



THE OCTAGON

SEPTEMBER 1995

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

NEXT EDITION MID OCTOBER COPY TO EDITOR EARLY OCTOBER PLEASE

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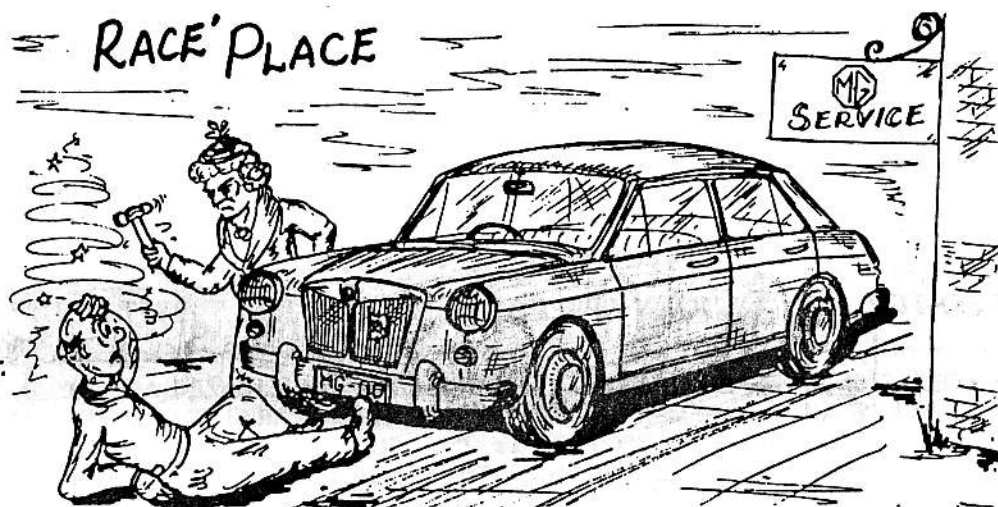
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MG CAR CLUB OF QUEENSLAND INC.

PROGRAMME OF EVENTS

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
SEPTEMBER 1995					
	24th	Working Bee	Mt Cotton	John Davies	341-6798
	27th	Annual General Meeting	Clubrooms 7.00 for 7.30	Joan Appleby	857-1561
	29th	Clubroom Cleanup	Clubrooms	Joan Appleby	857-1561
OCTOBER 1995					
##	8th	Qld Hillclimb Championships	Mt Cotton	Joan Appleby	857-1561
	15th	Day Run - 8.00 AM	Ferny Grove Tavern	John Kingcott	351-6541
##	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.					



"BUT LADY - ALL I SAID WAS - I THINK YOUR HEAD'S CRACKED."

FROM THE EDITORS DESK

Our Annual Event - Ironman Weekend has come and gone with some remarkable performances at the old airport. Some of the spinners will be remembered for some time. I think some even may have scared themselves let alone the timekeepers. Those that come to mind are Rob Clatworthy in the green Commodore, Peter Tighe in the MG Magnette, Uncle Black Pete Rayment in "Thomas" the MG Midget and Darren Harris in the Formula Ford. Top effort fellows.



It is very difficult for the officials and committee to use the airport as it takes longer to set up and have troubles with the dust (even though the track was swept by Cleansweep), but the cost is considerably cheaper. Why not let your thoughts of where to go for 1996 be known to Joan Appleby for consideration by the committee.

I stole this from another editorial but I thought it was rather appropriate. *"There is not much you can get out of life that is really worthwhile unless you dig for it. Coal and oil are deep under the ground: precious ores must be dug from out of a mountain or way down in the ground. The farmer digs in his soil to grow his crop. You have to dig into books or your computers to research for knowledge. And so it goes.*

This great great truth was expressed humorously by an unknown writer in the past:- "Most every spring I vow, by gum, I'll plant a garden plot: and every year when September rolls round, no garden have I got. I'd like to raise some tasty tucker - some beans and peas and such, some turnip green, n'lettuce - I'd like to very much. But there's a little circumstance which makes my ardour fade - before you plant you have to dig, and I don't like to spade.

I'ts mighty nice to plan and dream of how I'd plant each row; where I'd put this, where I'd plant that: then sit down and watch it grow. Imagination I have much, and often like as not, I darned near smell the savoury, and often like as not, I darned near smell the savoury stuff cooking in the pot. But this, of course is long before the garden's ever made, because you can't plant until you dig, and I don't like to spade!

I guess the world is full of folks who, want most everything; who feel they should be given free - the best that the world can bring. Their hearts are filled with envy of the other fellow's lot, and they demand a share of what they have'nt got. Yet I feel these 'gimme' boys will never make the grade - to get a head you gotta dig, and they don't like to spade."

How true of life this really is. Luck is really only wishful thinking. You have to dig and you have to put forth the effort to win.

The deadline is approaching to move from our Clubrooms. Any ideas where to go/where to purchase/ where to rent??? Let's have some input from you the members. The committee is up for re-election. How about YOU!!!!. Everybody has the ability to contribute something. There will always be greater and lesser persons than yourself, but your contribution will add to the the overall picture.

Disappointed with the contributions from you the members. Nothing much at all. Dig up something that I can publish of interest to our members.

Don't forget to check the programme for the coming events.

Happy motoring.

David Robinson

INVITATIONAL EVENTS AND ITEMS OF INTEREST

	DATE	EVENT	LOCATION	CONTACT	PHONE
##	Indicates Club Points will be awarded for this event.				
	SEPTEMBER 1995				
	3rd	Classic Rally		Tony Galletly	225 4383
	3rd	Sandown 500			
	4th	Classic Rally	SE Queensland	BSCC	391-8881
##	10th	QMC	TBA	TBA	
##	17th	Concours	TBA	Carl Stecher	399 3638
	20th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	24th	Poker Run	Marque Car Club	Carl Stecher	399 3638
	24th	Drag Racing	HRCC		
	OCTOBER 1995				
	1st	Tooheys 1000	Bathurst		
	15th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	21st	Team Sprint	Lakeside	Robert Hawley	221 2250
##	22nd	Interclub Motorkhana	TBA	TBA	
	29th	Classic Rally	SE Queensland	BSCC	391-8881
	NOVEMBER 1995				
	10th	Marque Car Club Night Run	SE Queensland	Tim Walters	015 128267
	12th	Australian Grand Prix	Adelaide		
	19th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	DECEMBER 1995				
	17th	BSCC Motorkhana	Boondall Carpark Q	Paul Strange	349-1400
	FEBRUARY 1996				
	2nd	Evening of Champions			
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" YOU MEAN THEY GAVE YOU A HOME IMPROVEMENT GRANT ? "

PRESIDENT REPORT

Another year of MG Car Club activities have nearly come to a close and with the Annual meeting only being a month away, I hope that you have all thought very carefully as to what you can do for the Club and to how you can help by nominating for the positions on the Committee. **SO COME TO THE ANNUAL MEETING AND PUT YOUR NOMINATION IN TO DO SOMETHING FOR A CHANGE.**



The Annual Meeting will be held on Wednesday 27th September And the Committee have decided to give you a Pizza Dinner first. This will be at 7.00 p.m. with the meeting to start at approx 7.30 p.m. Put this in your diary as there will be important things to discuss for the future of the Club.

Ironman Weekend has come and gone, with a few people doing all the work as usual. I know I was completely exhausted at the end of the weekend and I presume that the people who helped (Including the ladies who helped prepare the food for Friday night, Saturday and Sunday) were just as tired. Thankyou to everyone who helped at the weekend. David Wood and Alan Staib were a great help on both days and Alan's tent came in very handy to stop us getting sunburnt.

Congratulations to the winners over the weekend. It was great to see Samantha win the Best MG Trophy ahead of the boys. Even showed Dad how to do fast times at the Motorkhana and the Sprint. Newcomers to the event told me at the end of the weekend that they had a marvellous time and would be there again.

This may be the last time I have to give you a President's report, so I wish to thank all those who have helped with the running of the Club over the last twelve months. I did not set out to do anything spectacular over this period, but only to act as a caretaker president till someone much younger than I was prepared to take over. I am very enthusiastic about the Club, but I feel we need some of you young folk to come forward with some new ideas for keeping this Club the best Car Club in Queensland. Maybe, you can work a five or ten year plan that will set the Club on a futuristic and progressive course for all time. After all, we want to be the biggest and the best as we come to the turn of the century.

Here's hoping that I see **YOU** at the Annual General meeting and that your bright ideas will be discussed there to make next year the best we have ever had in the Club's history.

From one old member to another

Joan Appleby

CLUB ROOMS

CLEAN-UP AND VACATE
FRIDAY 29TH SEPTEMBER 7.30PM

BE THERE!!!!!!!

VOLUNTEERS

*Many will be shocked when the day of judgement nears,
There's a special place in heaven set aside for volunteers.*

*Furnished with big recliners,
Satin couches and footstools,
Where there's no Committee Chairman,
No group leaders or car pools.
No eager team that needs a coach,
No bazaar and no "Bake Sale":
There will be nothing to staple;
Not one thing to mail.
Telephone lists will be outlawed,
But a finger will bring
Cool drinks and gourmet dinners
And rare treats fit for a King.
You'll ask, "Who'll serve the privileged few
And work for all their worth?"*

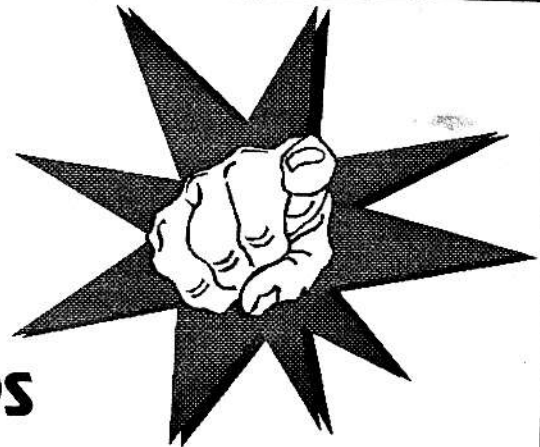
*Why, all those who reaped the benefits
And not once volunteered on Earth!*

Author unknown

MG Torque August 1995



**YOUR
CLUB NEEDS
YOU!!!**



BE AT THE ANNUAL GENERAL MEETING
WEDNESDAY 27th SEPTEMBER AT 7.30PM

PIZZA DINNER AT 7.00PM

THE CLUB'S COMMITTEE NEEDS
NEW BLOOD/NEW IDEAS/INVOLVEMENT OF ONE OF
QUEENSLAND'S LARGEST ACTIVE CLUBS

NOMINATE NOW FOR YOUR COMMITTEE FOR 1995-6

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.

