



THE OCTAGON

JULY 1995

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

NEXT EDITION EARLY SEPTEMBER COPY TO EDITOR LATE AUGUST PLEASE

MANAGEMENT COMMITTEE

		HOME	WORK
PRESIDENT	JOAN APPLEBY	3857 1561	
VICE PRESIDENT	JOHN DAVIES	3341 6798	3227 5733
SECRETARY	ERROL HOGER	3341 4041	
ASST. SECRETARY	RAY EDWARDS	3341 7502	3349 6022
TREASURER	PAUL STRANGE	3349 1400	015 725 880
ASST. TREASURER	RAY EDWARDS	3341 7502	3349 6022
COMMITTEE	JOHN KINGCOTT	3351 6541	
	STEVE AUSTIN	3286 2979	
	RON CLYDESDALE	3263 6575	
	MARTIN JENKINS		
	DAVID SOUTHGATE	3806 7303	3274 1414

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>POSITION NOT</i>	<i>YET</i>	<i>FILLED</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 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.*

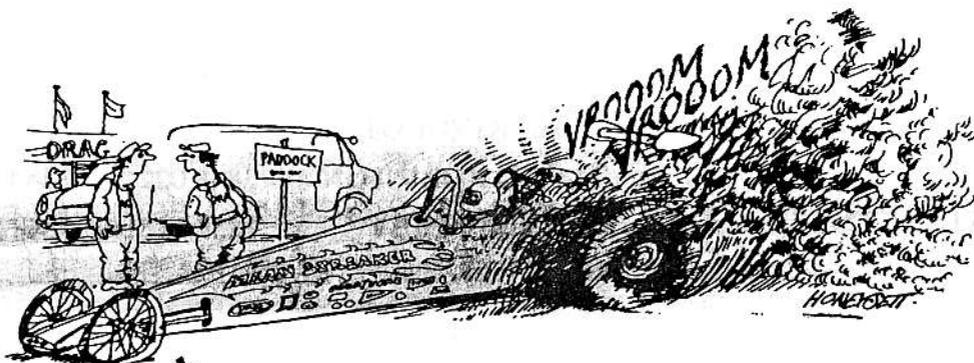
ALL ENQUIRES TO THE EDITORS C/- BOX 1847 BRISBANE 4001.
 CLUBROOMS: 9 NASH STREET ROSALIE PHONE 3367 2243
 HILLCLIMB: GRAMZOW ROAD MT COTTON PHONE 3206 6303



MG CAR CLUB OF QUEENSLAND INC.

PROGRAMME OF EVENTS

##	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
JULY 1995					
##	2nd	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	7th	Touring Assembly	Clubrooms 730pm	Phil Hutchison	355-2188
##	13th	Working Bee	Mt Cotton	John Davies	341-6798
AUGUST 1995					
##	18th	Ironman Touring Assembly	TBA	Phil Hutchison	355-2188
##	19th	Ironman Sprints	Old Airport	Joan Appleby	857-1561
##	19th	Ironman Motorkhana	Old Airport	Pauline Graham	200-8031
##	20th	Ironman Hillclimb	Mt Cottton	Joan Appleby	857-1561
SEPTEMBER 1995					
OCTOBER 1995					
##	8th	Qld Hillclimb Championships	Mt Cotton	Joan Appleby	857-1561
##	27th	Touring Assembly	Clubrooms 7.30	Phil Hutchison	355-2188
NOVEMBER 1995					
##	26th	MGCC Race Meeting	Lakeside	Joan Appleby	857-1561
DECEMBER 1995					
##	3rd	Hillclimb	Mt Cotton	Joan Appleby	857-1561
##	8th	Touring Assembly	Clubrooms 7.30pm	Phil Hutchison	355-2188
NOTES:					
1/. CLUBROOMS WILL BE CLOSED UNTIL AFTER RELOCATION.					
2/. PLEASE NOTIFY PAUL STRANGE (3491400) 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.					



"Just watch this! It's amazing the way he runs onto the back of his trailer."

FROM THE EDITORS DESK

What can I say for this month!

The Australian Hillclimb Championships have come and gone and the competition was fierce not only at the top but in the classes as well. Commiserations to Bill Norris who managed two runs under the famous 40 seconds at the Hill only to be beaten by John Davies on the last run. The times at the Hill just keep getting lower and those motorcycle powered cars just keep getting better.

Congratulations to all those competitors and many thanks to all those that worked behind the scenes as well as the visible officials.

A great thanks to the ladies in the canteen whose efforts over several other extra events have seen the Canteen Building Fund increase to in excess of \$7000.00.

A great effort Ladies. Not only are they profitable but the food is always a pleasure to eat and the ladies are always pleasant. Keep up the good work "girls".

The nightruns have been a little less patronised lately. The next event is our Annual Ironman. Hope to see you all there. Check your calendar and bring the MG out.

Keep sending those articles in. Bye for now.

David Robinson.

CONCESSIONAL REGISTRATION

REQUIREMENTS - Certificate by the Dating Officer of a properly constituted Veteran, Vintage or Classic and Historic Car Club (including the Military Jeep Club) that the Vehicle was manufactured before 1919, between 1919 and 1930 and has been manufactured for not less than 30 years.

An Undertaking by the Owner that the use of the vehicle would be confined solely to -
Participating in Rallies organised by Veterans, Vintage, Classic and Historic Car Clubs and

Participating in procession for which a Permit has been issued under the provision of the Traffic Regulations and

Exhibiting the Vehicle in Displays and Fetes or similar occasion conducted for Religious Charitable or Educational purposes and

Preparing for, proceeding to and returning from the above activities.

Where a vehicle has no permanently fitted lighting, an appropriate removable lighting system will be carried with the vehicle at all times and that system will be displayed under conditions when lighting would normally be required.

NOTE Testing of the vehicles on public roads in preparation for these activities is to be restricted to a 5 kilometre radius from the points where the vehicles are normally garaged.



There has been so much going on lately that I don't know where to start.

Firstly, the Australian Hillclimb Championships which drew a big contingent of competitors and on Sunday an even bigger group of Spectators. I am sure this was due to the great spread we received in the Redland Times thanks to Steve and the Radio coverage through the efforts of John. It is with much pleasure that I congratulate John Davies on behalf of us all on his splendid performance to win outright.

After some of our members went to the Grafton Hillclimb Championships (John won again in record time) we had a Club Hillclimb on 2nd July. I don't think I have seen so much devastation in the cars for many a long day and I hope that this does not happen again.

Last weekend was the running of the Historic Race Meeting at Lakeside by the Historic Racing Club. I personally wish to thank our members who attended and supported another Club other than our own in this meeting. Lloyd Bax was outstanding in his GTH0 and I know that other members also won awards at this meeting. Congratulations to all.

The Touring Assembly on Friday night saw something different in instructions. All the competitors were given was the area and 27 questions to be answered. I believe just about everyone did it in a different way. Welcome to the B.S.C.C. members who participated and I hope that they enjoyed themselves.

It was the end of our financial year on 30th June and the Annual meeting will be held during September. PLEASE consider taking a position on the Committee as Paul Strange finds that work commitments will not allow him to be our Treasurer and I really don't want to be President. I have enjoyed the time I have done this but without the help of Steve Austin and Errol Hoger I would have found it more difficult. We need some innovative ideas to be brought forward and I am sure that some of you young people would be capable of doing this.

The building where we have our Clubrooms at present has been sold and we have to give the new owners vacant possession by 30th September. We really would like to buy property for ourselves in a rather central area, so if any of you know of something for sale at a reasonable price, please do something about it and notify the committee. We have been offered another place to call home but at this present stage nothing is finalised so will tell you more in the next Octagon.

If you have been to the Hillclimb you will have noticed some chairs scattered around and about the pits. These were given to us by the Indoor Cricket Centre at Brendale and Alex Bordon kindly picked them and transported them to the Hill. They were certainly appreciated at the Championships, as at no time were they ever vacant. Thanks very much Alex.

My thanks to all the committee who have worked so willingly to help with anything that I needed, to David Robinson for all assistance with the Octagon and Programmes for the Race Meetings and Australian Championships and to all those who have really gone out of their way to help the Club and me to work through another year.

Happy motoring

Joan



PRESIDENT REPORT

AUSTRALIAN HILLCLIMB CHAMPIONSHIPS

Fine weather prevailed for us for the Championships and Friday and Saturday saw some mean machines trying to cope with the Hill. There were quite a few from the South who hadn't been here before and they tried hard to come to terms with the Hill quickly.

Unfortunately on all three days we had a late start, due to our professional Queensland Ambulance Service being late, even though they were booked well ahead and reminded during the week as to when to be there.

