



THE OCTAGON

Official Journal of the MG Car Club of Queensland Inc.
Affiliated with Confederation of Australian Motor Sport

Patron: Dick Johnson

www.mgccq.org.au

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Treasurer	Carly Mattea 3325 0409	0410 310 452	0410 310 452
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Clubrooms: 16 Donkin St West End

Hillclimb: Gramzow Road, Mt Cotton - Ph 3206 6303

E&OE

The opinion of correspondents and advertisers expressed in this magazine are not necessarily those of the management committee of the MG Car Club of Queensland Inc. and as such the club accepts no responsibility. Published six times a year members personal advertisements are free. Club constitution available in club rooms.



PRESIDENT'S REPORT

I am please to report that we continue to be as busy as ever with Club activities both social and competitive. Life is good!

The Christmas in August (we were too busy in July) weekend in Warwick was another social success despite the 'stock food' delights offered by our host.

The weekend was a very useful dress rehearsal for the 2004 National Meeting. Only a few minor corrections were identified which will be promptly addressed.

A big thank you to the Holden Car Club who are the conducting the motokhana on our behalf, and who were part of the trial run at the Woolworths complex.

The good work by all the sub-committee members continues for Warwick 2004. To assist with forward planning, if you have not yet got your accommodation booked I suggest you move quickly. Whilst there is plenty of accommodation, early indications are attendance numbers will high.

The August/September period is also busy with many competitive events in which members successfully competed including our own August Hillclimb, the Leyburn Sprints and the Festival of Speed on Tweed event at Murwillumbah. Good to see our Patron Dick Johnson having a steer of a Lotus Cortina at Leyburn.

Last year at this time I mentioned we were on track for our highest membership ever.

That did occur for 2002. I am pleased to report that we are again on track to exceed the 2002 number for 2003.

We should keep doing what we are doing to continue such success.

This issue of the Octagon follows our Annual General Meeting so the composition of the Committee is not known.

I would like to take this opportunity to thank the Committee members for all their hard work in the past year.

All of the ' behind-the-scenes' activities, which make our events the success they are, are due in a large part to the hard work of your Committee.

It is a pleasure to be involved with a group of positive-thinking people who 'get the job done'.

Please note the change in the Ironman dates, it is now on the first 3rd - 5th October weekend.

I will conclude with my regular request for worker for the Mt Cotton working Bees. Offers of assistance, in any form will be very well received, and also from non-members.

John Davies

Please note the dates in the Calender

Contact: David Robinson 3255 9037

MT COTTON

Hillclimb Circuit - Gramzow Road Mt Cotton
Action Starts
9.30 AM

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From the Editor's Desk

Memories were made of this !!!!

Lloyd Bax in the yellow GT HO flying through the kink and loosing it to finish up in a couple of full turns and in the dust "sand" trap on the northern end of Carousel. Wayne Wakefield in the 13B Mazda 808 Station Wagon way out in front of a race and wriggling as he went through the kink.

Andy Fisher in the salmon newly finished MGB doing a 360 under Dunlop Bridge in the wet and ending up nose into the armco. David Wells in the green MG GT V8 loosing it out of Hungry and sliding along the armco leading into the Eastern loop. (If you break it ... fix it)

These are some of the memories we have about Lakeside Motor Racing Circuit which are now being swallowed up in the quicksand of beurocracy.

The surface has deteriorated as has the facilities and the circuit has a heritage listing on it, which will probably mean no one will be able to do anything with it. The noise level has been bought down to a very 'quiet level'.

As with everything, if it is not used and maintained, it falls apart.

We have many good memories of what Queenslanders regard as a wonderful circuit over the past decades now that is what it is. Progress moves on ..

Viva La Lakeside !!!

Bruce Mutch
'Safety Fast'

MG Car Club Tour to UK

We have had a number of expressions of interest in a possible tour to the UK. We would visit places of interest to the members of the MG Car Club. We would as a group assess the places and dates of motoring events on the British calendar.

This would be co-ordinated with the Home Centre in Britain.

