track).

This was one of the areas we enjoyed as we went up and down hills on well-formed roads. To our right and the south-east we could see the Flinders Ranges proper - for we were just heading across the northernmost extremities of them there. An area which we had enjoyed in 1993 when we had come up from Adelaide with more or less the same crew through to Birdsville.

Another 70 kilometres on and we started heading down off these ranges, across the Dog Fence once more, passing nothing but rocky spurs, sharp gullies, baldy hill tops, no cattle, no buildings, no people. Though the country was still, at this point, sharply beautiful with the contrasts in colours and terrain.

At several spots, ruins could be seen of station properties. These were marked on our map. One creek crossing at which we stopped for our lunch break proved a rock-hounds delight, as the culvert crossing was filled with delicately coloured quartzite which was in hues of pink, grey, magenta, white and cream etc in strip patterns throughout the stone. We all wanted to take some home. Oh! for a truck at this stage. Owing to our ground clearance problem, there was a limit to what could be smuggled into the B. Though Peter had been sneaking mementos into the car unbeknownst to me. (And I thought I was the rock-hound!)

As we travelled further to the North-East, and before the road headed North, we had a dramatic change of country. It was around the area where we were looking for Mt. Hopeless that this change took place. It was almost a line on the ground. On one side of this line the ground was hilly and rocky with some low bushes whilst on the other it changed to flats with sand piled up into little hillocks which were held together by tufts of grass, just on top - most odd. We've never seen this type of country before or since. This was the start of the Cobbler Desert.

We had intended to camp at Mt. Hopeless but as firstly we hadn't found it and secondly we still had good daylight left we decided to continue.

The country changed again as we were now running parallel with very high sand-dunes. These sand-dunes were a rich orange colour and as the afternoon drew on their colour became quite intriguing, almost iridescent, depending on the angle from which you were looking at them. Certainly, to take a good representative photograph you had to have the sun directly behind you.

There were several artesian bore-heads marked on the map along the way. We chose to check one out, but it was not working. So we didn't go to the others. It seems that one waterhole/bore to the left of the road is frequently visited by locals in the hot weather.

By now we were also running parallel to the natural gas pipe-line, which runs from Moomba to Port Augusta. The road was in tip-top condition as it is maintained by the oilfields personnel.

As night was drawing nearer we started looking for a camping spot. On the map we noticed a waterhole mentioned to the south of where the main road crossed the Strzelecki Creek. Peter and I left the party at the main road and went to check out the spot. After crossing a couple of very high and loose sand-dunes (great fun driving over the dunes) and finding nothing much in the way of a suitable campsite and also that the waterhole was nearly dry, we rejoined the others and decided to push further north to the actual main creek crossing in hope of something better. We needed a fairly large area to camp our group - as there were 5 tents to put up besides the cars and trailers - quite a metropolis!

We were in luck, for on the northern approach to the creek there was a relatively clear area which we were able to use. The only reservations I had about the spot were the holes I could see on the ground - antholes. But - as there was no sign of life we thought that they had vacated the area. A beautiful sunset was admired by all as we prepared for our nocturnal activities. The clouds which had brought rain to the south of our previous nights camp were still present in the southern sky and this is why the sunset was as spectacular as it was.

We sat around eating and talking until someone said they were bitten - then someone else said they had been. "Nar" - said the boys - for it was a female who had first complained - "You're dreaming" Then another was bitten. A torch was turned on to have a look around near Delma's legs. There were ants all around her feet and when we looked they were not only under hers, but under and near everyone else's as well. It would seem that our ants were at home after all and only came out at night!! Luckily the ants' bites were not severe or we would have been very sore and unhappy chappies.

That night as I lay on the ground in our tent (which had a floor and screening thankfully), I could hear the little (actually they weren't all that small) blighters crawling all over the outside of our tent. But come the morning and they were gone again, including the dead. And there had been lots of those from the trampling feet. It was just like magic. All that was left were their holes in the red sandy ground..

The day dawned fine and the group headed north to Moomba. At Moomba the main sign/map outside the town was very contradictory. WELCOME TO MOOMBA.....blah, blah, blah,.....NO ENTRY So all we got to see of Moomba was a distant glimpse of a clump of buildings, some had high chimneys, one belching out smoke whilst another had a huge flame rocketing skyward from it. And the powers that be talk about the layperson using energy. Surely instead of burning the unwanted gas it could be put to better use. Not only is it a waste of energy but it doesn't do the atmosphere any good either.

Moomba's populous obviously does all it's dealing with Adelaide, by the condition of the roads - as it deteriorated quite badly after leaving here as we headed north towards Innamincka.

We started having to dodge large waterholes in the road (remnants of the recent heavy rain). Some extended right across the road and were over 1/2 km long. At each of these we had to make a choice. Most times there were several ways one could choose around the bog. Each person/vehicle more or less was left to their own devices as far as picking a route. Though these were the times when we used our two-ways. The person out front would often advise the rest of the group where NOT to go if they had had an altercation with a bog hole or such, on the route they had chosen.

At one point Alwyn decided to try the MGA in one of the bogs. He promptly went sideways and had great fun in the slippery conditions. After just making it back to solid ground, all decided that the bogs were definitely to be avoided if possible.

Here again the road, subjected to years of grading, and lower than the surrounding countryside would easily convert to a creek or river during rain.

One road sign made us laugh because of it's inappropriate wording -- it went something like this.
"KEEP LEFT - ROAD TRAINS USE THIS ROAD"

The bog holes were all over the road and to keep on the left-hand side of the road would have been absolutely impossible unless you were a masochist. We wound our way through the waterholes and bogholes to a spot just a kilometre south of Innamincka where there was a turn off to several points of interest. We decided to take this detour before going into Innamincka, as it was only just lunch time and we had said we'd make there our overnight stop. The furthestmost point of interest on this detour was Wills' (of the Burke & Wills expedition) grave, some 20 km. away.

3 kms. along the track and we were confronted with a huge bog, which seemed to go on forever and of course it was right across the road. What to do? As we got out of our cars to investigate the bypasses, coming towards us on one of these was a 4WD. On seeing us, they stopped for a chat - amused to see 'toy - cars' in the bush. After greetings were exchanged we asked them very quickly if this was the worst bit of the road between here and the grave site. Luckily their reply was a "YES" because by now some one had investigated the route the 4WD had taken and had decided that their vehicle would be able to use this as a route to bypass the bog. DONE. In no time flat we bounced the MGs around the bog. I say bounced because whilst it wasn't wet it was extremely uneven ground. With all corners of the poor little cars going 4 different directions at the one time -sometimes.

Eventually we made it to Wills' grave on the banks of the mighty Cooper Creek. We were surprised at the size of Cooper Creek, for to us it should have been called a river. The bird life was quite numerous, with pelicans, herons, cormorants and cockatoos to name but a few. This was most certainly an 'oasis in the desert' and definitely the place to recover from an arduous trip. For this was the case with the Burke and Wills expedition (1860) and other explorers of their era as they used it for just that purpose.

We then made our way to Innamincka where our first port of call was the pub. That night the publican was offering a special deal. A roast dinner for \$9.95 and as it was Mothers Day, all of us Mothers said "YES, we'd like that." That's not to say that the others didn't say that also for the alternative was probably something like cracker biscuits and cheese. Or one of the hundreds of tins of baked beans that Joan and Keith had hidden in the bowels of their 4WD as "reserve tucker". So we booked.

Then we went off to get some petrol, as we had covered 315 miles since last getting some at Lyndhurst. This was the longest stretch we had to cover with no intermediate fuel stops.

The town consisted of only a few buildings. The Pub, The Store/Post Office/ semi-detached accommodation, The Historic - Australian Inland Hostel (which has been rebuilt in recent years and is now purely a museum/National Parks Headquarters), and several private homes. An airstrip made on top of acres and acres of rock, where it was hard to tell exactly where it actually started and finished. It's only redeeming feature was that it would be high and dry above any flood waters, as it was perched above the town and the Cooper Creek on a plateau. The only other buildings visible

were an amenities block, which had been built in the main street directly opposite The Pub.

Most of the group decided to book themselves into "the accommodation". This accommodation consisted of several demountable buildings, a bit like some of the hideous ones seen around our schools. Devoid of any character, mostly not user-friendly, built for a price and whilst they had been put up temporarily, decades have passed and they are still being used. Still in an area where white ants, heat, flies and dust prevail and most of the population seems to be passing through, they probably do the trick. As they are usually made from metal, have air conditioning, flyscreening and are relatively well-sealed. To add to the atmosphere, the buildings were set in a corral with a joint open-air (but covered) kitchen attached.

Pete and I wanted to camp on the Cooper Creek - one of those things, you know!?!?" Burke and Wills did it! So do we!" So we separated - us to pitch our tent on the mighty Cooper- the others to some homely comforts ie a snooze on a real bed before dinner or whatever.

We erected the tent on the banks of the Creek near some beautiful old gumtrees. We didn't camp directly under the old trees as we knew this would be a little foolhardy. As all over the ground underneath these trees large white/grey blobs splatterings could be seen! A bit as if a mad painter had been running amuck. Come late afternoon and our choice of a campsite was affirmed as a good one, as the creatures responsible for the white blobs arrived to roost for the night. Their noise drowned out all others and it was hard to think. But it was a tremendous sight to see so many birds.

We left our little tent perched on the bank of the Cooper and drove back to town to join the others for dinner. But first, we had to tidy up. This we did at the town amenities. There was quite a queue. The use of the amenities (which had washing machines etc.) was free but there was an honesty box (actually a piece of pipe just like the ones in the MacDonnell Ranges). We didn't mind the queue as this gave us an opportunity to catch up with some fellow travellers, as we stood waiting. This is one problem with travelling in your own group -you often don't get to talk to other travellers.

After tidying up and trying to ring my mother in Bundaberg on the solar telephones for Mothers Day, we joined the others. I say tried because here again we had firstly a line up to use the telephone and then when it was our turn the telephone lines were engaged.