All classes were closely fought and the outright time of day could have gone to one of any of the top cars. As someone commented to me, it was one of the best championships he had been to, because there was no one driver who had it all wrapped up. When you reflect on it, in the top racing car categories there were the following drivers who had at least one Australian Championship under their belt - John Davies, Ivan Tighe, Roger Harrison, Kym Rohrlach - daunting isn't it.

Gemini Cars was a very close tussle between Iain Corness, John Heffernan, Sean English, John Novak and Craig English. It was finally Iain who won in 54.2 secs with Sean 54.8 and John Heffernan 54.9.

Bryan Rundle from Victoria won the Formula Vee Class being the only F/V to enter. This was disappointing to him that no Vees from Queensland entered especially when there are so many of them around.

Racing cars 2001 cc and over was a really good fight between the two South Australians Roger Harrison and Kym Rohrlach and Peter Finlay from NSW. Roger Harrison overcame them all to win in 40.1 secs. Vince Carsburg in the Lola (which he had just bought) did really well being only a couple of seconds away from them all.

Appendix J Group Nc only had two competitors but both Warren Bossie and Lloyd Bax through their cars around as if there was no tomorrow. Lloyd won out putting in a time of 51.3 secs

Racing cars Up to 1300 cc was a battle between Paula Elstrek of Victoria (a new competitor on the hill) and the old experienced John Davies. John pushed to the limit and eventually recorded a time of 39.5 secs (New Record)

Sports Cars 1601 cc and over only had Ashton Marshall as a competitor but he drove well enough to record a 44.2 and take the Glyn Scott Trophy for the fastest Sports car for the day.

Ivan Tighe showed how it is done and won the Racing Cars 1601 - 2000 cc in a time of 40.5 secs to be ahead of Stan Pobjoy and Neville Trainor.

The Ten competitors in the Club Cars, Streets & Road Registered 1601 - 2000cc were really at one another's throats all day and gave the spectators some very good entertainment. The eventual winner was Jeff Unwin in 48.2 secs in a Volkswagen but he certainly had a Datsun 1600 and two Escorts on his heels all day and really kept him honest.

Racing Cars 1301 - 1600 provided Bill Norris with the opportunity to be the Champion. In the third run he recorded a 39.7 secs and so was ahead. It was only in the fourth run that John Davies in the little anklebiter could get the better of him.

In winning the Sports Sedans (3001 and over) Barry Wraith did a 45.2 secs but was chased all day by the others in his Class. One would hardly believe that thirteen Sports Sedans in the one class could be so good that until the last moment you could not tell who was going to win.

I had originally put Kevin Heffernan's Group A Touring Car in with the Sports Sedans, but on looking at the rules he could not go in with them. I am sure they were pleased about that as he recorded a 44.3 secs to win Group A Touring in record time. He also took out the Vince Appleby Trophy for the best Sedan. He was magic to watch going round the hill.

Alex Bordon won the Sports sedans 2001 - 3000 cc in a record time of 47.5 and drove like a bat out of hell to do this.

Group Na was won by Stephen Hoade in 49.8 secs just one tenth of a second ahead of Brad Stratton. Again another close Class.

After Tony Jewels broke something on his car in the first run the way was wide open for Vern Hamilton, Steve Austin and John Wynne to do their best to win the class. Vern eventually came out on top with a 46.5 secs

Three New South Welsh boys fought out the Club Cars and Streets 3001 cc and over and after having a ball Joseph Roohan came out on top by .3 sec from Martin McLoughlin. Joseph's time was 50.3 secs

Michael McHugh and Darren Harris fought out the Formula Ford Class and Darren eventually won the class and the Martin Tighe Trophy in a time of 50.4 secs.

Geoff Dunlop won the Historic Sb class from Richard Croston by recording a time of 51.2 secs in a very pretty Marcos.

The small class of Club Cars, Streets and Road Registered cars went to Paul van Wijk who just narrowly missed the record in recording a time of 50.3 secs.

Another interesting class was the Club Car, Street, Road Registered 2001 -3000 when anyone of eight competitors could have won the class. Alan McConnell eventually won in a time of 47.2 (a new record) with Ken Graham just .7 second away.

Dean Tighe won the Marque Sports Cars up to 1600cc in a time of 45.9 secs in what appeared to me to be a very unmarqueline sports cars. (Where were the doors?) Michael Thomson in John Broadbent's Spitfire got down to the times John was doing (heard John say "He's got to buy it now") in his first outing and Troy Mansfield in the little Sprite did extremely well to be within striking distance.

Sports Sedans Up to and Incl. 2000 cc saw a close encounter between the three contestants - Gary Goulding, Mark Thompson and Derek Holstein. Gary finally recorded the best time of 47.2 secs

HQ Holdens brought together three great HQ drivers, Troy Curling, Jason Mahoney and Bobby McGee. One of these was heard to say on Friday - "Why did I enter, this place is daunting", but by Sunday he was saying "Gee I love this place". Troy Curling won the contest in a time of 54.9 secs

To me, the pick of the cars then came out. Peter Kerr driving his Group K 1935 NA Mulette. He drove it down from Nambour and home again as well as doing the four runs at the Hill. He's no slouch either recording a best time of 65.5 secs.

The best Average Time (of the four runs) by a Motorcycle powered car was won by John Davies in an average of 40.5, Bill Norris closely followed in 40.7 and Paula Elstrek was third in 42.3 secs

The catering was fabulous, and we did not have to worry about food or drinks as everything was there.

Thanks to the organisers of the event for a wonderful three days. I'll come again.

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.

1995 Australian Hillclimb Championships Weekend.

It is now a good many years since a 2 seater supercharged sports racing MG Magnette has won the AHC outright. As a remembrance of that win, I'd like to thank the club for giving me the opportunity to run my 60 year old MG Magnette in the Historic Class of the 1995 AHC last weekend.

I entered for two reasons, apart from the enjoyment of being part of a great event. Firstly, punting the MG up the hill for 4 runs without incident gives some respect to those MGs and their pilots in Motor Sport, who went before me. John Barraclough, in particular, took to hillclimbing in MGs with an enthusiasm rarely seen today. He was quite successful, but also put a rod through the engine block after deliberately over-revving K3 030 at Rob Roy, in order to break the record and win the competition. Ivan Tighe worked on "Back-Offs" NE Magnette engine all those years ago as an apprentice.

The second reason for running on Sunday was to let the public see and hear how a 60 year old pre-war MG performs, and also show how the advanced machinery of today has but back the times on the hill.

Sincere thanks to the club for an excellent event, and congratulations to John Davies for his superb performance to the AHC., in a tight competition.

Peter Kerr.



A little bit of light humour from the press by "Ross Elliot Writes -Facts and Fantasy" given to me by Chris Lake for this column.

CELEBRATED CHAUFFEUR

Don't ask me why it is, but I find that the best yarns I hear each year always seem to come in the last couple of weeks of the year.

Now if you don't know a football from a flamingo, there's still a reasonable chance you've heard of Haydn Bunton who is about to start weaving his particular football magic in Mandurah.

We got together the other day after his return from two years in Adelaide and he told me about the Pope's visit to Western Australia.

Scheduled for a trip to Albany, the Pope was being driven in a Rolls Royce with a local church dignitary at the wheel. Somewhere about Wagin the driver heard a tapping on the glass partition behind him. Slid it back to hear the Pope telling him he was most impressed with the Rolls. So much so, that the Pope would like to have a drive himself. Well, you can't argue with the Pope so the driver got in the back and the Pope took over.

The further he went, the faster he went and by the time he was just out of Mt. Barker he was doing 180 kms. From behind a tree jumped a copper with a radar gun and promptly flagged him down.

Pulling pen and infringement notes from his pocket, the gendarme walked up to the driver's side. When he saw the driver the pen, infringement book and his jaw dropped to the ground. "Aw, look, yer holiness, I dunno what to do about this but you were doing 180.

The Pope tendered his apologies and the copper begged him to wait there a couple of minutes while he dashed into town to consult with his sergeant.

"I vill wait", said the Pope.

The boy in blue jumped on his bike, roared into town and into the station. "Sarge, I just pulled over the most important bloke in the world - what'll I do?

"Who is it? Richard Court? Paul Keating?" demanded the sergeant.

"Gawd no. Miles more important".

"Don't tell me you've nabbed the Duke of Edinburgh?"

"No, sarge. He's small fry compared with this bloke."

"Then who the hell is it?"

"Sarge, I just don't know who he is, but are you gunna believe me when I tell you the Pope is his bloody chauffeur!"

--- oo OOO oo ---

DO YOU WANT TO HAVE A PERMANENT REMINDER OF YOUR DAY AT THE AUSTRALIAN HILLCLIMB CHAMPIONSHIP?

If you do, I would suggest that you see Tony Jay of Vidcam Video Productions who will be taping the event today. He will be editing and selling a Video of the event (4 hours of Hill climbing) for the very low price of \$35.