Following letter from Tim Harbutt - AgTour Australia

We've heard back from our associates in the UK regarding the tour, and can give you an indicative cost, based on the following inclusions:

- **Return airfares, including taxes, tourist class to London**
- **All ground transport in luxury touring coaches**
- **Accommodation in good 3-4 star hotels on a twin share basis**
- **All breakfasts, come lunches and dinners**
- **Services of an expert guide throughout**
- **Allowance for admission to visits**

An indicative cost for a tour of 17 days (14 days/nights in the UK) for a group of 20 people, would be AU\$ 7290.00 per person. Please regard this figure as a guide only, as it is subject to changes in airfares, hotel rates, exchange rates, and of course, your requirements as far as visits are concerned. The time you travel will also have an effect on costs.

Tim Harbutt - AgTour Australia

Bruce Mutch

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NOTICE BOARD

Next Mid Week Run: September 2003

The next mid week run will be on Wednesday September 24th 2003, leaving Ferny Grove Tavern at 9am. Bruce Ibbotson has organised a mountain route to Somerset Dam.

Mid Week Run

On the fourth Wednesday of each month, we are organising day runs.

Contact David Miles on 3892 2699 for more details

Bring your lunch and billycan

Ironman Weekend

Members should note that the Ironman Weekend has been moved

forward to October 3rd, 4th & 5th

Contact David Robinson on 3255 9037



Club Members !!!

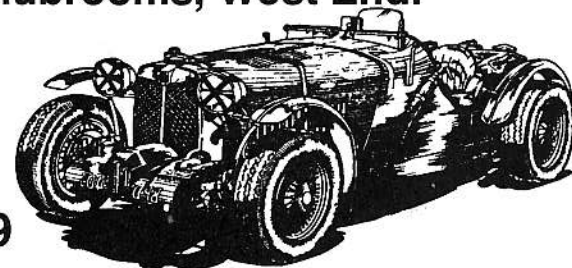
"Noggin 'N' Natter"

Don't forget to attend the Noggin 'N' Natter
Night - October 10th 2002

Donkin St. Clubrooms, West End.

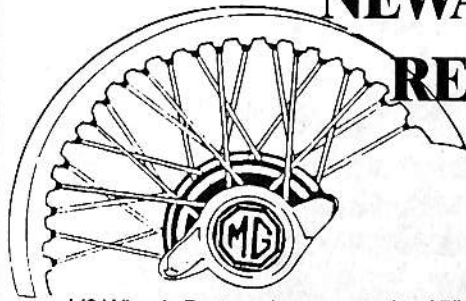
Bring some nibblies
and enjoy an informal,
fun evening.

Contact David
Miles 3892 2699





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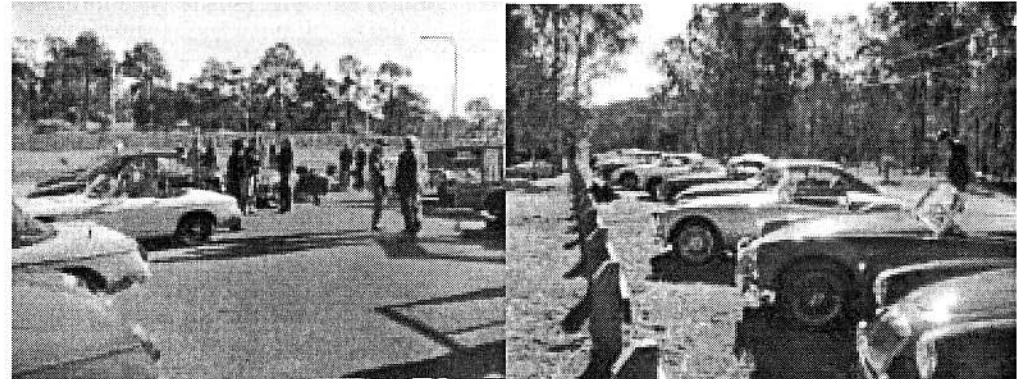
hmg@ozemail.com.au

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Day Run, Sunday 6th July 2003

