
c o m i n g e v e n t s
-----March

16	....	....	Open Hill Climb, Mt. Cotton
21	....	....	Night Run
23	....	....	Motorkhana
28	....	....	Film Evening
29	....	....	Social Night
30	....	....	QMSC Sprints Lakeside

April

1	....	....	T-Type Meeting
13	....	....	Lakeside Race Meeting
18	....	....	Night Navigation Run
27.	....	....	Closed Hill Climb, Mt. Cotton

Enough Coming Events? No? You want more - then you run them, Mates!

Note the second round of our Motorkhana Championships on 23rd March. Should be held at Tingalpa.

Another Night Run in March, and another in April should keep all the 'Map Men' happy.

Hill Climbs in March and April too! One Open, and one closed. One, or both of these should suit you all. Remember to tell all your friends. There can be no half measures ... compete or spectate.

Social Night on 29th March, should be a beauty... see the Social News Page.

T-Type meeting on April Fools Day is a pure coincidence. It is on.

Right then, there it is. Don't stand there! DO something!!

c o n t e n t s

Editorial	.....	.....	.....	Page 3
Tappet Chatter	.....	.....	.....	4
Seat Belt Comparison Report	.....	.....	.....	5
Formula 100	.....	.....	.....	8
A Lark in the (Spring) weeds	.....	.....	.....	9
The Home Centre - What Now?	.....	.....	.....	13
We're the Ellawee - Night Run 21st Feb.	.....	.....	.....	14
Rimsey Squints - Go to Hell!	.....	.....	.....	16
Sludge Box B	.....	.....	.....	17
Nostalgia Dept.	.....	.....	.....	19
Until it came to pass	.....	.....	.....	20
The Dyke Busters	.....	.....	.....	21
Social Committee News	.....	.....	.....	24
MGB Tuning	.....	.....	.....	25
Classified Ads	.....	.....	.....	27

Octagon Staff

Editor: Iain Corness

24, Forbes Street,
Hawthorne Ph. 99 2481

Compositor: Joan Appleby

Printers: Vince Appleby Enterprises

Script: Alan Funt

Contributors: Paul Boghill

Will Charlton

Iain Corness

Mike Flex

Dean Martin

Jon McCarthy

Priscilla

J.B.Petersen

Brian Tebble

Gottfried Vredestein

Lester Whittaker

editorial

We've managed to bring this Octagon out on time for February March. Is this a record? Sorry about January-Feb edition, the reason it was late was that highly esteemed editor got caught up with his motor car and got behind with his Octagon. We're also sorry that some of you missed out on receiving a copy. This occurs when new membership rate exceeds the rate that the hardworking secretary can give the editor the new lists of names. However, the lists are now up to date, and you should all receive this edition.

As 1969 stretches on we seem to be getting more and more organised. Several of you answered the editorial 'crie de coeur' and came forth with articles for this edition. Many thanks, keep them coming, we'll use them all. As far as subject matter is concerned we in Qld have the largest magazine of all the Australian Centres, so to keep this fine record we need all the support we can get.

Club events since the last edition have been covered by our roving reporters, and our research man has been delving into the past to come up with interesting facts from the past for the nostalgia Department. As promised, the article on seat belts is included, and all who have not yet installed belts in their car should note this article carefully.

We have not forgotten our hopes of bringing out an Octagon with photographic coverage, even if just on a limited scale to start with. To afford the printing of photographs we need advertisers... so if any of you run a business which sells a product which is used by Club Members, and you really want to get the message across, advertise in the Octagon, the Club's own magazine. I hope I've got my message across.

We received a few pages on the new Automatic MGB one day after printing last month's Octagon. One day earlier and we would have had a 'scoop'. Never the less we've included it in this issue for your information.

Good motoring,

THE EDITOR.

tappet

chatter

Have just returned from picking up the editorial cat from the vet's. Quite some feline is this one. Was rescued from the sewers aged approximately 2 weeks. Name had to be Harry Lime with such an illustrious background. Inspection of nether regions led to a change of name to Harriet Lime, however. Now aged three months Harriet was found entertaining various males on the front lawn when editor came home early one day. Next day saw our young lady at the vet's for swift de-sexing? Telephone call from the vet ran as follows - "Do you want Harry castrated?" "Harry?" said the astounded owner. "Yes, Harry" was the reply. A rather red faced editor has just picked up his tom-cat from the vet's. Its bad enough to mistake the sex of his cat, but now we want to know just what the hell was she/he up to on the front lawn the day before yesterday!!

At the risk of upsetting some readers I still say that square-rigged M.G.'s look like sportscars. Down at Springwood the other Sunday that line up of T-Types was really impressive. Sorry though that T-Type owners seem to think their cars are for 'show' only. That soft sandy loam motorkhana ground was ideal for TC's.

Reading the Westralian MG Car Club magazine the other day, its called the Octagon too, and saw that in an Economy run the winner was an MGB with 104 mpg!! How on earth did he get 104 mpg out of a B? Another B on the run only managed 26 mpg. Actually this economy running is quite an art, and those proficient at it can often return these amazing type of consumption figures. When reading results of economy runs one always expects to see that the winner was a Scotsman with a name like Hamish MacGrreggorrr, or if not a name like that it should be Israel Gildernstern! The winner in W.A. had the unassuming name of W.Stace. We should get W.Stace to come to Queensland and tell us how to get this 104 mpg. Why doesn't the committee send him a couple of dollars to cover his costs of petrol to get here?.