This Video is well worth having, as we have seen Tony's work many times and his professionalism makes this an important part of the day.

Please see Tony at the end of the day at the presentation of Trophies at the Timing Shed to order your Video. Of course postage and handling will be extra.

MILLERS INDYCAR CLASSIC RALLY MARCH 11-16, 1995.

Firstly, I must say that this was my first ever organised motoring event and the end result has inspired me to seek more of the same. The absolute fun and motoring pleasure was very addictive and apart from meeting good people and seeing new places I have developed better driving skills, which to me adds up to one hell of a holiday!

SATURDAY 11th March As with any event held outdoors mother nature interfered right from the very beginning producing sufficient rain to dull the starting activities. Once underway, or in our case taking half an hour to find the Harbour Bridge which was within spitting distance of the start, we made it to somewhere near the first control, however the strong wind had removed the sign which sent the field into panic around the Hornsby shopping centre. The town centre was crawling with rally cars going in all directions which must have been amusing for the locals. We eventually sought assistance from one local who promised to send all following cars in the wrong direction. He was a good bloke!

Once the field cleared the city and headed north on the old highway, we were again stopped by mother nature, this time a tree had fallen across the road. By this time the officials must have been tearing their hair out, however they managed to have everyone off and running again.

Once we hit the fast twisty bits the little Suzuki came into its own and we, or rather I, was having a ball. It was at this time that my navigator, Noel, found out that reading a map in a rapid car on a twisty road resulted in that carsick feeling. We calmly discussed the options at that point and it was mutually agreed that Noel would just have to put up and shut up because I was having a great time and I needed to know where to go. (I think he was about to tell me exactly where to go at one stage). Eventually Noel overcame the problem thankfully.

We all ended up at Newcastle for lunch and then competed in the first Motorkhana. This was an interesting event as many of the competitors were first timers like myself. It was the beginning of a long learning experience for some of us and in my case I had never driven a front wheel drive car in anger before so there was a lot of caution used.

From there we went to Taree to do another Motorkhana and there was a big crowd of local petrol heads to cheer us on. We arrived at Taree and drove to the control at which point Noel, my navigator, indicated that he would become quite ill if he was in the car doing what the ones in front of me had done. Before I could comment the man outside shouted GO!, so I did, much to Noel's disgust. Luckily, tearing around in ever diminishing circles didn't upset Noel's internals and he stayed intact. Thanks very much. From there we went to Port Macquarie for our first overnight stay.

SUNDAY 12th Marh Usual morning activities like trying to wake up after the night before, having breakfast and washing the car. Nice easy run after noting that the boys in blue were expecting us and merely wanted to observe our excellent driving manners. First stop was at Macksville where we competed in a "Blind Motorkhana" (easy for some) in a car park small enough to make my little Suzuki feel uncomfortable. Anyway it was good fun and most driver/navigators developed finely tuned communication skills sometimes bordering on panic.

The next event was a Motorkhana in the Target Coffs Harbour shopping centre carpark which was quite demanding on the vehicles tyres due to the course surface. Naturally we were all professionals by this stage and some over enthusiasm was evident.

Grafton was the next stop where we proceeded to the hillclimb where the local club members had a very good lunch prepared for us. This is a magnificent venue and the hosts treated us well. This event was our first chance to stretch the legs of our cars with a few competitors losing it in the excitement. From there we went to the Gold Coast for another night's "rest".

MONDAY 13th March Same routine, try to look like you are alive, have some nourishment and most importantly wash the car. I'd like a dollar for every time we washed that car and I was beginning to think that it was shrinking, or alternatively Noel was taking more than his share of the very limited inside space available.

It's not always that pleasant spending that much time in such a small space when both have existed on junk food for some time.

Next event was a acceleration and braking test at the local Turf Club which was quite interesting to watch. At this stage we were joined by the 9 extra film crew who proved to be great cameramen and lousy map readers. They were however very resourceful showing how to build a camera tripod out of racetape and bark from a tree.

We then went to Beaudesert where the local CWA ladies had prepared the lunch for the rally. It was a feast of every type of sandwich you could ask for and homemade cakes of every description. At this point I had decided to have one of everything that Noel had so that we would be on equal terms in the confines of my car for the afternoon.

The afternoon run took us to Toowoomba and as we were familiar with teh area we decided to backtrack at one stage to avoid some roadworks. To see the looks on some of the "southerners" faces as we raced towards them was a truly magic sight.

Once at Toowoomba we competed in a grass Motorkhana and then, after washing the car of course, had an excellent evening at the Hogs Breath Cafe where some truly amazing stories were being told or dribbled.

TUESDAY 14th March The start this time was from the Hogs Breath Cafe and I'm not sure if some of the competitors actually left the premises judging by the rather secondhand looks around the crews. The beginning of this stage was easy for me as I was a Councillor for the local shire for several years and I knew the answers to the questions, however I also knew that we had no chance of making the next control in the time allocated. We learnt from experience that you don't have to follow the instructions to the letter as we were well out of time at the control. Apart from this it was an excellent run through some of the nicest country (Free advertisement for Crows Nest Shire).

We then ended up at Noosa where it became apparent to me that I didn't have time to visit the gent's in Toowoomba that morning, probably because I had to wash the bloody car, and I was in dire need to relieve myself. I now know that the public toilets in Noosa are deliberately hidden from public view and well away from where we were parked.

Thankfully I made it in time and after an extended visit returned to the crowd to scoff some lunch. Ended the day at the Coolum Hyatt Regency where we were well catered for in comfortable surrounds.

WEDNESDAY 15th March. Same routine - feed yourself, wash the car, look intelligent. Most competitors were getting pretty tired by now, however the upcoming activities at Mt. Cotton had everyone's interest. The driver training complex was great where the facilitiea allow you to push your car to the limit with safety. This was followed by the Hillclimb at the adjoining MGCCQ facilities. Amost enjoyable day where everyone appreciated the challenging circuit layout. From there it was down to the **GOLD COAST** for some **INDY ACTIVITY**.

The next day we went to Lakeside where we had a lap dash and some drag and slalom sprints which were very satisfying for all competitors. We then returned to the INDY track and soaked up the atmosphere of the INDY Carnival till Sunday night.

This was truly a memorable event and we ended up 11th Outright and 13th on handicap which was quite pleasing for our first outing. The organisers and especially the officials worked extremely hard under varying and difficult conditions and overall the outcomes were good.

If you love cars, having a good time, meeting new interesting people, seeing out of the way places and enjoy driving , these types of events are excellent value.

Thanks **DAVE AND NOEL SOUTHGATE**

MILLER'S INDY RALLY

by Tony Jewels

Because of some personal difficulties I had with the event I have been loathed to start writing a report on it as I felt that these "difficulties" may have influenced my reasoning and style of writing. In 8 days time the handicap winner of the event should be known and this may affect my reasoning and style of writing even more. So I have decided that Easter is as good a time as any to write the report and I have long since learnt how to write as an independent third party. So here goes.....

The concept of the IndyCar Australia Classic Rally is one of the finest things to happen to club motorsport in the 25 years that I have been competing. You can all read that again if you like. No if's, no but's, no maybe's... absolutely BRILLIANT CONCEPT. Throughout our nation, each weekend, more club competitors don their helmets and compete in their local motorkhana or night run or hillclimb or day run or economy run or sprint meeting or regularity trial than all the competitors who have ever competed in the Shell Touring Car Series. The IndyCar Rally is for these people, the backbone of CAMS motorsport. Something is currently happening within CAMS that has taken an awfully long time to eventuate, and that is I believe, a very real commitment by our governing body to recognise the needs, and foster the long term interests of the club competitor. Here we have an event which the club competitor can look forward to competing in, which puts all his club competition skills of night runs, motorkhanas etc into a national competition against fellow competitors from all over the nation. A sort of Nationals of club motorsport.

Anyone who has competed in an event spanning more than one day will understand the camaraderie that can be generated amongst total strangers because of, or maybe it should be in spite of, their being fellow competitors. I retired from rallying in 1980 and I had all but forgotten this aspect. I certainly remembered the strong bonds that are forged between driver and navigator, because David Kortlang and Tony Best are still a couple of my best mates, but the camaraderie between other crews, well sadly I had forgotten. There were these guys in the Guinness sponsored Mazda MX5, sadly I don't remember both their names, but they would be a highlight for any dinner party with their almost non-stop jokes. "What do you call a deer with no eyes?".... "No idea", "and what about a deer with no eyes and no legs?"... "Still no idea", "and what about a deer with no eyes, no legs and no testicles?"..... (As this is a family magazine the answer will only be available on request). You know how difficult it is to eat when your sides are splitting? Or the stories of one crew pulling into Surfers on Sunday night and deciding to go to a nightclub. Not so strange ... well how about going there in your full on race suits and parking your vehicle on the footpath. Seems they were attracting such a crowd that they got free drinks all night, and were even signing autographs for everyone. Pretty difficult to top that one eh ???

