



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

NEXT EDITION LATE JANUARY COPY TO EDITOR MID JANUARY PLEASE

MANAGEMENT COMMITTEE

		HOME	WORK
PRESIDENT	DAVID SOUTHGATE	3806 7303	3274 1414 018718911
VICE PRESIDENT	JOHN DAVIES	3341 6798	3227 5733
SECRETARY	ERROL HOGER	3341 4041	
ASST. SECRETARY	RAY EDWARDS	3341 7502	3349 6022
TREASURER	PAUL STRANGE	3398 1993	015 725 880
ASST. TREASURER	RAY EDWARDS	3341 7502	3349 6022
COMMITTEE	JOHN KINGCOTT	3351 6541	
	STEVE AUSTIN	3286 2979	
	RON CLYDESDALE	3263 6575	
	JOAN APPLEBY	3857 1561	

OTHER OFFICIALS

		HOME	WORK
MEMBERSHIP SECRETARY	PETER RAYMENT	3300 3148	3832 7397
ASST. MEMB. SECRET.	PAUL STRANGE	3349 1400	
EVENT SECRETARY	JOAN APPLEBY	3857 1561	
CLUB CAPTAIN	PETER RAYMENT	3300 3148	
POINT SCORE	PETER RAYMENT	3300 3148	
CAMS DELEGATE	ANN THOMSON	3378 1368	
ALT. CAMS DELEGATE	STEVE AUSTIN	3286 2979	

CO-ORDINATORS

		HOME	WORK
PROMOTIONS	TONY JEWELS	075 5436767	
NIGHT RUNS	PHIL HUTCHISON	3355 2188	
MOTORKHANA	PAULINE GRAHAM		3808 2878
FUND RAISING	<i>POSITION</i>	<i>VACANT</i>	
SOCIAL	<i>RON CLYDESDALE</i>	<i>3263 6575</i>	
LIBRARIAN & HISTORIAN	JOHN KINGCOTT	3351 6541	
EDITOR	DAVID ROBINSON	3848 0221	3844 1037
ASSISTANT EDITOR	JOAN APPLEBY	3857 1561	3857 1561

THE OPINION OF CORRESPONDENTS AND ADVERTISERS EXPRESSED IN THIS MAGAZINE ARE NOT NECESSARILY THOSE OF THE MANAGEMENT COMMITTEE NOR THE MG CAR CLUB OF QUEENSLAND INC. AND AS SUCH THE CLUB ACCEPTS NO RESPONSIBILITY. PUBLISHED EIGHT TIMES A YEAR. MEMBERS PERSONAL ADVERTISEMENTS FREE. CLUB CONSTITUTION AVAILABLE IN CLUB ROOMS.

ALL ENQUIRES TO THE EDITORS C/- BOX 1847 BRISBANE 4001.
CLUBROOMS: 16 Donkin Street West End
HILLCLIMB: GRAMZOW ROAD MT COTTON PHONE 3206 6303

REPORT FROM AN OUT OF DATE PRESIDENT

As our President, David Southgate has gone to the Dutton Rally and to Adelaide for the Grand Prix, I thought I might say a little for the last time.

We are still trying to get into the Clubrooms at Donkin Street, and a couple of us have been looking at houses in industrial areas that are for sale. This is particular one that Steve Austin and I examined at the weekend that could be suitable and it is a matter of haggling over price. Wouldn't be lovely to be able to shift all our belongings to one place and never be put out again. I am sure Peter Rayment, Ann Thomson, David Robinson, Steve Austin and others that store Club stuff, would be just as glad as I would be to see it all in one spot instead of taking room at our houses.

We took a display at the Motor Sport Spectacular Show at the Exhibition grounds on 2 - 5 November, and hopefully this will induce trade for the coming Race meeting on 26th November. Our thanks to Vern Hamilton, Bryce Francis, Ken Graham, John Boyce and Bob Romano for letting us display their cars and once again a big thank you to Tony Jay for giving us the Video to use. At one stage I thought I was going to have man the stand by myself, but in the end all the good folk I rang offered to do a session so it was much easier.

May you all have a great holiday and a happy Christmas and New Year.

Joan Appleby.

THE PRESIDENT'S REPORT

Well this is my first report as president and further on I will give a run down on future plans.

Firstly I would like to congratulate Joan Appleby and all the committee members on the excellent effort they have put in over the recent years. The current committee at this stage is made up of previous members and it will be a prime target for me to have additional club members assist in the running of this club. The workload for a club of this size has to be shared more evenly.

The end of the Year events have been well supported and it is clear that this club has a great future.

At this point the committee are formulating a "Club Development Plan" which will encompass the club activities well into the future. An important part of this development plan will be the upgrading of the Mt Cotton Hillclimb to allow better utilisation of this unique site.

Just at present we are without permanent clubrooms, which is creating some administrative difficulties, however that situation will be remedied by the end of the year.

As president my main objective is to see that all club members needs are met and to this end it is planned to contact all club members early in the year to obtain your opinions and /or suggestions. The committee members are putting in an enormous effort to ensure the future plans are appropriate and your input will ensure your needs are taken into consideration.

As this will be the last OCTAGON for 1995 I would like to wish every club member a safe and happy festive season and give a special thanks to the committee for their effort and support.

David Southgate.

The Octagon - Page 3



MG CAR CLUB OF QUEENSLAND INC.