Seat Belt Comparison Report

Quite some research went into this report on Seat Belts. At the start it became obvious that a bald report on seat belts tested was not going to be enough, so we investigated thoroughly into all aspects of seat belts. This included how seat belts are tested by the Standards Bureau, what type of seat belt gives the best protection, how to mount belts, and how they should be worn.

We have presumed in this report that you all have been brain-washed enough by now to realise the value of fitting seat belts to any car, sedan or sporty. If any of you are still wavering I suggest you refer to the article written by Club Secretary John Fraser in the February edition of 'The Road Ahead'. (It has some interested photographs too).

An "approved" seat belt is one that meets the standard ASA E35. To meet this standard the belt is subjected to 4000 lbs static load which it has to withstand for a minimum of 30 secs. The load is then lowered to 250 lbs dead weight, and the buckling must be able to be released by finger tip pressure (taken as 4 lbs). Most belts are able to withstand much more than the arbitrary 4000 lbs, going to almost 5000 lbs before starting to tear. Therefore, make sure any belt you are interested in has the marking ASA E35.

The types of belt available are -

1. sash only
2. lap only
3. lap and sash combined
4. full harness.

Types 1 and 2 we did not investigate as neither of these gives enough restraint to the body when involved in an accident. For most sedans type 3 the combined lap and sash belt is the most practicable. Restraint is adequate for both the trunk and the pelvis, and fitting is relatively simple. For sports cars the belt choice of lap and sash or type 4, the full harness is largely a matter of personal preference. The full harness does give a greater margin of safety but for road use can be a little restricting. Without the problem of back seat passengers, as in sedans, the full harness can easily be

see over.....

Seat Belts feature (Cont)

fitted.

The fitting of the belts is one of the most important parts of any article on safety through seat belts. All too often a first class belt gets a third rate fitting to a car. Its no use having a belt which withstands 4000 lbs strain if the mounting point is going to tear out of the floor at 1000 lbs strain. Most modern cars have integral seat belt mounting points and these should always be used when mounting belts. If there are no mounting points supplied then carefully work out where the belt mounts should be. Check the underside of the car to ensure you won't drill through your brake lines (or you'll be using those belts sooner than you thought). Use the largest reinforcing plate possible at all times. A small plate can be torn through the floor of many cars in a decent 'head on'. T-Types have a special problem with their wooden floors. A backing plate on to the wood is useless. Find a steel bar under the wooden floor and use that for your mount, there are quite a few suitable transverse bars in the TC chassis. Finally, a word of warning to intending users of full harness: do not fit the shoulder mounting point of a full harness down behind the seat. The mounting must be behind you level with your shoulders as far as possible. The mount behind the seat, while suggested by the manufacturers, relies on the seat back remaining upright in an accident, and this is not necessarily so. Collapse of the seat back allows the trunk to jack-knife forwards, which is exactly what we are trying to avoid by wearing belts.

Now should belts be worn? The way they are supposed to be, that's how. The sash part of a lap and sash must be worn over the shoulder, not around the trunk. The buckle should be adjusted to be on the bony part of the thigh and not across the abdomen. And the belts should be worn on every trip you take in the car, no matter how short your journey. Remember most accidents occur within 15 miles of your home, and 66% of fatal accidents in Australia occur below 40 m.p.h.

Makes of belts investigated were, Britax, Hemco, Tudor EMC and 'Shell'.

Seat Belts feature (Cont)

All of these belts pass standard ASA E35. Each make produces both lap and sash, and full Harness, except the 'Shell' make which produces Lap and Sash only (plus single lap or single sash belts which were not tested). Hemco, Tudor, and Shell belts had a similar type of buckling. This was a 'lift' type. The BMC belt is just a Britax belt marketed by BMC, however price differences between Britax and BMC were quite marked. The buckle on the Britax type belt is superior to the 'lift' type in ease of operation, being a 'push' release.

All the belts had similar section mounting bolts and backing plates.

The range of colours was limited to Red, Grey, Brown in most makes except Hemco who include Blue and Black as well.

The prices of the belts, as costed in Retail Outlets throughout Brisbane were:-

<u>Make</u>	<u>Lap and Sash</u>	<u>Full Harness</u>
Hemco	\$7.95	\$9.95
Tudor	7.95	10.50
Britax	\$7.95	\$11.50
BMC	\$10.50	\$10.50
'Shell'	\$5.25	--

Interesting that the BMC Britax was more expensive for the lap and sash, but cheaper for the full harness than the standard Britax. The cheapest full harness was the Hemco at \$9.95. The cheapest lap and sash was the 'Shell' at \$5.25.

The best all-round belts in our opinion were : Lap & Sash - Britax at \$7.95, Full Harness - BMC \$10.50. We selected these belts because of the 'push' release which is far superior to us than the 'lift' type.

Best value for money belt was the 'Shell' lap & sash at \$5.25. These are available from Shell Stations. Remember, too, that ALL the ASA E 35 belts are good, but the choice is largely dependent on your taste and pocket.

formula 100

Official Motor Sporting bodies through the world have been trying for many years to work out a method of going motor racing cheaply. We've all seen these attempts at producing this cheap Formula Formula V, Formula III, Formula Ford etc., but each one has developed into a cubic money formula.

But at long last, the ultimate cheap Formula has been devised. Through the very nature of the Formula, the Big Boys with the money cannot enter and ruin the poor man's sport.

Formula 100 is open to all types and makes of car. Yes, my friend, you can now race an 'import' of which less than 100 of them has been registered in Australia. Formula 100 states that "this class is open to all vehicles eligible to compete". That should be proof enough for even the best doubting Toms in the Club.