We were however actually competing in a competition, and this should have been the 'raison d'etre' for the weeks activities, not the social events. We are, when it all boils down to it, competitors first and foremost and the social activities, as good as they may be, are provided merely as relief, not as an alternative to the competition.

The event was basically a series of competitive sub-events of motorkhanas, hillclimbs, driving tests and sprints, joined by a series of competitive navigation sections that started in Sydney and ended in Surfers Paradise, 6 days later. There were overnight stops at Port Macquarie, Surfers, Toowoomba, Coolumb and Brisbane. If anyone remembers back this far the event was a little like the "Dulux" rally of the 70's, but for classic type cars, using no dirt roads.

It was probably an omen for us to be handed a note from the organisers advising that it was their first event and to advise them if we encountered any organisational difficulties. Well, that seemed a fair and reasonable statement at the time, what we didn't realise was that they didn't just mean that it was their first IndyCar Rally, but that it really was their first ever eventperiod!!!! And yes there were competitors that were also competing in their first event, but there were some who had done the odd event before.

Ron Rutherford was a leading NZ racing driver when I navigated in the Silver Fern rallies of the late 60's. John Burton won the lead up race in the Lakeside Sports 1300 Nationals in '93. Kevin Leggott was runner up behind Dave Barram for the same Nationals in '93. Wayne Davidson has done the odd sports car race and some bloke called Baron Robertson drove his Merc like he knew which way was up!!! Even if you were a first timer you must have twigged fairly early on that something was seriously wrong with the organisation.

Frankly, the organisers behaved, not as if this was only their first event, but as if it was the first motorsport event ever run in Australia. The event was classified as a "Touring Road Event", for which the formal regulations and guidelines are yet to be finalised. This gave the organisers the opportunity to make some fairly unique decisions on interpretations of the NCR's and sup regs. Add to this the fact that the event was not course checked by either of the individuals mentioned in the sup regs or further instructions, neither by the person who was to merely check them without actually driving the course and we are left with the question of whether the course was checked at all. Was the "Cohen General Store" really the "Cowan General Store"??? I drive past the "Misty Morn" cat motel at Biddaddabba to pick up my bread at Canungra, but I've never seen the "Misty Moan". Silly little things that a course checker would have picked up easily. But when a town is actually 16Km South East not South West of Maleny things are getting a little out of hand.

We have just had a fairly extensive enquiry on the "Cannonball Rally" after an horrific accident. Was nothing learnt from this enquiry??? Why were cars forced to travel at 200kph+ speeds on public roads because the organisers had

miscalculated the time allowed for a section. All very well the section time penalties were subsequently cancelled, but the damage to future events in that area had been done. And thank God most of us said "Screw it, nobody is forcing me to drive at that speed!!!", or we might have had yet another enquiry on our hands.

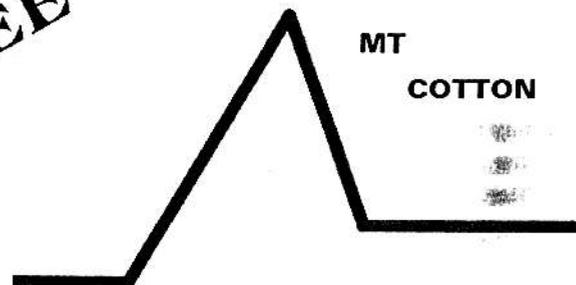
Does any motorkhana driver not know what a cloverleaf test is? Well imagine if you are not penalised for looping in a different direction. Or how about if on cold tyres for a standing 1 lap at Lakeside, if you jump the flag you get to do another run immediately (without penalty). Or what if you don't get some answers on a section so you wait until the organiser puts another competitors card down (with answers) in front of everyone. Suddenly you too have the answers.

Now for a first time competitor or a first time organiser these facts may not seem particularly important, but for the experienced campaigner it is just inexcusable. We have the opportunity to do something for club motorsport in future events of this type that will ensure that we foster and develop a healthy base for the continued advancement of motorsport in general. We also have the opportunity to ruin very rapidly any goodwill and legitimacy that has been created by many people over a long period of time.

The concept is BRILLIANT, the event is BRILLIANT, the whole structure is BRILLIANT, BUT unless the event is organised completely within the CAMS structure and conducted to the normal CAMS standards then it will be a total waste of time and resources and the effects will come back to haunt us. Would I recommend anyone do a future event of this type? **Absolutely, without reservation.** Would I recommend that anyone compete in any type of event for which rules and fairness seemed to be a bit of an afterthought? I hardly think so!!!!

TJJ

WORKING BEE
WORKING BEE
WORKING BEE



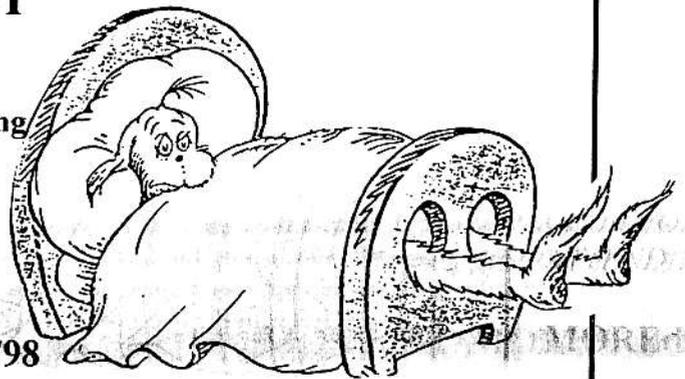
8.30 am SUN. 13th AUGUST

JOBS TO BE DONE.

**General Maintenance Safety fencing Mowing
Edge Trimming**

*CLUB POINTS AWARDED TO PERSONS
ATTENDING 2 WORKING BEES*

MORE INFO: JOHN DAVIES - 3341 6798



Who says that the good ones never make mistakes? Ask the Australian Hillclimb Champion John Davies what he did on 2nd July. Loved spinning round the Hill so much, actually did it twice. -Hence from now on he shall be known as "Spinerella" Davies.

Steve Austin did not want to be left out in the cold, so he decided to have an "off" as well at the last hillclimb. Did even better than John, demolished three little trees that were not really wanted on that part of the hill.

David Robinson has the sexiest legs in the motor racing game. At least that's what I think. Otherwise how can you explain that he can sell so many raffle tickets.

It doesn't pay to eat cream donuts and timekeep at the same time. Just ask Ann Thomson? So busy getting cream and jam all over her fingers, she couldn't press the button on the timekeeping machine to finish, and so a run was mistimed. I'll bet that was the fastest run I've ever done too said the mistimed entrant.

Good to see Bob Wilkinson, Graham and Nancy Castledine at the Hill Climb Championships. They say it was a most stressful day (haha) especially after timekeeping the races with lots of cars in them at Lakeside. We muchly appreciate them giving of their time to help us with the Championships.

Heard over the weekend that David and Joy Harding of LIR have become grandparents for the first time. Daughter Sally and her husband presented them with a beautiful baby girl about a fortnight ago.

I have heard that John Walker and Ron Clydesdale gave up their driving of beautiful MGs the weekend after the Australian Hill Climb Championships. They were seen instead driving model cars in the Championship for that Category. I believe that they are really neck and neck for the Club Championship for the year. Good luck to you both. Now who gets the big trophy.

Saw Geoff Sakzewski driving in the Regularities at Lakeside at the Historic meeting. David Harding was his passenger. I think he's forgotten all his car racing skills (I'm talking about the 60's) as he did not do any good in the Regularity Trials at all. Could not drive consistently to the time he had nominated.

There were over thirty of our members running either in the races or regularities at the Historic meeting. I think it is very good when our members support an event run by another Club. This is the way Motor Sport should run.

Mr. Sir Lloyd Bax of Burnside Wrecking/GTHO extraordinaire was seen walking way from the Historic meeting with so many trophies some believed that he collected other competitors spoils and needed wife Charlene to carry them also. Rumour has it that he has been offered a works drive in the Coomera Car Sales HQ at the next LIR meeting provided I hear that roof modification can be done in time to allow new gaint size helmet to fit swollen head not to touch roof.

Did you hear about the new dress code for Mt Cotton, just ask Mr and Mrs Strange - Mt Cotton Socialites - who arrived at the last hillclimb looking *just perfect* but the wrong place.

THE LOW DOWN ON DIRTY OIL & GOSSIP



With SUMP PLUG

CAMS *Report*

Up to \$100,000 in cash to help ease the pain of accidental injury.

Every day, in the course of pursuing our love of Motor Sport, we take a lot risks. Whether it's on or around the track driving to and from home or even crossing the street, there's always a chance that the unexpected may happen.