A Short piece received from the Rayment household.

Delia's love affair with TC 5643 lead to another, and this was with its owner 'Black' Pete. This was 30 years ago now and the Rayments have used their TC off and on over those years to attend many National Meetings from their home State of Queensland. The first being in Sydney in 1970.

Both Peter and Delia have competed regularly in TC 5643, with Pete often taking home first in his class at the Motorkhana or Speed-event or sometimes both. Whilst Delia usually gives the 'boys' a run for their money.

To help celebrate the TCs 50th year celebrations Delia is proud to offer for sale the elegantly crafted Brooklands steering wheel. (Delia's advertisement appears on another page of this magazine).

The Rayments have other MGs in their stables but the TC is their favourite. This year, however, they left TC 5643 at home when they attended the Freemantle National Meeting and drove their trusty MGB. They did so because they travelled back to Queensland -- on the dirt, across the centre of Australia.

This is not the first time that they have travelled -- on the dirt for in 1993 they drove home from the Adelaide National Meeting -- on the dirt also. They drove home via the Birdsville Track together with more or less the same crew, of 7 MGs, that went across Australia with them, this time.

If you want to hear more about their trip drop them a line and they'll send you a copy of their story.

ED. We have run the "first slice" of this story in our previous magazine. We will include the "second slice" either in this edition or the next.

LETTERS CONTINUED

TO COMMITTEE & MEMBERS

I would like to put forward the following comments and opinions for general discussion. The matters raised are broad policy suggestions and in no way are intended to be critical of current or past managements.

From my observations of the club I see it as one of the major car clubs in Brisbane with the unique situation of owning the Mt. Cotton Hillclimb. This in itself places a great deal of responsibility on the club to ensure that this valuable public facility is integrated with Governments sports and recreation policies.

To achieve the clubs full potential I consider that the basic structure of the club needs to be put on record. By this I consider it is important to put together a policy statement to incorporate short, medium and long term plans and objectives.

The completion of the policy statement will then allow a concerted effort to acquire a "corporate sponsor" on a permanent basis. I am certain that there are several institutions that would readily support a well planned and co-ordinated future for this club and its facilities.

At this point I am merely making a broad recommendation that the committee consider these points over the next few weeks, and if adequate support is available, then perhaps a working party could be established to complete the project.

To this end I will be able to assist if required.

David Southgate.

Ed. The committee are now in the process of working on this project and very shortly will be able to give more information on the subject. In the meantime, if you have any ideas, please ring a committee member or send in a written statement.

---o0o---

CREED FOR MG OWNERS

The MG is my car, I shall not want another;
It maketh me to lie down in wet places;
It soileth my clothes'
It leadeth me into the paths of ridicule for its names sake.
Yea, though I accelerate down the hills,
I suffer intermittent miss up them.
I fear much evil when it is with me,
Its oil pressure and axles discomfort me.
It anointeth my face with oil.
Its tank runneth over
Surely it will not be with me all the days of my life,
or I will go dwell in the house of the insane forever.

LETTERS CONTINUED



I think that I will never see Anything more lovely than an M.G.
At once so desirable and inspiring Upon its sparkling chrome wheel wiring
Serving motorhans, rally and daily commuter, Much more fun than a motor scooter
A joy to behold, you will agree That gentle giant the beloved M.G.

Travel near or journey far Throw your Eskey in the car
And wife and kids, and dog and cat It'll get you there, and back
Far better than a train or tram This doyen of the M.G. clan
With its familiar colour scheme Of Buttercup, or B.R. Green

Lo, these proud and timeless crafts Regaled by Melbourne's bitter draughts,
While down behind the soft top sits Fold it back, or pull it to bits
Or up above a sun-roof lies A window upon the endless skies.

And as you're driving, you'll encounter Other MG's they're all around you
Salute with a finger, to display your accords Raise two fingers to the Holdens and Fords
But on the roads the cops are there Lurking, waiting for you if you dare
To motor home to your family bower At eighty or a hundred miles an hour.

It never ceases, this fascination At the well planned instrumentation
See the needles rise and swagger They come alive, those Smiths and Jaeger
And marvel at the rack and pinion It really is my opinion
That to drive a whale, that double-ender Or gaze along the shining fender
Of a Y-type or TA, is what they mean When they say, get away in your escape machine.

They have their faults, you will agree As you sit in your bucket seat you will see
Elbow dents on the bonnet from garage employees And dimples in doors from careless knees.
And if you're at the drive-in and happen to score
Your foot might get caught in the glove box door
But just grin and bear it, it's a challenge you see In a B-type, or A-type TA or TC.

A cannot understand the fuss About the double-decker bus
Which, both coming and departing Fills the air with diesel farting
Nor should steams malodorous engines Provoke such sentiment, and legends
Keep your toffy Rolls silver clouds I'm happier to avoid the crowds
Who twice daily fight to cram Themselves upon a Melbourne tram.

So let's Salute the Abingdon ploy The car which is the transport of joy
Be it Morris Garages, or Nuffield, or BLMC The name MG is the name for me
And those of you who have an MG no more Are up shit creek, without an oar.

W. Robinson

Ed. I found this in a copy of our 1988 Octagon. Wally is a member of MGCC Victoria.



MG Car Club of Victoria
NATIONAL MEETING
SHEPPARTON 1996



PROPOSED NATMEET SCHEDULE

GOOD FRIDAY 5/4/96

Registration 12 noon to 8.00pm
Noggin & Natter 7.00pm
Venue Civic Centre

SATURDAY 6/4/96

Concours D'Elegance 9.30am at Con Palling Reserve
Social Evening Details to be announced in bulletin #2

EASTER SUNDAY 7/4/96

Motorkhana and Sprints 8.30am at the Driver Education Centre (DECA)
OR
Alternative event, Drivers Run 10.30am

MONDAY 8/4/96

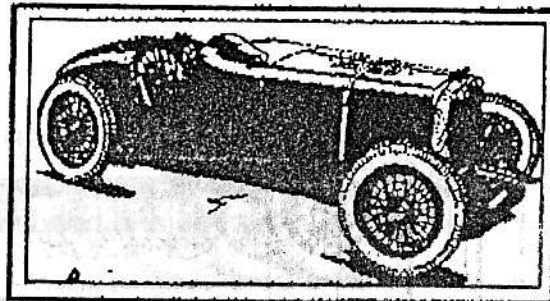
Motorkhana and Sprints 8.30am at the Driver Education Centre (DECA)
Presentation Dinner 8.00pm at the Civic Centre



TUESDAY 9/4/96
Farewell Breakfast
Delegates Conference



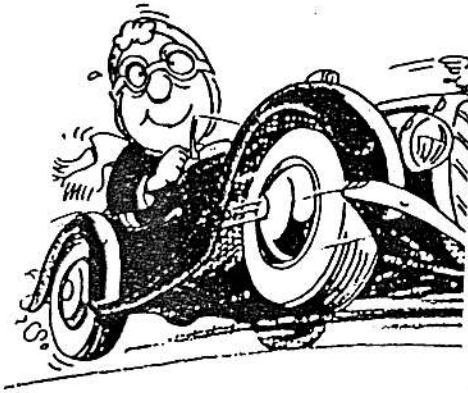
SATURDAY 13/4/96
Rob Roy Hillclimb 8.30am



FOR FURTHER INFORMATION - CONTACT RON CLYDESDALE - 3263 6575

Mystery Day Run - 30th July

A total of 12 cars assembled at Anzac park, Toowong on what turned out to be a perfect winter's day. The entourage consisted of these 12 vehicles:-



MGA	John and Pat Walker
MGB	Paul & Kerry Strange/ Peter and Delia Rayment
	Errol and Wendy Hogar/ Barry and Cheryl Smith
	John and Helen Kingcott
MGC	Fred and Bronwyn Douglas
MGB GT	Brian Hunter
MGB GTV8	Stuart Douglas & Gabrielle
MAGNETTE	Peter Tighe and Samantha Rayment
COROLLA	David Ikers and Roxanne
FORD	Andrew and Michelle Lake & Sarah

The mystery destination was revealed - Morning Tea at Rosewood and a ride on the Steam Train for those who so desired, then a trip across country to Beaudesert for lunch. Helen had lists prepared for an unexpected "treasure Hunt" and John organised a "Guess the Mileage" Competition. (A real guessing game as the idea was to estimate the mileage as per the MGA - not a reliable speedometer).

John walker led the way in the MGA followed by the train of a different type and with Peter Rayment bringing up the rear in the car with the CB. Unfortunately this time no one else had a CB in their car so poor Pete had no one to chat with - still he did a good job making sure nobody got lost.

The lakes flew past everyone on the Freeway intending to visit Mum but really making sure they picked up all the necessities for the Treasure Hunt before they reached Rosewood.

We arrived at Rosewood in plenty of time to have Morning Tea prior to the train's first departure of the day. The Steam Locomotive PB Class No. 738 (built in 1926 by Walker's, Maryborough and restored in 1992) leaves Cabanda Station, Rosewood and travels about 7 kms along a very scenic route that has been cleared and restored by the Australian Railway Historical Society.

Twenty noisy adults and one child jammed into one carriage compartment - nice and sweezy! The end of the line is the Historical society Workshops where all the passengers are invited to disembark and inspect the various restoration projects on site. It was interesting to see so many different styles of carriages and Rail Motors. (Noticed Fred Douglas being photographed beside a vintage Rail Motor named "Red Fred") It was a bit worrying to realise that so much of our childhood is now historic! It seemed like only minutes had passed before the "All Aboard" sounded and headed back to Rosewood and our cars.

