Good day fellow members, already we are in to the 4th month, next month we will sending out the application and rule forms so that they can be back in by the end of June.

The club hopes that all our northern members fared ok in the cyclone.

There a few club events to attend but we don’t have a date for the All British Day.

Members should note the next club meeting will be held at Rod’s place. Easy to find one allotment to the left of where Mt Margaret drive meets Gibraltar rd.

There are no stories in so I’ll tell you about the trip to Monto, Keith and Jeanette Batley and myself did with our Section Car’s. The Novo story has been put on hold as I have not done any more.

Keith
Monto trip with my Section Car
By Keith Hendrick

I departed Townsville on Thursday morning the 30th of March a couple of hours ahead of Keith and Jeanette Batley from the Burdekin Machinery club. My small M15 Section Car was loaded on the back of my ute, this was it’s first outing with a folding roof fitted.

There was some wind blowing and I could feel it on the folded roof so I am giving a bit of thought to some sort of wind deflector, however on the way home with no wind blowing I did not feel any wind resistance.

By mid afternoon I had had enough of driving and was cursing my stupidity for taking on such a trip, considering the last time I took the Section Car out, it had to be towed because of lack of power. The cost of fuel did not help with the Ute using on average 13.5km per litre.

I overnighted at Rocky and traveled on to Monto the next day accompanied by Andrew another ASCO member.

Saturday morning saw 30 members and 12 Section Cars line up and raring to head off for Mundubbra, as this was my first run with this club, I had an instructor driver with me. The moment we started I had a sinking feeling, the Car would barely get under way but Ken the driver fiddled with the mixture and eventually we were going. When we arrived at Eidsvold I was allowed to drive,
Ken showed me how to adjust the mixture for different speeds and the Car fairly flew, what a different feeling, I realise now I had not been driving incorrectly up at Herberton, I would give it full throttle on starting and richen the mixture and then the engine would die.

I did not get over half throttle all weekend, even up the range, I only had to lean the mixture a quarter of a turn when the speed dropped and the engine started to labor, when I did this you could feel a surge of power.

We did over 200km’s on Saturday and I enjoyed every minute of the way, except my bum was starting to winge about the seat, there will be a seat modification before the next trip.

Sunday saw us line up in the other direction towards Gladstone, there was around 20km of flat running before we started up the range, I had a different driving instructor this time and was allowed to drive most of the way.

When we began ascend the steep grade the speed started drop, it was exciting to feel the surge of power when the mixture was leaned without increasing the throttle position.

This was the most spectacular part of the trip, there were high bridges, deep cuttings, green country side and six tunnels. Three of the tunnels where in line, you could just see through them as the third curved a bit, you could also see a splash of light in between each of them. It was spectacular.

This part of the trip was certainly worth the while to make the journey for.

We had lunch at Manny Peaks and then headed back for Monto arriving around 4pm. I would certainly do it again, we traveled around 360km for the weekend, now we were faced with a long drive home.
My car 229 arrives at Mundubbera

Looking through two of the Tunnels

Heading up the range towards the tunnels