To be eligible, any car wishing to be registered with CAMS as a Formula 100 car, has to be bought from an accredited Motor Trader, and to cost no more than \$100. The car must be raced as bought, no modifications are allowed to the vehicle after purchase.

Still with the eye towards minimum costs, the regs also state that "non retreaded tyres cannot be used" and "commercial fuel as defined by CAMS, of no greater than 82 octane rating is permitted. Any brand of Kerosene fuel is allowed.

Let's see Geoghegans get round this stringent type of formula. This is the Formula for the impoverished enthusiast. Anyone with \$100 in their pocket can now go motor racing. Imagine a massed field of 1951 Morris Minors (SV ofcourse), 1949 Upright Defects and 1956 Lloyd Hartnetts all jockeying for the lead at the Dog Leg at Lakeside. What a spectacle.

So how about it, Club Members? Slip down to Fred's Friendly Frashed Fehicle yard and get yourselves a racer.

a lark in the (spring) woods

The first motorkhana of 1969 was held at the new Springwood development area on 16th February. This event was given lots of prior publicity by the owners of Springwood, who were using the M.G.C.C. to ferry the Miss Springwood contestants to the battle area.

The actual parade of sportscars was well received by the general public, and obviously many hours of sweat and polish had gone into the cars. The beauty girls liked the way the T-Type owners closed the door after them. Little do they know about the dreadful things that can happen to T-Type doors if closed by ham-fisted amateurs. The rest of us spent a happy twenty minutes trying to find out just whereabouts on the new estate the motorkhana was being held.

The actual start of the event was held up to allow those members in the parade to compete. There also was a slight hold-up as several members of the general public were asked to watch from the road, rather than the middle of the forward bending course.

Thirty members competed, 11 of them being in MG'S, 5 in Sprites IA -III, and the rest in various models of BMC fwd bricks, a brace of Kraut Vagens and two saki drinkers (one Honda and one Datsun Squarelady).

The actual ground was not all that one could have hoped for - loose sandy loam, giving no traction at all. However it penalised every car running, so no-one can complain of unfair advantages. The B's just sat still and buried themselves under a ton of sandy loam. The Mini's couldn't get a handbrake turn in as the sand was so thick that all that happened was that it bogged in at the rear.

Event 1 was the forward Bending Race. This was held on a knockout basis. Dave Miles in the big Valiant V8 gave Mr. Whippy a new flavoured ice cream as the spinning rear wheels sent the loose top soil all over his Jingle Bells Van. Don Young in the S type Cooper, complete with Moke grippy tyres mistook the finishing

see over.....

A lark in the (spring)wood Cont.

directions, but since this was a genuine error, Tom Hatton withdrew from the event to allow Don to continue into the quarter finals. Peter Dalrymple from Victoria ran over some fencing wire and emerged 5 minutes later from under the car, covered in Moonie, to get right to the semi final. Terry Garred and John Reid in the IIA Sprites were very evenly matched all day and their heat in this event was a beauty. The final eventually was between Iain Corness in the family 'brick' and John Campbell in the Mini Pillar Box. At the turn the Corness Min was just in front but on the home run wiped out a pole, and the well deserved winner was John.

Event 2 was the Clover Leaf, and nobody really worked out how to deal with the sludge dust conditions. Peter Raymont's TC suffered from the usual TC turning circle problem, and gave the spectators heart failure as the red TC hurtled up the slope towards them. Steve Hooker Booker gave a very clean performance, but as soon as he put the boot in for the home run the B dug itself a 12 foot grave. The female competitors were very popular with the watching crowd, both Kay Hawley and Carole Corness receiving claps and cheers with every run. Ross Devoncorn in the MkI Sprite (he needs that roll bar) showed that Mk I's are still a fabulous motorkhana car. How he managed to have it straight every time it landed I don't know. Also showing well was Kim Stretton in the fat wheeled De Luxe. Kim showed a glimpse of his form in the last motorkhana of 1968, and is obviously a 'coming man' for 1969. Phil Claxton in the Honda (its Saki to me) seemed to have trouble getting the 11 thousand revs all on the ground together, and the car just leaped from mound to mound. Dick Majchrzak in the Datsun will get his judo black belt soon if he has to continue wrestling with his Japanese Fairlady. It was Don Young who dragged the S round fastest, though, 0.6 secs in front of Ross Devoncorn. Geoff Hawley and Iain Corness were next up with 0.1 secs between them.

A Lark in the (Spring) woods (Cont)

Event three was the Autocrosse, and luckily Tiger Tom Hatton had not made the course too confusing, in view of the difficult driving terrain. The bottom loop was particularly hard, with many cars getting in the wrong groove and taking off towards Surfers Paradise. Malcolm Campbell set the pace initially with a cracking 27.8 secs and it looked as if it were going to stand. Geoff Smallsman in the De Luxe had a particularly trying time with the lack of clearance between the sump and centre strip of dirt. If Ross Palmer will buy me a movie camera I will show him a film of VW wheels that will make him give up Wolfsburg for ever. However, Kim Stretton skated round in 27.1 to assume the lead. After a bad day in other events Will Charlton somehow got the Weber on the B to pump a bit of air in with the petrol, and set an incredible time of 26.2 secs. Geoff Hawley stepped into the Sprite with that determined Hawley look (this look was well known by members of the 1968 committee, when Geoff was President) and had it off the air for 9/10ths of the track, but fell short of Will's time by 0.1 to stop the watch at 26.3 secs.

The bob-a-ding was not well supported as time was getting on, and Springwood is a fair step from some sides of Brisbane. John Campbell won the event with an incredible time of 24.8 secs.