At the pub we went to the outdoor bar for dinner. This bar had a sign which read "The Outermincka Bar" "If you are not Innamincka then you must be Outermincka". Well something to that effect anyway. For a town with a population of 12 the roll up for dinner that night was fantastic - 70 at least. There were tourists, workers from the Oil Fields, workers from outlying properties and some locals, including a friendly gecko that checked us all out. It was a great feed and all had a ball.

Later we agreed that we would not need any rocking to go to sleep after such a good feed and natter. We drove back to our tent and climbed into our sleeping bags. Pete's head had no sooner hit the pillow when he was up and snoring. Whilst I contemplated my eyelids for awhile half-asleep, then I heard a noise which I knew could only be made by one animal here and it wasn't Peter. Should I wake him? The noise got louder as the animal got closer. I was sure Peter would wake with that racket going on only about 20 feet away - he slept on. The hair on the back of my neck started to move. Surely Peter must wake up with this din. NO.

I was very tempted to elbow him but thought he would think me a "woose" for being just a little afraid. So I let him sleep. Eventually the noise died down and the next thing I knew it was morning. I turned to Peter and said "Good morning dear - did you hear the Dingo last night?" "NO - What Dingo?"

This was an answer I would have expected from Peter who never seems to be phased by such things. But put Peter on a dance floor, however, and he'll freak out.

Generally speaking, I'm not usually worried by noises in the night either BUT when you are sitting in a little pup tent 6'x6'x4' high with walls about 0.1 mm in thickness and they're noises which have been associated with a baby's disappearance - "it's a worry".

The next morning we were woken by the birds. We packed up and headed back into Innamincka to join the rest of the group for breakfast. With The Strzelecki Track conquered, we now turned our attentions to the next leg of our marathon. Innamincka to Brisbane.

With only 29 kms to go before we would be back in Queensland I felt that all our troubles were behind us and started to feel more relaxed. I had often felt worried along the trip as for some reason I felt that Pete and I were somewhat responsible for the groups progress and well being, as we had initially organised the itinerary, permits etc.

I relaxed too soon. 17 kms out of Innamincka and I felt that we must have taken the wrong road or a wrong turn somewhere. We were by now travelling on a road which consisted of virtually 2 tracks, sometimes extremely rocky sometimes extremely sandy. Sometimes it was hard to determine where the actual 'road' was meant to be. A quick

consultation with the map, in fact with several maps, all of which were sometimes quite different to what we actually encountered on the ground and "yes" we were headed in the right direction. Oh! to have had a good travelling compass, because when we wanted the sun to work out our direction, surprise, surprise it was heavy overcast again.

This was a precedent now set, and followed for the next 100 odd miles until we were back again on the bitumen. I felt absolutely ashamed to call myself a Queenslander. I'd complained somewhat about several other States roads but these roads were the pits. Here was a road which people could use to come into Queensland from any of the Western States! But some would - having got this far - possibly even turn around and go back home. It certainly would be a quick way for anyone to travel from the West and Centre to Queensland and vice versa.

We had been advised, because of the lack of clearance with the type of vehicles we were driving, to go to the Burke and Wills Dig Tree via the new bridge. This meant 17 km extra, but we felt that we should heed the advice. The alternative was to drive through the Cooper Creek across a rocky, uneven crossing which, it was reported, had about 30 - 35 cm of water flowing over it.

If ever we've seen a white elephant then this would be it. The bridge referred to above is most assuredly a 'you beaut one' but it sits all by itself. To go onto and off the bridge you almost need a 4WD because of the sharp drop-offs and then of course there is the general condition of the roads all around the area within a 200 km radius. The comparison is like chalk and cheese. Admittedly the bridge would make a nice safe dry place in a flood as it is high above the creek and surrounding area.

After crossing the bridge we had to take a left-hand turn off the 'main road' and detour 12 kms to find the Burke & Wills' Dig Tree. This 12 kms was decidedly worse than that along which we had just come (we took a little less than an hour to do this well marked road on the map). No one and I repeat, **NO ONE**, was over anxious to go back over this again. After viewing the Dig Tree we all agreed that we would investigate the alternate route. After all it could not be that much worse surely. It meant having to do about 9 kms extra. But we figured we knew most of the road except for the water crossing.

We reached the banks of the Cooper rather down hearted, as ahead we saw a fairly wide, rocky stretch of running water. Its depth about 18 inches. There wasn't much choice. After some investigation a shallower ford a bit further down stream was located. Pete and I walked the crossing checking for large rocks, holes and the depth etc. It seemed OK.

Once all the vehicles were assembled (without me on board - to allow for clearance) Peter put our trusty little MGB through its paces. It would have been good, but unfortunately the poor old Black Beast died half way across with wet ignition. A quick spray of WD40 and we were out of the creek and going again in no time. No more problems.

And so one by one each of the other MGs were driven through the crossing. Keith had videoed most of the cars crossing but had missed Colin his MGB towing the campervan so.... Westie decided to do it again - a piece of cake. Keith and Joan in their 4WD had elected to cross last - just in case one of the MGs had got stuck. Also with their weight they didn't want to break up the bottom of the creek bed too much until all the lighter cars had crossed.

We were all now on the other side of the Cooper again with about 3 kms of unknown road before we connected with the 'main road'. Have you ever been in a position where you've felt that you've reached the point of no return ? I'm sure you have. We felt that this was one of those times.

The next 3 kms offered no extraordinary challenges that we had not already encountered enroute. And in no time flat we were jolting back around the 'main road' and over the high bridge again. Back to where we had started several hours earlier. From here it was East-ward Ho! on "The Adventure Way". I didn't really know it was called this until we got to the other end and I was reading up on things at Thargomindah whilst waiting for the floodwaters to recede - whoops I'm starting to jump ahead here.

At this intersection the road ahead was closed and I can't quite recall what the sign said besides being closed. We were after a sign which read Karmona, Jackson or Thagomindah at least. Still this was the only "road" going in that direction --so we presumed it was the right one.

Because we had taken a sharp right-hand turn I reckoned that we were now headed on the road that took us to Karoma via the Baryulshat Yards. We had been told to keep going along this road and that eventually we would join up to a fairly newish road which would take us all the way into the Oilfields. As we jolted our way over dry muddy roads, then over hardly-used sand roads which had large anthills built on them - our doubts were still there - could this be the road?

At one stage it was hard to work out where the road went amongst the multitude of tracks through the black soil. The problem being that at the bottom of some of the tracks it was still quite sloppy. Sometimes you went around, sometimes through the chewed up semi to hard mud with the ruts up to about 15 to 18 inches deep. A bit deep for the MGs. If we had to go through these, it was fun driving along the tops of the squeezed up ridges. Col was having fun as his trailer had a slightly narrower track than his car and it was a battle between the car and the trailer as to who would be the

TOUR DE COFFS

8,9,10 JUNE 1996

Itinerary

Saturday Sydney Club depart 5.00am at Hornsby Police Station, mut up with Hunter Club at their Clubrooms, depart 7.00am.

12.00 am Lunch at Kempsey RSL Club, bistro, approximately \$13.00 head. Arrive at Coffs Harbour approximately 2.30-3.00pm at selected motels. Noggin Natter and social dinner, dancing at Pelican Shores Resort. Meals \$29.50 per head.

Sunday (Sore heads) Depart 10.00am for a country drive through rainforests, waterfalls etc to Dorrigo and back. At this stage we have not organised lunch, this will be confirmed later. Approximate cost \$13.00 head.

Sunday Night. Dress up, "Hawaiian Style" with a Hawaiian spit roast BBQ fully catered, dancing. Please practice for a fun night. Cost of BBQ \$30.00 head.

Monday. Those who wish to depart can leave at their leisure, those wishing to stay, can have the benefit of the cheaper negotiated accommodation rates and a tour of the township or a day tour to Bowraville and back.

NB: The accommodation we have negotiated is:

Pelican Shores Resort, reduced from \$160.00 to \$120 share room per night, this has a lot to offer and is first class.

Paradise Palms Resort, \$60.00 per night plus \$10.00 per person, in separate Polynesian style Burs. Minimum 3 nights.

More Information:

Ron Taylor 043 24 5877 BH

043 85 2676 AH

Robert Smith 02 281 7978 BH

02 417 1225 AH

DAY RUNS 1996

APRIL 25

JUNE 23

AUGUST 04

NOVEMBER 10

For further information please contact
John or Pat Walker 300 2914

NIGHT RUNS

1996

APRIL 26

JUNE 14

AUGUST 16

OCTOBER 18

DECEMBER 06

For further information please contact
Phil Hutchison 3355 2188

winner. We just had to determine which was the best to use.

One time, I jumped out of the B and started walking the tracks. I was half-way up this one set of tracks before I realised exactly what I had done! As I stood there I pondered my situation. Here I was standing on boggy ground and on looking back to our little car, all I could see between myself and the car was 4 rather hefty Brahman steers. In fact, because they had moved I was almost eyeballing it with them.... What's the problem you say? Firstly the cattle out there weren't particularly used to people - especially ones on foot. Secondly our MG looked rather like a toy in comparison to the size of these steers.

We had been noticing herds of cattle ever since we left the Dig Tree turn off. We were admiring their condition and size. I must add that these had been the best cattle we'd seen on our trip since leaving the Eastern seaboard some 7 weeks prior. They also reminded us of the cattle we had seen on the Birdsville track 2 years previously. In good seasons the desert/channel country is great cattle fattening country.

We looked at each other. I at the cattle and the cattle at me. I decided to use a firm approach and just walk quickly and decisively back to the car deviating ever so slightly around them, without trying to spook them. I didn't imagine that Peter relished the idea of wearing one of them on the bonnet.

To add to the confusion in the middle of all this- it started to spit rain!! Everyone was of the same mind "Let's get over this dirt as quickly as possible." Particularly the black soil.

Soon we were on the newer road and with signs of oil wells now visible we all felt a little easier as we now thought that at least we were on the right road. Then we crossed Cooper Creek again with over 40 main channels. The maps we had were very vague about road conditions here. We wondered what it would be like when the creek was flooding. A sea of water no doubt.