PROGRAMME OF EVENTS

##	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
	DATES FOR TOURING ASSEMBLIES, CONCOURS, & DAY RUNS HAVE NOT YET BEEN FINALISED				
	FEBRUARY 1996				
##	9th	Touring Assembly	TBA	Phil Hutchison	3355-2188
##	18th	MGCC Race Meeting	Lakeside	Joan Appleby	3857-1561
	23rd	Trophy Presentation Night	CAMS Conference Room	David Southgate	018-718911
##	25th	Working Bee	Mt Cotton	John Davies	3341-6798
	MARCH 1996				
##	17th	Working Bee	Mt Cotton	John Davies	3341-6798
##	24th	Hillclimb	Mt Cotton	Joan Appleby	3857-1561
	APRIL 1996				
##	28th	Hillclimb	Mt Cotton	Joan Appleby	3857-1561
	5th - 9th	MG National Meeting	Shepparton	Ron Clydesdale	3263-6575
	JUNE 1996				
	1st & 2nd	Qld Hillclimb Championship	Mt Cotton	Joan Appleby	3857-1561
	JULY 1996				
##	14th	Hillclimb	Mt Cotton	Joan Appleby	3857-1561
	AUGUST 1996				
##	16th	Ironman Touring Assembly	Clubrooms	Phil Hutchison	3355-2188
##	17th	Ironman Sprints & Motorkhana	TBA	Joan Appleby	3857-1561
##	18th	Ironman Hillclimb	Mt Cotton	Joan Appleby	3857-1561
	OCTOBER 1996				
##	13th	Hillclimb	Mt Cotton	Joan Appleby	3857-1561
	NOVEMBER 1996				
##	24th	MGCC Race Meeting	Lakeside	Joan Appleby	3857-1561
	DECEMBER 1996				
##	1st	Hillclimb	Mt Cotton	Joan Appleby	3857-1561
	NOTES:				
	1/. CLUBROOMS WILL BE CLOSED UNTIL AFTER RELOCATION.				
	2/. PLEASE NOTIFY PAUL STRANGE (33981993) OF ALL CHANGES, ADDITIONS & DELETIONS TO PROGRAMME.				
	3/. DATES ARE SUBJECT TO CHANGE. IT IS THE ENTRANTS RESPONSIBILITY TO CONFIRM EVENT DETAILS.				
	4/. PLEASE SEE ALTERNATIVE LIST FOR NON MGCCQ EVENTS. CLUB POINTS WILL BE AWARDED FOR SELECTED INVITATIONAL EVENTS.				

FROM THE EDITORS DESK

Members, I must apologise for the lack of magazines in recent months. With the lack of club rooms, our photocopier has been out of action and it was decided to run the November mag in early December but all the club plans have not gone smoothly and quickly. It soon became the November and December together before Xmas, but alas "me" the Editor became extremely busy for work and my part time job became five nights a week. No worry I told our Treasurer. Will do it over Xmas New Year, but alas my wife's shop was suddenly to be extended due the next shop closing and major renovations became the night and day job. Sent young-un off to visit Grandma first then to a friend down the coast and then back to grandma and finally off to Camp at Alexandra Headlands Park till the 19/1/1996 so my wife and I could go full steam ahead on her shop.. So here I am doing the November/ December magazine in mid January. Please accept my apologies for these unavoidable delay in your magazine and your pipeline to MG information.



All the best for the 1996.

David Robinson

1996 AUSTRALIAN HILLCLIMB CHAMPIONSHIP

**BATHURST - MOUNT PANORAMA
APRIL 4 / 5 / 6 & 7th 1996**

**IF YOU NEED ACCOMMODATION FOR THIS EVENT YOU
WILL NEED TO
BOOK NOW.....**

BATHURST IS JUST ABOUT FULL AS THERE IS A BIG RUGBY UNION COMPETITION AND ALSO A JUNIOR SOCCER COMPETITION BEING HELD IN BATHURST OVER EASTER.

**A DEAL HAS BEEN STRUCK WITH - THE ABERCROMBIE MOTEL
362 STEWART ST BATHURST
Ph- 063 311077**

THIS MOTEL IS CLOSE TO THE TRACK AND CLOSE BY TO TOWN. IT HAS A GOOD REPUTATION AS ALWAYS BEING CLEAN AND TIDY. ALREADY A LOT OF OUR TRAVELLING MEMBERS HAVE BOOKED IN.

YOU WILL NEED TO RING AND MENTION THAT YOU ARE WITH THE MG CAR CLUB OF QLD YOU WILL GET A ROOM RATE OF \$ 58 FOR A DOUBLE OR TWIN ROOM PER NIGHT. THEY ALSO HAVE FAMILY ROOMS AVAILABLE.

**DON'T PUT IT OFF OR DO IT TOMORROW AS YOU WILL MISS OUT
DO IT TODAY TO AVOID DISAPPOINTMENT**

FOR MORE INFO PHONE GARY GOULDING 3351 3506 (H)
3837 4806 (W)

The Octagon - Page 5

Invitational Events and Items of Interest

##	DATE	EVENT	LOCATION	CONTACT	PHONE	
Indicates Club Points will be awarded for this event.						
	JANUARY 1996					
	27th	ATCC	Eastern Creek			
	FEBRUARY 1996					
	2nd	Evening of Champions				
	4th	ATCC	Sandown			
	9th - 18th	Motorshow	Convention Centre			
	18th	BSCC Motorkhana	Boondall Carpark Q	BSCC		
	25th	Dawn Breakfast		Marque	3396-5844	
	25th	ATCC	Bathurst			
	MARCH 1996					
	2nd	Night Run		Marque	015 720 234	
	3rd	Motorkhana Challenge Round 1				
	10th	Australian Grand Prix	Albert Park			
	17th	ATCC	Symmons Plains			
	17th	Race Meeting	Lakeside	Gemini CC		
	17th	BSCC Motorkhana	Boondall Carpark Q	BSCC		
	23rd - 28th	Indy Car Classic Rally	Sydney to Gold Coast	Steve Austin	3286-2979	
	31st	Indy Car Races	Surfers Paradise			
	APRIL 1996					
	4th - 7th	Aust Hillclimb Championship	Bathurst	John Davies	3341-6798	
	7th	Motorkhana Challenge Round 2				
	14th	ATCC	Phillip Island			
	16th - 21st	Targa Tasmania	Tasmania			
	21st	BSCC Motorkhana	Boondall Carpark Q	BSCC		
	21st	Bitumen Motorkhana		Marque	3399-5602	
	28th	ATCC	Calder			
	MAY 1996					
	5th	ATCC	Lakeside			
	12th	Motorkhana Challenge Round 3				
	19th	BSCC Motorkhana	Boondall Carpark Q	BSCC		
	26th	ATCC	Waneroo			
	26th	Race Meeting	Lakeside	Gemini CC		
	JUNE 1996					
	2nd	ATCC	Mallalla			
	16th	BSCC Motorkhana	Boondall Carpark Q	BSCC		
	16th	ATCC	Oran Park			
	30th	Motorkhana Challenge Round 4				
	JULY 1996					
	7th	Historic Races	Lakeside	HRCC		
	16th	Grass Motorkhana		Marque	3399-5602	
	21st	Super Tourers	Lakeside			
	21st	BSCC Motorkhana	Boondall Carpark Q	BSCC		
	28th	Motorkhana Challenge Round 5				
	AUGUST 1996					
	18th	BSCC Motorkhana	Boondall Carpark Q	BSCC		
	SEPTEMBER 1996					
	8th	Sandown 500	Melbourne			
	13th - 16th	Telstra Rally Australia	Perth			
##	15th	Concours		Marque	3399-5602	
	15th	BSCC Motorkhana	Boondall Carpark Q	BSCC		
	15th	Qld Motorkhana Championship				
	OCTOBER 1996					
	6th	Tooheys 1000	Bathurst			
	13th	Aust Motorkhana Championship	Canberra			
	20th	BSCC Motorkhana	Boondall Carpark Q	BSCC		
	20th	Race Meeting	Lakeside	Gemini CC		
	27th	Poker Run		Marque	3399-5602	
	NOVEMBER 1996					
	15th	Night Run		Marque	3341-0298	
	17th	BSCC Motorkhana	Boondall Carpark Q	BSCC		
	17th	Interclub Motorkhana				
	30th	Team Lap Sprints		Marque	3395-0395	