Our route from Rosewood took us back towards Ipswich and John did his usual trick of taking the wrong road near Amberley and doing Big "U"ey with every car following suit. I wonder what the driver of the Police Car thought? Luckily this time he took no notice. We travelled along the Boonah Turnoff through Peak Crossing to Coulson then across towards

Mystery Day Run continued

Beaudesert. this was where the real "Mystery " began. Because Fred knew the area well, John had organised for him to take the lead and direct the convoy to Jubilee Park in Beaudesert. We all saw Beaudesert ahead, but we never did reach it. Mr. Douglas detoured to the left and we kept right on driving and following him to who knew where! At last we came across a Rest Area at a very dusty Pioneer Park and everybody lined up to use the facilities. It was decided at this point that we would head for McLeans Bridge as it was only a short distance down the road. Helen and John stopped in Jimboomba for food and we all settled down for an overdue lunch at McLeans Bridge. Several other MG were picnicking in the area also.

After a relaxing lunch, Helen was inundated with everyone's treasures! We heard some good stories about escaping ants, saw a most abbreviated Refidex and some very strange looking safety pins before pronouncing Peter & Delia the overall winners. The Lake came in second because Peter had taken a better guess at the speedo reading. There were plenty of consolation prizes so everybody had a chocolate for dessert.

The men had gathered around talking cars for a while, and then, suddenly everyone was packing up and heading off. Fred mentioned something about spare MG parts and having a Garage Sale and, Hey Presto! it was suddenly decide that today was a good day for it. The Douglas Home was not too far away so not only did we all enjoy a very pleasant afternoon tea but Fred got rid of a lot of "good stuff" from his shed. Thank you Bronwyn for your hospitality and to all who turned up to make it a great day.

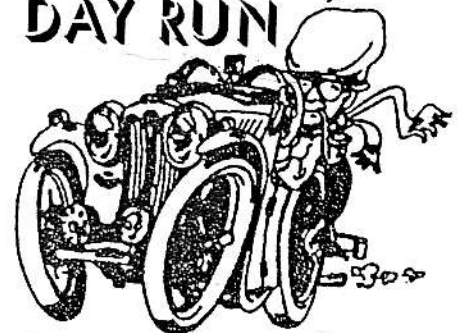
Look out in this Magazine for details of our next Day Run and come along.

Ed. Details of next Day Run shown below.



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

Day Run



Meet at Ferny Grove Tavern at 8.00am Sunday 15th October to leave for MYSTERY DESTINATION at 8.15am. Bring lunch and refreshments and "Swimmers".

Phone John or Helen Kingcott for any other enquires on 3351 6541.

DAY RUN DAY RUN DAY RUN

To celebrate the 50th year of the magical MGTC

I take pleasure in presenting for sale

The golden Brooklands Steering Wheel



Design MG3 Brooklands Steering Wheel - 2.55 cm Diameter

Limited edition

MG3	Sterling Silver		9 ct Gold		18 ct Gold	
	Price	No. required	Price	No. required	Price	No. required
Keyring	\$45.00		\$200.00		\$420.00	
Pendant *	\$52.00		\$260.00		\$490.00	
Earrings	\$50.00		\$225.00		\$425.00	

** All pendants include a high quality chain in either gold or silver
Prices as at July 1995*

Other MG Jewellery available, send for list

Postage: Australia Certified Mail \$ 5.00		Overseas Registered Mail: \$ 15.00																	
Name: Mr, Mrs, Miss, Ms																			
Address:																			
		Postcode																	
Payment details:																			
<input type="checkbox"/> my cheque / money order enclosed																			
For Credit Card Payment:																			
I authorise you to debit my A/c for the amount nominated.																			
<input type="checkbox"/> B/Card	<input type="checkbox"/> M/Card	<input type="checkbox"/> Visa																	
\$	Total Cost:																		
		Including Postage																	
Credit Card No.																			
Expiry Date:																		
Card Holders Name:		Signature:																	
Post to: Delia RAYMENT 70 Bromwich Street The Gap Qld 4061 Australia Phone: 07 3300 3148																			

Saw Bill Norris helping and pushing John Davies at last Hillclimb. Was he looking for that extra he needs to win!!

Who's the male member of the Lake family who was seen in the pit area at the Hillclimb complete with little girl's hat and playing with the dollies. SNAG (Sensitive New Age Guy) for fair dinkum.

Hear about the Editor and Pete Tighe who were going to take four hours to shift a truck and an immobile Magnette. First hired a trailer, shifted the Magnette and then went for the truck. In the process of getting to the Panel Beaters back shed where the Ford 100 was, got hopelessly trapped on the back graded dirt - almost bogged and had to winch the trailer out - 45 minutes later. Eventually got the beast loaded and off to its new home. Too weak to lift the body of the truck off the chassis and had to call on that old fellow Pete Rayment to help. Eventually took the trailer back 8 hours later. I think somehow they have lost the plot.

Saw Chief timekeepers Nancy and Graham Castledine at the Sprints. Timekeeping with Ann Thomson and Nancy's nephew Terry. I am glad I saw them at the beginning of the day, as by the end of the day they were certainly covered in dust. I bet when they had their shower at night, the pipes took a lot of dirt down them.

Helen and the two Joans looked very relaxed in the afternoon at the Sprints. I thought caterers were supposed to be very busy people. I still would have liked to know what Joan Tighe was doing upside down in the catering trailer.

Ask Joan A about getting frustrated at the Old Airport on Friday. The key to the airstrip that had been given to her did not fit any of the gates and she was seen wandering around in circles to find a way for Cleansweep to get into the place. Maybe she had better take a navigator next time.

Peter Rayment was mumbling in his beard on Sunday about having to do exceptional times to beat Samantha at the Ironman Event. He really put the pressure on when he did a 59.67 secs run but the pressure did not show and Sam went out and recorded a low 60 secs to take the full Ironman for MGs. I think Peter didn't mind too much, as after all, he had shown Sam all she knew about driving - but I did hear that he had a place to hang the trophy at home. Something about ruining a hat trick for Best MG.

I must congratulate the winners over the last weekend. Peter Hayes for winning the Ironman Overall and Clubman, and the Sprints, Peter and Samantha Rayment for winning the Touring Assembly, Greg McHugh for winning the Motorkhana, and John Davies for winning the Hillclimb. A great weekend and thanks to the organisers.

I know there were some beautiful spin outs and cornering at the Sprints, but a rather bad taste was left in the mouths of some of us, when drivers did wheelies in the marshalling area (dangerous) and came back to their pits faster than a speeding bullet.

Our Motorkhana officials also told the organisers, that some drivers were very abusive when they did wrong directions. After all it was a driver's own fault if a wrong direction was done, not the fault of the timekeeper. After all this is MotorSPORT not thousands of dollars on the line!

Linden Cooper was really in it last week. Thought his wife's birthday was Friday. Eventually was told by Michelle on Thursday, that he had better wish her a happy birthday. Oops.

It must be John Davies' year. AHC winner. Ironman Hillclimb Winner and rings up Briz 31 Competition to win a brand new BIEFE Helmet. And he says he has no luck at all. Baa! Rubbish!

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

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FOR SALE

Austin Healy Sprite Mk2A; 1962 model this car has done run in miles only; full ground up restoration by Austin Healy specialist; other projects for sale; restoration details too numerous to mention; super condition cost over \$16,000 but will sell for \$12,000 or near offer. Ken Philp B/H 07 3229 0494 or A/H 07 3371 5652

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MOTORKHANA SPECIAL

Tyre Talk

by Richard Croston

About eighteen months ago, I finally decided to do something about the tyres on my old racing car. For several years I had been using every day road tyres. This is not recommended practice for racing machines. The standard road tyre is too stiff in the side walls, and the compound too hard for the light weight high performance machine.

The road holding these hard tyres have is quite good for developing one's car control skills, bulk over steer for at least five laps at Lakeside until sufficient heat builds up in the tyre to get things working in some sort of predictable fashion. By this time the race is almost over and you have been passed by everyone who cares to challenge you in a corner.

The opportunity to purchase an out of date set of Formula Ford tyres at a price less than the cost of one new racing tyre was too much for this impoverished racing car nut. I couldn't get them on quickly enough. The lap times at Mount Cotton hill climb (the first meeting I used them) dropped by 5 secs a lap.

Ah! that lovely sublimity the car now has. One can pass another car in the corner and let the tail gently slide the vehicle back on line, fabulous!

However, all of this lovely performance improvement did not come just for the cost of some good secondhand Formula Ford tyres. Thirty seven year old racing cars' brakes have something to say about suddenly having to stop for the hair pin at Mount Cotton. Particularly when the car is now arriving at the corner a good 20 mph faster than ever before thanks to the superior cornering speeds of the new tyres. My weekend at the Australian Hillclimb Championships was frustrated by the brakes not being able to cope. We had a lovely time pulling all the brakes apart, cleaning them reassembling them adjusting them, bleeding the, and adjusting them again, checking them, repeating the exercise again, repeating the exercise in a different order. All to no avail. It wasn't until Monday morning when I was able to purchase some new flexible hoses that the problem was solved satisfactorily. However, it was good to see John Davies benefit from our problems and win the Australian Hill Climb Championship.

The Castrol Historic Lakeside weekend was a blast! I have never seen so many MGs, Mustangs and Aston Martins in one place in all my life. The Aston Martin Lagonda with its 5.3 litre Quad cam V8 was something else, all that motor car just to carry 4 people.

My compliments to the designer and user of the new regularity times programme on the computer and print out. The information it contained was first class and it gives a better picture of how you are going. Prior to participating in these events I didn't appreciate how difficult it is to maintain a given lap time, particularly in a fast car. One begins to appreciate what is required to lap consistently on a track full of other competitors. I take my hat off to those drivers in races like LeMans and Bathurst. Roll on Lakeside '96

(Ed. This programme for Regularity events was designed by the same person who designed the computer programme for the Automatic Timing for the Touring Car events. Bob Wilkinson (the Chief Timekeeper from Queensland) approached our Club about using it at our meetings as it was a far quicker way for working out the Regularity winners. He then approached the Historic people about it, and that is how it came to be used. We will be using this method at our November meeting as well.)