The daylight was receding as we hit the bitumen at the Naccowlah Oil Fields. With rain still threatening we all voted to continue on the 97kms to the Historic Noccundra Hotel. This was 20kms off the main Bulloo Development Road but it was on a bitumen road and accommodation was possible there. The alternative was Thargomindah which was still 118kms further on down the road, past the Hotel turn-off. By the time we were passing through the Jackson Oil Fields it was dark and raining. Looking out through the water streaked windows and windscreen it was a little bit like going through a fairyland with all the twinkling lights.

The road seemed to be endless, but eventually we came to the Noccundra Hotel turn-off - only 20kms to go. The rain was increasing. And to add to the fun firstly the windscreen-wipers packed it in then secondly the lights didn't seem to be working too well. They had all fogged up and were very milky. Not the best to be driving with on a wet dark night. Luckily there was no other traffic to worry about. We had seen no other cars for the last 150 miles.

The only way we were able to make any progress was to stay right up close behind Keith and follow his tail lights. The two-ways were useful once again as we told him of our dilemma.

At the Hotel it was drinks all round. I had said over the two-way that, when I got there, I was going to have a beer. Ken said (knowing I'm not a drinking person) that he would hold me to that and that he would buy me the beer. So I could not go back on my word! Ken asked me what type of beer would be my pleasure and I said "A ginger-beer please." You should have seen his jaw drop. He didn't think I was playing "cricket" fairly when I said "I didn't say what type of beer!"

Mine-hosts The Camerons were very friendly and helpful people. Though Mrs. Cameron was not at all well that night, which meant that the dinning room was closed. However we were still able to get tasty toasted sandwiches, cups of tea, pies or the like prepared by Mr. Cameron. We didn't mind the choice. Anything that was hot, cooked by someone else and we could eat in the comfort of a dry warm hotel was most welcome. Very relaxing. There were lots of interesting presscuttings and photographs to look at and read. We were the only clients at this stage. Later a 4WD load turned up from one of the oil fields.

Historians investigating the hotel's background believe that it was probably built in 1882 by a James Gardiner. In 1915 it was sold to the Hughes family of Nockatunga Station (now owned by Kerry Packer). It was not sold again until 1990. It is of sandstone construction, which was believed to have been quarried some 6kms away.

Over the years the hotel has been patronised by miners of Gold / Lead/ Silver / Zinc and Afghan/Indian hawkers who came to sell their wares to the locals. These days it is the oil and gas drillers, tourists and the odd cattle property workers that are the pub's clientele.

The choice of accommodation was this.

[a] the detached motel rooms

[b] camp out on the mud near the Wilson River in the pouring rain

[c] roll out your swag/sleeping bag in the community hall next to the pub!!

Everyone opted for the Motel - excepting for Peter and myself. The motel was now full anyway. We had the biggest

bedroom we've ever used and probably ever will use. The hall. We blew up our air beds and put down our sleeping bags and were lulled to sleep by the rain rattling on the tin roof. When we woke the next morning - it was still raining and we were still dry!

Kath and Ken had thought that they would leave us here at Noccundra and start heading south and back to Sydney via Tibbooburra - on dirt road. But, with all the water that was around, they decided to give this a miss and stay on the black stuff and with our little party a little longer. We all packed up in falling rain and prepared to head East to Thargomindah.

Before we left Noccundra however The Camerons cooked the group a hearty breakfast. The dining table was set up in the kitchen. Most homely. It certainly was enjoyed by all. We refuelled the cars here again too, as it was some 189 miles since our last petrol stop. The nervous petrol itch was still with us. We nearly got bogged in the mud getting to the petrol bowers around the side of the pub. Was this a sign of things to come! Surely not, for we were now back on the bitumen all the way home.

As we headed back North up towards the main Bulloo Development Road we started to cross creeks. We noticed these more as most of them were dips which were beginning to fill with water.

Heading East, road conditions worsened. Even though a lot of the dips now had pipes under them, the water by now was flowing over the road surface as well. The further we travelled towards Thargomindah the longer the water crossings became. The paddocks on either side were becoming sheets of water. Ooh!!

Kath and Ken had headed off before the rest intending to leave the party and try to make a break for it home (Sydney). About 1/2 hour out from Noccundra and this shaky message came over the two-way. "Be careful ahead at the road-works - as we just did a 360 degree spin on it!!" It was Kathleen. We heeded this warning and took it slowly through the area. It was certainly slippery. They were certainly lucky not to have done any damage.

Later as we continued to cross more flooded creeks another message came from them "Hurry up you guys! We're at a very deep creek crossing which is rising fast. At the rate it's rising you might not get through." Luckily the only one to have trouble going through was Peter in our MGB. I'd walked across, leaving the car with that bit more clearance, and had barely reached the other side in the freezing water when I looked back and saw the B stalled in the middle. So I waded back in together with a couple of the others and we all pushed it out. More WD40 needed again

Other dangers, besides being swept down, in this position are the floating debris and dangerous wildlife washed out of their homes. This could be animals like snakes and centipedes, looking for something dry to latch onto and climb. Not that we were now particularly dry but we were higher than the swirling flood waters.

Thargomindah wasn't too far off thankfully so we pushed on in our rather water soaked, but gallant, little cars.

Driving into Thargo (as my Dad used to call it) we were saying goodbye to Kath and Ken, but again when our conversation was interrupted on the two-ways with a message that went something like this "This is the Thargomindah Police here. Those people planning on heading to Cunnamulla. The road is closed. There is 4 feet of water over Cat's Eye Creek."

We all stopped dead. Well, we'd been through some water but we weren't capable of going through THIS.

What to do. Have a cup of tea. So we found the nearest and only cafe in the town and all ordered lunch, including that most wanted cup of tea.

After lunch some of the party went down to the Police Station to find out exactly what our position was, whilst a couple of us decided to use the laundromat to dry a few of our clothes off.

The report came back that there were several creeks over (flooded) in the direction we wanted to go and that even the Mail Truck was on the other side of these creeks. Normally the Mail Truck can get through most cut creeks apparently. But not this time. We would have to wait for these creeks to go down before we would be let out of the town!! [The council here has a modified truck for when the Bulloo River comes up. The tray is about 6 feet off the ground.]

So after this report we decided to find some accommodation for the night. Adjoining the cafe was a fairly well looked after motel, so most of the gang decided to book into here. Across the road was the 'local' that had motel units attached - some booked in here.

That night as we dined in grand style at the Hotel we noticed quite a big party of other out-of-towners there as well. They were here for a funeral. How sad. The only problem was that the body was on the other side of the flood waters!!

We were talking to one of the nieces of the deceased the next afternoon. This was a lady who had chartered a private plane from Melbourne, and she still had pilot and plane waiting at the airport. SSSSs. On the second day of our being stranded

in Thargo we spoke with her again and she made a remark, which went something like this. "If Uncle Charley wasn't already dead I would kill him for all this inconvenience!"

Throughout our enforced stay in Thargo, the men kept in contact with the Police to see if there were any changes to the road conditions. Whilst we weren't in too much of a rush to get home, some members were - as they had weddings to go to and businesses to check up on etc.

Our biggest problem, however, was or would be if the main rivers of the area came up - then we could be stuck for weeks.

So after going to the Police Station every few hours it became a ritual to then go out to the town's edge and check the height of the water in the Bulloo River which we would have to cross if we wanted to head East. The river here luckily had a reasonable bridge over it so we reasoned that it would take a lot of rain and time to cover it. But then it was rising!

The second day and the sun came out. We were wondering why we couldn't move. So to fill in the time the boys cleaned some of the mud off the cars and the battery that was going flat due to discharging through the thick covering of mud that the terminals were covered by. Carpets and other bits were thrown everywhere in the sun so that they might dry out a little.

After that Peter and Col took themselves off to find the famous town bore. The bore certainly has a history. The temperature that the water comes out at is 84 °C - hot enough to cook a chook. Thargo was the first town to have reticulated bore water. The bore was a source of energy for Australia's first hydro-electric scheme when in 1893 the town was lit by means of a generator coupled to a water turbine driven by the bore's natural water pressure. It was still in operation until 1951.

Whilst I must have been either a little bored or toey for I took myself off to the school and had a talk to some of the local teachers and children. Whilst at the school I came across a young lad/teacher who had graduated with our daughter Samantha, only a few months earlier. It's a small world isn't it!

Joan and Keith amused themselves taking videos of the local sights. They have a beaut video of an American turkey doing his thing.

Our meal at the pub on the second night was just as enjoyable as the first. Huge plates full of steaming hot homemade fare. With a statement from the Manageress "You can come back for seconds - if you want to!" Home was never like this.

Come the 3rd day and we were all up before dawn, packed and ready to go by first light. However, it was not until after 9 am that we were told that we could officially leave, after firstly checking with the Shire Clerk. That done, it was time to leave!

BUT not in the direction we wanted to go. Kath and Ken were allowed to go to Cunnamulla because they were in a 4WD, but we had to go NORTH. NORTH meant that we would be heading to a place called Quilpie and it was nearly 200 kms away on a road that had quite a lot of DIRT or should we say MUD. But we all agreed - "What the heck! What's a bit more mud, after what we'd been through - at least we would be moving more or less in the right direction." The Bulloo River that morning looked as though it would soon flood the bridge. It was now or never.

After lots and lots of iffy creek crossings and lots and lots of even iffier water/bog holes (some up to a quarter of a mile long), we eventually topped the brow of a hill to be faced with a river that was wide and flowing quite quickly. We had now reached the upper reaches of the Bulloo River. And looking at the amount of water that was travelling down it, this was where a lot of the rain must have fallen! It is surprising what 4 to 6 inches of rain can do in this flat country.

The low-level crossing was covered in about 30-35 cm of water. We waded out to investigate properly, but before leaving the bank we placed a rock at the waters edge. On returning back it was agreed that we do something NOW. The crossing appeared safe and the water was rising quite quickly, obviously, as the rock was almost covered.

We all lined up to go across. But before each car went in this time plenty of WD40 was sprayed around spark-plug leads etc. Plus a plastic tarp was placed across the front of each car before it entered the water. These precautions must have both helped, as we all arrived safely on the other side. Except for Alwyn. His MGA's offside door, that took the brunt of the current, didn't seal too well. He had travelled for miles with it taped up to keep the dust out but here he was bailing inches of water out of his car.