Cobb & Co Day Run

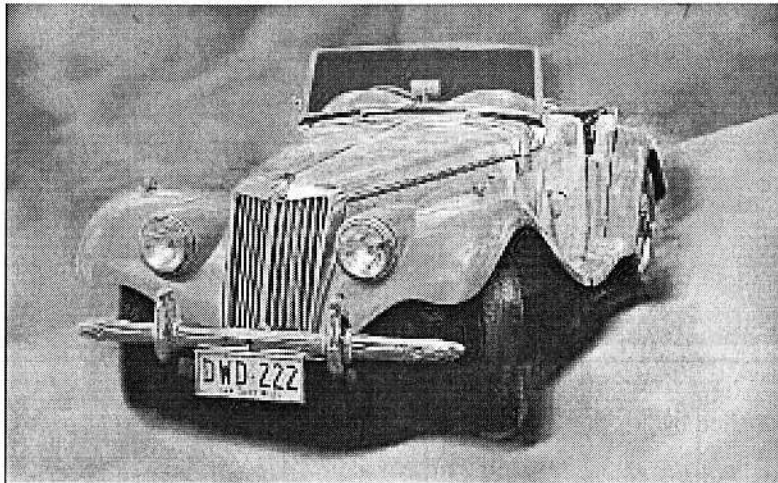
The run began from the Shell Roadhouse at Gales at 9 am, and the journey covered the newly signposted route covered by the original Cobb & Co coaches from Ipswich to Toowoomba. BYO morning tea was at Grandchester with sufficient time to visit the Grandchester Model Steam Railway. The run finished at the Cobb & Co Museum in Queens Park, Toowoomba.



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DAY RUN, WEDNESDAY, 23 JULY, 2003.

While the departure from Shell Gables was in slightly overcast, but fine, conditions, it was not too long before the now traditional rain began to fall, as the route took the three MG's and three "other makes" away from the busy Warrego Highway and onto the much quieter Ipswich - Boonah Road, picking up Ken Cooke at Peak Crossing. The ever-enjoyable Boonah - Beaudesert Road saw the group at Jubilee Park in Beaudesert for lunch within a minute or so of the scheduled time of 10.30.

Fortunately, shelter from the rain was available, and, after Bruce Copley had made some tyre pressure adjustments, it was out along the Mt Lindsay Highway towards what seemed like clearer weather. With the Porsche still having trouble keeping with the MG's, Bruce stopped once more at Rathdowney, in preparation for the Mt Lindsay section of tight corners, varying road conditions which became quite rough, before improving as we approached our lunch destination at Queen Mary Falls. A quick stop to view Dagg's Falls before lunch and a short walk to the view of Queen Mary Falls.

John and Glenn needed to visit Warwick, and Vern and Elaine had found the roads too smooth for their liking, setting off in search of FWD tracks, so three MG's, a Porsche and BMW ventured east and down the mountain to Boonah, then stopping off to say goodbye to Ken Cooke at Peak Crossing, but not before having a "peek" at the incredible doll's houses which Ken has made and furnished himself. Once again, a great day, on very interesting roads, evens the less than perfect weather unable to spoil the fellowship enjoyed by all.

Present were:-

- | | |
|--------------------------|-------------|
| Bruce and Tip Ibbotson | BMW |
| David and Keith Miles | MGB GT |
| Bruce Copley | Porsche 928 |
| John and Glen Boyce | MG F |
| Vern and Elaine Hamilton | Honda 4WD |
| Ken Cooke | MGB |



Photos supplied
by Wayne Reed of
Osella
Photographics
Ph: 0438 179 476



The Warwick Weekend

Sat/Sun 16th & 17th August 2003

On Saturday 16th August, a happy group of MG enthusiasts converged on Warwick, which was a "Try-on" weekend for the National Meeting at Easter 2004.

We were mostly "dossed down" at the "Jackie Howie" Motel, which is to be our focal point for the National Meeting.

On Saturday, we had a practice session for the Speed Event at the Morgan Park Raceway.

The Warwick District Sporting Car Club and the Warwick City Council are to be commended on their new pit area facilities, which have been constructed.

The Morgan Park Circuit has been extended and is booked out almost every weekend. This is good for motor racing.

We were provided as many sets of four practice-flying laps as required and our stewards Big Barry Soames and John Davies did a sterling job. Cars were generally scheduled in groups of four with the similar speed levels.

Quite a bit of agricultural work, particularly at the end of turns 1 & 2 and down through the ESSES.

John Walker's new 'A' broke early in the piece when a welsh plug let go. (Drat It)

Barry Smith enjoyed himself in the white GT, even though Jean thought he was pushing it.

Errol Hoger got 'Goldie Locks' out of mothballs and showed a clean pair of heels.



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The Warwick Weekend (Cont)

The Axtel Suzuki sounded menacing until it blew an oil line and sprayed the track with slippery goo.

Ray Edwards had the 'mean machine' percolating well and it didn't do anything wrong all weekend.