**8th
OCTOBER**

Q.H.C.

1995



HILLCLIMB CIRCUIT
GRAMZOW ROAD
MT COTTON

*ACTION STARTS
9.30 AM*

1995

**NIGHT TOURING
ASSEMBLIES**

DATES: 27th October
8th December

VENUE: AS PER PROGRAMME OF EVENTS

WHAT TO BRING: Navigator/Driver - Maximum 2
1993/4 UBD Torch/Maplight.
\$10.00 Entry Fee per car.
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MORE INFORMATION: Phil Hutchison 355 2188
Before 8.00 pm Please.

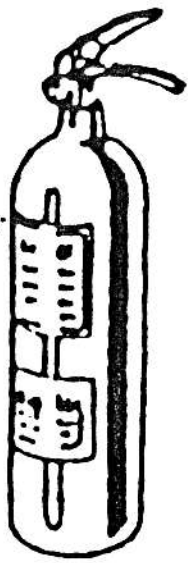


STOP PRESS

POINTS SCORE

Please note that the point score in the back of this edition does not take into account the allotting of points for attendance at working bees.

To be eligible for the Speed Trophy and the Marque Speed Trophy, you must have attended at least two (2) working bees (official) for which you gain 3 points for each working bee. Maximum points which may be attained are 12 points. So take this into consideration when working out your standing in the Trophy hunt.



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B.C.F. EXTINGUISHERS

As from 31st December 1995 the BCF Extinguishers will not be able to be used. For this reason John Davies has told the Committee that private persons, and businesses with less than 50 staff throughout Australia may dispose of them at no cost by taking them to the nearest Fire Station or by taking them to the Depot at Lytton. If you need any more information regarding this exercise, please ring John Davies at his after hours number - which is 3341 6798.

Please take notice of this, as at our first events for 1996 the Scrutineers will be checking that you have the right extinguishers.

--- o0o ---

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Andrew Roberts
talks to MGF designer
Gerry McGovern

Eye on the future, foot in the past

MG enthusiast June 1995

MORE THAN ONE PERSON HAS

OBSERVED recently that Great Britain is in danger of becoming a vast theme park. There are several reasons for this, not least the British predilection for looking back to seemingly better times and being wary of the future.

Undoubtedly, the country's heritage of historic buildings and industrial archaeology, not forgetting older cars, adds considerably to the enhancement of leisure and the encouragement of tourism. But here are many who feel that the obsession with things old, to the exclusion of everything else, is not only unprogressive, but also unhealthy. The revering of tradition can prove to be a millstone when trying to stride into the future.

This is particularly true when the subject is a British icon like MG. As everyone concedes, this is a name synonymous with sports cars the world over; indeed the MG name has defined this sector, above all others. So, any new car bearing the MG badge has to not only build upon that reputation, but enhance it.

Add to this challenge the fact that no all new MG sports car had been launched since the MGB in 1962, and some idea of the magnitude of the task awaiting the Project Team of "Phoenix Revival" the "PR" initials in the MG sports car programme, can be gained.

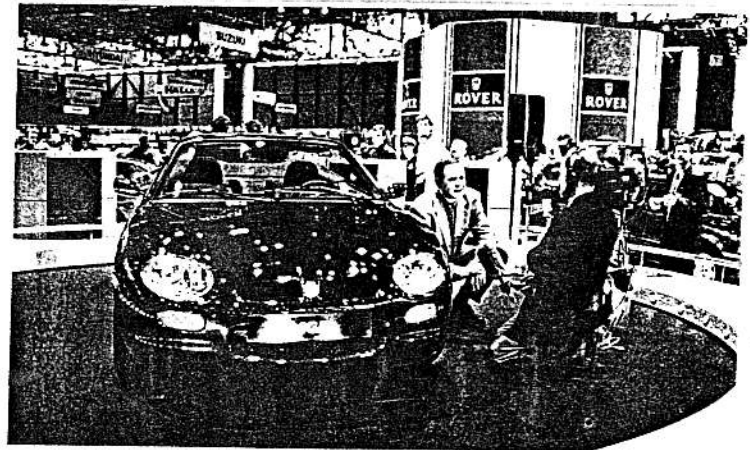
But fortunately for MG, its future was in good hands. Rover's designers understood the marque and its tradition, but were not afraid to look into the future and make MG the mould-breaking and world-beating sports car it once was. The precedents were certainly there. Back in the earliest days of MG, it was the M-type Midget that became the first affordable sports car, while later the evergreen MGB provided a unique blend of sports car motoring and value for money for almost three decades.

Now, two significant names made their entrance on to the Phoenix Revival state. First was Gordon Sked, Rover's Director of Design, whose first MG project had been the patch on the rear MGB GT D-post and he continued to work on MGB detailing until the models demise in 1980.

Subsequently, he had been responsible for the MG versions of the Metro, Maestro and Montego. Working under Roy Axe, then the Head of Styling and Design at Austin Rover Group, he had a substantial involvement with MG EX-E, the 1985 styling exercise, and a car that still looks stunning a decade later.

Even more involved with MG EX-E was Design Manager Gerry McGovern, whose back ground had included a spell with Chrysler in the United States. He had met Roy Axe when he was in the US, and needed little persuading to return to the UK when Axe was putting together his ARG Design Team. As well as his input into EX-E, he was also involved with the Rover 800 design.

So, what was the starting point for the MGF, or PR3 as it was dubbed in the model programme? The PR3 appellation would indicate two other projects and it has



recently emerged that PR1 was the starting point of the new MG sports car. This was a transverse engined, front wheel drive design, based on the Maestro running gear and its engine was the 2.0 M16.

Although promising, the car was not considered to be the route for MG to take. Likewise the PR2 project - V8 powered traditional roadster in the style of TVR - was examined, but this too failed to get the nod.

From this would stem a further proposal for a V8 engined roadster dubbed PR4, again a traditional design with front engine and rear wheel drive. This project was not to see the light of day either, although it remains a tantalising successor to the MG RV8.

Instead, it was the PR3 concept, then a mid-engined, Midget sized roadster, which was by far the most futuristic design of all, that won the day. Initially the concept was taken on board by Rover Special Products whose brief was to carry out some initial preconcept work. RSP had been set up in 1990 to "fast track" various non-mainstream Rover projects, the most notable being the Limited Edition Mini Cooper, MG RV8 and 400 Tourer, as well as carrying out the work to re-launch the Land Rover marque in the USA.

In turn, RSP commissioned a number of UK Design Houses to come up with initial styling proposals for the PR3 concept work, it is important to remember that PT3 was not an agreed Rover project at this stage (1990). Once it was - and by then the car had grown bigger - the design work came back in house to the Rover Design Facility at Canley.

Generally, major manufactures are reticent to talk about the background to new model programmes, but one of the most welcome aspects of Rover's resurgence in the last few years, has been the readiness of key executives to discuss projects and the reasoning behind them.

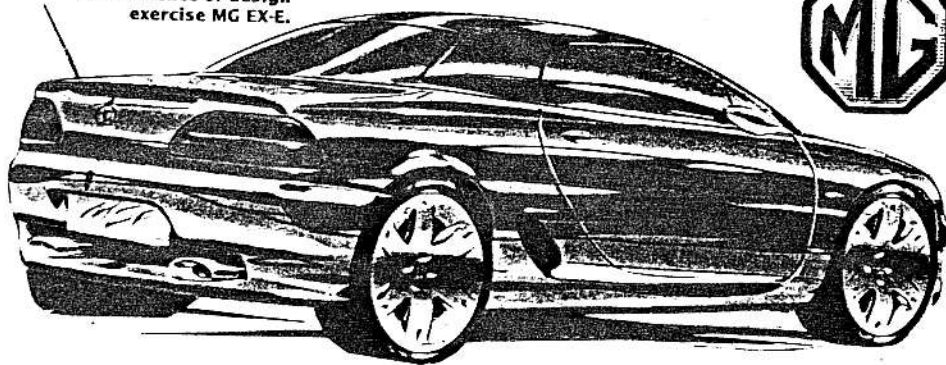
This was very much the case at the Geneva Show launch of the MGF, in particular Project Director Nick Fell and, from the styling point of view, both Rover Group's Director of Design Manager, was more than willing to talk about the MGF programme.

Rover's Director of Design, Gordon Sked, is seen being interviewed with the MGF at the Geneva Motor Show. Aware of the importance of MG tradition, he first worked on the design of the MGB GT D-post and continued to work on MGB detailing until the model's demise in 1980.

He started by saying that both he, and Gordon Sked, considered that the MG EX-E styling exercise would be the main reverence point for the new car. Like the MGF, that too was a mid-engined vehicle, and although considerably larger than the production two seater sports car planned, it possessed a wealth of major styling cues which would re-emerge on the new MG roadster.

When MG EX-E was debuted at the Frankfurt Show in 1985, it quite literally stole the headlines. Had it been a

Design Manager Gerry McGovern's early sketches for PR3 show the influence of design exercise MG EX-E.



Ferrari, or even a Jaguar, no-one would have been suprised, but for Austin Rover it was a watershed. Roy Axe, ARG's Styling Director, had led the team, which had significantly included both Gordon Sked and Gerry McGovern.

There is a both a dynamism and purposeful stance about EX-E that singles it out from many other styling exercises. its side elevation carries a sweeping chord from the front of the car to the rear deck, a feature which would live again in the MGF.

The mid-engined layout dictated a rear end treatment that was boldly swept up, and the highly individual rear light treatment again set a precedent that the new roadster would follow, along with other styling details. So., while EX-E never made production, it has had the profoundest of influences on the sports car which takes MG into the next millennium.

But what were the considerations that influenced the final design? As Gerry McGovern explained, the problem the design team faced was how to create a vehicle that was undeniably modern, but at the same time reflected the heritage of MG. the mid-engine configuration was a factor that the styling would emphasise, this being a totally up-to-the-minute MG.