NOTES:
 1/ CLUBROOMS ARE CLOSED UNTIL AFTER RELOCATION
 2/ PLEASE NOTIFY PAUL STRANGE (33981993) OF ALL CHANGES, ADDITIONS AND DELETIONS TO PROGRAMME
 3/ DATES ARE SUBJECT TO CHANGE. IT IS THE ENTRANTS RESPONSIBILITY TO CONFIRM EVENT DETAILS.

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.

About 12 months ago the first new privately built permanent race circuit since Amaroo Park was officially opened. Situated 10km from the centre of Goulburn, Wakefield Park has from its conception been designed as a club racing facility. It neither caters for or wants, (according to co-owner Paul Samuels), a round of the Shell Touring Car Series. However its facilities make some of the circuits that do host SATTC rounds, look decidedly second rate. There are for example 60 garages, all with power, available at a cost of \$25 for 3 days. Private practice from 9am to 5pm is available for the two days before a meeting at \$25 per day. The entry fee for their last two day meeting was \$95. The circuit operates a Special Events Radio for race commentary and announcements. A catering building operates from 7am on race days and there is even a workshop with hoist available for competitors within the circuit precincts. If any club racing competitor is catered for better, anywhere else, please let me know, but this competitor certainly hasn't been. Goulburn is situated approximately 200km from Sydney along the Hume Highway, on the way to Canberra. It is depending on traffic and transport type, about a 2½ hour trip from Sydney which in turn is an overnighiter from Brisbane, even in a bus which is flat out at 120. Goulburn is one of the prettiest towns, architecturally that I have seen in Australia. It has a host of good restaurants catering for a wide variety of tastes and the whole town population must have attended public relation classes, as we didn't find one crabby local the whole time we were there. The locals are warm, helpful and friendly and it is a pleasure to just visit the place.

Wakefield Park is a circuit that is a must for Sports 1300's. It would be stretching it to suggest that the circuit was actually designed for our cars, but it would go pretty close. Of all the classes of sports cars competing at the "Sports Car Only" meeting in September outright fastest time of the day belonged to John Burton's Robin S1300 with a 67.56. The circuit is a fascinating mix of corners, with plenty of overtaking spots for our cars. Castrol straight is a downhill run through Geisslers Sweeper which can be taken flat...just. However the 100m marker for BJ Bend which is a 2nd gear 90° right is just on the apex. A gentle climb up Tyrepower straight with a funny little right takes you into a wicked little left hand flick and almost immediately into Redgate corner the first of two 90° rights at the top of the hill. The second 90° right starts you on the downhill run through the flat out in 3rd right hander, Abbey Curve and into the challenging Cascades which is definitely NOT a flat out right hander (even in third). The car barely has time to settle and its into the Truckstop chicane, which although it looks like a double left hander on paper, is in practice more of a 180° hairpin, with a right hander coming out of the whole thing...wow!!! Then its flat out through the right hander Polo and into Woodgate corner, an off camber hairpin leading onto the main straight which is taken in 2nd with the power needing to be fed in ever so gently, and off down the main straight again.

The circuit requires a totally differently setup car than for Lakeside, there are for example three serious braking spots, BJ Bend, the Truckstop and Woodgate plus another couple of casual dabs elsewhere. We ran our Lakeside gearing which is probably a little high for Wakefield but could still

manage to pull around 7800 in top through Geisslers, just snatch top before breaking for Woodgate, and if you're really brave get it into top around the left flick going into Redgate.

It is an extremely safe circuit with very little to hit if you make a mistake, ripple strips are virtually non-existent, being replaced by smooth concrete as track edging. However there are a couple of bits of concrete that it would be wise not to venture onto, as it can totally unsettle the car at a critical time. The track surface is not too abrasive on tyres but is still very grippy, almost a contradiction in terms. You have to work hard at virtually every part of the track, lose concentration and the track will bite you, but it is more of a nip than a savage attack.

Everything is new and looks clean, efficient and tidy. Obviously an awful lot of time and effort has gone into the design and construction of the finished product and is a real credit to owners Paul Samuels and John Carter. I personally believe that there is a strong future for club motor racing in Australia and these two guys have gone a long way to actually making it happen. They have done their bit, now it's up to the rest of us to do our bit by giving support in any way we can.

Tony Jewels (*Ed. Tony is one of Sports 1300 most avid supporter competitor fan.*)

CLUB CONCOURS - 17th SEPTEMBER 1995

The usual venue of Anzac Park was the site of this year's Club Concours with a much improved entry list of 20 cars on that of previous years. Quite a few cars arrived during the day to supplement those already on display.