After 6 hours from Thargo, we drove into Quilpie, found the Bakery and ordered real pies with real sauce (Holbrook's Worcestershire or "Black" Sauce). We knew that THIS Bakery was there as we had found it on our trip up the Birdsville -2 years ago. Some of the group went to look at some opal. But most of us by now had one thing on our minds - lets keep heading East.

As we left Quilpie we came to another RIVER. It was the Bulloo again!! Luckily though this time there was a higher-level bridge over it and no one batted an eyelid as at this point it was hardly flowing.

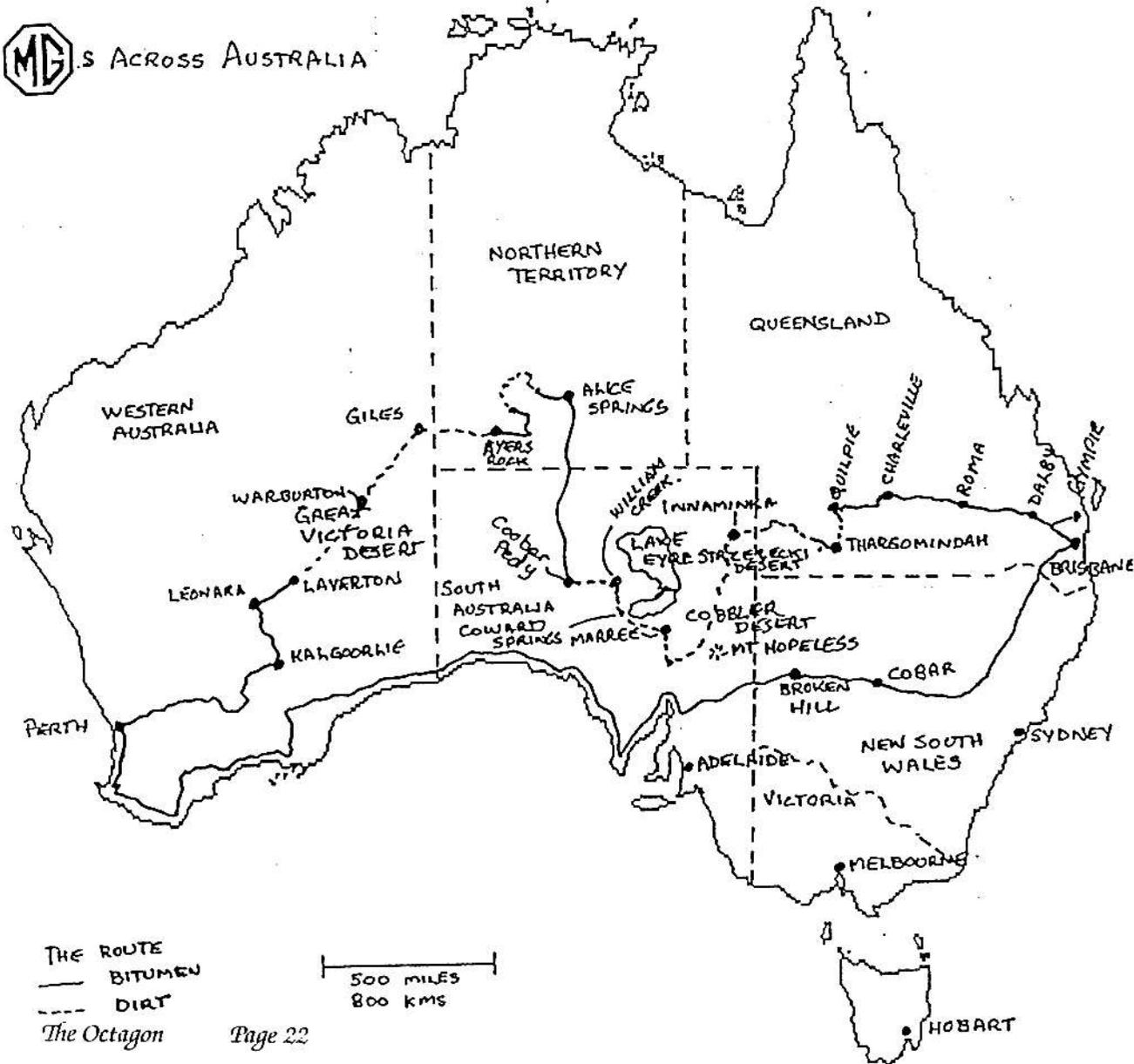
That night we camped at Charleville and it was the last night that the main group spent together for the next day we all headed East at different paces and directions. Some going back to Brisbane via St. George. Some more or less straight ahead via Roma to Brisbane or Gympie. We were a bit like 'the horse who was headed home'. We didn't want to look at another thing. After only 2 days at home I rang Joan and Keith to see how they had fared. Do you know what Keith said to me "Where will we be stopping to-night - the Landeruisers ready!"

Some facts from our trip

- We covered 8040 miles (13403 kms)
- We used 270 gallons (1228 litres) of petrol costing \$1034.93
- We covered 1728 miles (2765 kms) of dirt roads.
- We averaged 29.79 mpg
- We crossed The Great Victoria, Cobbler and Strzelecki Deserts
- We went down 45 feet (14 m) below sea level
- The MGs had 2 flat tyres (both pieces of wood.)
- The 4WDs had 2 flats (both screws)

Would we do it again? Most Certainly! Peter is set to go straight away.
Probably the next time we go to Adelaide, we shall return via Innaminka and the infamous "Adventure Way".

Delia Rayment with some sneak-ins by Peter. 1995

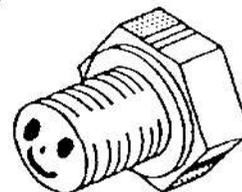


THE ROUTE
 — BITUMEN
 - - - DIRT

500 MILES
 800 KMS

At the presentation night, some of the men and boys were cleaning up and Joan Tighe mentioned that she must have missed out on training her bunch properly as she said no one even cuts the grass and low and behold the "good fairies" came complete with mower and rakes and hey presto instant yard job at East Brisbane. Seems that John and Glen Boyce must be earning Boy Scout "bob a job" points or have nothing to do. Joan was most appreciative.

THE LOW DOWN ON DIRTY OIL & GOSSIP



Seems that John Boyce must have nightmares 'cause he woke up with a start in Gilgandra on the way to Melbourne GP and uttered some hash words and promptly went back to sleep.

With SUMP PLUG

Dean Tighe has managed to put the Chevron 5000 back together and has been to Grafton and Lakeside for a run. Ivan and Dean have also been to Tamworth recently. Talk about inspired drive, the old silver fox managed to nail "son" on the last run but the officials cancelled the fourth run as not all competitors completed it.

Just recently, at the Clydesdale house for the final run down for the MG National Meeting in Shepparton Victoria, Pat Walker was seen cuddling up to Ray Edwards on the 3 seater sofa. Some voices were heard to say in jest "Ho Ho what's going on here." And low and behold the reply in jest came as "John doesn't mind and Sue understands." Now it's just as well that Sump Plug knows a good joke or two or things could be gossiped about!!!!

Seems that David Robinson rings Linden Cooper and stops him working. Always rings when Linden's at the other end of the shed. Linden said he is just a "B... Nuisance." Now how nice is that?

Brian Hicks and Bryce Francis have at long last got entry for Indy. Seems that some whoha about how many entries they really had and in the end the promoter has been ring the local lads for entries. Seems that entries for the Sports Sedans are \$350.00 and the HQ's are \$1200 (because of no sponsor). What a price to pay for a bit of National TV coverage.

Micheal McHugh and Karen have just become proud parents of a baby boy "Brady". Born 9lb 1 oz. And it took a lot of effort on Micheal's part as he has had to have two weeks off work. Child birth must be very strenuous.

Joan and Ivan Tighe went to Tamworth Hillclimb and arrived home at 2.00 am Sunday morning and Joan was out at LIR at 8.00am to make the lunches for the officials with the other ladies for the Gemini Race Meeting. Now they don't make them like that any more do they.

Samatha Rayment rode her bike from McDonald's near Logan Hyperdome on the Sunday of the Hillclimb and got soaking wet. Seems a bit keen to get fit. Peter Tighe better start doing some exercise or life could become much wearier for him. (*I don't understand that. Ed.*) Maybe it's some sort of pre-race strategy.

Old Sump Plug with more of the good oil.

Steve Austin was heard to say that the new acquisition of the TR7 V8 handles like a aluminium tinny in a three foot swell. Must be some "slush puppy".

Jeanne, David and Kimberley Robinson went off to the Dubbo Zoo recently. Appears that Jeanne was a little red faced at the Elephant enclosure. Something about an elephant's tail????

That man who reckons he doesn't like kids much - John Davies (and I promised not to say anything about *that shirt* at the trophy presentation night) was seen at the hillclimb recently teaching Hayden Cooper how to crush ice on the on the pit lane exit. Must be reliving his childhood.

Seems Paul Strange has the bit between the teeth after winning the MG Best All Round Trophy. All the National Meeting persons have had a vest made to wear on the Aussie Night Dinner at the National Meeting. Paul has had his made with Chequered Flag material as the liner to his vest. Is that to get the winning feeling close to his heart??

Brad Stratton is off to Indy again as Chief Co-ordinator for the Indy Doctor Cars. Steve Austin is driving one of the pace/clerk of course cars. Joan Appleby is in the timing crew for the support races. Joan and Ivan Tighe, Helen and John Kingcott, Bernice (to be Stratton) are in the scrutineering team. Some of our other members are doing flag marshalling duties. Seems that they cannot just get enough motor racing. Hope they have a good week. Reg Tomkinson and family are there as well doing the Dunlop Stuff.

Talk about gad abouts. Reg Tomkinson has been off to Dunlop service at all the Touring Car Meetings. If one was brave enough, they could ask how the weekend holidays are and did he do much sight seeing.