Results

Event 1	1st	John Campbell	Mini	
	2nd	Iain Corness	Mini	850
Event 2	1st	Don Young	Cooper S	36.5
	2nd	Ross Devoncorn	Sprite	37.1
	3rd	Geoff Hawley	Sprite	37.3
	4th	Iain Corness	Mini	37.4
	5th	Terry Garred	Sprite	38.4
	6th	Malcolm Campbell	Cooper	39.1
		B. Collins	MGB	
		Kim Stretton	Mini	

see over.....

A lark in the (spring) woods (Cont)

Results (Cont)

Event 3	1st	Will Charlton	MGB	26.2
	2nd	Geoff Hawley	Sprite III	26.3
	3rd	Kim Stretton	Mini Del.	27.1
	4th	Malcolm Campbell	Cooper	27.8
	5th	John Campbell	Mini	28.0
		Iain Corness	Mini	
	7th	Terry Garred	Sprite IIA	29.5

Overall Result

1st	Iain Corness
2nd	Geoff Hawley
3rd	John Campbell
4th	Malcolm Campbell
5th	Terry Garred
6th	Steve Booker
7th	Carole Corness

-- -- oOo -- --

Big Bangers in Queensland

The Courier Mail on Saturday February 22nd, hailed the new era in 'Big Bangers'. Up till now, we have been standing open mouthed at 7 litre AC Cobras, and 5 litre Matich SR4's. But now, cubic capacity as it should be is readily available to the Queensland public. The best examples of these new models were:-

"JAGUAR MkVII sedan, silver grey, fully reconditioned 38 litre motor....." but for real heroes there was "MONARO V8. 68.5 litre....." That sure is some car this 68.5 litre Monaro. I wonder what Fomoco will come up with to meet this Big Banger challenge from General Motors?

--- oOo ---

the home centre - what now?

The final edition of Safety Fast was November, 1968. In it was a very small black bordered item about the withdrawal of BLMC support from all BMC Car Clubs. It was stated that the Car Clubs office at Abingdon would therefore be closing. To us here in the MGCC (Queensland Centre) this meant that we no longer had a Home Centre, and since we are an offshoot of that Centre, this meant we were to be left completely on our own.

News has now managed to filter back as to just what happened over in England to bring this terrible state of affairs about. Apparently the chief of the BLMC group, Sir Stokes, passed the motion that a cut had to be made in expenditure on Public Relations. Accordingly, Safety Fast was axed first, followed by the withdrawal of support from the Car Clubs. The MGCC Home Centre was informed of this on November 6th, 1968, and hence the addendum in the November Safety Fast.

The General Secretary of the MGCC (Home Centre), Wilson McComb, had anticipated the axe, however, and had already arranged a meeting of MGCC elder statesmen. At this meeting it was unanimously decided to keep the Home Centre running, to try and keep all the Overseas Centres together. To do this, they have gone completely independent of BLMC. Without the financial backing the Club enjoyed under the friendly wing of BMC, the Home Centre were unable to keep a full time Gen Sec, and Gordon Cobban was elected as the new Gen Sec, but of course he is doing this part time only. Gordon used to be the Sec of the South Eastern Centre in England, and is a very competent operator.

Safety Fast has also been raised from the dead. The new Editor is Martin Brent, but is obviously more limited in its scope than the old Safety Fast.

An office in downtown Abingdon has been rented by the Club, and Gordon Cobban will try to contact us all over the world, and let us know what has happened. This is the Club's hour of need, wish them luck.

we're the ellawee - night run 21st Feb

Team Scream set the route for February's Night Navigation Run. The Team's name is very good - you should have heard the Screams after the run was over.

Sure I went on the run, but don't ask me where we went. North side, that's all I know. For that matter it could have been North Shore Sydney. One thing for certain, its pretty dusty out the back of Bourke this time of year.

Photostat copies of the route directions were a new innovation, and is a good idea that other Night Run organisers could follow. More expensive than the old Club Gestetner, but at least you don't get a set of directions which inform you that you turn right at 'blob'.

Stop watches were set at T.S.M.T. (Team Scream Mean Time), the driver was fired with enthusiasm, car was fired up, the navigator should have just been fired. At the fall of the National starting Claxton Finger we were off. Round the back of the Clubrooms we shot, through someones back yard I swear, back onto black squealy again. The way Don Young found to get to the Hamilton Necking Spot shows what he does on nights other than Club nights. When we got there my navigator tried to leap out the passengers door. She thought I had given up the idea of a Night Run. Assuring the navigator that my intentions were honourable, we leapt on over the hill. Ever seen a Mini do an immediate R at T with all brakes fully locked on? The nocturnal neckers up there did that night. That was a sneaky one, Team Scream.

"Follow the tram North" the directions said. Did you know that if you take both hands off the steering wheel, cover both eyes and scream, a Mini points to the North? You didn't? Neither did I till Friday 21st February. Several hundred frantic 4L, 3R, Rat T, L at T, T at T (T at T?) got navigator, smoking tyred Mini and smoking tired driver to an abandoned dump at the back of Albion. Just what do Team Scream do in their spare time?

From the dump we went on what must be the longest road in

We're the Ellawee (Cont)

Brisbane without a T to turn L on at the end. For all of you who want to know where it is: its somewhere at Stafford. Join Stafford to Mitchelton by the longest way possible, and you have the exact route we took.

We were warned there was "some dirt sections". Luckily enough for us, the engine fell out of the Min as we rattled along Trout Road. Lucky, I hear you say. Yes, mate, lucky. Because we managed to find the Route Control just as the Brick ran out of go.