The gates were opened at 8.30am and all cars were in place ready for judging by 9.30am. The following classes were judged and the winners were -

MGTC	- Samantha Rayment
MG Magnette	- Peter Tighe
MGA	- John Walker
MGB MK1 PULL OUT HANDLES	- Glen Boyce
MGB MK1 PUSH BUTTON HANDLES	- Marcus Upton
MGB MK11	- Bruce Mutch
MGB MK11 LEYLAND	- Greg Padget
MGB RUBBERNOSE	- Ann Stoddart
MGB GT	- Brian Hunter
MG MIDGET	- Ron Clydesdale
MGB V8 SPECIAL	- Bill Penrose
NON MARQUE	- Ken Philp

The competition was close in several classes with the MGB MK11 placegetters separated by only 3 points. All class judging was completed by 11.45am and the overall winner was Greg Padget's MGB MK11 Leyland with the MG Midget MK111 of Ron Clydesdale a very close second.

Geg's MGB MK11 Leyland was entered into the inter-club concours against competition of a Porsche 356 Convertable, an Austin Healey 3000 and a Triumph TR 4A. After some deliberation the judges chose the Porsche 356 as the overall winner.

My thanks to Peter and Delia Rayment for their help during the day and to all the members who pitched in as judges. The Club has several social events during the year and all who attend have a good time. If you haven't been before plan to come to the next one be it a day run or a day at Mt Cotton or Lakeside Raceway.

CONFEDERATION OF MOTOR SPORT

In recent months Queensland State Council has enquired about the costs and requirements relating to a First Aid Course. A brief summary is as follows:-

QUEENSLAND AMBULANCE SERVICE

Courses held at a venue of your choice i.e. CAMS Auditorium or your Club Rooms

Minimum of 15 persons - Maximum 20 persons

Cost \$65.00 per person

Courses held at an Ambulance Station - Nil Minimum Nil Maximum persons

Cost \$65.00 per person.

Course structure is usually one night per week for six weeks or a two day weekend.

ST. JOHNS AMBULANCE

Courses held at a venue of your choice i.e. CAMS Auditorium or your Club rooms.

Require a minimum of four weeks notice to St.Johns Ambulance, minimum number of participants is 10 persons.

Course duration is 18 hours in total.

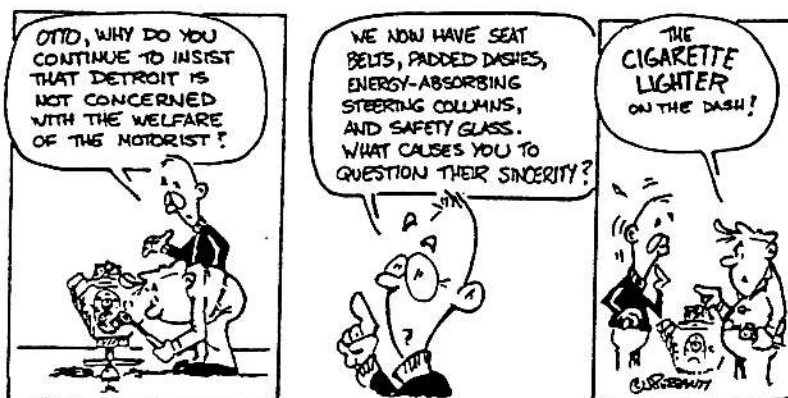
Cost is \$75.00 per person

These courses are worthwhile and valid, particularly when one considers the often relatively isolated environment in which, for instance, our Rally and Off Road competitors find themselves.

Should your Club entertain any of those First Aid Courses, CAMS would be more than pleased to assist in the promotion of your proposed First Aid Training Course to other Clubs.

Our Club is thinking about applying to run a course for our members. To see if it viable we would like those interested to contact a Committee member and let us know if you willing to take the course.

"Otto Mechanic" By Jay Piersanti



MGs across Central Australia cont.

So at last we had reached Alice Springs where dark figures rise out of the Todd River at drinking time (this seemed to happen from first thing in the morning). A lot of the old town appears to have disappeared from reports of people who had been there before. It was noted that the major shops stay open very late so time was not wasted getting provisions in the daylight hours. Interestingly some of the prices were cheaper than at our local the supermarket here at home.

After a clean-up, it was back to sightseeing. Certainly the people who manned the Telegraph Station must have felt isolated in the early days. At the station we witnessed a male galah (one of Australia's beautiful parrot) trying to chat up a female by showing it a nice hollow in one of the ghost gum trees. It was curious to see the antics.

That night we had a fling and had a great meal at Lasseter's Casino, then we all watched Peter blow his \$20 allowance on the roulette wheel. When we left the casino it was cold with heavy clouds covering the sky. The day had been thankfully fine which enabled us to wash and clean-up.

Next morning we woke up to rain pelting down again. This is in the world's driest continent and we are in the middle of about 6 or 7 deserts. With quite a lot of things wet, we decided that we would not stay another day in the Alice but head south and see if we could get away from the rain. Packing up isn't much fun at the best of times. But trying to pack up in the rain was sheer nerve racking. I had to count to 10 under my breath several times as something didn't want to either go into place or it fell into the mud. So with a strong cold southerly wind blowing and our spirits certainly somewhat dampened, we headed south.

By the time we were at the Henbury Meteorite Craters it was a beautiful fine day but still cold. These craters (12 in all) were caused when a meteorite broke up on reaching the atmosphere and thumped into the ground. The biggest pieces were said to have been about the size of a 44 gallon drum. The crater that this one left in the ground would have been about as big as a football field wide and about 30 feet deep.

Following lunch at the craters we headed south again. We stopped at a rest area for afternoon tea, where we were to see our last sighting of the unique desert oaks amongst the sand dunes.

Travel along this road, the Stuart Highway, was quick and easy as we were on the "black stuff" at this stage. So we were able to make up some lost "mileage" and get back on schedule.

That night saw us pitch camp on a grassed camping area next to the Kulgera roadhouse/pub. One of only two buildings in Kulgera proper. It was a night of celebrations as Wal and Anna had a wedding anniversary to celebrate, plus we also decided to toast Samantha's (our daughter) impending birthday - which was the next day. This we did over a wonderful bush pub dinner.

The next morning it was up before the flies and on the road again heading south, with only 22 kilometres to go before the Northern Territory/South Australian border. We would now have to watch our speed again as we were in a restricted speed State. It was interesting to see that the Northern Territory allows its motorists to do whatever speed they feel comfortable with on the open road.