If all of this was not enough, it had to have an appeal far wider than just the UK, for its export potential was very much its raison d'etre. As Gerry McGovern observed, "It also had to appeal to people who didn't like MG."

The stance of the vehicle was fundamental. Not only did it have to possess attractive lines, it had to have a good wheel to body relationship, an area where the competing Mazda MX-5 scores heavily. Two major design decisions taken at this stage were that there had to be a balance of soft curves, with an element of tension.

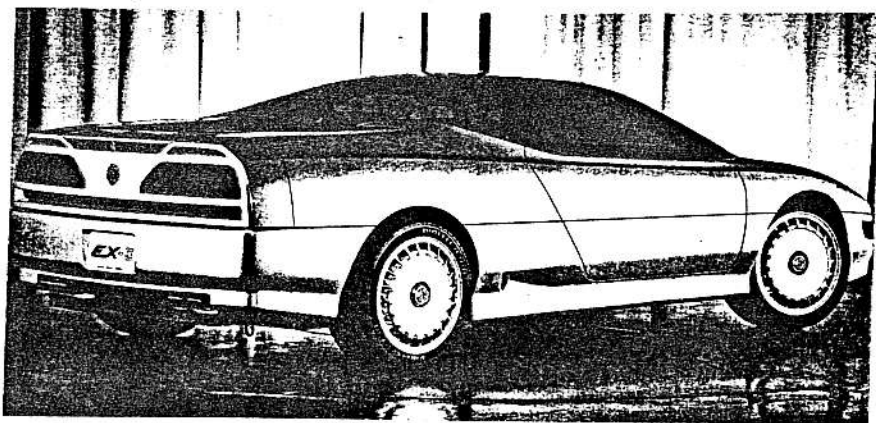
It was on this latter point that the inspiration of EX-E became evident. The upper section of the chord line of the Frankfurt Show car was translated into the side elevation of the MGF, a design statement which has undeniably given the new roadster an exciting stance, whether on the road, or at rest.

Keeping the styling soft, yet purposeful, is in keeping with the tradition of MG. Although the MGF is certainly no retro design - a route that McGovern and the design team were determined not to take - there are subtle hints of the MGB, particularly the frontal aspect.

Here, the fundamental decision to give the car a stronger face than its rival, singles it out from the Mazda MX-5 and MR2, both of which have pop up headlights. The MGF headlights - combined with long range driving lamps in the one unit - are integral to the design. They provide a focus to the frontal aspect of

the car that would have been impossible to achieve with pop up headlights - a route that was considered and rejected.

The other decision, and one that some might consider suprising, was to stay with the rubber bumper-type front of the MGB, albeit in modified form, it acting as a continuation of the front bonnet line. The traditional MG octagon in its original brown and cream, appears on a chrome shield, the



only element of retro styling on the car.

While many have considered that this is MGB-derived, it actually goes back to the 1928 MG 18/80 and the first MG Midget, the M-type of the same year. There is a distinct grille and air intake to the car, which again provides a link with the limited edition MG RV8.

One thing that Gerry McGovern was determined not to see in the MGF was the over-ornamentation or detailing. This stemmed very much from a need to be looking forward with the MGF, rather than looking back. The car's air vents, ahead of the rear wheels, are not over-emphasised, for example.

The importance of the wheel choice to the final look of the car was another critical area. On the MG RV8 the

wheel design sets the car off to advantage, on the MGF it had to do the same. The selection of a six spoke alloy of the 1.8i and the five-spoke version for the 1.8i VVC not only harmonises with the MG's design but differentiates the two models.

Notwithstanding such careful detailing, the stage was now set for one of the most important events in the car's design life, the special MG Day held at Gaydon in the Spring of 1992. It was to be an event where the MGF was not present, but one where the attributes and qualities of the MG marque were to receive the closest scrutiny.

A group of a dozen MG's, ranging from a J2 through to EX-E, were brought together in front of an audience of some 250 people. They were then asked to examine the cars and look for styling features unique to MG, and also view films and memorabilia from the marque's Abingdon day. Following this, their comments were carefully evaluated by the design team. Predictably, the single most important fact to emerge was the importance of the face of the car.

But as Gerry McGovern recalls, any number of other styling points had been thrown up by the MG Day. It was not only the frontal aspect of the MG that had attracted attention, many smaller details including the use of chrome and wire wheels, were also highlighted.

One other feature to emerge from the MG Day was the importance of the fuel filler cap, which is so much a feature of the nearside rear quarter of the MGF. Interestingly, Fiat have also chosen to highlight this aspect with their Coupe.

What the MG Day influenced was cockpit details. The cream faced instruments of the MGF stem from this and are a feature seen as a link with MG's past. Inevitably, the large scale use of the Octagon was similarly noted.

On the MGF, the octagon appears on the instrument faces, the steering wheel centre and on the top of the dashboard in moulded form - the perfect recognition point for any-one walking past an open car. Naturally, it appears too at the front and rear of the car, and on the alloy road wheel centres. But unlike some MGs of the past, its use is restrained.

Gerry McGovern stressed the importance of creating a secure environment for the roadster's occupants and certainly the overriding impression both driver and passenger get from the MGF is feeling of security, which is emphasised by the wrap around effect of the twin cockpit approach and the high doors. There is a real sense of sitting in the car, rather than on it.

The ergonomics of the cockpit are particularly good, and the instrument display in front of the driver transmits all necessary information perfectly. The centre console with its clock, oil temperature gauge, radio and auxiliary switchgear, including heater and window controls, is a particularly pleasing styling element.

The design team paid particular emphasis to comfort levels in the MGF. These set new standards for a sports car, a class of vehicle which is generally considered as sacrificing refinement for performance. The seats are exceptionally supportive and their piped trim recall that of earlier Abingdon sports cars. Again, there is a lack of over fussy detailing - it would have been easy to overload the cockpit with retro chrome and possibly even wood trim, but this has been resisted.

Two factors were constantly borne in mind by the design

team. The first was that the MGF must be a sports car that could be driven every day of the year and not, be some delicate thoroughbred that only came out on high days and holidays. The second was that it should be, to quote Rover, "the world's most enjoyable car to drive." While the dynamics of the



On the road the MGF looks purposeful and shows styling cues which link it with past MGs.

MGF were fundamental to this, so too was the overall packaging.

Nowhere is this demonstrated better than in the hood and hardtop area where great strides have been made in recent years, particularly with the growth of saloon-derived convertibles like the Golf GTi and Rover 200. In the sports car world, the superb hood of the Mazda MX-5 and innovative foldaway hardtop of the Suzuki Cappuccino, have shown that "roof up" need not compromise the looks of the car.

Rover's answer with the MGF was to ensure that the hood was complementary to the car's shape and commissioned its design from Pininfarina. Not only is it good looking and practical - the rear window zips out - but it can be folded and stowed easily. The MGF scores exceptionally well in terms of user friendliness here.

But essentially, the MGF is northern hemisphere sports car and with the year-round driving tenet imposed on the design team, a hardtop was a natural extra. Unusually this was designed with the car. This is a departure from almost any manufacturer's practice, since hardtops are generally viewed as aftermarket accessories and, as many designers agree, they can easily detract from the overall shape of the car.

Not so with the MGF, for the hardtop not only complements the roadster's shape, but enhances it. Fully trimmed and with a heated rear window, it is easily fitted and removed in a two person operation. But significantly, it is also allows the hood to remain stored, returning the MG to roadster format in the warmer months of the year.

Such is the hardtop's attraction that it appears that many buyers of the MGF are viewing the car as a Coupe. A growing number of MGF orders are being placed with the hardtop as part of the car's specification.

Judging the MGF's design in either a studio or motoring show stand environment is one thing, seeing it on the road in its natural element will be quite another. It will provide the opportunity not only to see how the MGF's chord line works with daytime lighting, but how the overall design of the car translates into road presence.

On both of these points the MGF would appear not only to meet, but surpass its objectives, if a necessarily brief open air photo call at Gaydon, before the car's launch, is a personal guide.

BMW personnel, though, have no doubt. Chief Designer Chris Bangle, who styled the exterior of the new

Fiat Coupe, was certainly impressed by the MGF, as has been BMW Chief Bernd Pischetsrieder. That after the takeover of Rover, BMW green lighted the project without hesitation, speaks volumes for the essential rightness of the car. Their only contribution has been to provide details of the windscreen frame reinforcement used on their convertible and forthcoming sports car, something that Project Director Nick Fell was keen to adopt for the MGF.

It could be argued that function has generally come a poor second to form in many sports car designs of the past. With the MGF however, it's very much a case of form following function and the promise of a roadster that will perform and provide the highest degree of drive and passenger satisfaction.

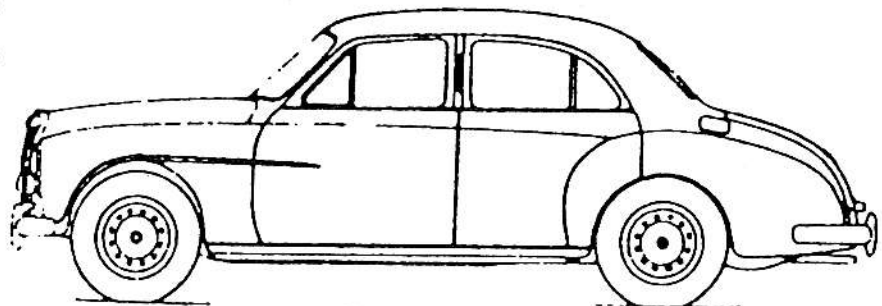
If it seems likely this proves to be the case then the new MGF will have met the objectives of its entire design team. It will be the sports car to be seen in, and the best possible tribute to both Gordon Sked and Gerry McGovern, in creating an MG that is firmly looking into the future.