With the engine replaced, and the Control signature firmly under the left arm we set off to look for 'orange light'. Nearly went L at Gemini VII, but found the lamp post instead. After that it was pretty well plain sailing along Mt. Glorious Road (I Think) till there was a bit of back-doubling around St. John's Wood. Being more than slightly behind time we were pushing Jo Bjelke-Peterson's goodwill a bit when we had to pull up to 'Colour' our 'gift horse'. And it was a gift horse. As we sat quietly colouring it pink I turned round to look into the mouth of Police Falcon. What a gift.

And so we resigned ourselves to being late, and cruised back to the Clubrooms at five and thirty all the way. It was a good run Team Scream. We enjoyed it immensely.

Results

1st	Dvr. I. Corness	Nav. C. Corness	Mini	- 7 pts.
2nd	R. Horton	J. Gerrand	TR4	-28
3rd	D. Thompson	I. McBride	Austin	-41
4th	B. Hart	J. Smith	Holden	-42
5th	M. Gale	K. Zabell	Holden	-77
6th	R. Wetzig	P. Wetzig	Humber	-93
7th	P. Raymond	R. Devoncorn	MGTC	-94
8th	D. Miles	H. Fraser	Valiant	-99
9th	D. Majchrzak	S. Rejner	Datsun	-112
10th	R. Mallon	G. Smallsman	Sprite	-115
11th	A. Thomson	T. LeFrancke	Mini	-134
12th	K. Hawley	G. Hawley	Cortina	-134

rimsey squints. go to hell!

Them thars fightin' words to begin, but wat thehell! Somedays Rimsey, you give me the fatboys. You must feel pretty fine as you slip behind the wheel of your latest road test car. Fred-from-Frod can be a pain in the A, but at least the bloody beer's cold. Only thing is its worse than listening to the complete works of fatboy when Fred bends yer ear on his one and only subject - what extra grouse cars Frods are. These fellows get very narrow minded. And so do you, Rimsey.

Quit knockin' my TC squints. Every time you and Fred have a beer it happens. I reckon you've hardly got time to wipe the froth from the lips before you've got the typewriter ribbon on fire with anti-TCism. Just because I get a numb bumb driving around doesn't mean to say I've got a lame brain too. Fred's cars have got seats like poorly upholstered park benches, I know, and 17 turns lock to lock too, but why not give Fred's car the umsbay ushray? You dislike hacking across the Cahill Expressway on coccyx cracking seating and with 17 turns, its real Come Round You Bitch steering through the tunnel. That makes the ride similar to my Tc. But my square-rigger was made in 1948. Fred's car was made in 1969. So in 21 years they haven't made the cars for the Great Unwashed any better. This doesn't make my TC bad, it makes Fred's car behind the times.

But I suppose Fred does buy you a beer and a leer at the barmaid. What say all TC men get together and pay for one Squints beer at the rubadub every week? Keep Squints off Our Backs money we'd call it. And worth it too.

At least we enjoy our cars. Perhaps we would drive a B with DS11's if we could afford it. In its time it was the ultimate, and in another 21 years there'll be more TC's around than Lancia Fulvia Zagatos.

Hell hath no fury more than a Borer spurned, and one day, without warning they may strike. Its just an example of the worm that turned principle.

sludge box B: or take your foot off my clutch
by Mike flex

The MGB MkII is now available in manual, O/drive, or automatic. Most of us have driven some form of manual transmission B, but an automatic B is hard for most of us to imagine. A sportscar image is very much the image of rorty exhausts and 'four on the floor'. Surprisingly enough, the Automatic B has not lost its sporty flavour, and will actually appeal to a wider field of the public, in this new guise.

The automatic gearbox men are supplied by Borg Warner, as the type 35. The unit is well known as a bug free, troubleless unit, and has been beefed up to accomodate the power of the B. Selector unit is centrally mounted on the transmission tunnel, and first glance it looks just like the standard manual. The lever has a very short throw, and incorporates a locking device to prevent accidental selection of reverse.

Other features of the new MkII range are the substitution of an alternator instead of the old generator, fully synchromeshed gearboxes on the manuals and many interior safety features.

These changes are in new window winders of 'soft' plastic which deform under stresses of being hit by the human body. The door locks are of the anti-burst type and the interior handles are recessed fully. Also a standard fitting now is a fresh air unit with booster fan.

All BMC sportscars are now rotodipped, the same process as the BMC sedans use, so rusting should be a 'thing of the past' as far as the entire MG range is concerned.

Driving an automatic B is quite a novel experience at first. You feel that you have no control of the car as you approach a corner. Every time you seem to be in the wrong gear, and it feels as if you are going round every bend in neutral with the brakes on. However you soon get the idea of slamming the selector into L2 as

see over:.....

Sludge box B (Cont)

you approach the corner, and powering it through as you would with a manual. The Borg Warner type 35 unit is very fast and that usual three second hesitation between selection and connection has been eliminated. In fact after half an hour with the sludge box B, I found that I could get up and down through the cog box much faster than with a manual, and still felt that I was directly connected through to the road at all times. Using left foot braking you can really hurry the auto B along, and at tracks like Lakeside you can actually get round quicker in the automatic than you can in the manual. After all, the Chaparals use unto transmission very successfully on the race track.

In quarter past five traffic the automatic is just sheer luxury. Quietly crawling along in 'D' across the Storey Bridge, to slam it into L1 to squirt into the inside lane when the gap presents itself in the traffic.