I don't know if it was the lure of the opals at Coober Pedy, or just the good roads, but we lost Barbara and Delma. And they were out front in the TF.

Our first impression of Coober Pedy was that there must have been a war on around the area... As we approached, all that could be seen across the entire landscape were hundreds and hundreds of white/cream coloured conical shaped hillocks. Mullock heaps were peoples hopes or dreams had either been dashed or fulfilled. As they 'rabbited' after the much prized 'fire stone'.

Coober Pedy is the only town in the world to have its own underground 5-star Motel/Hotel complex. It is definitely worth a visit with its static displays and free movies about opals. Homes, businesses and the like are mostly 'housed' built in abandoned mines. A town well worth a visit because of its uniqueness alone let alone the opportunity that you might be lucky and find your own opal.

Our stay here was far too short but in the full day that we did have there we were able to pack in quite a bit - sight seeing down homes, noodling (for the uninitiated -looking for pieces of opals on mine mullock heaps), visiting their world famous hotel/motel and around the town proper.

Half-way through the day we decided to return to the camp and whilst we were only going about 50 km, an hour bad luck befell us. The bonnet on our MGB came undone and blew up. Being an aluminium one it didn't do it much good, as one can imagine.

After some quick panel-beating on the cement apron in front of the Caravan Park amenities with the help from many willing workers the bonnet was rearranged to fit back in to its right spot.
NB It's still like it to-day.

Whilst at Coober Pedy some members of the party were able to travel out to an area to the North West known as the Breakaways. It was at this area and adjoining areas that the movies like "Mad Max" and "Priscilla, Queen of the Desert" were made. As we left Coober Pedy the next day we caught a glimpse of this area as we headed to the east across the Moon Desert where we were travelling towards William Creek and the Oodnatta track.

Once again it was back to the DIRT. BUT... this time it was sooooo fine that it was creeping up through every nook and cranny. Luckily we'd wrapped our pillows up in plastic bags before starting on this leg of the trip. Certainly it paid us to keep everything in sealed/zippered containers. Our heavy-duty soft canvas bags have paid for themselves over and over again over the many years of sports car travel.

Crossing this area we came upon two signs at a grid. The first was a warning sign to motorists that they were entering a prohibited area and to stay only on the main road. This was part of the Woomera Rocket Range. The extreme northern area of it.

The other sign told about the "Dog Fence". A fence which we had already crossed over in the southern extremities of South Australia as we crossed the Nullarbor on our way to Perth and which we were to cross many times more from hereon as we wove our way eastwards back to Queensland. The "Dog Fence" starts in Queensland at Coolangatta on the Pacific Ocean then follows the New South Wales/Queensland border along until it gets to South Australia where it zig-zags across the State in a westerly direction, then down to the Nullarbor on the Great Australian Bight and the Southern Ocean. The fence some 9600 kms in length, was erected to keep the dingo out of the sheep country.

The MGs were skooting over sand-dunes, over hard red clay pans, covering mileage quite rapidly along this road with our first port of call /detour being to Lake Cadibarrawirracanna. This salt lake is only a few kilometres off the road, with its claim to fame being that it is the longest named lake in Australia.

Lake Cadibarrawirracanna is but one of the many salt water lakes in this northern area of South Australia.

Trees (as such) in this area are few and far between with the only substantial ones being the ones we encountered when our road met the Lake, and these could be counted on the one hand. Also just above around the edge in the subsiding water were the remains of several small dead animals - highly salt incrustated.

Just after leaving the lake we rounded a bend near some sand - dunes to come across a huge flock of corellas sitting besides a man-made waterhole/dam. Up to this particular point in our journey we had not seen too many of these rare inland birds - but here was our first good opportunity to take photographs etc.

The group stopped and all took their shots working on the principle that this was something that we may not be seeing again. Happily though, I report we were lucky enough to see a lot more of these interesting, if not particularly handsome Australian grain-eating parrot, further along this part of the track.

Some of the road around here was certainly different. One minute you were on a dead smooth claypan (good thing it was dry) to weaving along a snake like sandy road. It was as though you were on a toboggan. Great fun till you meet a road train in the middle of a bend. Luckily though the road at this point did not produce much dust as the road can certainly disappear in the dust clouds that road trains are capable of producing.

At William Creek (population 2) we all parked in the main street opposite the only building there - the pub. We parked next to other modes of transport used hereabouts which consisted of four-wheel drives and aeroplanes. We parked under a wing of a plane to keep out of the sun that was fairly warm this day. Of interest also was the first stage of a Black Arrow R3 rocket. The many rocket motors and turbos still looked in good condition. It was fired on 28-10-71 and carried the last satellite (Prospero) into orbit. Some of the group decided that they would like an air trip over towards Lake Eyre - which was some 50 odd kilometres to the East. So after paying their money and taxiing off down the main and only street they headed off into the bright blue yonder.

The rest of the group decided to move on - knowing that the others would catch up once they came back to ground. As we travelled across the dry plains, which were often salt flats, a voice came over the two-way "Come in Black-Beast".

This was a message to us - as we often referred to our Black MGB as a "the beast" - and the name was taken up by the group as our ID.

Another interesting ID sign in the group was BIG Red. Big Red was our brother-in-law Keith, whose number plate was BIG...and he has a reddish complexion. It had started off as Mr. Big. But Westie decided to call Keith-Big Red and it stuck. Keith didn't mind in the least. Westie and Keith got on like a 'house on fire' as each time we set off on our day's travel - a verbal 'war' would erupt over the air-ways. Usually the war was about how Westie would have to drag Bid Red out of a bog (Big Red was in a 4WD and Westie in a MGB!!).

The person on the two-way was our other brother-in-law, Ken (of Maverick fame), who was up in the aeroplane heading towards Lake Eyre. We were all totally impressed by the two-ways' capabilities. Though there were a couple of times, on the trip when some-one was either ahead or behind the group and found communications impossible because of hills on the road between us.

From William Creek south to Lyndhurst the road follows the old deserted Ghan railway line. Kathleen, Joan, and Peter were interested in this line as their father had worked on its construction during the period between the two World wars. No doubt it gave them some insight into the hardships their father would have endured in just living every day, let alone working - looking at this hard, hot, unforgiving country.