A great welcome to a number of our new members who were trying their hand for the first time. David Irwin showed how the gold 'Charlie Brown' should have been driven, especially with the handicap of 'Taipan'. Chris wasn't allowed to put the blue GT around the circuit just in case.

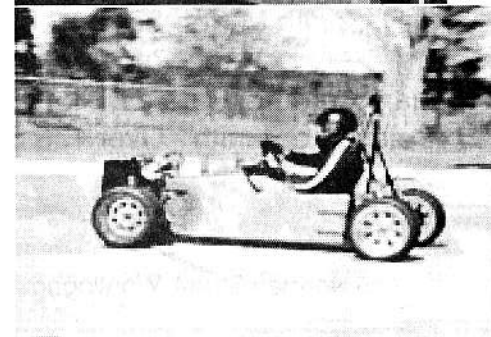
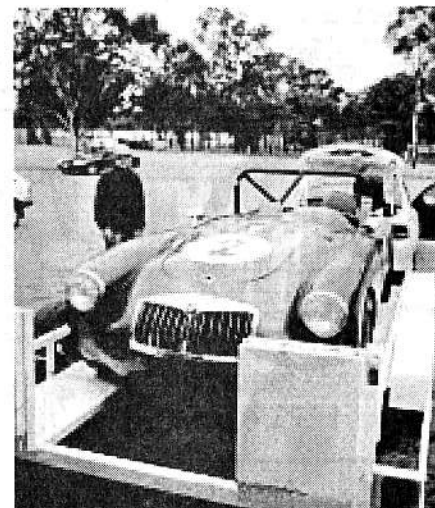
Our President enjoyed himself in the MG 1100, which sounded the best of the day.

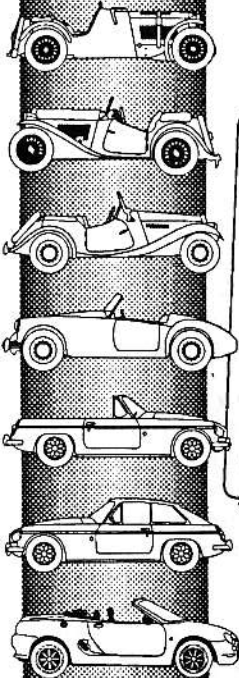
Barry Evans showed a clean pair of heels in the green GT V8, even though he did some ploughing. He graciously allowed Big Barry Soames a couple of laps, only to have it run out of fuel.

Saturday night was a dinner at the Jackie Howie Motel and our hosts put on a fine spread. A pleasant evening inside the warm after a bitterly cold day at Morgan Park.


Sunday dawned bright and we ventured to the massive Woolworths Distribution Centre for the Motorkhana shakedown. The Holden Sporting Car Club who are masters at Motorkhana, layed out the events and handled the timing. All went smoothly and all had a go at the Slalom and Crazy Square. The surface is excellent and generally the venue will be excellent for the four events next Easter.

In the afternoon, the many club members wended their way home after another excellent Warwick Weekend. Thanks to those who organised it.





Safety fast! 

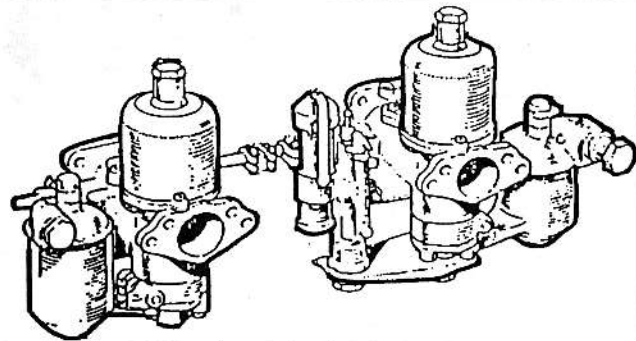
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The Warwick Weekend (Cont)

Attendees:

Armstrong, Stuart	Mazda	Mattea, Dino & Margaret	MGA Coupe
Bennett, Cyril & Marie	MG TF	McMurtie, Neil & Susie	MGB
Boyce, John & Glen	MGF	Mutch, Bruce & David Irwin	MGB
Carswell, Chris & Dee	BGT-blue	Newey, Greg & Beth	MGB/MGC
Clydesdale, Ron & Bev	MG Midget	Paltridge, Roger & Ann	MGF
Cohen, Geoff & Debbie	MGB GT	Alan Quinan	
Davies, John & Diane	MG 1100	Rayment, Brant & Selina	MR2
Dixon, David & Deborah	MGB	Rayment, Peter & Delia	MGB
Edwards, Ray & Sue	MGB	Redhead, Phil & Marta	MGA
Evans, Barry	MGB GT V8	Roberts, Peter & Merle	MGB
Hoger, Errol & Wendy	MGB	Robinson, David & Kimberley	Escort
Holman, Nick	MGB	Smith, Barry & Jean	MGB GT
Hornibrook, Craig	Mitsub.	Smith, Peter & Gillian	MGB GT
Jones, Tony	Nissan	Soames, Barry	
Lake, Chris	Axtell	Spiden, Malcolm	MGB
Lapworth, Rodney & Peta and Rhys	MGA	Strange, Paul & Kerry	MGB
Lawrence, Gary & Dawn	MGB	Trower, Paul & Denyse	MGB
Letten, Ross & Shez	TD	Upham, Peter & Norma	MGA
Lupton, Paul & Lyn	MG Magnette	Walker, Graeme	MGB
Mattea, Richard & Carly, Alex & Ashleigh	Bullant	Walker, John, & Pat	MGA Spec
		Walker, Sandra	MGB
		West, Guy & Pam	MGC GT

LIDDLE'S

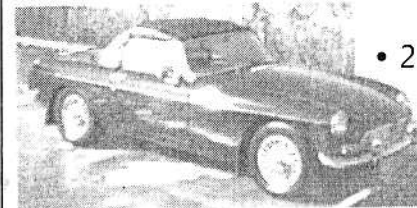
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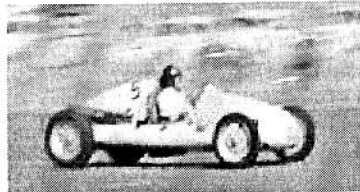
Strathpine Racing Circuit 1947 - 1959

The celebration of Airstrip Racing - Strathpine was held on Sunday 31st August 2003.

The days when some wonderful racing cars such as the Lago Talbot of Ken Richardson, Chas Whatmore's C Type Jaguar Special, Mrs Andersen's D Type Jaguar, also driven by Bill Pitt, Steve Anes Alfa Romeo and Mrs Ann Thomson in a Morgan Plus four competed for the fun of it on the old Strathpine Airstrip.

The circuit consisted of two straights (up & back) with hay bales at one end and a chicane at the other. Racing and flying quarter mile competition was the name of the day.

It was reported that 40,000 people attended the first meeting. Even better than the 30,000 people at the first GP at Leyburn in 1949.



Car spun off track at Lowood

A section of the crowd scattered when J. B. Smith, driving an M.G. Magnette, spun off the track at Lowood yesterday.

The Magnette, competing in the saloon car handicap, went a pile of marker tyres flying, but Smith man-handled it back on to the track.

A crowd of more than 6000 watched the nine-event programme, which included three motor cycle races.

Champion scratch race, 2 laps: W. L. Pitt (Jaguar C Type) 1, V. Bulman (Alfa) 2, Martin (Ford) 3, C. Adams (M.G.) 4, time, 3:54.5.

Saloon car handicap, 4 laps: B. C. Ford (Citroen) 1, J. D. White (Ford) 2, W. L. Pitt (Jaguar) 3, R. Anderson (Ford) 4, time, 12:40.0.

Racing car handicap, 4 laps: J. B. Smith (M.G. Magnette) 1, A. Young (Alfa Romeo) 2, J. Carter (Ford) 3, J. White (Ford) 4, time, 11:00.0.

Sports car handicap, 4 laps: L. A. Anes (Alfa) 1, J. D. White (Ford) 2, W. L. Pitt (Jaguar) 3, J. Carter (Ford) 4, time, 11:00.0.

Main event, 12 laps, the fastest 20 cars on the track: L. A. Anes (Alfa) 1, J. D. White (Ford) 2, W. L. Pitt (Jaguar) 3, J. Carter (Ford) 4, time, 11:00.0.

Parade Handicap, 4 laps: L. A. Anes (Alfa) 1, J. D. White (Ford) 2, W. L. Pitt (Jaguar) 3, J. Carter (Ford) 4, time, 11:00.0.