Ofcourse, no-one likes to dwell on the possibility of accidental injury. But just a few minutes pent now considering this important issue could save you from undue anxiety in the future.

The fact is, you are at risk throughout the day - while on the road, at a car club activity or in other situations. Workers' compensation may partially cover you in the event of an accident.

But serious injury can place an enormous burden on both your finances and your family.

The good new is that for 23 cents a day, you can have complete peace of mind. Knowing that if the unexpected should occur, you'll receive a cash payment of up to \$100,000 to help ease the pain of your injury.

Under the CAMS Personal Accident Protection plan, you'll also receive these valuable benefits.

- 24 hours a day cover, anywhere in the world

- guaranteed acceptance

- no medical examination required

- the option of extending your cover to your family for a small additional premuim

- a 14 day money back guarantee

- the ease of payments billed directly to your credit card or bank savings account

- your premiums do not increase with age.

COVER WHILE RACING

This simple plan, with low premiums, has been exclusively negotiated for you by CAMS.

Under the Plan, if you are accidentally injured, you'll receive a cash payment in addition to any other payments you may receive, such as Workers' Compensation, Medicare, Superannuation, Private Health Insurance or Third Party Insurance.

And, unlike most Plans which would automatically exclude you from cover if you were injured while racing, **YOU ARE STILL COVERED FOR 50% OF THE PUBLISHED BENEFITS** if injured while driving in a race sanctioned by CAMS.

TWO LEVELS OF BENEFITS

You can elect either of two levels of benefits, effectively doubling your payout if an accident should occur. The good news is, if you take the higher level of benefits, your premiums do not double.

If you have any questions whatsoever regarding CAMS Personal Accident Protection Plan please feel free to call an AIG Customer Service Representative on Freecall 1800 331 0113. Brochures are available about this Insurance and may be obtained from the CAMS Office at Toowong.

Ed Ritchie (Chief Executive Officer)

FAST FOURS & ROTARY DRAG RACE MEETING WILLOWBANK RACEWAY 17 JUNE 1995

Drag racing is a relatively simple form of motor sport, there are just a few items to worry about - pre-stage, full stage, deep stage, reaction time, 60 ft time, air temp, track temp, barometric pressure, dial-in time, break outs, ET-time & most important MPH/KPH. When you have that all worked out, its just snappy gear changes and the pedal to the metal.

A number of our members were competing, along with about 200 other would be drag racers. Those who made the trek were Ivan Tighe(kaditcha) Ken & Pauline Graham(Datsun), Danny Mischok(Escort), Tony Jewells(Sports 1300), Andrew Fletcher(Hillman imp-sports sedan) & Team Anglia-Gary Goulding & Alex Borden in their sports sedans. It was a very chilly night with a strong westerly wind blowing straight down the strip making the chill factor incredible, it was big coats and beanies all round.

Competitors were allowed 3 time trail passes to gauge there performance and select a dial-in time. This drag meet was a handicap event which means competitors have to select a time(dial-in) based on their practice times, which they cannot better on the night or else they break-out and in most cases lose the race. Most of our members were finding it difficult to react with the start light set-up as it is different to Mt Cotton. At the drags you must go when the green comes on. In reality you have to go before the green comes on as you are allowed a .400 of a sec reaction before the green. This is what is known as cutting a perfect light, as most races are won or lost on the reaction time and the first 60ft of the race. Pauline, Ken, Gary and Tony were reacting around the .4 to .6 sec while the rest were between .7 to as high as 1.1 sec. After the time trials the field was divided into four groups:- 0-13.99sec, 14.00-15.99sec, 16.00sec up, & Powder Puff.

CLUB MEMBERS PERFORMANCE & EVALUATION

Ivan Tighe - 12.50sec 115mph - ran full hillclimb wing kit which robbed the top end & traction was also a problem till mid track.

Tony Jewells - 13.59sec 98mph - ran some good numbers considering the small capacity of the engine.

Alex Borden - 13.80sec 98mph - proved that the harder you rev a rotary the faster you can go.

Ken/Pauline Graham - 14.08sec 99mph - consistent performers & ran good numbers even though Ken is convinced the engine is not quite right at about mid track.

Gary Goulding - 14.28sec 96mph - hooking up great but a gear ratio problem was evident at the top end of the track.

Danny Mischok - 15.00sec 94mph - Had trouble hooking up but ran some good numbers at the top end.

Andrew Fletcher - 17.60sec 78mph - Needs another couple of ponies under the boot lid.

All our members cars are basically hillclimb/circuit racing vehicles and are set up too hard in the suspension to get a good launch off the start line of the type that is required in drag racing. Unlike the specialist drag cars that were launching like rockets, just ask Tony Jewells about the Ford escort (turbo) that was 1sec quicker to the 60ft mark than he was and blew him away running 10.50sec at 120mph. The good thing about drag racing is there is no 95dB rule, you should have heard some the super charged VW's & the many rotaries that actually would bust you ear drums.

The racing started at about 7.00pm and it was still cold. The ladies were first up in the Powder Puff division. Pauline with tactical advice being given by hubby Ken made it through to the final. Ken told Pauline that to ensure the victory and not break out that she should back off when nearing the finish line, one thing Ken forgot to tell Pauline was that she should be in front before backing off. Top eliminator was next with Ivan & Tony being eliminated in the 2nd round. Alex Borden was getting better as the night went on, he also made it through to the final only to pick the trophy for runner up. This was at a price as the poor old Anglia started to show the evidence of so many drag starts by ripping a x-member apart inside the car. Super street was next with Gary, Danny & Ken all being eliminated in the early rounds. Andrew in the Imp was with the next group but he too was eliminated in the early rounds.

The meeting was over at about 10.30pm with the temp at about 2deg. With the entry at only \$20 it represents good value to be able to test and tune your car at this track with the view to maybe picking up some prize money and trophies (just ask Pauline & Alex). Everybody has a chance to win on the handicap system.

See you there next year.

SPONSOR WANTED

FOR

FORD ANGLIA (Fiat powered)

sports sedan

**THIS CAR HAS THE POTENTIAL TO RUN UNDER THE MINUTE AT LAKESIDE
OWNER IS DESPERATE TO GET INTO THE ACTION**

\$200 per MEETING (circuit)

\$80 per MEETING (hillclimb)

**HIGHLY COMPETITIVE CAR THAT WILL BE AT THE SHARP END OF THE
2LT SPORTS SEDAN FIELD**

WELL PRESENTED & COLOURFUL

PROVEN WINNER

ALL OFFERS CONSIDERED

Contact - Gary Goulding

Phone - 351 3506 -(h)

- 837 4806 -(w)

**FORGET INDIVIDUAL SPONSORSHIP FIND SOME DOLLARS
FOR YOUR CLUB EVENTS ESPECIALLY THE QUEENSLAND
HILLCLIMB CHAMPIONSHIPS AND NOVEMBER LIR MEETING.
SPEAK WITH JOAN APPLEBY OR DAVID ROBINSON.**

FOR SALE

. MGTD Sports 2000 Limited Edition Replica. Brand new (only 99 being made). Red with beige leather interior, never registered. Travelled only 230 kms and under full warranty.

Price on application to Phone No. 050-701258 after 6 pm.

FOR SALE

MG rims. 4 are in good condition and could go straight onto a car. 3 are in fair condition and need to be sandblasted and painted. Price \$300 for the lot or \$250 for good 4 and \$100 for the fair 3.

Phone Brian Kulp Camira on Phone 818 0498

WANTED

WANTED - WANTED
Datsun 5 Speed Gear Box from Nissan Skyline or similar model.

WANTED - WANTED
Bellhousing/gearbox case for Midget Mk1 (Ribbed type) preferred damaged. Contact Peter Tighe on 391 2093.

WANTED - WANTED

FOR SALE

TONNEAU COVER Early sixties model Black vinyl with zip.

Price: \$90.00 O.N.O.

Telephone Ross Mathers on (07) 355 4096

FOR SALE

SAAS Long Boss No. 121 Suit Subaru Leone 1800 - 197

9-84 Model Brand New \$500. Can get any SAAS wheel to suit - Excellent Prices. Phone David - (066) 86 7870 AH

FOR SALE

MGJ2 1933 Swept Wing Model Recently rebuilt, this car is in excellent condition. New brakes, suspension and steering components crack-tested. Further details can be obtained by ringing Ray Tolcher on BH 049 331033 or AH 049 886080 Price \$28,000 or will consider TC swap with cash adjustment.

FOR SALE

Rims 8" and 10" to suit Ford Phone Bruce 393 3703.