Seems Stewart Douglas was heard to say it's OK now if something happens to the father Fred Douglas's green MGB racer after dad Fred scratched the paint work at Lakeside the previous weekend. Then he promptly stuck he Green MGB into the nuts at the Hillclimb. Not to be outdone, the very next run Stewart stuck it in again. Opps!! Must watch the nuts from the left instead of the corner on the right.

At Samatha's and Peter's Engagement recently, appears that the large banner proclaiming this event, duling prepared by Peter Rayment. Most didn't notice but Peter must have forgotten to use his spell check on his computer. Engagment or is it engargment or is it engragment???

At Helen and John Kingcotts daughter's wedding, all was done beautifully I'm told. Congratulations!! But I did hear that the place cards were neatly done for all on gold edged cards with special attention given to the proud father. Appears his card are written in the same hand as the guest was "Old Fart".

Dean and Lyndall Tighe are off to Targa in Tasmania after Easter.

Per Hansen is off to the motherland Denmark for 12 months and leaves on Saturday 29th March.

Heard that the following are going to Bathurst to the Australian Hillclimb Championship: - Bill Norris, Dean Tighe, Ivan Tighe, John Boyce, John Davies, Bryce Francis, Barry Wraith, Gary Goulding, Ken Freeburn.

Just goes to prove that someone always sees you. Was told that an older member that drives a Blue Porsche 928 and used to race a Repco V8 Renmax was seen talking the boys in Blue on the way to Brisbane from Raby Bay. Naughty Naughty. It must be still in the blood.

CTA Driver		
NAME	DVR	PLACE
PHILIP HUTCHISON	64	1
PETER RAYMENT	41	2
PAUL STRANGE	41	2
PETER TIGHE	34	3
ANDREW LAKE	28	4
JACOB STECHER	14	5
NEVILLE SMITH	11	6
BARRY SMITH	10	7
LINDEN COOPER	10	7
GREG McHUGH	4	8
MICHAEL McHUGH	4	8
JOHN NOVAK	2	9
PAUL GRAY	2	9
BILL TOTTEY	1	10
MICHAEL TOTTEY	1	10
JOHN WALKER	1	10
NEAL STONE	1	10
JOHN BOYCE	1	10
RON CLYDESDALE	1	10
NEIL MILLS	1	10
BRIAN HUCKER	1	10
DAVID SOUTHGATE	1	10

CTA Navigator		
NAME	NAV	PLACE
CHRIS LAKE	62	1
Samantha RAYMENT	58	2
KERRY STRANGE	46	3
DAVID ROBINSON	34	4
JOHN CRANE	24	5
BRAD SMITH	10	6
DEAN TIGHE	8	7
CLAYTON MORTELL	4	8
JAN BUCIFAL	4	8
GLEN BOYCE	3	9

Racing Driver		
NAME	TTL	PLACE
TONY JEWELS	20	1
TROY MANSFIELD	20	1
SHANE EKLUND	18	2
LLOYD BAX	18	2
ROBERTO GAITANIS	18	2
JOHN NOVAK	16	3
THOMAS JAGER	16	3
PAUL LIVADITIS	13	4
JOHN STRATTON	12	5
Andrew MLADENOVIC	12	5
BRIAN FERRABEE	12	5
ROBERT MANDER	11	6
KEVIN HEFFERNAN	10	7
GREG FAHEY	10	7
ALAN McCONNELL	10	7
STEPHEN POCOCK	10	7
GUY BEDINGTON	10	7
TREVOR LLEWELLYN	10	7
CHRIS MADDEN	10	7
GREG BURROWES	10	7
TOM COULSTOCK	10	7
GINO MOLLO	10	7
BRYCE FRANCIS	10	7
BOBBY McGEE	10	7
MICHAEL McHUGH	8	8
VERN HAMILTON	8	8
DALE JEFFERIES	8	8
TONY PATCH	8	8
DEREK PURKISS	8	8
DARRYL SEARLE	8	8
JASON MAHONEY	8	8
BRAD STRATTON	6	9
GARY GOULDING	6	9
CHRIS CAMPBELL	4	10
WINSTON PARR	4	10
ROSS LIDDLE	3	11
DARREN HARRIS	2	12

T Type		
NAME	TTL	PLACE
Samantha RAYMENT	14	1
PETER CAHALANE	6	2

Ladies		
NAME	TTL	PLACE
Samantha RAYMENT	91	1
KERRY STRANGE	57	2
HELEN KINGCOTT	14	3
GLEN BOYCE	13	4
DELIA RAYMENT	12	5
PAULINE GRAHAM	11	6
ANN STODDART	10	7
PRIMROSE ROGERS	6	8
JULIA POTTS	6	8
CAROL JACKSON	6	8
ZOE McCONNELL	4	9
CINDY O'BEIRNE	3	10

Best All Round		
NAME	TTL	PLACE
PAUL STRANGE	101	1
PETER TIGHE	96	2
Samantha RAYMENT	91	3
JOHN WALKER	91	3
CHRIS LAKE	74	4
ANDREW LAKE	69	5
ALEX BORDON	68	6
PETER RAYMENT	66	7
PHILLIP HUTCHISON	64	8
JOHN DAVIES	62	9
JOHN NOVAK	62	9
GREG McHUGH	60	10
FRED DOUGLAS	57	11
KERRY STRANGE	57	11
DAVID ROBINSON	51	12
BRIAN HUNTER	41	13
DANIEL MISCHOK	40	14
IVAN TIGHE	38	15
ANDREW FLETCHER	36	16
PETER HERLIHEN	36	16
ROB MUTIMER	34	17
ERROL HOGER	32	18
NEAL STONE	31	19
STUART DOUGLAS	28	20
STEVE AUSTIN	27	21
WILLIAM TOTTEY	27	21
JAN BUCIFAL	26	22
CHARLES MUTCH	25	23
SCOTT MUTIMER	25	23
JOHN BOYCE	24	24
JOHN CRANE	24	24
KENNETH FREEBURN	24	24
PAUL GRAY	24	24
WILLIAM NORRIS	23	25
GARY GOULDING	21	26
DAVID IVERS	21	26
PAUL LAMBERT	21	26
MICHAEL TOTTEY	21	26
LINDEN COOPER	20	27
BRYCE FRANCIS	20	27
JOHN GIRARD	20	27
DARREN HARRIS	20	27
TONY JEWELS	20	27
JOHN KINGCOTT	20	27
BOBBY McGEE	20	27
KEN GRAHAM	18	28
PER HANSEN	18	28
EVAN HOGER	18	28
GLEN BOYCE	16	29
JOHN HEFFERNAN	16	29
BARRY SMITH	16	29
DEAN TIGHE	16	29
ANTHONY BEAHAN	14	30
TROY MANSFIELD	14	30
LEIGH MELLOR	14	30
DARYLL SEARLE	14	30
JACOB STECHER	14	30
BRUCE COOK	12	31
KEVIN HEFFERNAN	12	31
ALAN McCONNELL	12	31
GREG PAGET	12	31
DELIA RAYMENT	12	31
CAMERON ROBINSON	12	31
RON CLYDESDALE	11	32

PAULINE GRAHAM	11	32
NEVILLE SMITH	11	32
ERIC BLYTHE	10	33
ROB CLATWORTHY	10	33
KERRY FINN	10	33
JOHN GILBERT	10	33
VERN HAMILTON	10	33
STEPHEN HOADE	10	33
DEREK HOLSTEIN	10	33
TONY JAY	10	33
BILL PENROSE	10	33
IAN PETERS	10	33
KEN PHILP	10	33
BRADLEY SEARLE	10	33
BRADLEY SMITH	10	33
ANN STODDART	10	33
MARCUS UPTON	10	33
BARRY WRAITH	10	33
RAY EDWARDS	9	34
GEOF ANDERSON	8	35
ROD BAILY	8	35
DAVID BROWN	8	35
GLEN CARPENTER	8	35
VINCE CARSBURG	8	35
DAMIEN CROSTON	8	35
WAYNE FOSTER	8	35
DAVID FULLSTON	8	35
MATHEW McSHANE	8	35
ADAM ROGGENKAMP	8	35
CHRIS SHAW	8	35
WAYNE SKYRING	8	35
BRAD STRATTON	8	35
COL WEST	8	35
JOHN WYNNE	8	35
KEVIN BROWN	6	36
IAN CLIFFORD	6	36
RICHARD CROSTON	6	36
CAROL JACKSON	6	36
CRAIG NEWTON	6	36
JULIA POTTS	6	36
PRIMROSE ROGERS	6	36
REINHOLD SCHOLZ	6	36
MARK THOMPSON	6	36
BENJAMIN BLYTHE	4	37
PETER FINLAY	4	37
PETER FORDE	4	37
CLAYTON MORTELL	4	37
ZOE McCONNELL	4	37
MICHAEL McHUGH	4	37
TERENCE O'BEIRNE	4	37
CHRIS SCHOLZ	4	37
DAVID SOUTHGATE	4	37
CYNTHIA O'BEIRNE	3	38
CHRIS WYLIE	3	38
Robert DEVONSHIRE	2	39
IAN FERGUSON	1	40
BRIAN HUCKER	1	40
NEIL MILLS	1	40
KEN TRUDGLIAN	1	40

Motorkhana		
NAME	MOT	PLACE
GREG McHUGH	12	1
ALEX BORDON	10	2
BILL TOTTEY	10	2
JOHN NOVAK	10	2
Samantha RAYMENT	10	2
MICHAEL TOTTEY	8	3
PETER RAYMENT	8	3
JOHN WALKER	8	3
SCOTT MUTIMER	6	4
DELIA RAYMENT	6	4
ANDREW LAKE	4	5
PAUL STRANGE	3	6

MG Motorkhana		
NAME	TTL	PLACE
Samantha RAYMENT	12	1
JOHN WALKER	10	2
PAUL STRANGE	8	3
PETER RAYMENT	8	3
DELIA RAYMENT	6	4