So you can see that perhaps with the Chaparal and now the MGB we should change our definition of a sports car. It is just as quick as a manual, and is easier to drive. Obviously an enthusiast is still going to plug for a manual version of the B, because, to him, half the fun of sportscar driving is in playing tunes on his gearbox, but for the sporting minded city commuter an automatic is the answer. For the enthusiast who played his gearbox tunes on MG PB's and TA's when they were first released, the new automatic MGB gives him the chance to get back into the sporting 2 seaters, now the kids have grown up. But don't fall into the trap that automatic MGB's are for senile, one legged Returned Servicemen.... the next time a B squirts past you in your favourite esses, make sure it doesn't sport an 'automatic' badge on the bootlid.

The prices of the MkII MGB are -

Manual	3195
Overdrive	3325
Automatic	3445

Nostalgia department

When did an MG race last at the big bowl - Indy? Only five years ago, the name MG was being bandied about the famous 'brickyard'. The MG Liquid Suspension Special was its name. It did not have a chequered career, but it must have had a lot of fans in America amongst the thousands of M.G.C.C. members over there. The car was built by Joe Huffaker and featured Hydrolastic suspension taken from an MG 1100. The top suspension arms were connected to hydro-lastic units inboard. The front arms directly connected to the units, using the suspension mounting points as a fulcrum. On the rear a lever system was used from the unit to the arm, joining it via Heim joints $1\frac{1}{2}$ " outside the suspension pick up point. The units were connected in pairs only, and not front and rear as well, as is usual on BMC hydrolastically suspended cars. Power unit was the venerable old Offenhauser, fuel injected, installed amidships. Early in 1964 this car held the track record at the Phoenix track, Arizona. I wonder if the committee would consider this car an 'MG' for our own 'Best MG' trophy?

While the mind is on racing MG's hands up all of you who remember the A.G.P. of 1935. That's a pretty poor show of hands I must say. Les Murphy, driving a P-Type MG won that race, and took it again, in the same car, in 1937. Some of you who were at Lakeside for the A.G.P. in 1966, may remember this car. It featured in a parade of historic cars, and Brian Tebble did a few demonstration laps in it. (He really must have been on the brave pills that day). That car is still being campaigned in Hill Climbs by its Club member owner, Wally Magilton, in Victoria.

MG's have actually won the AGP four times in all, 1935, 1937, 1939 and 1947. This record of four wins has yet to be beaten by Ferrari, Lotus-Ford or B.R.M. Anyone willing to enter an MGB in next year's A.G.P?

Enough for this month, this scribe will return next month with another set of dusty manuscripts.

the dunnyman's lament (or until it came to pass)
by BMT

The tall, traditional wooden, sloping roofed 'earth closed' toilet, indigenous it seems, to Australia, is fast disappearing from our skylines, as Clem Jones forges ahead with his sewer our ratepayers schemes.

The MGCC, steeped in tradition as it is, particularly with regard to wooden articles, laments our changing skyline. Like those who have formed the Brisbane "Keep the Death Inducing Trams On Our Roads" vigilante, we have formed a Committee For the Preservation Of The Earth Closet, known colloquially as the Thunderbox Patrol.

Who better than the T-Type Register to organise this community service?

And so it came to pass that one semi-trailer load of nearly dead T Boxes, duly draped with MG flags, headed towards Mt. Cotton one Sunday, followed by 16 sportscars led, ofcourse, by a TC (Thunder-Cuperative). The 'Patrol' was at work!

Craig Lind was the chief pall-bearer, and drove the semi with great skill and daring, just fast enough to stay ahead of the odour.

Once at Mt. Cotton, these ancient and glorious monuments of Brisbane's mainly nocturnal past were unloaded and placed with loving care upon their freshly built pedestals.

There they will remain, memorials to tradition, their very presence commanding respect from all those who are privileged to enter their hallowed walls.

At our next Hill Climb Meeting on March 16th, we confidently expect the citizens of Brisbane to queue for the honour of their use - priority will be given to those who place flowers at their base and whisper the words "I hereby bequeath my donation to posterity, for I may not pass this way again".

The dyke Busters

by paul boghill

(Editorial preface: this article should be read in conjunction with the 'lament' on page 20. This shows the inside story of the Thunderbox Patrol, and shows the subtle nuances of character in the intrinsic make-up of these dedicated souls. Mr. Boghill's works are well known the world over, and it is a pleasure to be able to pass them on to our readers).

Setting: Sunday February 23rd, outside the Clubrooms in pouring rain, huddled in shelter, stand 17 shifty characters. "...!" said Kevin Johns, aptly describing in one word, the days work ahead. Brad Hart pipes up by say "If we drop one of those Meditation Houses we'll end up in that",

After a rather one-sided discussion we decided to proceed, as the roar of the ceremonial semi-trailer piloted by Graig Lind, slowly crawled its way over the steep rise (1 in 300) outside the Clubrooms. Up, up and splosh to Central Avenue, Indooroopilly.

Setting: Very peaceful, suburban street, 8.30 a.m. Knock! Knock! "How do you do, Madam, we members of the MGCC Meditation houses Moving Team are here to do justice to your weedy paddock. We have prepared ourselves to remove two problems out of your life". "Ah, what a relief", replied the good lady. (I'm not quite sure what she meant by this). After manipulating for some time, and then almost jack-knifing the trailer at 2 mph, it was ready for its load thanks to the guidance of Ross Devocorn and Harry Gardner (who leaned heavily on their Brownie training).

Meanwhile about 20 spectators appeared to watch, in awe, one of the 'strongest' lifts in history. We couldn't understand why these man made wonders wouldn't budge until we realised there were 18 supervisors all directing at once. Anyway, Nev Tranter (what a beautiful housewife he would make) set about to remove any sawdust from the glassy polished floors of the outhouses, also removing mortal man's only chance to compare with Royalty, the

see over....

