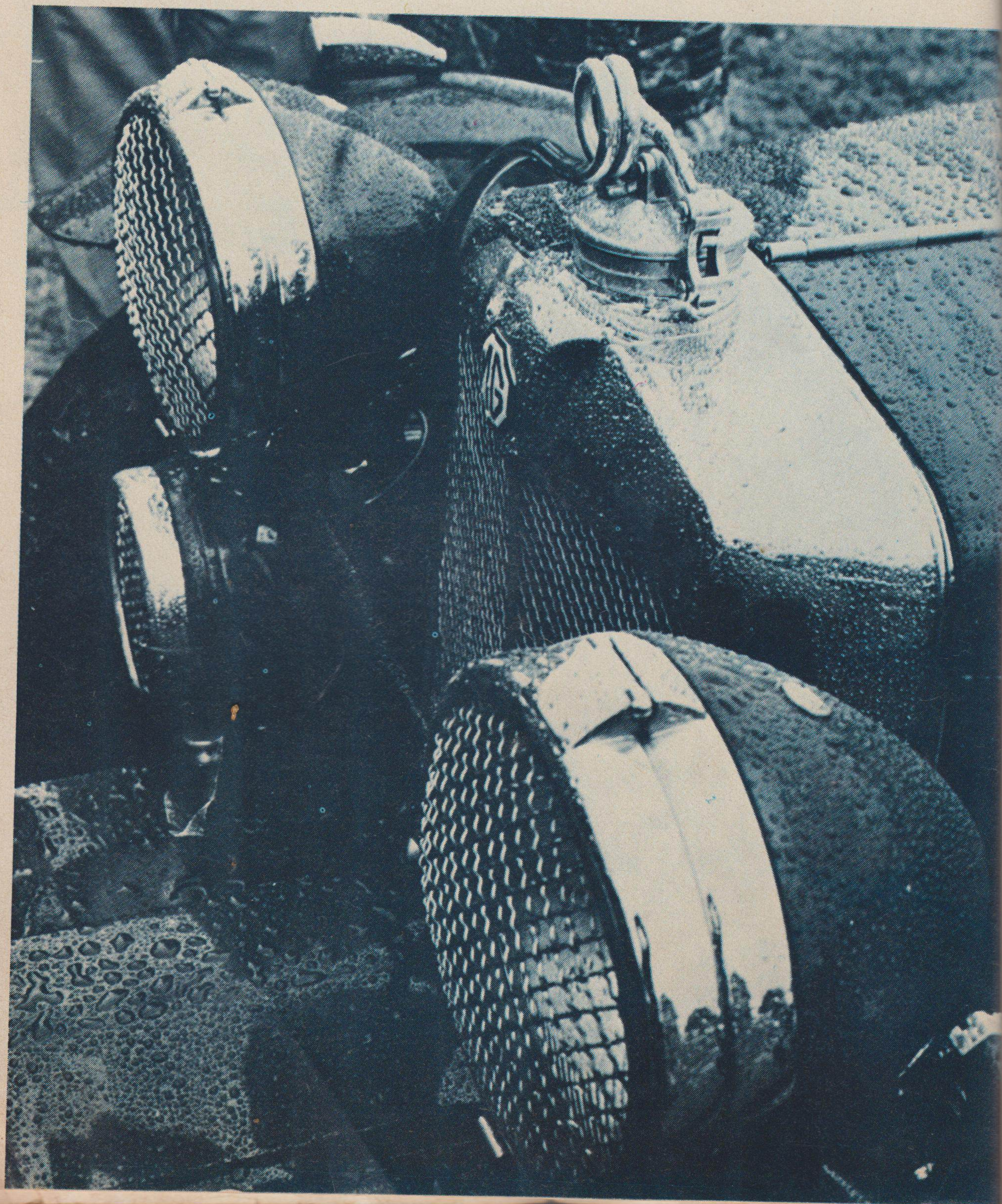


AND THEY ALL GOT WET



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But despite the soggy weather, 500 enthusiasts turned-out for the annual Inter-club Concours d'Elegance organised by Victoria's MG Car Club.

STORY AND PHOTOS BY MIKE BROWNING

THE 1968 Victorian interclub Concours d'Elegance was held on a scorching, near-century summer's day. Many entrants feared their finely polished paintwork would fade, and there was a scramble for dust covers.

The 1969 concours saw a scramble for umbrellas and chamois.

Organised by Victoria's MG Car Club, the annual automobile fashion show was held in mid-December on a day of almost non-stop rain. Heartbreaking weather for more than 500 entrants, who saw hours and hours of work being literally washed away.

But the show went on in the best tradition. Cars arrived on trailers, wrapped in plastic envelopes, in removal vans and by road — covered in mud and grime from roadworks a few miles short of the Lilydale showgrounds.

And the record entry — ranging from the rare 1923 Riley Redwinger of Porzelack's Ray Black to a 29-mile-old Datsun 1600 — was the richest to date.