Parade Handicap, 4 laps: L. A. Anes (Alfa) 1, J. D. White (Ford) 2, W. L. Pitt (Jaguar) 3, J. Carter (Ford) 4, time, 11:00.0.

140 m.p.h. record at Lowood

BRISBANE racing driver Bill Pitt clocked 140.62 m.p.h. at Lowood yesterday.

This is the highest speed ever recorded in Queensland road racing.

Pitt, driving Mrs. Cyril Anderson's 13000 D-type Jaguar for the first time competitively, also broke his own Lowood lap record.

He covered the 2.7 miles circuit in 3min. 3sec, bettering by 2sec. the record he established last year in his Cooper 1100.

Not approved

Queensland Racing Drivers' Club officials said Pitt's top speed could not be recognised as a State record, as it was not timed on electrical devices approved by the governing body of international motor sport.

Pitt won the time section of the main 12-lap event.

Motor Racing STRATHPINE

Closed and sports car races, 2 miles: M. Vickers (Volvo) 1, J. Walker (Alfa) 2, J. Morgan (Volvo) 3, time, 1:10.0.

Over 100 km. sports and racing car race, 12 miles: M. Vickers (Volvo) 1, J. Morgan (Volvo) 2, J. Carter (Ford) 3, time, 1:10.0.

Under 1000 cc. open class, 3 miles: C. Smith (M.G. T.D.) 1, R. Anderson (M.G. T.D.) 2, V. Bulman (Alfa) 3, time, 1:10.0.

A grade race, 12 miles: L. Anes (Alfa) 1, J. D. White (Ford) 2, W. L. Pitt (Jaguar) 3, time, 1:10.0.

B grade race, 12 miles: R. Richardson (M.G. T.D.) 1, G. MacRae (M.G. T.D.) 2, V. Bulman (Alfa) 3, time, 1:10.0.

Restricted class, 3 miles: V. Bulman (Alfa) 1, J. D. White (Ford) 2, W. L. Pitt (Jaguar) 3, time, 1:10.0.

Parade Handicap, 4 laps: L. A. Anes (Alfa) 1, J. D. White (Ford) 2, W. L. Pitt (Jaguar) 3, J. Carter (Ford) 4, time, 11:00.0.

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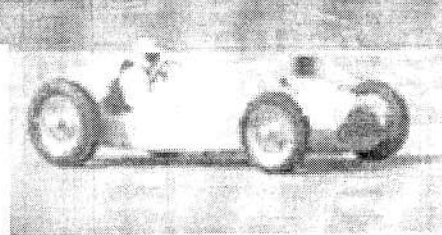
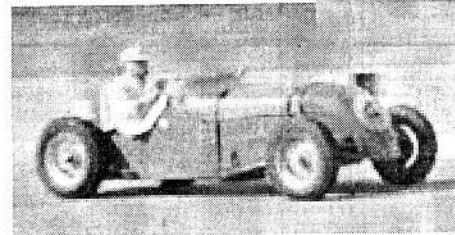
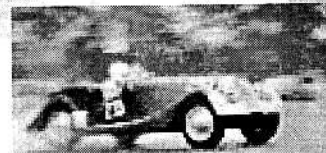
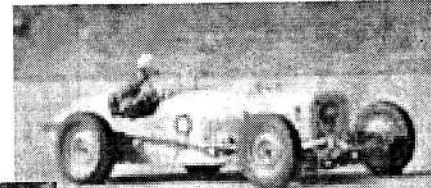
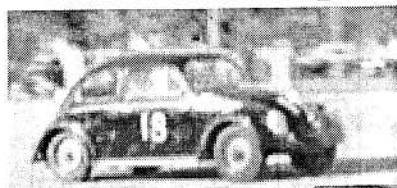


FOR THE SPANNER HANDY MEMBERS OF MGCC-OLD.

LOOKING AFTER BATTERIES THE EASY WAY.

The simple way to keep your battery/ies in good condition without all the hassle of attaching the clamps of a battery charger is to fit a polarised 2 pin plug in a suitable place under the car or under the rear bumper and connect this to the battery by an inline 10 Amp fuse; then fit your charger with the mating polarised connector instead of the original clamps. If you have more than 1 car to look after, fit each car with the same type of plug & socket. Dick Smith has fuse holders and probably suitable 2 pin polarised plugs & sockets as well. We have both our cars and chargers so fitted and with a 20-minute a day timer can go away for weeks knowing the cars are looking after themselves. The benefit of this is that the cars are locked with security systems on.