FOR SALE

Aluminium Roll Cage to suit Escort/ Torana/Cortina or small sedan. \$400 o.n.o. Phone Bruce 393 3703

FOR SALE

MGB GT '71 Model Yellow - Wire Wheels 1800 cc - 545000 miles. Owned from new. Excellent condition selling due to other Classic and Vintage Interests.

Located at Runaway Bay Qld. \$16,000

Queenland Contact: Julie Burnss 07 398 9867

Contact John Northover in Melbourne on 03 3999899 (Bus) After Hours 03 3976764

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

FOR SALE ADVERTISEMENTS ARE INSERTED AT NO CHARGE.

ADVERTISEMENTS WILL APPEAR FOR ONE ISSUE ONLY UNLESS OTHERWISE REQUESTED.

**CLUBROOMS
WILL NOT
BE OPEN
FOR GENERAL
MEETINGS
TILL NEW
CLUBROOMS
HAVE BEEN
FOUND.**

**ANY IDEAS
LETS HEAR
FROM YOU.**

**BUY-
WITHIN OUR
BUDGET**

LEASE/RENT

???????

FOR SALE

1963 MGB Roadster

PRICE : \$8000

- ORIGINAL 3 BEARING MOTOR
NEW 20 THOU PISTONS, BEARINGS, VALVE GUIDES
- ROLL BAR
- NEW INTERIOR - CARPETS & TRIM
- NEW PISTONS & SEALS IN DISC BRAKES & NEW RUBBERS
IN SLAVE CYLINDERS
- NEW REAR HANDBRAKE CABLE
- NEW BUSHES IN FRONT SUSPENSION
- REGISTERED APRIL 1996

NEEDS SEATS REUPHOLSTERED AND
BONNET RESPRAYED.

NOT CONCOURSE BUT CLEAN TIDY CAR!

CONTACT M. Kelly
351 3482 (H)
235 1405 (W)

NATIONAL MEETING at SHEPPARTON 1996

Thinking about Easter 1996. Need a break with good companions.
Then Shepparton is the place.

Bulletin One is now to hand.

Come to our first who wants to come meeting to book accomodation.

Meet in the Clubrooms on Wednesday 26th July.

Any enquiries - then Ron Clydesdale is the man - Phone 3263 6575

STOP PRESS - COMING EVENTS

BRITISH CAR CLUB

The members of the MG Car Club of Queensland Inc., are invited to attend a Static Display to be held at The Australian Woolshed, 148 Samford Road Ferny Hills on Sunday 27th August 1995 from 9.00 .m. till 2.30 p.m.

Entry will be by the Samford Road gateway to the special area set aside for the cars. A charge of \$7 will apply to help offset costs of the day.

Ample food and drink will be available. Snacks will be available at the canteen and sit down meals will be served in the licensed restaurant.

There will be an impressive line-up of trophies and the first 400 guests arriving will be presented with a special memento of the day.

If rainy, please phone 07 351 1479 for details.

GRASS MOTORKHANA WARRILL VIEW

Warrill View is on the Cunningham Highway the Brisbane side of Aratula.

- STARTS:** 8.30 a.m. on Sunday 30th July 1995
- ENTRY FEE;** \$10.00
- VENUE:** Warrill View Pony Club Grounds
- FACILITIES:** Toilets, Park and Playground for kids, Shelter, Hot Water and Fridge, Convenience Store nearby.
- REQUIREMENTS:** Car, Cams Basic Licence, Goggles and Helmet (Open cars) cars moving around area must not exceed 10 kph, no alcohol to be consumed, good footwear/no thongs or sandals etc., seat belts must be used, no dogs or animals.

M.G. C.C.Q. INC Hillclimb - There will be a working bee on Sunday 13th August in preparation for the Hillclimb to be held in conjunction with the Iron Man Weekend.

Please come to help prepare the circuit to look its best for the Ironman.

By the way the **Ironman Weekend on 18/19/20 August** will have the following events starting at times and places listed hereunder;-

Touring Assembly Friday night 18th August 7.00 p.m. at Clubrooms, 9 Nash St.

 Motorkhana Saturday 19th 10.00a.m. Old Airport

 Sprints Saturday 19th 9.30a.m. Old Airport

 Hillclimb Sunday 20th 9.30a.m. Mt. Cotton.

THE HISTORIC SPORTS AND RACING CAR ASSOCIATION OF NSW INC

AN INVITATION TO ALL MG OWNERS

The HSRCA of New South Wales is again running the Eastern Creek Historic race meeting on 16th and 17th September 1995 and you are invited to attend. This event coincides with the 50th anniversary of the MGTC a milestone in sports car history, and to celebrate this fact it is our intention to encourage as much participation by MGs as possible.

Dependent upon the degree of support received we will organise:

1. an all MG square rigger feature race for all pre-war and T-types up to and including TFS. All racing derivatives of these will of course be acceptable. Historic (5th Category) log books and at least general competition (provisional) licences will be required.
- 2.... an all MG square rigger regularity event for all pre-war and T types up to and including TFs. All racing derivatives of these will of course again be acceptable. Log books are not necessary - only a CAMS basic licence is required.
3. free entry of all MG types into the circuit on Sunday 17th September, 1995 to watch the racing. A special display area will be provided and the passes issued will allow free entry into the pits.

Additionally, your club may choose to time the drive out to Eastern Creek to coincide with a breakfast run or similar.

If you opt for either item 1 or 2 you will be provided with events to participate in over both days and the circuit will be available to competitors for private practice on Friday 15th September 1995.

Both regularity and racing will be provided for later models (i.e. MGA and onwards) as in previous years. Competition entry fees this year will be:-

Racing \$145.00
Regularity \$135.00

Geoff Pike (02 871 3355) will be liaising with your club registrars, so please get in touch with them as soon as possible to lodge an expression of interest. We look forward to seeing you at Eastern Creek, which, with your support, will be a most memorable occasion.

Best Regards

Mike Gunnell



Report on Competition Events Pertaining to M.G. Car Club of Queensland Inc. Members

Name	Class	Concours		Motorkahana		Economy		Autokahana	
		Place	Total Cars	Place	Total Cars	Place	Total Cars	Place	Total Cars
Glen Boyce	B MK1 (Pull Out)	6th	10	8th	8	-		8th	8
John Boyce	B MK1 (Pull Out)	-		1st	8	-		6th	8
Ron Clydesdale	Midget	2nd	9	5th	10	2	2	-	
Ray Edwards	B MK1 (Push B)	*	16	8th	21	-		10th	14
Delia Rayment	B MK1 (Push B)	*	16	10th	21	-		12th	14
Peter Rayment	B MK1 (Push B)	*	16	9th	21	-		7th	14
David Robinson	B MK1 (Push B)	*	16	7th	21	-		6th	14
John Walker	B GTV8	3rd	5	4th	7	-		2nd	7
Col West	B MK1 (Push B)	*	10	-		-		-	
Barbara White	M.G.T.F.	5th	7	5th	6	2nd	2	-	
Alwin White	M.G.A.	*	16	-		3rd	6	-	
<u>Social Entrants</u>		*Denotes not in top 6 in their class							
Joan Appleby									
Bev Clydesdale									
Nicol Appleby									
Kimberley Robinson									
Sue Sommer									
Pat Walker									
Delma West									
		TOTAL CARS	217						

This meeting was attended by a total of 276 social and competing entrants, Countries represented were USA, UK, South Africa, Japan, Switzerland, Singapore, Canada, NZ, France, Ireland, Holland and Germany.

A total of 84 members from overseas MG Car Clubs. Some of the overseas members attending were Jean Cook daughter of Cecil Kimber founder of the MG Car Company in the UK.

Mike Hawke Chairman of the Parent MG Car Club

Allan Kingwell overseas director of the MG Car Club

Dick Knudson from USA brought with him 26 members of the New England MGT register, plus Willie Williams from Hawaii who has attended many of our National Meetings including Brisbane in 1990.

The next National MG meeting will be at Shepperton in Victoria next Easter, anyone interested in a thoroughly enjoyable holiday please contact our Club Co-Ordinator for the Shepperton meeting, Ron Clydesdale at 265 6575.

MGs across AUSTRALIA - A Bird's Eye View

by Delia Rayment

Whoever said "You can experience life in the comfort of your own arm-chair" just had to be kidding. It was obviously a Television salesman. To experience life in its entirety one needs to use all of our God-given senses.

If you want to use all of these senses to their fullest then I challenge you to a 4 week across Australia trip in an MG, travelling in a convoy of 6 MGs and 2 4WDs plus 2 sister-in-laws to boot.

My husband and I (now how British can you be), maybe I should write -Peter and I have just done such a trip and feel that this is the way to go for those seeking "adventure" in every sense of the word.

We need to go back two years ago to set the scene for this mad cap adventure, for to some, this is what it would appear. In 1993 a mad group of MG enthusiasts decided after the MG National Meeting in Adelaide to do something different in their MGs and this was to go home via the Birdsville Track.