Most of the line has been ripped up and nearly all the railway stations are well and truly in ruins. The line was abandoned in 1980 as it was too FLOOD!! prone to be replaced by the present boring line much to the west.

After inspecting several, including a couple with desalination plants, more dust, more dirt and more corrugations we eventually reached Coward Springs - our next over-night stop.

The springs (an artesian bore) offered a welcome break. Though their full worth was not really found until we had taken a cold shower in the park amenities. On coming back to the tent I heard a sound like running water off the other directions from whence I had just come. It could be heard more now as all our noise of putting up tents and the wind had dropped etc. had ceased. I followed my ears to find a beautifully flowing warm spring. Around the head of the spring was an enclosure made from old Ghan sleepers which enabled us to lower ourself down into a 'spa' bath. I quickly went back to the tent and donned my togs (bathers) and was in there in a flash. The water was sooo beautiful and smooth you could have sat in there for ages - but it was dark by now and dinner had to be cooked. Peter was hungry. A tin of Irish Stew followed by Plum Pudding and long life custard. It was supprising what we sometimes had to eat.

The spring is located at a disused railway station by that name and the next morning we inspected the old ruins, which are actually being resurrected and restored. The amenities supplied for the visitors ie. the loos were the only loos we found along the entire trip which had garlands of 'pot-pourrie' hanging in them - though I might add they didn't really need them because as you sat on the loo you could see outside through the cracks between the railway sleeper walls. Plenty of fresh air...

This camping area was also made most welcome by the large shade trees around it. The only problem with them being is that they were Athol trees and these are now on our list of pests, as they are taking over a lot of our western river systems in Queensland in particular. Before departing a few went skinny dipping in the spring but we won't name names.

The next morning we headed to bubbler country. Hundreds of artesian streams have been finding their way to the surface of the earth over thousands of years and in doing so have created an interesting phenomenon of what is called a mound spring. Dotted through-out this area are literally hundreds quite visible from each other in most cases. Each appears to have its own characteristic trait either just a seep - to a full lake on top. But all are being effected by the same problem after thousands of years of evolving - they appear to be drying up. It has been said that they are doing so because of all the 'waste' of good water throughout the Great Artesian Basin were bores have been sunk and just been left to 'run'.

As we turned off our major road to go over to look at some of these springs our visibility became very poor. The road ahead had been recently graded and as the car in front moved along a great pall of dust alighted from it to blow directly back towards us. Of course we weren't in the boat alone, as the same thing happened to the vehicle behind us. We all dropped back from one another and waited for it to clear. It didn't really improve until there was a change of direction in the road. We got out of our cars to inspect the springs and each time were almost blown off them. We were able to stand at almost 45 degrees towards the wind without having any fear of falling over. Barbara White was almost able to realise one of her life-long fantasies of being a bird, as she stood spread-eagle at the top of one of the mounds. Poor Joan clasped her ears as the wind rocketed by her and everyone was wondering what in the hell they had worn their hats for this day. They did keep the dust out of the hair when you could keep them on your head.

We were - it would seem - and found out later, in the middle of the makings of a dust storm. One which gathered intensity the further south it went, where it blanketed out Adelaide with its red dust laden cargo. Were we were it was white from the salts in the water which cover the country hereabouts.

Travelling further East along the Oodnadatta Track we came to another of our life long goals - Lake Eyre. Well at least the Southern most tip of it. We all drove out onto the dry lake bed. We were 13 metres below sea-level at this point. And all we could see before us was a white hazy nothingness. We didn't venture to far as we didn't like the idea of trying to pull some- one out of what we would have imagined would be a oozing salt mud which lay underneath the crust we were on. The further you proceeded the heavier going it became as the wheels started to sink into the surface.

Back on the road again and heading for Marree we took a lunch break at a creek called Screech Owl Creek which proven to be very interesting, so interesting that we actually stayed here longer than we intended and lost all contact with Joan and Keith who had gone ahead at Lake Eyre.

At the creek culvert the road fill yielded very good copper based rock specimens. These had obviously been bought in as the creek bed was an alluvial black soil wash. We could only guess that the road fill may have come from further to the south as we were not to far away from the turn off to the town of Roxby Downs, a very rich mining town. The other thing of interest at the creek was found in the banks of black soil and these were shell fossils found in-mass inside round rock balls which measured up to 60 cm across.

At Marree with the wind still howling we thought that we might stay for the night before going to Lyndhurst and then heading up the Strzelecki, but we were still unable to contact Joan and Keith so we pushed on. We knew we couldn't camp at Lyndhurst so we began to push the little beasts. 20 odd kilometres short of Lyndhurst we came across the ruined town of Farina and marked on the map was a camping spot. We went in to investigate. We found a beautiful creek bed lined with ghost gums, grassed camping areas and a push button loo. We said this will do - as night was quickly approaching. Not knowing where Joan and Keith were but presuming that they had headed to Leigh Creek and more amenable accommodation. ie. a motel.

That night we made a camp fire and sat around telling stories and eating jaffles. While later in the night there was quite a sky show as lightning and thunder came from the south - the direction in which we were headed. And us still on the dirt....

The next morning we pushed on the 20 odd km. to Lyndhurst, and as we topped one of the ranges we caught Joan and Keith on the two-way long enough to make it be heard from them first that they were OK and at Leigh Creek heading our way and that we were approaching Lyndhurst. We didn't hear from them again until we got to Lyndhurst. The hills in this area created havoc with our two-ways.

At Lyndhurst the ground was all wet and when we refuelled the lady operator informed us that they had had quite some rain to the south - we luckily had had no rain were we had camped. Perhaps it was just as well for we may not have made it to Lyndhurst - though the road was well formed, some of the black- soiled areas would have been fun..