The Dyke Busters (Cont)

throne. Many Oo's and Ah's later, and appropriate comments (Keep it clean - Ed) Ian Bell, Stuart Moorehead, and David Miles by inhaling some wind and with the help of the other workers, surprised the twenty onlookers, by showing that we were not here to Play Around. A few quick knots and over to Scene II.

Setting: Cook Street, Oxley, as the Parade drove up and down the street.

"I've lost the address", says Ann Thomson. We decided on a compromise, the nearest house with two architectural gems would do. Luckily, it was the right house. Both had tiled roofs (probably aids ventilation, and is eminently more psychologically satisfying than an old 'galvo' one). Action. The MGCC Tile Tossing Team tries their tired ticklers at throwing the tiles onto the truck's trailer. Troubles. After applying the physical power, the bottom end almost dropped out of one of the dashing dykes while trying to load.

Setting: Orama Street, Yeronga. Into the yard walked 18 strapping men. "She's right" says John Reid, "Lift her bodily (to what was he referring?) carry her out and throw her onto the trailer". As we grunted and groaned, the weatherboard beauty actually lifted 1" off the ground. This wasn't the best, so off the trailer came two great tree trunks, (some carriers call them 'rollers' - not the type that have their fun at Mt.Coot-tha on Saturday night). One mishap occurred when the 'O glorious Shrine of Remembrance' decided to slowly drop back to the ground burying Lester Whittaker's hand 3" into the ground. (That kept him quiet for some time). Even though the gentlemen's lawn and cement tracks were almost ruined we managed to throw the items in question (or should I say the Questionable items) onto the trailer. Then Craig Lind had a marvellous idea, "How's about a photograph for the Transports Monthly Magazine"? Off dashes shutterbug Peter Rayment to pick up his little black box. (No, He does not sleep on the job).

Included in the group were Peter Mellor, John Smith,

The Dyke Busters (Cont)

and Ross Wetzig, with Robbie Leggatt to show off his cheesie grin. What an action shot. Eighteen weary workers overshadowed by five weary E.C.'s.

Setting: Mt. Cotton Hill Climb about 12.30 p.m. At least half the volunteers had arrived. No problems as another 10 others were waiting to participate in the 'Big Lift'. Onwards we pressed Taking the five problems off the trailer was not so simple. We just about had to throw them off, and in doing so two e.c.'s dropped their bases and part of the walls. On the scene appeared Brian Tebble with his Mad Movies Camera, so our Official E.C. Cram with 20 volunteers was recorded for posterity. (I wonder why this type of cram is not more popular with cram organisers? Nevertheless, we will now wait for our World Record to be ratified).

We decided to shift three of these bubbling boxes by placing eight persons inside, and twelve outside, with the structure vertical, and 'walk' them to their new site. Have you ever seen a mobile twenty man power E.C. walking round in circles for two hours? It took us that time to find five suitable spots for the Mt. Cotton monoliths. At 2.30 all was finished. One in good condition, one minus half a roof, one minus a whole roof, and two ready to collapse.

Aa-a-a-a-a-a-a-a-----h!!

Idle Chatter Department

Yeronga must surely have the fastest medical diagnosis and treatment centre in Brisbane. Iain Corness has opened a Surgery next to Kerry Horgan's Chemist Shop! I can't imagine much work being done on Practice Saturdays.

Who drives the 'Hongkong' TC? Actually never realised our Oriental friends had so much good taste.

Chris Timms tried to cross breed his MG Midget with Geoff Smallsman's de Luxe at Springwood. What was he trying to get? An MG Mini perhaps?

Social Committee news

by priscilla

March 29th is going to be the first BIG Social Night for 1969. The theme is going to be Italian, with Italian decor in the Clubrooms. We are flying over the fountain of Treves especially for the night. Sophia Loren and La Lolla have already accepted invitations. Kerry Horgan will relate spaghetti flavoured jokes. In view of Australo-Italian relations, all driver owners of Agato Alfa-Romeo Replicas will get in ABSOLUTELY FREE. Included in the admission price is the Roman Feast Supper. (If you want an orgy, you'll have to bring your own grapes). In conjunction with the Italian night, we are also running a 'pack the Clubrooms' competition. Every 200th person to pay at the entrance gets his or her admission fee back.

Joking aside, this Social Night looks like being the fore-runner of many fantastic evenings to come. So support this function. Its a Saturday night, so unless you're a Night Watchman you've got no excuse for non-attendance. Actually, these Social Nights have been so popular in the past that I'm sure you'll need no prodding to go along. These nights have the added advantage of showing your girl/boy friend that there is more to the MGCC than "threw a rod at 6,5", "about 156 at the end of the straight", "the borers ate the doors off."

Fickle Finger of Fate Award

This months F.F.O.F. Award must to go Will (Chubby) Charlton. Within the short span of four days Will managed to blow two gearboxes. The first was on the new Centaur. Apparently there is one nut holding all the cogs in the Ford box (Will?) and this came loose allowing selection of 2 $\frac{1}{2}$ up into the Eastern Loop. Exit One left. Four days later the MGB decided to drop its cluster (so did Will in temper and frustration). Exit Number Two right. Our guess is that Will Silhouette Course built up his left arm too much.

mgb tuning by jon mccarthy and will charlton

We present this article to serve as a guide to those members who may be interested in owning a 'faster' MGB, but one which is still usable on the road. We have based this article on our experience with our own MGB's which were modified for the occasional Hill Climb and Race Meeting.