Speed NAME	HIL	PLACE
JOHN WALKER	72	1
JOHN DAVIES	62	2
ALEX BORDON	58	3
FRED DOUGLAS	57	4
GREG McHUGH	56	5
PETER TIGHE	52	6
JOHN NOVAK	50	7
PAUL STRANGE	49	8
DANNY MISCHOK	40	9
IVAN TIGHE	38	10
ANDREW LAKE	37	11
ANDREW FLETCHER	36	12
PETER HERLIHEN	36	12
ROB MUTIMER	34	13
PAUL VANWIJK	32	14
BRJAN HUNTER	31	15
NEAL STONE	30	16
STUART DOUGLAS	28	17
STEVE AUSTIN	27	18
JAN BUCIFAL	26	19
KEN FREEBURN	24	20
ERROL HOGER	24	20
BILL NORRIS	23	21
PAUL GRAY	22	22
GARY GOULDING	21	23
DAVID IVERS	21	23
JOHN KINGCOTT	20	24
BRYCE FRANCIS	20	24
TONY JEWELS	20	24
JOHN GIRAD	20	24
BOBBY McGEE	20	24
DARREN HARRIS	20	24
SCOTT MUTIMER	19	25
KEN GRAHAM	18	26
PER HANSEN	18	26
EVAN HOGER	18	26
DAVID BLYTHE	18	26
DAVID ROBINSON	17	27
JOHN HEFFERNAN	16	28
BILL TOTTEY	16	28
BRUCE MUTCH	15	29
HELEN KINGCOTT	14	30
LEIGH MELLOR	14	30
TROY MANSFIELD	14	30
DARYLL SEARLE	14	30
ANTHONY BEAHAN	14	30
JOHN BOYCE	13	31
Samantha RAYMENT	13	31
ALAN McCONNELL	12	32
KEVIN HEFFERNAN	12	32
BRUCE COOK	12	32
Cameron ROBINSON	12	32
CHRIS LAKE	12	32
MICHAEL TOTTEY	12	32
PAULINE GRAHAM	11	33
DEREK HOLSTEIN	10	34
LINDEN COOPER	10	34
VERN HAMILTON	10	34
ROB CLATWORTHY	10	34
IAN PETERS	10	34
BARRY WRAITH	10	34
ERIC BLYTHE	10	34
BRADLEY SEARLE	10	34
JOHN GILBERT	10	34
STEPHEN HOADE	10	34
TONY JAY	10	34
KERRY FINN	10	34
PETER RAYMENT	9	35
RAY EDWARDS	9	35
PAUL LAMBERT	9	35
DEAN TIGHE	8	36
WAYNE FOSTER	8	36
BRAD STRATTON	8	36
Adam ROGGENKAMP	8	36
GLEN CARPENTER	8	36
VINCE CARSBURG	8	36
DAVID FULLSTON	8	36
CHRIS SHAW	8	36
JOHN WYNNE	8	36

GEOFF ANDERSON	8	36
WAYNE SKYRING	8	36
MATHEW McSHANE	8	36
DAMIEN CROSTON	8	36
BARRY SMITH	6	37
MARK THOMPSON	6	37
RICHARD CROSTON	6	37
PRIMROSE ROGERS	6	37
JULIA POTTS	6	37
CRAIG NEWTON	6	37
KEVIN BROWN	6	37
REINHOLD SCHOLZ	6	37
CAROL JACKSON	6	37
ZOE McCONNELL	4	38
TERRY O'BEIRNE	4	38
PETER FINDLAY	4	38
CHRISTOPH SCHOLZ	4	38
BEN BLYTHE	4	38
GLEN BOYCE	3	39
KERRY STRANGE	3	39
DAVID SOUTHGATE	3	39
CINDY O'BEIRNE	3	39
CHRIS WYLIE	3	39
BOB DEVONSHIRE	2	40
IAN FERGUSON	1	41
KEN TRUDGIAN	1	41

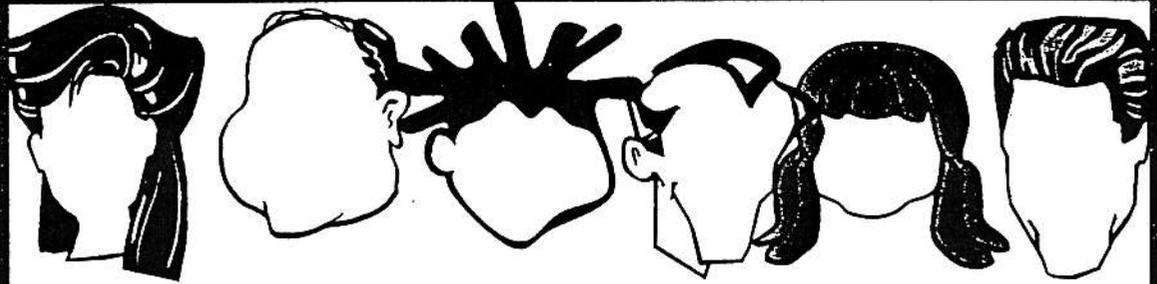
Marque Speed

NAME	TTL	PLACE
JOHN WALKER	72	1
FRED DOUGLAS	57	2
GREG McHUGH	56	3
PAUL STRANGE	49	4
STUART DOUGLAS	28	5
JOHN KINGCOTT	20	6
BRIAN HUNTER	18	7
DAVID BLYTHE	18	7
BRUCE MUTCH	15	8
HELEN KINGCOTT	14	9
TROY MANSFIELD	14	9
Samantha RAYMENT	12	10
ERIC BLYTHE	10	11
PETER RAYMENT	9	12
RAY EDWARDS	9	12
PAUL LAMBERT	9	12
BARRY SMITH	6	13
PRIMROSE ROGERS	6	13
REINHOLD SCHOLZ	6	13
CHRISTOPH SCHOLZ	4	14
KERRY STRANGE	3	15
KEN TRUDGIAN	1	16

Concour

NAME	TTL	PLACE
GREG PAGET	12	1
BRIAN HUNTER	10	2
Samantha RAYMENT	10	2
PETER TIGHE	10	2
JOHN WALKER	10	2
BRUCE MUTCH	10	2
RON CLYDESDALE	10	2
BILL PENROSE	10	2
GLEN BOYCE	10	2
JOHN BOYCE	10	2
MARCUS UPTON	10	2
KEN PHILP	10	2
ANN STODDART	10	2
ERROL HOGER	8	3
PETER RAYMENT	8	3
PAUL STRANGE	8	3
KERRY STRANGE	8	3
COL WEST	8	3
DAVID BROWN	8	3
ROD BAILY	8	3
DELIA RAYMENT	6	4
IAN CLIFFORD	6	4

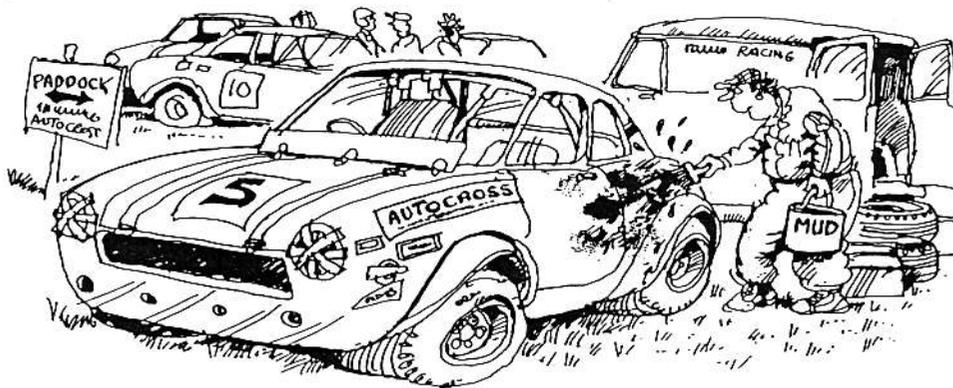
Best MG	TTL	PLACE
PETER TIGHE	114	1
Samantha RAYMENT	109	2
JOHN WALKER	97	3
PETER RAYMENT	94	4
FRED DOUGLAS	66	5
PAUL STRANGE	63	6
DAVID ROBINSON	51	7
STUART DOUGLAS	46	8
BRIAN HUNTER	41	9
JOHN KINGCOTT	32	10
HELEN KINGCOTT	26	11
BRUCE MUTCH	25	12
DELIA RAYMENT	24	13
RON CLYDESDALE	23	14
KERRY STRANGE	23	14
ERROL HOGER	20	15
JOHN BOYCE	17	16
GLEN BOYCE	17	16
JOHN CRANE	14	17
ROD BAILY	14	17
BRONWEN DOUGLAS	12	18
RAY EDWARDS	12	18
GREG PAGET	12	18
NEVILLE SMITH	11	19
BILL PENROSE	10	20
MARCUS UPTON	10	20
ANN STODDART	10	20
COL WEST	8	21
DAVID BROWN	8	21
PETER CAHALANE	6	22
MARTYN JENKINS	6	22
BARRY SMITH	6	22
GODWIN CARUANA	6	22
IAN CLIFFORD	6	22
KEN TRUDGIAN	1	23



NEW MEMBERS WELCOME

We would like to welcome these new members to our Club and hope they enjoy the Club and the company of their fellow members as much as our current members.