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

FOR SALE

MGBGT (1970?) Just out of Rego. Engine overhauled; new clutch; electrics done etc; only paint and trim to finish. \$9500 firm Jack Craig (or Peter Kerr) 074 414 966

FOR SALE

MG Midget USA Import. LHD \$4000 Phone Fred McLure (or Peter Kerr) on 074 428 702

WANTED

16 inch Wire Wheels for MGTC Phone Peter Kerr on 074 411722W 015 624 449 H

FOR SALE

Mk 2 Austin 1800 Long Motor suitable for Rebuild - \$155 ONO Phone 3284 8876 T.Copeland

FOR SALE

Datsun 1000 2 door Sky Blue (Ex Shaun Gray)
Magna Disc Brakes on front
Pintara Disc Brakes on rear
Full Roll Cage, Lowered Koni Shocks 13"x7" with 185/60/13 with 2 new spares on rims.
1500 motor, 4 speed 120Y box and late model 120Y diff with locked or open centre Watts link on diff.
Battery & holley fuel pump in boot. Alloy interior. SAAS seats 3" aircraft type harnesses.
Twin SU with new kits.
Front & rear bumpers bars rechromed
All modifications approved.
Spares included.
Registered 3/96 In VGC ----

Ed. Sorry if adverts not all current. Please check with sellers

Phone
Ken Somerville 014 912 256

FOR SALE

Classic Sports Car -
1967 MGB Roadster
New Soft Top, as new tonneau cover.
Wire spoke wheels
Ivory Paintwork
New Chromework
Registered to Feb 1996
Phone 371 6326

FOR SALE

Thompson Racing offers their No. 18 Sports Sedan Mini. 1426cc stroked motor, Longman cylinder head, 1.5 rockers, split webbers, straight cut close ratio full synchro gear box with Quaife LSD 3.6 diff and 1.4 drop gears. Fully adjustable fabricated front and rear suspension with traks-spax coilover shocks. Just rebuilt, ready to race, made ideal Club Car. Phone Mark Thompson on 07 8510126 or Peter Thompson on 076 35 1096

RENTAL

AT SUPERB NOOSAVILLE
Will accomodate 2 adults and 2 children comfortably.
Chiropractic ensemble plus 2 singles. Bring own linen. Short distance to Hasting Street and main surfing beach at Noosa Heads.
\$290 p.w. Easter 4 days.
\$350 p.w. Easter 9 days.
\$330 p.w. Christmas School Hol. 1st & last weeks.
\$360 p.w. Prime Xmas
\$280 p.w. Other School Holidays
\$230 p.w. Off Season
Long periods - Negotiable
Lots to do and see.
Contact Delia Rayment 300 3148

FOR SALE

MGA 1600 MkII 1962
Genuine collectors model.
Colour Red, complete soft top and tonneau, 10 months rego, excellent condition, only 820 miles since new factory engine installed, have all receipts
Price \$25,000
Phone Campbell Beeson on (07) 3367 3883

FOR SALE

MGBV8 Racing Car
1966 Roadster with full length fibre class hardtop.
Fully removable fibreglass front. Car Rebuilt.
Fresh 3.51 motor, race prepared. 600 Holley MSD Ignition etc. Rover 5 speed gearbox, LSD, 4 wheel disc brakes (rebuilt)
Fabricated front tube chassis.
Fabricated front wishbones, fully adjustable, coil over shocks, Leaf spring rear, torque arms, telescopic shocks.
Rewired, full roll cage.
2 sets 8" wheels, tyres.
Spare fibreglass bonnet mould, bonnet, flares, spoilers, b/bars.
Spares, Log Book. Ready to run. \$20,000
Phone David Maxwell on (08 297 8930 (h)

**ADVERTISE
YOUR GOODS
AND CARS
HERE !!!!!!!!!!!
ADVERTS TO THE
EDITOR PLEASE**

FOR SALE ADVERTISEMENTS ARE INSERTED AT NO CHARGE.

ADVERTISEMENTS WILL APPEAR FOR ONE ISSUE ONLY UNLESS OTHERWISE REQUESTED.

VINTAGE LAKESIDE

A small contingent of members from Newcastle MG Car Club braved the distance to this unique event.

Having been told it was a lay back and casual type of event, just our type of event said David Walker, who took along Brooke to drive in the Regularity Events. Good news for Courtney, they allowed passengers in the Regularity!

Eric Chandler and Doug Rae decided to do their events solo. Doug, having borrowed Eric's Midget, spent the weekend chasing the Boss's times. Brian Lear took his Elfin Peugeot along with John Davies as Pit Manager.

Saturday was practice in the morning with a number of events in the afternoon. David Walker drove well in his races but his MGB was outclassed by a gale of B's from MGCC NSW. Brian Lear won his handicap race just holding out a pack of fast finishing cars. Brooke and Courtney had only one complaint of their event (other than having to cover the speedo) that being they had to wear helmets! Seems they liked the idea of a couple of blondes driving an MG.

Eric and Doug continued to do battle, with Eric taking the honours and also picking up a second place and trophy.

The Walker family enjoyed a full day of competition with the "B" competing in all races and regularity events. Good one David, not a blow up all weekend!

A good weekend was had by all members. ASOF

QUEENSLAND TRANSPORT

President, Car Club,

We seek the support of your club with our current "Lights on Friday" road safety campaign which we believe provides a simple solution to that perennial question asked by many conscientious motorists: "What can I do to cut the road toll?"

The innovative campaign, organised in conjunction with Queensland Police and RACQ was recently launched by the Minister for Transport, Hon Jim Elder who invited the media, government organisations, service and recreational clubs, private firms and the public to help reduce the road toll by driving with their lights on low beam. The title, "Lights on Friday" was chosen because Friday and Saturday are the worst days of the week for fatal road crashes.

The campaign encourages all drivers to directly express their concern for the road toll, increase their own safety and help protect others on the road. Research shows the use of headlights during daytime reduces the risk of a crash by as much as 10 per cent.

We would appreciate the assistance of your members in helping to reduce the road toll.

Yours sincerely

John Jennings
A/SENIOR ADVISER (COMMUNICATION STRATEGY)

MG ETIQUETTE OR "HOW AN MG DRIVER PLAY THE GAME"

A Letter to the Editor from a 1962 Geelong MG Car Club Magazine

As the new owner of a sports car, I'm interested in the proper etiquette for MG drivers. I realise there is a very definite code of conduct. Is it written law anywhere that I may, in my MGA, pass a TC? Would I be presumptuous in passing a Mark II? Should I wave to hard-tops and twin-cams?