MG enthusiast - June 1995

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Best All Round			Best All Round cont.			Speed			Speed cont.			
PAUL	STRANGE	67	1	KEVIN R. BROWN	6	29	JOHN DAVIES	50	1	PETER RAYMENT	5	25
SAMANTHA	RAYMENT	61	2	BRADLEY D. SEARLE	6	29	JOHN WALKER	50	1	ZOE McCONNELL	4	26
PETER C.	TIGHE	60	3	REINHOLD SCHOLZ	6	29	GREG McHUGH	46	2	TERRY O'BEIRNE	4	26
JOHN L.	WALKER	60	3	ANTHONY R. BEAHAN	6	29	PETER TIGHE	40	3	CHRIS LAKE	4	26
JOHN	NOVAK	52	4	ZOE McCONNELL	4	30	JOHN NOVAK	40	3	PETER FINDLAY	4	26
ANDREW	LAKE	49	5	DELIA M. RAYMENT	4	30	PAUL STRANGE	38	4	CHRISTOPH SCHOLZ	4	26
JOHN	DAVIES	50	6	CLAYTON J. MORTELL	4	30	FRED DOUGLAS	38	4	BEN BLYTHE	4	26
CHRIS	LAKE	50	6	TERENCE J. O'BEIRNE	4	30	ANDREW FLETCHER	36	5	KERRY STRANGE	3	27
GREG	McHUGH	50	6	PETER A. FORDE	4	30	ALEX BORDON	36	5	DAVID SOUTHGATE	3	27
PHILLIP	HUTCHISON	46	7	PETER FINLAY	4	30	PAUL VANWIJK	32	6	CINDY O'BEIRNE	3	27
ALEX	BORDON	46	7	BENJAMIN J. BLYTHE	4	30	DANNY MISCHOK	30	7	CHRIS WYLIE	3	27
PETER G.	RAYMENT	39	8	CHRISTOPH SCHOLZ	4	30	IVAN TIGHE	26	8	BOB DEVONSHIRE	2	28
FREDERICK	DOUGLAS	38	9	DAVID J. SOUTHGATE	3	31	ROB MUTIMER	26	8	IAN FERGUSON	1	29
ANDREW	FLETCHER	36	10	CYNTHIA M. O'BEIRNE	3	31	PETER HERLIHEN	26	8			
DAVID M.	ROBINSON	35	11	CHRIS WYLIE	3	31	JAN BUCIFAL	26	8			
KERRY	STRANGE	33	12	BOB DEVONSHIRE	2	32	ANDREW LAKE	25	9	Best MG		
DANIEL S.	MISCHOK	30	13	IAN K. FERGUSON	1	33	KEN FREEBURN	24	10	SAMANTHA RAYMENT	73	1
BILL	TOTTEY	27	14				STEVE AUSTIN	24	10	PETER TIGHE	72	2
PETER J.	HERLIHEN	26	15	CTA Drivers			ERROL HOGER	24	10	JOHN WALKER	62	3
ROBIN	MUTIMER	26	15	PHILIP HUTCHISON	46	1	PAUL GRAY	22	11	PAUL STRANGE	56	4
IVAN	TIGHE	26	15	PETER RAYMENT	28	2	NEAL STONE	22	11	FRED DOUGLAS	50	5
JAN S.	BUCIFAL	26	15	PAUL STRANGE	25	3	BILL NORRIS	20	12	PETER RAYMENT	45	6
STEVE	AUSTIN	24	16	PETER TIGHE	20	4	JOHN KINGCOTT	20	12	DAVID ROBINSON	35	7
JOHN	CRANE	24	16	ANDREW LAKE	18	5	BRYCE FRANCIS	20	12	JOHN KINGCOTT	32	8
KEN	FREEBURN	24	16	JACOB STECHER	14	6	JOHN GIRAD	20	12	STUART DOUGLAS	32	8
ERROL K.	HOGER	24	16	NEVILLE SMITH	11	7	STUART DOUGLAS	20	12	BRIAN HUNTER	30	9
PAUL	GRAY	22	17	BARRY SMITH	10	8	DARREN HARRIS	20	12	HELEN KINGCOTT	26	10
NEAL J.	STONE	22	17	GREG McHUGH	4	9	GARY GOULDING	18	13	KERRY STRANGE	15	11
SCOTT	MUTIMER	21	19	JOHN NOVAK	2	10	KEN GRAHAM	18	13	JOHN CRANE	14	12
PAUL	LAMBERT	21	19	BILL TOTTEY	1	11	BRIAN HUNTER	18	13	NEVILLE SMITH	11	13
MICHAEL D.	TOTTEY	21	19	MICHAEL TOTTEY	1	11	EVAN HOGER	18	13	DELIA RAYMENT	10	14
BRYCE	FRANCIS	20	20				DAVID BLYTHE	18	13	BRUCE MUTCH	8	15
JOHN D.	GIRARD	20	20	CTA Navigator			DAVID ROBINSON	17	14	RON CLYDESDALE	6	16
JOHN & H.	KINGCOTT	20	20	CHRIS LAKE	46	1	JOHN HEFFERNAN	16	15	BRONWEN DOUGLAS	6	16
WILLIAM J.	NORRIS	20	20	SAMANTHA RAYMENT	44	2	BILL TOTTEY	16	15	MARTYN JENKINS	6	16
DARREN J.	HARRIS	20	20	KERRY STRANGE	30	3	DAVID IVERS	15	16	BARRY SMITH	6	16
STUART T.	DOUGLAS	20	20	DAVID ROBINSON	18	5	HELEN KINGCOTT	14	17	GODWIN CARUANA	6	16
GARY S.	GOULDING	18	21	BRAD SMITH	10	6	LEIGH MELLOR	14	17			
KEN J.	GRAHAM	18	21	CLAYTON MORTELL	4	7	TROY MANSFIELD	14	17	RacingDriver		
BRIAN J.	HUNTER	18	21	JOHN CRANE	24	4	SCOTT MUTIMER	13	18	TONY JEWELS	10	1
EVAN K.	HOGER	18	21	JAN BUCIFAL	4	7	ALAN McCONNELL	12	19	PAUL LIVADITIS	10	1
JOHN	HEFFERNAN	16	22				PER HANSEN	12	19	ALAN McCONNELL	10	1
DAVID J.	IVERS	15	23	Motorkhana			KEVIN HEFFERNAN	12	19	SHANE EKLUND	10	1
TROY	MANSFIELD	14	24	GREG McHUGH	12	1	BRUCE COOK	12	19	CHRIS MADDEN	10	1
LEIGH	MELLOR	14	24	JOHN WALKER	10	2	CAMERON ROBINSON	12	19	GREG BURROWES	10	1
JACOB C.	STECHER	14	24	ALEX BORDON	10	2	MICHAEL TOTTEY	12	19	TROY MANSFIELD	10	1
KEVIN	HEFFERNAN	12	25	BILL TOTTEY	10	2	PAULINE GRAHAM	11	20	ROBERT GAITANIS	10	1
ALAN	McCONNELL	12	25	JOHN NOVAK	10	2	DEREK HOLSTEIN	10	21	VERN HAMILTON	8	2
BRUCE M.	COOK	12	25	SAMANTHA RAYMENT	8	3	VERN HAMILTON	10	21	JOHN NOVAK	8	2
CAMERON J.	ROBINSON	12	25	ANDREW LAKE	8	3	ROB CLATWORTHY	10	21	LLOYD BAX	8	2
PAULINE	GRAHAM	11	26	MICHAEL TOTTEY	8	3	TONY JEWELS	10	21	ROBERT MANDER	8	2
NEVILLE M.	SMITH	11	26	SCOTT MUTIMER	8	3	IAN PETERS	10	21	THOMAS JAGER	8	2
ERIC J.	BLYTHE	10	27	PETER RAYMENT	6	4	BARRY WRAITH	10	21	JOHN STRATTON	6	3
ROBERT J.	CLATWORTHY	10	27	PAUL STRANGE	6	4	ERIC BLYTHE	10	21	BRAD STRATTON	6	3
VERN	HAMILTON	10	27	DELIA RAYMENT	4	5	BOBBY McGEE	10	21	BRIAN FERRABEE	6	3
DEREK J.	HOLSTEIN	10	27				JOHN GILBERT	10	21	TREVOR LLEWELLYN	6	3
TONY & R.	JEWELS	10	27	Marque Speed			STEPHEN HOADE	10	21	TOM COULSTOCK	6	3
IAN	PETERS	10	27	JOHN WALKER	50	1	CAROL JACKSON	10	21	MICHAEL McHUGH	4	4
BARRY	SMITH	10	27	GREG McHUGH	46	2	SAMANTHA RAYMENT	9	22	ANDREW MLADENOVIC	4	4
BRAD	SMITH	10	27	PAUL STRANGE	38	3	PAUL LAMBERT	9	22	CHRIS CAMPBELL	3	5
BARRY	WRAITH	10	27	FRED DOUGLAS	38	3	DEAN TIGHE	8	23			
STEPHEN J.	HOADE	10	27	JOHN KINGCOTT	20	4	WAYNE FOSTER	8	23	Ladies		
ROBERT E.	McGEE	10	27	STUART DOUGLAS	20	4	BRAD STRATTON	8	23	SAMANTHA RAYMENT	61	1
JOHN C.	GILBERT	10	27	DAVID BLYTHE	18	5	GLEN CARPENTER	8	23	KERRY STRANGE	33	2
CAROL	JACKSON	10	27	BRIAN HUNTER	17	6	DAVID FULLSTON	8	23	HELEN KINGCOTT	14	3
GLEN	CARPENTER	8	28	HELEN KINGCOTT	14	7	CHRIS SHAW	8	23	PAULINE GRAHAM	11	4
WAYNE	FOSTER	8	28	TROY MANSFIELD	14	7	VINCE CARSBURG	8	23	CAROL JACKSON	10	5
BRUCE	MUTCH	8	28	ERIC BLYTHE	10	8	DAVID FULLSTON	8	23	JULIA POTTS	6	6
BRAD	STRATTON	8	28	SAMANTHA RAYMENT	9	9	CHRIS SHAW	8	23	ZOE McCONNELL	4	7
DEAN J.	TIGHE	8	28	PAUL LAMBERT	9	9	BRUCE MUTCH	8	23	DELIA RAYMENT	4	7
VINCENT C.	CARSBURG	8	28	BRUCE MUTCH	8	10	MARK THOMPSON	6	24			
CHRISTOPHER	SHAW	8	28	PRIMROSE ROGERS	6	11	PRIMROSE ROGERS	6	24	MG Motorkhana		
DAVID R.	FULLSTON	8	28	REINHOLD SCHOLZ	6	11	JULIA POTTS	6	24	SAMANTHA RAYMENT	12	1
DARYLL V.	SEARLE	8	28	PETER RAYMENT	5	12	BRADLEY SEARLE	6	24	JOHN WALKER	10	2
PRIMROSE	ROGERS	6	29	CHRISTOPH SCHOLZ	4	13	CRAIG NEWTON	6	24	PAUL STRANGE	8	3
MARK G.	THOMPSON	6	29	KERRY STRANGE	3	14	KEVIN BROWN	6	24	PETER RAYMENT	8	3
JULIA	POTTS	6	29				REINHOLD SCHOLZ	6	24	DELIA RAYMENT	6	4
CRAIG H.	NEWTON	6	29				ANTHONY BEAHAN	6	24			