WAYNE WESSLING	TRIUMPH 2.5PI	JAMES TYLER	MGB Mk111
BRUCE HUNTER	TORANA	SIMON WALKDEN	MGB Mk11
WAYNE ISAACS	MGB Mk11	KENNETH TRUDGIAN	MGB Mk11
BRIAN HUCKER	ELFIN CRUSADER	PETER KNIGHT	MGB Mk1
BERNADETTE BARNES	MG TD	WAYNE SKYRING	MINI SPECIAL
PHILIPPA STURDEE	MGB Mk11	PAUL NIXON	MG TF
BRETT WINTON	MG TF	ROWAN PARTRIDGE	MGB Mk1
GARY McGRATH	MGA Mk1	DEREK BURNS	PHOENIX F/VEE
GEOFFREY KINGSTON	FALCON XB	KRISTINE RAIL	
TRUDIE MANSFIELD	SPRITE Mk1	JASEN HANNAGAN	VAN DIEMAN F/F
ANTHONY ANDERSON	MG MIDGET Mk1	DON DUMAS	MG MIDGET MK1V
MICHAEL PETTY	LEYLAND MINIVAN	MATTHEW TOCKNELL	TORANA LX
BOYD RAYMENT	RENAULT R25	BRANT RAYMENT	RENAULT R12
SCOTT RAYMENT	RENAULT R12	JON JAMES	
HENRY RYMAN	LEDA CLUBMAN	FRANK MAMARELLA	SUBARU LIBERTY
TREMAINE DICKENSON		GRAHAME ELLIOT	ESCORT
DAMIEN GULSON	COOPER S	ALISON O'DONNELL	MGB Mk1
MICHAEL OLSEN	SWIFT FF 93	REBEKAH BYRNE	MG METRO 6R4
PAUL MURRAY	COOPER S	JOHN POTTER	
BRETT ROBERTS	MGA	CAMERON SOMES	MGB Mk1
MICHAEL CROOKES	MGB Mk1	KATHLEEN READY	MGB Mk1
ANTHONY RIGBY	MGB Mk1	GARY LAWRENCE	GEMINI
JOHN TAIT	MGB Mk1	BRIAN WATSON	MGA
SHANE CRUICKSHANK	ESCORT	ROBIN GRANT	



Hereunder is listed details of our Club's various Perpetual Trophies and how to obtain them. Placings are worked from financial members only in the class/competition. If you have any questions, contact your Club Captain - Peter Rayment.

CLOSED TOURING ASSEMBLIES (DRIVER and NAVIGATOR TROPHIES).

Points allocated to both Driver and Navigator on the basis of outright position. For scoring refer Table A. The setters when financial members shall score 1st position points.

*****Points gained are transferred to the.....**BEST: All Rounder -T Type - MG - Ladies Award. (where applicable)**

MOTORKHANA TROPHY.

Club Motorkhanas held during the year including nominated QMC rounds. Run over 6 classes. Class A - Production vehicles with a wheelbase up to 2150mm B- 2151mm to 2390mm C- 2391mm to 2650mm D- greater than 2651mm F- Motorkhana Specials H- Production 4WD Vehicles. Points allocated for positions in the various classes. Refer Table A. Plus 2 points for Fastest Time of Day.

*****Points gained are transferred to the..**BEST: All Rounder -T Type - MG - Ladies Award. (where applicable)**

SPEED TROPHY.

Points allocated from Club hillclimbs plus Iron Man Sprints and any other notified events.

To be eligible for this trophy the competitor must have actively participate at a minimum of two (2) Official Working Bees and it is the competitors responsibility to ensure that he has signed the Working Bee Register to ensure there is no confusion over his/her eligibility to this trophy and the Marque Speed trophy.

Points allocated for positions in the various classes on the day as per Table A.

Plus 2 for Fastest Time of Day. Overall. Plus 2 for breaking a club record.

*****Points gained are transferred to the.....**BEST: All Rounder -T Type - MG - Marque Speed - Ladies Award. (where applicable)**

Points for **Working Bees** shall be 3 points per working bee to a maximum of 12 points. **These will only be added to your Speed & Marque Speed trophy (where applicable) points but not carried to Best All Rounder, etc.**

CONCOURS

Class placings plus 2 points for Outright (However determined). Points allocated for class positions as per Table A.

*****Points gained are transferred to the.....**BEST: All Rounder -T Type - MG - Ladies Award. (where applicable)**

BEST ALL ROUNDER

Points gained from all the above events. To gain award competitor must have competed in at least 2 Closed Touring Assemblies, 2 Motorkhanas and 2 Speed Events. If there are insufficient events in each category then points will be awarded on those events conducted. **The following trophies (*) points score is derived from the above trophies are are not further transferred.**

***MARQUE SPORTS CAR SPEED TROPHY.**

Eligible: Marque sports cars as listed in CAMS Manual. Points and events and conditions as per Speed trophy.

To be eligible for this trophy the competitor must have actively participate at a minimum of two (2) Official Working Bees and it is the competitors responsibility to ensure that he has signed the Working Bee Register to ensure there is no confusion.

***BEST T TYPE**

Points gained from all events as noted above.
plus 6 points for each nominated social function attended in an MG.

***BEST MG**

Points gained from all events as noted above.
plus 6 points for each nominated social function attended in an MG.

Best MG MOTORKHANA

Points gained from all nominated motorkhanas. Placings are based on production MG cars in classes as per Motorkhana Trophy. Plus 2 points for the fastest MG. (These points do not transfer to any other trophy.)

LADIES AWARD.

Points gained from allevents as noted above. To gain award, competitor must have competed in at least 1 Closed Touring Assembly, 1 Motorkhana and 1 Speed Event.

RALLY TROPHIES (Drivers and Navigators)

Points allocated from outright positions from Open & Closed Qld Rallies to which MGCC of Qld Inc. is invited, and that does not excluding any particular grade of driver (Novice, Clubman, Recognized or Classified) from the event.

To be included in Rally Trophy will be Sprint Rallies. (These points do not transfer to any other trophy.)

RACE CAR POINT SCORE

Shall be conducted on MGCC of Qld Inc race meetings. The number of races counting shall be the same for all classes. Groups as listed below:

Sports Cars	Sports Sedans & Group A	Category 1	Formula Ford	Formula Vee	3F Road Registered.
Touring Cars - 2F	Club Cars and	+ Up to 2000cc	Up to 1300cc	Up to 2000cc	Gemini, HQ, Appendix J/Grp N
3F Street Sedans	up to 2000cc.	2001 and over ,	Racing Cars other than above		

Points scored for positions in respective classes per race. Refer Table A. Result scored on the first number of events that is equal for all classes on the day/s. (These points do not transfer to any other trophy.)

TABLE A

1st 10points, 2nd 8points, 3rd 6points, 4th 4points, 5th 3points, 6th 2points, 7th to end of field for all starters 1point.

NOTE: If you have entered more than one car in an event, for any of the above categories, points shall only be scored for one car in any of the trophies.

FOR SALE

MGB 1963 Red
3 bearing crankshaft, new wire wheels, new tyres, 4 months rego. Body good, mechanically sound. RWC
Price \$8,5000.00
Phone 07 3267 6932

WANTED

Members who are enthusiastic to assist with the running of the events the Club has calendared

Those interested need to apply to a committee member to find out what is involved. Help us to keep the Club the best in Queensland (or for that matter in Australia).

FOR SALE

MGB 1979 (Blue) Rego to November 1996.
Rubber Bumper, Electric Overdrive, Unleaded Petrol. In very good condition. Work done recently :-
Vintage wiring electric harness
New battery, Water pump/fan belt, alternator bracket, radiator repaired, new radio, new sump gasket, Left front disc rotor, good tyres.

\$14,500.00 or nearest offer

Phone K.Gray, 075 534 1987

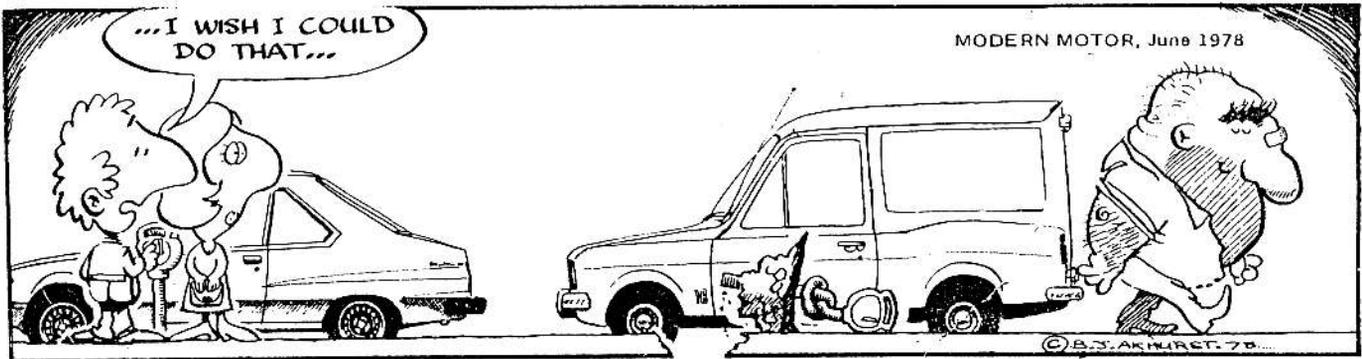
FOR SALE

Avon Tyres - Four only GR Sport 195/70 R13 - 89H - These tyres were originally designed by Avon for racing Lotus Cortina's. Very soft compound. Brand New - unused. \$600 o.n.o. Contact David Robinson B/H 844 1037 or A/H 848 0221

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B Series heart and circulation

Part 1.

by Neil Cairns

Those owners with a 1489cc, 1622 and 1588 engines, will feel at ease with the diagram opposite the of the oil filter. It is probably the only part of the engine's oil system they come into real contact with, other than spilling the new oil on the rocker cover at an oil change, an the missing the drain can and spoiling the driveway. Out of sight, out of mind, the oil system works away for thousands of miles with little thought from the owner.

The sump is the oil store. there are three types (yes, three). The original one that sits forward, under numbers one an two big end (Z Magnettes, etc.); the one that sits rearwards under numbers three and four big end (the one shown in the oil circulation diagram) and the aluminium ribbed one used on some MGA's and the twin cam. The first two are pressed steel items.

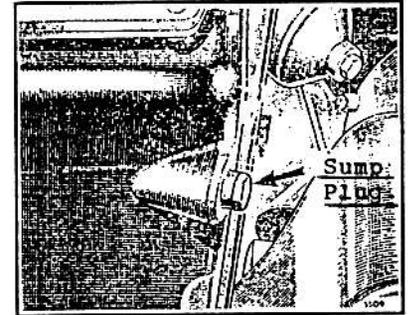
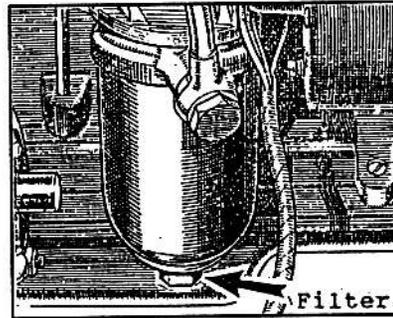
All the crud, broken bits of piston, mayonnaise, carbon etc., settles in the bottom of the sump. Once a thick layer of gunge has lined the sump, its major job of cooling the oil will be reduced. When the MGB arrived, its cooling ability was judged too poor, so an oil cooler was added.