Answer -

There is a definite code of conduct, although the implementation is in disrepute among some of the new wave of sports car owners. The old pros you may have observed, following explicitly with many enlightened newcomers (like yourself) no doubt make attempt in that direction, however the code, much like common law, is bloody well unwritten. It springs from folkways, as old as the automobile itself. Some romanticists like those who drive TRs and Sprites, maintain that it's all baloney.

You will realise our attempt to answer your question sheds only one small ray of light on the murky subject of sports car (MG) ethics.

To begin with, you may pass a TF in your MGA, but never in first gear when leaving the stop lights, and never in top gear when climbing a hill. In a curve, use your discretion. It is generally considered good form to beep your horn twice, lightly and briefly, before pulling past, much as you would do in passing a Healey. It is a sort of "Hope you don't mind but my plugs are fouling at under four thousand revs."

None of the foregoing applies to highly-tuned TCs, otherwise you may have to fend for yourself. TD drivers should use similar tact in passing pre-war cam types with exceptions. In any case, don't beep at night, turn off your lights or make a short cut. Any day-dreaming twin-cams should be passed without thinking.

There is not set rules for waving to hard-tops on sunny days, providing the car ofcourse has an MG Car Club Badge, a single horizontal wave from left to right with the right hand is acceptable. If the car is a neglected, dirty and thoroughly scruffy one, and the driver is obviously too lazy or uninterested to leave the hard-top home in the garage where it should be anyway, a mildly condescending sneer is in order, and the car probably has white walls anyway. In the rain there are also two manoeuvres: if the canvas is down, no recognition of the hard-top it required, but if you have put your top up a look of admiration (not fawning, mind you) is the general play. Occupants of the hard-top in such circumstances should return the greeting with a nod, smirking is optional.

MAGAZINE ADVERTISING FOR 1996 IS NOW OPEN

PLEASE CONTACT DAVID ROBINSON ON 07 3844 1037 B/H or 07 3848 0221 A/H

O'l Sump Plug was told last month that he didn't have to tell everyone about John Davies winning a new helmet - He had already rung everyone up and told them himself how clever he was!!!!

THE LOW DOWN ON DIRTY OIL & GOSSIP



Heard that Brad Stratton and Bernice had gone off to Sydney for a weekend and lo and behold came home engaged. Congratulations!! Mr. & Mrs Stratton are doubled excited as not only do they get a daughter-in-law but when Brad moves out then the house and yard should look extremely tidy without all Brad's cars and car bits and pieces.

With SUMP PLUG

Heard that some of the committee went off to check out a house for club rooms and were particularly taken with the huge spa's in three of the rooms. The older persons were unsure of what purpose that they would have in the house. Yea!!!

Recently "Thomas" (The Midget) had to go to Dad Rayment when Samatha has become the proud owner of a piece of Japanese Automobilia. Poor "Thomas" must have gone home with it's headlights hung low, but would have rejoiced in the company of other MG's at Daddy's place. Hope the Diahatsu Toscana lasts as long our proud MG's do.

Now there is the tale of the retired and the maybe to be retired in the future called a "Retiree in training" (Wishful thinking perhaps) and their respective wives went off for a few days mid week to watch the whales at Hervey Bay. Now how do you become a "Retire in Training"

Then I heard that Mr and Mrs Paul and Kerry Strange went off the following Friday to watch the whales - Talk about there's a whole crop of "retirees in training." !!!!

Mr John Davies has now found a "soap box" with a greater audience than just those at the Hillclimb. Seems he was live on Briz 31 complete with presentation of famous helmet (I.E. PINK with FLOWERS/FANCY PATTERNS ?????) and hopped back on his favourite topic of why everyone should build an opener wheeler hillclimb special instead of spending their money on a SEDAN. Talk about being King of the Kids. Hope the new helmet came slightly larger than his own, as it was beginning to be a little tight !!!!! Also the same TV Star was rumoured be watching oneself on the "box" whilst caressing said helmet. Now who has a problem. Diane or John or maybe both !!!

Jeanne Robinson rang husband David and enquired about whether he had bought another MG. Seems the good wife ripped off from the shop to visit home and found an MG Midget ("Thomas") parked in the driveway and was most concerned !!!!! Husband quickly put fear to rest. Seems "Thomas" just came to visit for the day instead of parking in the streets whilst the Toscana was off having its first service.

David Southgate is off to the Dutton GP Rally. Is he going to wash the car as many times as he did in the Indy Rally or is he frightened it might shrink?

These retirees are sure lucky - Ron and Bev Clydesdale have been away to Sydney with the Walkers for the Model Car Championships, then went on to Adelaide for the Grand Prix. Gadabouts!

December Gossip:

I know sometimes Sump Plug gives Mr. Davies a bad time relating to performance and helmet size but perhaps Sump Plug has been unfair as it is obviously the car that gives the "swell headedness" as the latest driver now known as Mr. Cooper Esq. has spoken fluently of his driving skill and prowess. Says the red mist did not form and he drove very sedately because it was easy and not his car and as his skill level rates on the extraordinary and this propped up the mediocra performance of the machine. This information must be fact.

January Gossip from Editor.

Congratulations !!!!! Samantha Rayment and Peter Tighe have just become engaged!!!!!! Now I ask you if they have children do you think that they could become interested in motor sport/cars. Ho Ho!

Ed. Sorry that Sump Plug has old news, but no one has seen the Editor lately and Sump Plug has not been seen or heard since sending this report

ACCURATE SUSPENSION

S E R V I C E S

PERFECT HANDLING
MEANS
PERFECT PERFORMANCE

COMPETITION MODIFICATION
FOR RACE, RALLY AND ROAD

COMPUTERIZED WHEEL ALIGNMENTS

WHEEL BALANCING

RACK AND PINION SERVICE

COMPETITION COIL SPRINGS MADE TO ORDER

KONI
COFAP

COLUMBUS
BILSTEIN

BOGE
MONROE

PHONE KEN GRAHAM
NOW FOR AN OBLIGATION
FREE QUOTE

2/13 Timms Court
WOODRIDGE Q 4114
(07) 808 2878