Continuing the story -

"MGs ACROSS AUSTRALIA - A BIRD'S EYE VIEW" - by Delia Rayment

We camped for two nights at the Ayers Rock Resort caravan park, the dearest place we had and were to stay in for the whole of the trip. Still out there it was worth every cent of the \$18 a night for an unpowered tent site. Coming from the west we did not pass through a toll gate at the entrance to the National Park. Whereas if you came from the east you had to buy an Ayers Rock Reserve Pass for \$10. But the catch was, we had to stay at the Ayers Rock Resort and to get to that you had to go to the east and thus past the toll gate. So that the next morning when we decided to revisit the Rock and do the normal tourist thing i.e. climb around and over the rock we had to buy a pass. We can understand why they have to charge people to go into these areas these days, as people can be such pigs at times I nearly feel ashamed being called human. Pigs are cleaner animals anyway, compared with some humans I've seen.

The feeling of awesomeness towards the rocks which I'd experienced on first seeing the Olgas still hung over me the next day as we visited Ayers Rock.

We started up together, then one of party decided that they could not go any further, for fear of heights. I started back down the chain which you hang onto, towards the person who was almost frozen with fear and my feet started to slip. I had had my warning - NO WAY was I going any further up there. Something was telling me not to.

Later in a souvenir shop, I read that actually the aboriginal people who are custodians of Ayers Rock do NOT climb the rock. Could I have received a message somehow!

Ayers Rock Resort is an ultra modern, environmentally friendly designed town with all appropriate facilities required for human survival. You can even get an MGBs engine mount bracket welded. Which Col had to whilst on his stay here.

Everywhere we went we seemed to be plagued by these tourists in white camper vans which had the name on the sides- Brits Australia. There was even the odd bus flying around also. It wasn't until we were in Alice Springs that we heard that these were mostly German tourists and that the company Brits- Australia was basically German owned. Some food for thought there!

Our next stop was to be Kings Canyon via some dirt road. We didn't know how much. One map had 68 kilometres of dirt, another had 23 kilometres. In the end there wasn't any dirt on this road at all.

A major point of interest on this part of our journey was the unusual flat top monolith of Mt. Conner. Different in shape altogether from any of the other mountains we had seen so far. On meeting the road coming from Alice Springs (another intersection totally different to the map) we headed west to Kings Canyon and another change of terrain. This road runs parallel with the George Gill Range, which in the late afternoon sun looked like a gigantic multi-storied apartments building. Its horizontal rock strata giving the effect of 1 level bricks the next one gardens, repeated all the way up to the top of the range.

At Kings Canyon we booked into the well appointed, and laid out caravan and camping park, which is some 6 kilometres to the west of the actual canyon itself.

We arrived just in time to watch the George Gill Range become a glowing spectacle before our eyes as it caught the last rays of the setting sun. As with Ayers Rock and The Olgas special viewing platforms have been built, after years of observation, in what would be considered the most advantageous viewing spots for tourists.

The next day it was freezing again, but at least the sun was out, as the group set off to conquer The Canyon. We opted for the walk which would take us up onto the northern rim of the Canyon, through the middle of it, back up onto the southern rim and then back down to the floor. A most rewarding walk, well signposted, with information boards making the walk more interesting.

The landforms which interested me the most were the conical shaped hillocks on the top of the northern rim. They resembled the forms found further north in Western Australia known as the Bungle Bungles though these here at the canyon are a lot smaller. Half way round the walk we descended to the floor of the canyon, it was a very pleasant interlude. We went from hot, dry conditions, nearly devoid of vegetation to a lush "Garden of Eden". This is what the actual waterhole was called and it made a pleasant lunch-break stop.

The sheerness of the sides of the canyon did not become apparent until we had started our trek back around the southern rim. Slices of sandstone rock had sheared off hundreds of years ago leaving 200 ft vertical walls facing the void. We felt quite humble.

This was the first of many canyons that we were to visit in the centre of Northern Territory all of which were totally different, as next day found us heading north on the newly opened, Mereenie Loop road, towards the West MacDonnell National Park.

To travel this way though, we first had to obtain our pass from Kings Canyon National Parks headquarters, as this road takes you through several more aboriginal reserves.

Even though we knew the road was dirt, this did not deter us as we had been told that it was generally a good, well formed road. We were a little worried though when on our first day in Kings Canyon we heard the rumour that **THE ROAD WAS CLOSED.**

The rain that had affected us back at Lasseter's Cave was still affecting us here, well at least the remains of it were.

However, came the day of our departure and our day of application for the permit and it was all systems go. Well at least for our little light cars- for they weren't giving permits to heavy vehicles. This occurred one other time during our trip and that was further on in Queensland. And here we were expecting fine, hot days - not cold, bleak, windy and threatening to rain days.

The Mereenie Loop road proved to be a most rewarding one in the end. The surface structure was as indicated, generally very well made and cared for and the terrain covered was very interesting. We firstly travelled through the George Gill Range to the north and then after many kilometres swang back to the south east where we ran parallel to the Gardiner Range for some time side stepping through narrow passes in the ridges that went on for miles. The group spotted many wild donkeys through this area, and one time counted at least 18 in one herd.

After passing through the Katapata Pass we then headed towards Hermannsburg, 23 kilometres to the west of Hermannsburg we were supposed to head north-west, towards Redbank Gorge, however after some discussion with the group it was decided to go the 23 kilometres to visit the historic Hermannsburg Mission, on the Finke River.

Barbara and Delma were out ahead in the TF when suddenly we came upon some roadworks. On a quick observation we saw that the left-hand side of the road was the least chewed up, and also that the grader was working on the other side. So Barb started up the left. Signs to say where to go were like all other signage in this area - none existent. Half way up the road-works the situation changed as coming towards us **on our side** was the water truck. What to do. We stopped. We waited and waited until the grader eventually made a new road for the water truck to pass us on our right. As the water truck passed Barb, I heard little noises coming from their car and as we were right up behind we weren't able to see why they were making these noises until by then the water truck was level with us. We then were making similar noises as water showered all over our little car and of course through the drivers open window. (Peter was too slow getting the window up) This is one of the disadvantages of being in a sports car. You are very low to the ground and subject to all unknown things that you wouldn't normally be subjected to in a normal car. Like eyeballing it with Alsatian dogs as they poke their head in the cabin, type of thing.

This water truck must have had it in for us as on our back after visiting Hermannsburg, we ended up travelling directly behind him all the way over this road-works again and I reckon his top speed would have been 5 miles an hour, through the rough sloshy dirt.

We were lucky and arrived at the Mission just as a guided tour had commenced. So we paid our money and tagged ourselves onto its tail. My main interest in Hermannsburg was the Art Gallery which was the last part of the tour in which we were to see some of the aboriginal artist, Albert Namatjira's work.

The highlight of our trip, to me, was to stand only feet away from this artists work and admire the brilliance of the man. To visit this land which had inspired him, to walk on the ground where he would have walked, lived and painted. This was another one of my life-long dreams- which I never thought would be realised.

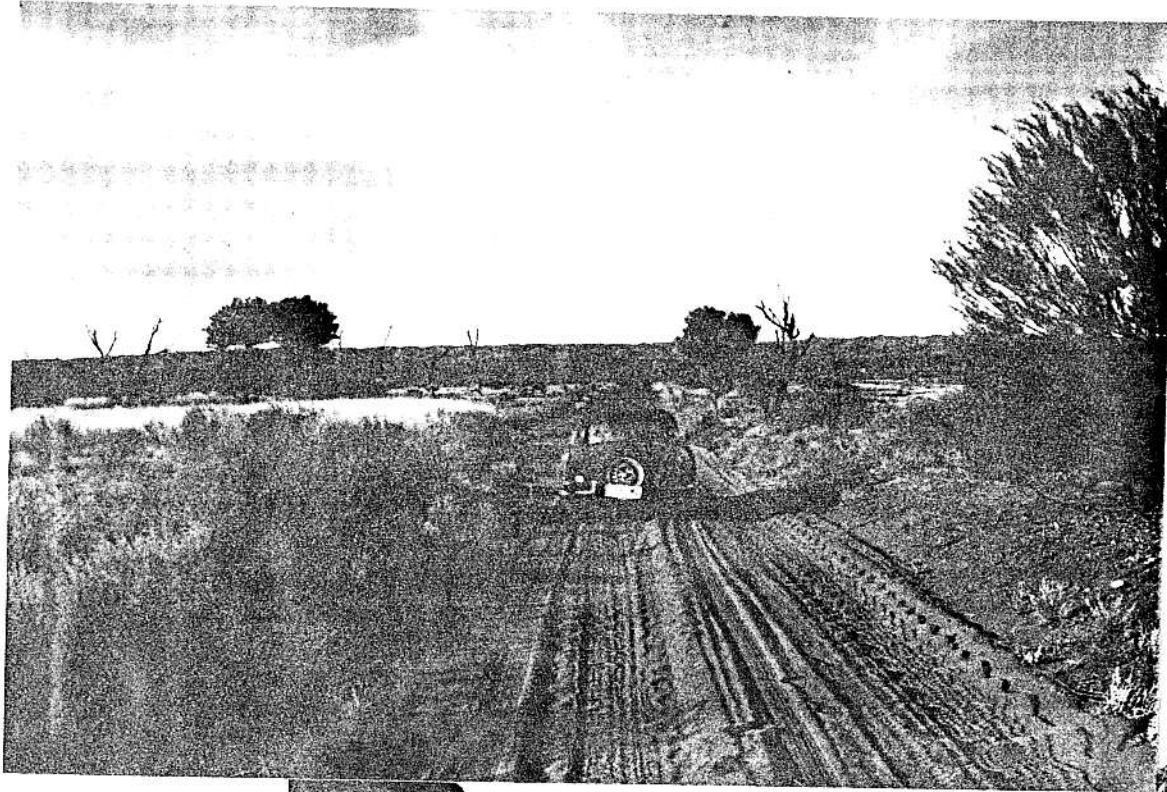
Albert Namatjira was one of Central Australia's first true ambassadors. 'Selling' it to the rest of not only Australia but the world. His work is still admired and held in great esteem to-day. It would be hard for anyone to follow in his footsteps. The raw beauty of Central Australia has to be lived to be totally appreciated. Arm-chair viewers can appreciate only an infinitesimal amount from their position.