Whilst talking about cooling, your oil is responsible for almost 50 per cent of the engine cooling. It is sprayed up under the piston crown, to

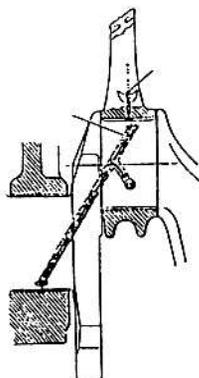
cool it, from the big ends. this same spray washes the cylinder bores, removing heat. The rocker oil feed helps remove heat from the exhaust valve stem. It is well to remember that the oil is a major factor in engine cooling, as well as it primary task of lubrication.

From the oil store, the sump, a gauze covered pickup takes the oil up to the oil pump. the gauze is thee to stop those bits of piston, gasket etc., from entering the oil pump. the oil pump gets unfiltered oil. The pup is driven off the camshaft, and is a positive displacement type, i.e. it will pump, so to stop it blowing up pipes, etc., it has an oil relief valve in the system.

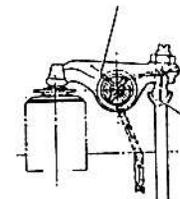
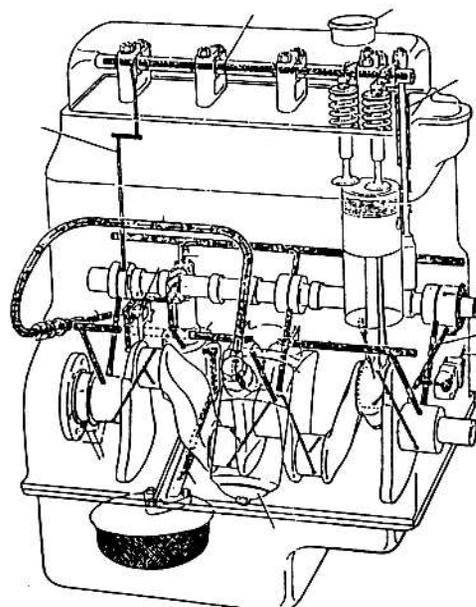
By now you should have taken a look at the oil circulation system at the foot of the page. The oil gets to the pump by suction. It leaves under pressure. It used to go straight into the oil gallery on the sides of



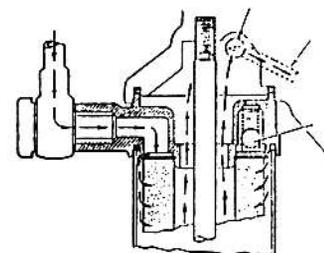
THE ENGINE LUBRICATION SYSTEM



DETAIL OF BIG END LUBRICATION



DETAIL OF ROCKER GEAR LUBRICATION



DETAIL, FULL FLOW FILTER

the engine to feed the camshaft bearings, big ends and main bearings, up until about 1956. Only some of the oil was filtered, in a by-pass oil filter.

As this was a rear backward step in design from the XPAG engine - a Morris design - the system was updated to filter all the oil, making the system a Full Flow System. To do this a pipe had to be run round the filter, and it was taken from just above the oil pressure relief valve to above the starter motor. An extra casting was added above the filter body to receive the pipe.

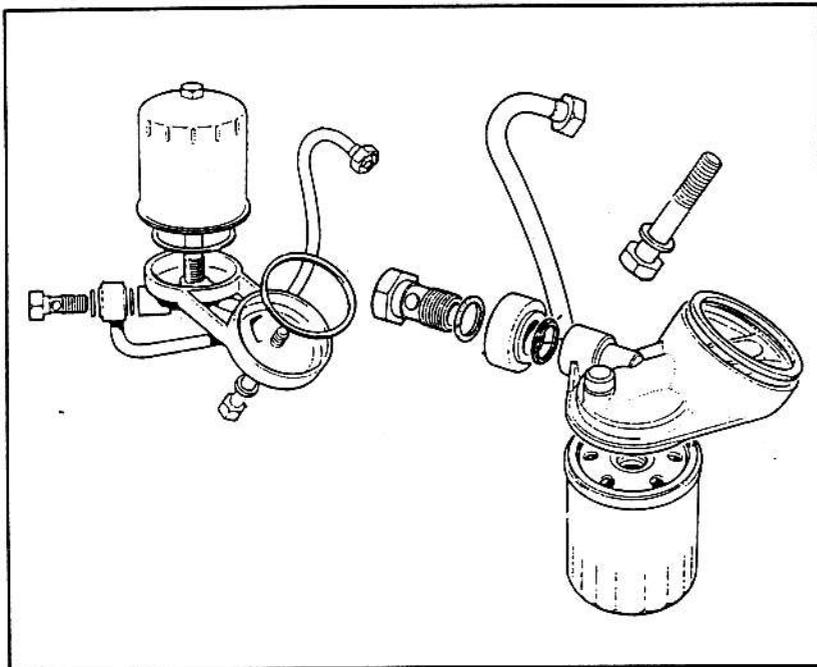
So on post 1956 engines, we have an extra pipe. All the oil goes down it, then to the filter and on to the bearings. It proved an ideal pipe to be replaced with an oil cooler system on the MGB and earlier cars.

On starting, with cold oil, oil pressure can be very high. the oil pressure relief valve lets the extra pressure go straight back to the sump. If a cooler is fitted, it needs protecting from the high pressures, so there should be an oil cooler by-pass valve - not always fitted on retro-fits.

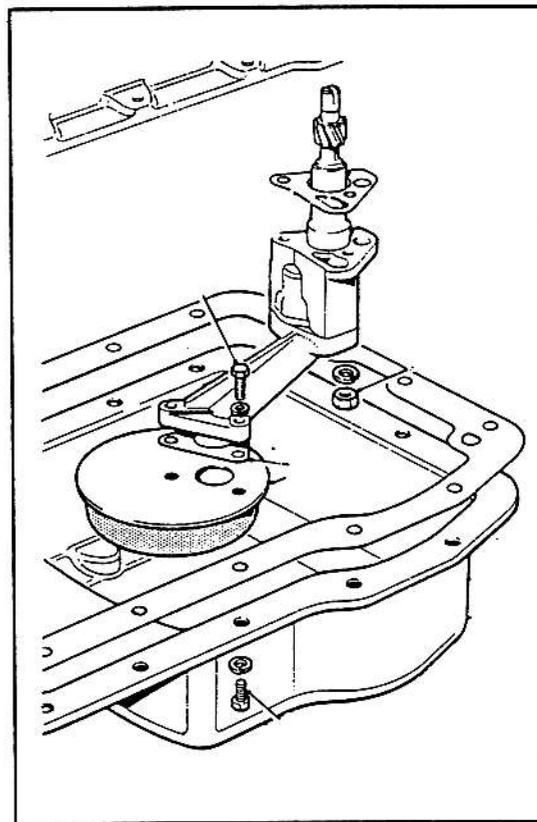
Bearing Increase

As the engine grew from 1200cc to 1798cc so did the number of bearings. The MGB has a bigger oil pump to give greater flow. this was done by making the body and rotor longer.

There are quite a few different filters fitted. The original by pass type was a felt version, in the canister with the long central bolt. this did not change much



B Series oil filter. The upward facing filter familiar to MGB owners and, right the downward facing filter. Note how even the pipes differ.



The "Pump and Sump." Later rear sump cast oil pick-up as opposed to piped version on earlier cars.

once the full flow system arrived, only that the element became a paper one, and not able to be washed in petrol, but thrown away. the felt version could be used twice, but at 3,000 mile intervals.

Both the above are "oil -down-the-sleeve" types. this was (supposedly) improved on the 1798cc by facing the body upwards in the engine bay - also to miss steering columns. An oil filter change meant an oil covered engine. This was later changed into a throw-away all-in-one canister, that is now common. Oddly enough, on the 1.8 Morris Marina, the canister stayed facing down unlike the almost identical MGB 1800, that faced upwards!

On the long centre bolt, loose element type, it is essential to assemble the innards correctly. the washers and spring must be fitted in the right order, or the oil just goes round the element and up its centre into the system unfiltered.

This spring had two jobs. One, to hold the filter up against its seal; and two, to act as a by-pass if the filter element becomes blocked, working on the idea that dirty oil is better than none. The throw-away versions have this all built in. Do ensure you buy a correct type with an anti-drain down valve in it, if your oil filter points upwards. Think about that for a few minutes....

(Continuing with Part 2 in June Edition. Ed.)

**FIRST
NOTICE**

THE INAUGURAL LEYBURN

"AROUND THE HOUSES" SPRINT MEETING

FOR HISTORIC AND SPORTS CARS

24th AND 25th AUGUST 1996
ON THE STREETS OF LEYBURN

*THE HISTORIC RACING CAR CLUB (Qld) AND THE CITIZENS OF LEYBURN
WELCOME YOU TO THE FIRST SPRINT MEETING ON THE STREETS OF LEYBURN*

EXPERIENCE COUNTRY HOSPITALITY - SPIT ROAST (Saturday night)
- COUNTRY BREAKFAST (Sunday)

CAR DISPLAYS - VINTAGE AND HISTORIC CARS

LEYBURN RUN - A fun run to Leyburn from Brisbane
- All road registered historic and sports cars eligible

ACCOMODATION - camping sites available
- hotel/motel in Warwick and Toowoomba

SPRINT PRACTICE - SATURDAY 12.00noon - 5.00pm

TIMED SPRINTS - SUNDAY 9.00am - 4.30pm

AUSTRALIAN GRAND PRIX

LEYBURN 1949

Queensland's FIRST

&

The Last Real Race

Information from : The Leyburn Sprints Secretary
Mr John Jones
Telephone: (07) 3396 3010 Mobile 018 870 299
Facsimile: (07) 3396 2418



LEYBURN - 60 kMs from Warwick and Toowoomba on the Darling Downs