The first step is the purchase of the BMC Special Tuning Booklet, part No. C-AKD 4034 E or F. Be sure to get editions E or F as they have much more information than earlier editions. This publication is brought up to date, in the light of factory experience every six months, but new editions take a while to arrive here.

After reading the book, we suggest that you decide exactly what kind of car fits your requirements. Remember it is better to be comprising with the modifications, than to have a car which is not really suitable for the road, but still too slow for an all-out racer. (Editors Note: I suggest you refer to the article 'Modifications - Are They Worth It?' in the Jan-Feb Edition of the Octagon).

We have set out our comments in separate 'compartments' - Brakes, Suspension, Engine, etc., always assuming that your car is in good condition and standard tune first.

Brakes: It is essential to remove the backing plates from the front discs, but little other than checking that the pads have a minimum thickness of $\frac{1}{8}$ inch. Thinner than this gives rise to fade problems.

DS11 pads can be fitted to the front discs, but competition linings must also then be fitted to the rear along with smaller wheel cylinders. This is a complex piece of work and not really worth it for our use, as the harder pads are not required for road use, and have the disadvantage of requiring to be warmed up before full brake application.

Suspension: Very little modification is needed. A $\frac{5}{8}$ ths inch diameter sway bar may be worth a try ($\frac{9}{16}$ ths inch is standard), but the handling of a car is very personal,

see over.....

MGB Tuning (Cont)

and you will have to find out which sway bar suits your driving best. BMC competition shockers (or correctly modified standard ones - Ed) are also worthwhile in reducing axle tramp at the start line. Track rods are not of much use in stopping the traditional B axle tramp (? - Ed).

Wider wheels would be advantageous too, but are very expensive, and give maximum benefits only when fitted with racing tyres and this is out of the scope of this article.

Tyres: The B is quite susceptible to changes of brand of tyres. The suspension relies on the edge of the tyre for a great deal of its road holding. A tyre with a big edge with few rain grooves is well worthwhile. Two examples are the SP3 Dunlop and the XAS Michelin. Both these are radials, and 165 section gave us better results than 155 x 14. Tyre pressures should be somewhere in the 32-35 psi range. Try running the rears 2-3 psi less than the fronts, and then experiment from there. The final pressure combination depends on personal taste, and the degree of suspension tuning.

Transmission: The standard gear box ratios, while not ideal, are the best for our use, and coupled with an engine in our state of tune are reasonably well suited to both Lakeside and Mt.Cotton.

A limited slip differential would be nice, but they are extremely expensive, and only the genuine factory diffs have lasting qualities. The locally made LSD's have a limited life, and the results can be tragic if the diff unlocks in the middle of a corner. (I agree that modified diffs have a limited life, but after the initial cost of modification, the replacement of worn parts is a reasonable fee. Also this type of diff has been run very successfully by many Australian drivers, in many types of vehicle, and they have continued to use this type of LSD - Ed). The standard 3.9 diff ratio is well suited for our use. Do NOT overfill the diff, as the excess is blown out the breather, or through the seals.

(This informative article will be continued next month).

classified advertisements

Wanted to buy: TC chassis and front spring. Help me get a T-Type back on the road. Robert Gill, telephone 51 6011 ext 331 (Working hours).

.....
Wanted to buy: one standard size MGB piston (18GB type). Will consider a complete set, if the price is right. As I am desperate I will also consider the 18G type. Robert Leggatt, phone 98 4244.

.....
Wanted to sell: MGB Competition Parts. 4 BMC Comp shockers \$88. Half race factory cam (AEH714) \$28. 45 DCOE Weber, jetted to suit, plus manifold, ram tubes and linkages \$128. Roll bar, CAMS approved and tonneau cover to suit \$48. Modified distributor, new Cooper S points just fitted, \$8 exchange. With the following the car obtained a time of 56.8 secs at Mt. Cotton. Reason for sale: expensive Centaur to keep and tow. Need low speed tractability instead of high speed punch. I will haggle over a beer. Will Charlton. Phone 68 2601.

.....
Fibreglass Services: Trend International, 11 Downey Street, Windsor. New out this month Sprite MkI bonnets. Come along and see the new MGB 'fastback' hardtops. For all 'glass' work see Alister Rees. Phone 57 6121.

.....
Engineering Services: New equipment just installed this month has increased our range of services, and our output. No job too small, no job too specialised. CAMS approved Roll Bars available. Kees Koppenol. Phone 49 2479.

.....
Personal: Lonely? Feel left out? Consult out friendly Counsellor Lester Cupid Whittaker, who will find you a mate and a place on a Sub-committee. Be popular! Help run an event! See Lester at the Clubrooms any Friday.
.....

The Official Magazine of the M.G. Car Club (Qld Centre)

Affiliated with the Confederation of Australian Motor Sport

OFFICE BEARERS AND EXECUTIVE COMMITTEE 1969

		Telephone	
		Business	Private
President	Lester Whittaker	48 8111	98 1887
Vice President	Jon McCarthy		68 3474
Secretary	John Fraser	21 1511	59 4333
Asst. Secretary	Harry Gardner		38 4487
Treasurer	Mrs. Ann Thomson		78 1368

Committee:

Ross Horton	4 2419	
Tom Hatton	7 4011	(12.30-1 pm)
Graham Wright		67 3713
David Miles	21 2749	48 4128
Don Young	56 0152	56 3832
John Green	87 5705	4 3425
Geoff Hawley	2 0414	39 1937
Ray Lovejoy	21 2411	55 4047
	(Ext 391)	

CLUBROOMS

620 Wickham Street,
The Valley
Brisbane.

POSTAL ADDRESS

Box 1847 G.P.O.,
Brisbane, 4001.