We were lucky not only to see some of the great artists work but some of his many relations work also.

This would not have possibly happened if the German Lutherans in their quest to spread their beliefs, had not come to this corner of the world. Fate is a curious 'creature' in what ever disguise it may be found.

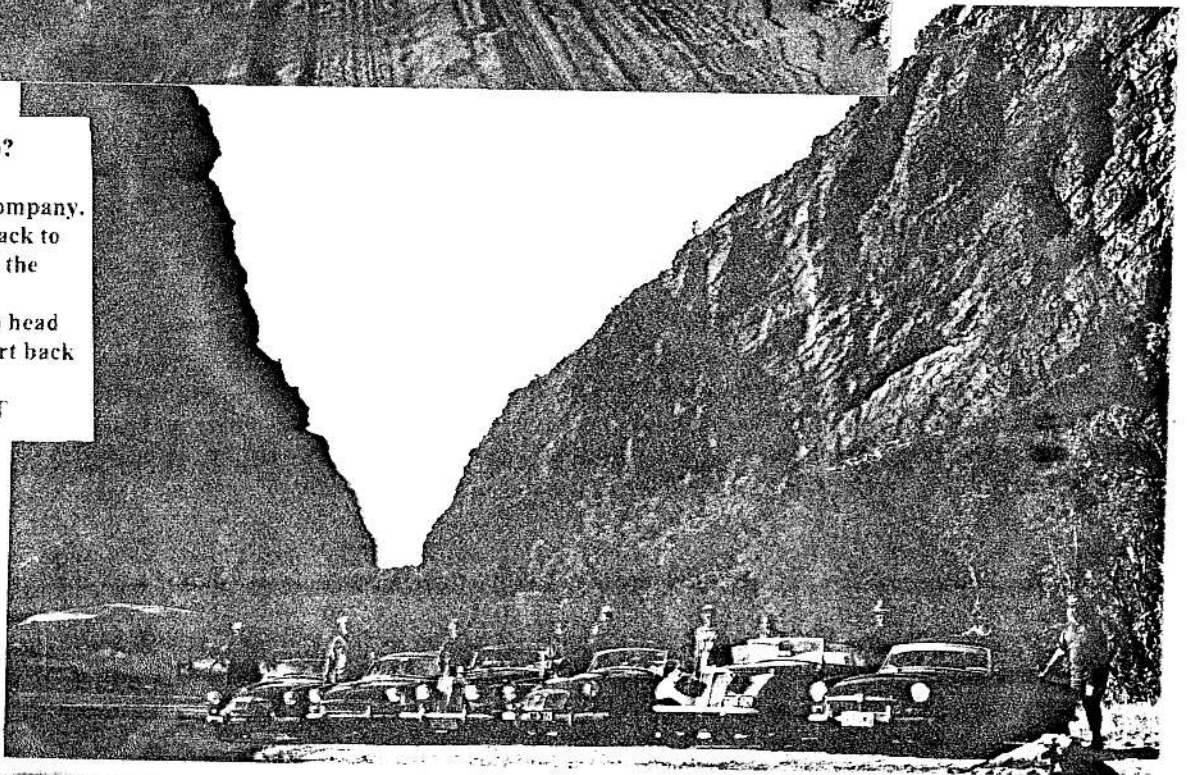
We crossed back over the Finke River and headed west again towards the Redbank Gorge.

On our original itinerary we had not mentioned visiting a place by the name of Gosse Bluff, but on reading about it in the pass it was decided to have a look-see as we went past it. It was only supposed to be 4 kilometres from the road, but during the first part of this we found a car dry-bogged in a creek crossing, then Wal and Anna got themselves bogged in the sand. The day-light was running out and what had seemed a good idea for a little side tour was quickly abandoned. As here again we were not allowed to camp anywhere between here and Redbank Gorge as we were on an aboriginal reserve. We were somewhat disappointed that we were unable to visit the Bluff. It is believed to have been a 20 km diameter crater formed about 130 million years ago which has eroded to leave a 4 kilometre wide halo of hills. Later as we ascended the MacDonnell Ranges we were able to look back and receive a bird's eye view of this magnificent sight. I don't think I would have liked to have been around when it hit. It would have been a great bang.



The LONG way home!
Road from Hermansburg
to Redbank Gorge via
Gosse Bluff, NT

Our final line-up?
(not quite)
Before we part company.
The Victorians back to
Melbourne down the
black stuff The
Queenslanders to head
east across the dirt back
home
Simpsons Gap NT



Well this was the last
line up as we pose at the
northern approach to
Alice Springs NT

The track into the gorge was probably the worst we had been on. It appeared to be a stony rutted creek bed. It was quickly going dark but our headlights were not only, they just added to the problems. Camp amenities at the Redbank Gorge were basic - a pit toilet, tables, fireplaces and designated camping areas. To put the tent up for the night we cleared away a few more rocks from the extremely rocky ground. Thank God for our blow-up mattresses. No water. So it was back to the 1 ½ cups of water in an ice-cream container again trick, for our 'bath'. That's for the two of us I might add.

Around the camp fire that night the cooking jaffels weren't the only things that were being rotated. The cold weather still was with us but at least it wasn't raining. And so to keep warm we had to firstly warm one side of our bodies and then the other. We had by now a fairly set routine which we would follow once our tents were up. As the meals were being cooked, some were partaking in a 'bath'. Once dinner was over, the dishes done and the others 'bathed.' Then it was mostly to bed, by 8 to 8.30. As it was

(a) too bloomin' cold to stay up and

(b) we needed the sleep as we were usually up before dawn anyway to start repacking etc.

In the morning we had a brisk hike up the dry river bed to where the gorge narrowed down to only a few feet wide. If you were keen and you had your lilo with you then you could paddle through the opening for some spectacular views. The gorge was not at its best however as it was again overcast. Surprise surprise! We were to find out later that to really enjoy most of the gorges a little blow-up boat is a must, as the water is freezing and the views obtained, would be worth the effort. In all of the waterholes that we came to, it is worth noting that they all had small fish.

Whilst at Red Bank gorge it was interesting to note also that we were near the highest mountain in the NT and Australia's point of least inaccessibility, the point on the mainland furthest from the coast.

We continued on to Glen Helen and Ormiston Gorges during the rest of that day. At Ormiston we found the West MacDonnells National Park Headquarters where a mine of information is available to visitors on the fauna, flora and landforms of the area. Ormiston would have been a good place to camp except for two things.

1/ the tent sites were far too sloppy (they must think people have adjustable legs on their tents or something)

2/ the place was jammed packed full.

We decided to push on to Ellery Creek Big Hole - mainly because it sounded inviting and it was. It was an extremely idealic camp site with the MacDonnell Ranges almost enveloping us on 3 sides as we camped relatively high on 'island' in the creek-bed. The beautiful gum trees not only were physically attractive to us but also to the multitude of birds that made them home. The water hole was indeed a BIG one. It is the biggest permanent water hole in the MacDonnell Ranges, so you can imagine the wildlife that rely on it for their daily drink. The camping area was well away from the actual water-hole to allow the animals to come and go in peace.

At Ormiston it had its 'permanent' crow. As one rather large extremely black fellow didn't want to leave and 'talked' to each visitor as they came near him and his chosen home. Normally these birds are so people shy that at the sight of a human they are off.

Again the camping facilities were basic - a pit toilet, fire- places, tables, and no water. The camping fee to stay at these places was \$2 per person per night and it worked on an honesty system with envelopes being supplied which we had to fill out and deposit into a pad-locked post.

The next day we back-tracked slightly to Serpentine Gorge. Most of the Gorges were from 2 to 3 kilometres off the main bitumen road, with the access being somewhat rough to very rough, because of the number of creek crossings we had to do.

By now one Gorge was starting to look like the next so we headed eastward towards Alice Springs. But we still had Standley Chasm and Simpson Gap to look at.

Once we reached Standley Chasm we knew that we had reached civilisation again as it has been fenced off and we had to pay \$5 per person to go in. We had tried to time it so that we would be there about mid-day, which we were told, is the best time for viewing the Chasm with the sunlight coming into it. We were in luck. It is certainly a giant slash through the rock. Though in hindsight it wasn't as big as I had expected it to be. The water that trickled down through the creek that we had to follow up to get to the Chasm was crystal clear and a lot of the rock was white quartzite.

Whilst in contrast the walls of the Chasm were red.

Oh! for just 10c for every quartz reef seen on this trip, we'd be millionaires.

Our last port of call before Alice Springs lead to great excitement as we felt that this could possible be the last time we would have an opportunity of taking a group shot together, as from Alice Spring 2 of the group were heading back to Melbourne down the bitumen at a different pace.

To be continued.