This was done, and the group had enjoyed 'the Birdsville' so much that they agreed that the next time the National Meeting was in WA, that they would come back via the centre of Australia. This is the tale of what we did.

Mad was one way of describing ones outlook to be even contemplating such a trip in this type of vehicle. Other attributes which would be helpful were if you were adventurous, partly a psychologist, partly a contortionist, and you definitely had to be of sound body.

Whenever we talk about National Meetings one of my favourite sayings would have to be this - "Getting to and coming back from a National Meeting is part if not the whole of the fun"

The MG contingent of the group consisted of :-

Wal and Anna Robinson	Victoria	MGA and trailer	Barbara White	Queensland	MGTF
Matthew Magilton and Imogene Bates	Victoria	MGTF and trailer	Alwyn White	Queensland	MGA
Col and Delma West	Queensland	MGB and trailer	Peter and Delia Rayment	Queensland	MGB

with the specially invited guests of Peter Rayment's two retired sisters and their husbands:-
Keith and Joan Adams Queensland Toyota Landcruiser Ken and Kathleen McEwen N.S.W. Ford Maverick

On our first trip up the Birdsville the MGs had just been by themselves, but with the Adams and the McEwens in retirement now, it was felt that this was a good opportunity for them to join us on this adventure. Also in the back of our minds was the reassurance that if and I emphasize the IF we needed help, then we did have the 4WDs with us.

(Note: happily we report that at no stage did we have to use the service or assistance of the 4WDs) Our 'real' adventure began at Kalgoorlie for this is where the group gathered and departed from on Anzac Day (25) April, 1995. After taking on provisions of things like powdered milk, tinned meat, tinned meals, dried fruits, nuts and of course good water and fuel it was northward ho! out past more gold mines, out past the salmon gums towards Menzies. Menzies, an old gold-mining town, had changed since our last visit in 1978, in the fact that a lot of the old buildings, which were mostly in ruins then, had now been removed.

Leonora looked cleaner and a lot better presented. All through this area we passed signs of gold mining old and new. At one of the mines we were able to see into it. Boy, the hole was ginormous.

From here on started our nervous twitch of buying petrol when ever it was available. As we were heading into new territory, and were never really sure were the next lot of petrol would be.

The rains that had fallen a month or so before Easter had left their mark as the countryside was looking decidedly green in comparison with other visits. The fields of pussy tails and other small native ground covers could be seen in abundance.

Laverton was to be our last camp/stopover before we hit the dirt road. We pitched our tents on a lovely green grassed area, realising that this would be the last of such luxuries for some time. In more ways than one -as this was a proper caravan park with full amenities such as flush toilets and hot showers.

As we hit the dirt the next day (1587 km to Alice Springs) the comments made by some of the American contingent at the National Meeting were still buzzing in my head. One in particular went like this -" We would never do that with our babies!" Were we mad... all I could say in response to this comment was -"Peter restored the car to use 10 years ago. I guess he'll just have to restore it again after this trip. If it needs it."

The road ahead appeared good and solid, too solid at times as the corrugations had no give - our MG was the one doing the giving. The country being traversed at this particular time was iron-stone, though I might add that the limestone ridges were just as badly corrugated when we hit those. In between it was often sandy, and this varied from compacted red sand to loose cream coloured sand which if you didn't keep your foot down you would easily become bogged in it. The dust, of course, was now with us also and we had 1093 kilometres of this to go, before the bitumen and The Olgas.

On this stretch between Laverton to Warburton we were to cross through two significant things. One was the Aboriginal Reserve of CosmoNewbery and the other was part of the Great Victoria Desert.

We knew we were on Aboriginal land the moment we arrived as we were greeted by signs of warning telling us not to stop, or we would suffer a heavy fine etc etc. Our permits that we had procured before departing home (Brisbane) allowed us to pass through the Reserve only. One intriguing point on the permit was the fact that we were not allowed to take photographs whilst we were in the perimeters of the reserve! Just where were we..... in some foreign country! This was Australia. The mind bogged.

All through this area we found up-turned burntout cars. The only signs of any humans. We counted at least 40 per day - guess the roads are tough on the cars in this area!!

Places and points of interest, according to our maps were few and far between. It paid to check out nearly every hill, to observe the change of terrain, vegetation etc. One such vantage point (which was actually marked on the map - but not signposted) was Peagull Waterhole. At Peagull we caught the first sighting (with many to come) of our beautiful Australian Budgerigar. There was a huge flock of them just coming in for their afternoon drink. We drew back a safe distance and let them have a go. Also at this waterhole, under the overhanging rocky outcrops, Aboriginal paintings were found.

As the afternoon progressed we picked our way along the dirt road sometimes skirting around waterholes in the middle of the road. At a lot of these, we disturbed flocks of budgerigars, which once airborne looked like a floating moving tapestry of colour.

After 250 kilometres of dirt our first bush camp was made just off the side of the road amongst some mulga and spinifex bushes, on a side road. Places to pull off were few and far between with the road often times being a lot lower than the surrounding countryside, owing to the constant grading.

We were thankful at this stage that it wasn't raining, as it was quite evident that the road would become a watercourse during rain.

As we prepared dinner, mostly on porta-gas fires, though a camp-fire was light by Matthew, we were thankful for the fact that we had made ourselves fly veils as the little devils were out by the droves.

And so to the sounds of budgerigars flying overhead we watched our first golden sunset in the peace and quiet of the outback.

Luckily no one had generators to break the quietness of the still bush night. No street lights, no dogs barking, no roosters crowing, no cars going past (the last one went through just before sunset) - just Peter and Col having the odd snoring match.

It was up with the birds the next morning and on our way to Warburton, where we were to refuel. But what was this 280 kms north of Laverton and here was a spanking new roadhouse which wasn't on any of our maps. It's called Tjukayirla Roadhouse and is being set up for the local (Black stone) aboriginals to take over, in due course. The present managers are white people from Bundaberg. So as it appears for this part of the trip we didn't need to have carried extra fuel!

As with all of the bowsers in this area, they were housed in a locked cage outside the roadhouse. Another interesting point also was that instead of Super we were sold Avgas. Seems that they have had problems with people sniffing the Super. We didn't mind that though as it meant that the B would now run a lot smoother (and boy didn't it). No more running on, no more problems when the car was restarted when hot. It was great and only 96 cents @ litre in the middle of nowhere. (It was cheaper than the prune juice on the Nullarbor)

The road continued in the same vein as the previous day though Barbara decided to 'park' the TF in the middle of the road at one stage, and Wal not wanting to be outdone decided he'd join her, in his A. So it was all out to push them out of the 12 to 18 inches of sand. They were out in no time flat.

I think they enjoyed it actually, for a little later when Delma was sounding a warning of the road conditions over the two-way I heard Barbara's liting laugh in the background.

All cars were installed (excepting Matthew's) with two-ways before we left, a God-sent many a time during our little adventure.

That night we again pitched camp alongside the road, to the south of the Heather Highway Road Junction, before the next Aboriginal Reserve and Warburton. We had been told that at Warburton, they locked you up in a compound behind the roadhouse, for our protection and none of us fancied that.

On arrival at Warburton we lined up for petrol at the roadhouse. Whilst we were waiting, along came this chap who greeted us with the statement - "Gaud if I hadn't of seen this with my own eyes. Then I wouldn't have believed it. MGs out HERE!"

My reply back to him was just as dry "If I hadn't seen YOU I wouldn't have believed it either!" He was sitting in a wreck of a utility, which had no windscreen, only one headlight (the other had the remains of it in the socket), with an 18ft ladder sitting on the passengers seat protruding out through the gapping hole where the windscreen should have been. This was fairly typical of the cars round the area. Exhaust systems and running on all cylinders appears to be optional.

In hind-sight it would have been more convenient to go the extra distance to Warburton and stay in their Caravan Park behind the roadhouse, as there were good amenities there and well grassed and treed camp sites. The food prices were about the same as Perth. Maybe the person we had received our information from regarding the security factor of camping here had been referring to the old roadhouse situation. Admittedly the 'yard' gates had a sign on them saying that they would be closed at night - 'to keep the animals in'. Or was it to keep 'the wild animals out', I can't remember. They had lots of fowls, ducks, kangaroos etc. caged there - maybe these were let out to graze at night. We didn't ask for a verification or clarification!

The next day the terrain started to change as we headed north-west across the Great Victoria Desert. There was a definite change in vegetation also as suddenly we were seeing Oak trees." Oak trees in the desert", we said to ourselves. Something we hadn't expected. Alternate to this we saw stands of what appeared to be a green to cream coloured flowering "grevillea". We were most intrigued and took photos of both, along with numerous different ground covers which we don't have on the eastern freeboard.