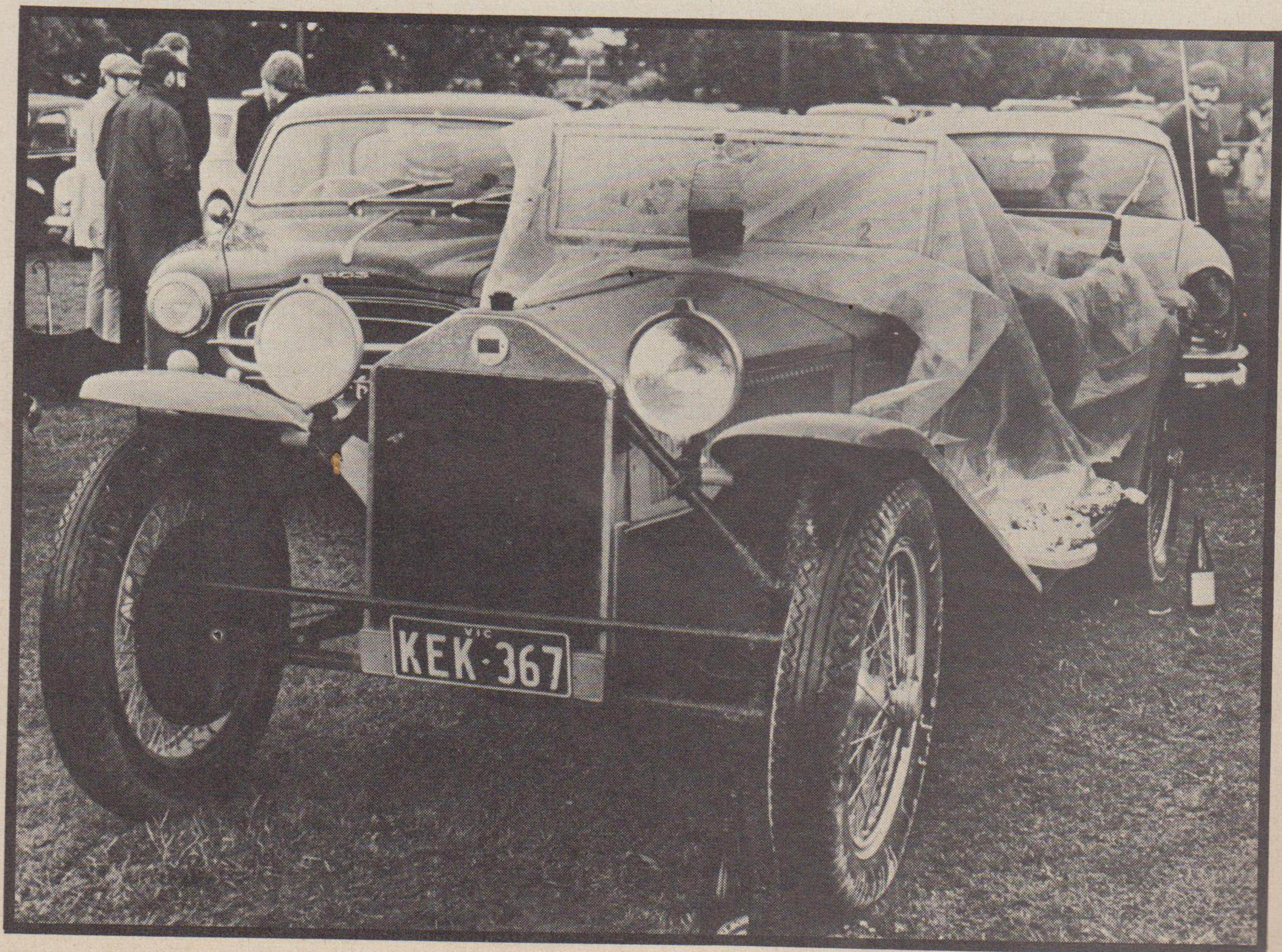
For some entrants, concours success was the result of many hours of painstaking work.

Regular gymkhana competitor June Stratford won the Best Post War Sports Car section with her immaculate MG Midget — her everyday
(Continued on page 82)



Keeping his immaculate 1952 Austin Sheerline dry was a full time job for Chris Ross. Last year competitors contended with century heat.

The rain came pouring down but the traditional chicken, champers and claret was still the order of the day. "Can't do without those, old boy."



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AND THEY ALL GOT WET

(Continued from page 17)

transport — beating a superbly-prepared Jaguar E-type 2 plus 2 which had arrived on a trailer.

A very-new Datsun 1600 won the Post War Economy Car class, despite its tender 29-mile age.

This car was virtually straight off the production line, yet had received more than 50 extra hours of preparation for the concours. It arrived on a trailer "gift"-wrapped in plastic and rested on rain-sodden strips of carpet.

At the other end of the scale, veteran Victorian racing driver and engineer Otto Stone carried off the Best Racing Car Award with his glorious 1933 MG K3. He had not originally entered the concours, but had merely driven up "for a look".

Despite a liberal lacing of Lilydale mud, the car was spotted, nominated and then won its class. One of only five in Australia — and 32 ever made — the K3 has been owned and raced by Otto Stone since 1947.

Its last "serious" race was at the 1956 Moomba meeting at the now-defunct Albert Park motor racing circuit in Melbourne. But Otto still campaigns vigorously in vintage sports car events.

Even today the 1087 cc blown engine puts out around 125 brake horsepower — very healthy horses — which carry the 16½ cwt K3 to nearly 120 mph.

MG Car Club executive president Walter Magilton clearly won the pre-1941 sports car class with his beautifully-maintained 1934 850 cc un-blown MG PA.

Ray Black's Riley Redwinger featured in the January edition of WHEELS — one of only two thought to exist — was nominated the Best Vintage Sports Car.

For the second year running, a Bolwell Mk7 home-built sports car won the audience vote for "The Most Desirable Car". It was owned by Bill Griffiths.

An unusual omission from the prize-list this year was Rod Cooper's incredibly original and beautiful MG TF — the car has carried off the Best Post War Sports Car awards for the past two years.

Before 21-year-old Cooper got his hands on the car two-and-a-half years ago, it was a 97,000 mile hack. Now he has it up for sale for around \$2300.

But perhaps the most popular award of the day went not to a beauty, but to an ugly. A fire-truck-red Mini Moke with the word "Snoopy" inscribed on its tail received the award . . . for the "Best Slab of Steel". #

Perhaps the most brutal-looking MG of all. Otto Stone's superb 1933 MG K3 — one of only five in Australia.