Later we were to find out (through a beautiful book which Delma and Col West gave us) that the Oak trees were indeed just that -but Desert Oaks (Allocasurina decaisneana). The "grevilleas" that we had 'discovered' were in fact a Long-leaved corkwood tree (Hakea suberea), therefore not grevilleas. One of the most intriguing features of this tree, besides its bark, was the fact that the long narrow pencil shaped leaves pointed upward.

This to us is what trips like this are all about. We love discovering different flora, fauna, landforms, and people.

We were all zooming along well until it came over the two-way that Barbara had a flat tyre. Several seconds later and the message had been changed to "Something's happened to my suspension!" We arrived on the scene to see poor Barb's TF looking very forlome as the drivers front wheel sat at 45 degrees to the rest of the body. A lunch break was called even though it was barely 11.30 as the boys went about fixing the problem.

One of the bolts holding the shock absorber had sheared off, two were missing and the corner of the shockabsorber body snapped off - the shock absorber is part of the suspension and of course holds the wheel on, hence a sad looking TF.

The sheared off bolt's thread could not be moved. So it had to be drilled out and then they had to work out what to do next. After some drilling the thread screwed itself down into the crossmember. Now to get some bolts. On the TF they have BSF threads and most of the spare bolts we had were UNF. Not a problem, they pinched some of the mudguard fixing bolts and replaced them with the UNF ones and used the correct BSF ones in the crossmember. They had to check the bolts on the TF (and all the other MGs) every so often after this but we had no more of this sort of problem.

That afternoon we pushed on through several fires that were left to burn themselves out by the aboriginals of the area. It helps to regenerate the bush, now. This type of bush has evolved after thousands of years of 'management' by the aboriginals, who have used fire as a tool to mostly flush out the wildlife, but of course this has changed the eco system in the process.

That night we chose to make camp at the Warakurna Roadhouse camping grounds which is only 2 kilometres from Giles. Here again the amenities were very good, though the solar hot water had run out by the time it came to my turn and it was a cold shower that night. Much better than the previous night I might add though - which was a cup and a half of water in an ice cream container in our tent (that wasn't high enough to stand up in).

Visualise that you guys! Actually this mode of 'bathing' was used quite often as a lot of our camps were either bush ones or at places where the only amenities you might have were a pit toilet and a table!

The temperatures for these days were between 6° to 16° with a 25 knot winds from the south resulting in a chill factor of about 12. Idea weather to visit one of Australia's leading Meteorological stations.

We all trooped up to the station for a look see first thing the next morning, arrangements having had been made the previous afternoon. Besides the practical demonstration of the releasing of a weather balloon our guide for the tour was a mind of information on all aspects of the stations operations and its importance to Australia. We weren't very happy though when we found that there was wet weather coming in our direction and here we were with 355 kilometres to go before we were to be on the black stuff.

Other interesting finds at the station were a grader, and some smashed pieces of metal. The grader was the one used by Len Beadell and his team (the Gunbarrell Construction Company) to put some of the major roads through this area, including the Gunbarrel Highway in the 1950s and 1960s. Whilst the bits of smashed metal were from the rocket named the Blue Streak which was launched from the Woomera Rocket Range in the 1960s.

After leaving Giles we were to travel along part of the Gunbarrel Highway though most of this road has been abandoned as new roads have come into existence for various reasons. Further along and 17 kilometres just before the WA/NT border we came to Len Beadell's tree. All the MGs were lined up and the appropriate photos taken, using the impressive Schwern Mural Crescent as a backdrop. Wal Robinson had said that in due course he would take a copy of this photo and show Len Beadell, whom he had been in contact with before he left on this trip.

(Note: Sadly we report that Len died, at his home in Victoria, a couple of days before we arrived at Alice Springs. The photograph was never shown!)

Looking behind us we felt it was time to move, and quickly, as the clouds were getting blacker and more foreboding looking.

Just near the border, a message came on the two-way to say that Col had broken an engine mount on his B. We all came to a halt - until we heard more from him. He nursed the B to the rest of the group and a further inspection was made. A decision was made to send all the rest of the group on ahead to make camp at Lasseter's Cave, as we were again in an Aboriginal Reserve and could only camp there by our permit. As it turned out not all the party left as Wal and Anna were filling their petrol tank, so it turned out that they were left with Col and us.

Now I don't know who was nursing whom because as it turned out Col went on ahead whilst we had to wait for Wal and Anna who were having trouble with the corrugations, the wet etc. Yes you guessed it, it had started to rain by this stage. Meanwhile the guys who had gone ahead had great fun - well so they told us later- as they tried to put up their tents in the gale that was blowing. Pete and I sat in our B, in the rain and waited for Anna and Wal to catch up.

Then came the fun part once we eventually made it to base camp, of trying to fix the B of Cols. Along the way to the camp Col and Pete looked out for bits of cars which they could confiscate off the numerous abandoned cars, to make a make-shift bracket. Col successfully located a bracket which they were able to modify to do the job. Luckily there was part of a shelter still standing at Lasseter's cave which we could use to work on the car under. The toilet had been dismembered and thrown every way this way and that. And I would not have trusted too much on the water that was in the tank there. Though when we were there it was teeming down, so we were able to collect water from our tent roof. Anna was seen at one stage enjoying a pure rainwater drink out of a bucket that she had left out near her awning. She later described her action as that a little bit like a cow's. It's suprising how a little jaunt in the country will bring out the animal in us.

It was such a pity that we had encountered rain that day for this would have been one of the prettiest areas that we would have travelled through. It was the Petermann Ranges -and the road literally snaked its way in and out through the middle of them for kilometres. Their colours would have been extremely vibrant - if only it had been sunny.

That night Pete and I bummed some floor space in Anna and Wal's tent, as Pete had been busy helping Col fix his car and we had more or less had said that we would sleep on the shelters table if the rain kept persisting. The dry floor in Anna and Wal's tent was much more appealing come 8.00 and it was still streaming down.

It rained all night - we had visions of being flood bound here at Lasseter's Cave. A place which had given one of Australia's most famous or should that be infamous characters shelter for 23 days before his demise back in 1931. I had read several accounts of Harold Lewis Bell Lasseter's life, dreams and hopes before I had left and was not at all prepared to spend this type of night so close to where he had sheltered near the end of his life.

An interesting thought crossed my mind as I read the signs put up by the aboriginals about their land- i.e. no entry etc. The thought went like this - Is Lasseter's Reef out there - can anyone, in particular his son, clear Lasseter's name. For some had called him a fraud. How can this be done now that most of this land in this area, and I'm talking about thousands and thousands of acres, is Aboriginal land and white people are forbidden to enter.

The new day dawned not brilliantly but at least the rain had stopped. Cloud still shrouded the nearby hills and an eerie light hung over the camp as we breakfasted. It is surprising what a good nights sleep will do for ones disposition.

Though I must add that it doesn't always work, for I can still remember waking up one morning and making this statement out aloud "Welcome to another day in hell-I'm really enjoying this." Most days, if it was fine, you had to be out of the tent and had your breakfast before dawn practically, otherwise you were carried away with the flies.

This morning was one of those slow starts as people tried to pack up wet gear and we were a little hesitant to leave the comparative safety of this known tent site to venture to the East. The thing that spurred us on though was that we knew that The Olgas and the bitumen were only some 170 kilometres away.

The Olgas - Wal and Anna were out front and I can still remember his remarks over the two-way as he and Anna first sighted them. "I've seen them, I'VE SEEN THEM ..they're beautiful, you'll catch a glimpse of them as you rise over this sand dune."

Meanwhile we were several sand dunes back and were 'pea green with envy' that we weren't the first of the group to see them. We were a little like school children that way - often one or another would dash ahead when they knew something of interest was to soon appear.

My impressions where, like Wal's, that they were beautiful, but when we eventually came up to being only a kilometre away from them and this took some time I might add, I was overawed at the queer overbearing and yet protective feeling I was receiving from them. To me these were women's rocks.

Later when I saw Ayers Rock it sent me a different message it was one of command, forbearance and yet loneliness. It was also very masculine - this was men's rock. Maybe I'd been reading too many Aboriginal legends. But these were my feelings at the time.

We had reached the centre as far as I was concerned. One of my many lifelong goals had now been reached. No longer was I an lounge-chair tourist.

The whole mood of our little group changed at this point as we found ourselves being swallowed up by The Rat Race once again. It was back to the bitumen tourist, they buzzed here and there, in buses, in self-drive snails, tens and tens of pristine squeaky- clean four-wheel drives roared this way and that hogging the road whilst the odd - buy a bomb and drive it around Australia groups jostled for a parking spot with our little MGs.

Welcome back to the real world. It felt as if we had been on another planet. (Peter reckons that we had been in the real world, and that now we were in Bedlam)

To be Continued