Strathpine Racing Circuit - 1956



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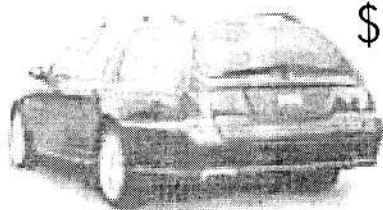
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FOR THE SPANNER HANDY MEMBERS OF MGCC - QLD.

MGB/MGC WINDOW WINDER MECHANISM.

Over the years, the windows of our GT became very hard to wind down particularly in winter, until finally I could not wind down the drivers window when the temperature was low. Once warmed up, the glass could be wound down. Then the passenger's window got much worse. The mechanisms are no longer available.

Necessity said "go take a look". so off with the trim, out with the speakers etc. Then the hard part removing the window glass. This is not straightforward as described in the factory Workshop Manual but quite a fiddly job, but it can be done with patience. Once the glass is removed, the rest is easy.

Remove the winder mechanism and mount horizontally in a vice, fit the winder handle and feel how stiff it is in the up direction even with the spring assist but probably OK in the down direction. Inside the winder unit is some sort of slipping clutch designed to hold the window in its set position; otherwise it would gradually work its way down with movement of the car. The problem is that the grease used in manufacture 30 + years ago has congealed, cracked or just disappeared, allowing rust to develop, which makes for the stiff mechanism.

Wash out the quadrant/gear mechanism with de-greaser and use a scriber, small screwdriver etc to remove as much of the scale and old lubricant as possible while winding the quadrant from end to end. When it is cleaned thoroughly allow it to dry in the sun; then fill the gears etc. with moly grease and work the mechanism back and forth until it feels smooth and free. Work in more moly grease go through the routine again then reinstall the unit in the door, check that all feels normal then reinstall the glass.

If the glass sealing rubber strip is hard, perished or cracked, replace it before reinstalling the winder and glass. To do this, drill out the pop rivets, carefully to save damaging the paint inside the door skin, remove the chrome strip replace the rubber and refit. Check the end of the original rubber for position to the "B" pillar and cut the new one to the same length then pop rivet the strip back into the door. Good luck with refitting the window glass; it can lead to a lot of trial and error, a classic good British design?????

RESTRICTED REGISTRATION MG'S.

DIFFICULT STARTING IN COLD WEATHER FOR CARS THAT ARE ONLY USED OCCASIONALLY.

With infrequent use such as monthly, it can be difficult to start some cars, particularly in winter. With full choke, it takes forever to get the motor to fire and keep running and then it is too rich etc. plus too much starter use and drain on the battery.

I have found that by isolating the ignition, (in our car by a security switch) then with full choke, full throttle and fuel pump operating turn the motor over about 5 revolutions then switch off and go away for 10 minutes or longer, then come back enable the ignition and the motor starts just the way it starts if used daily; then back off the choke and drive away as in daily driving. This procedure sure benefits both the starter and battery life



Day Run to the Mountains

Wednesday 27th August 2003

The stalwarts headed off from Gales on Wednesday morning firstly out through Fernvale, through the rather dry farmlands to Marburg, Grandchester for 'smoko' and then to the Lockyer Valley.

The run up Ma Ma Creek is always a challenge until the contingent was baulked by one of those modern cars. The driver courteously pulled over and allowed the convoy to carry on. With engines straining and shouts of "get your handbrake off" ran up over the range on to the Darling Downs. Through Clifton and on to RUDDS PUB at Nobby for lunch. Typical of the country fare and enough to go 'ring-barking' all day, we enjoyed a leisurely meal.

Many a good yarn has been swapped in Rudds Pub, so far from the truth all in line with a good farming community.

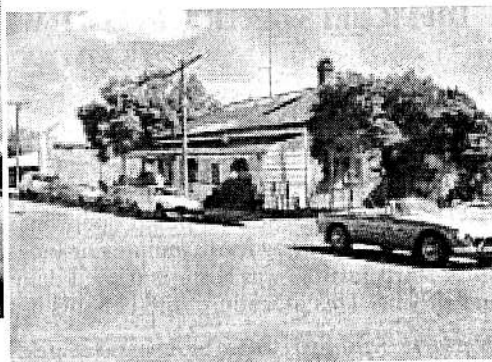
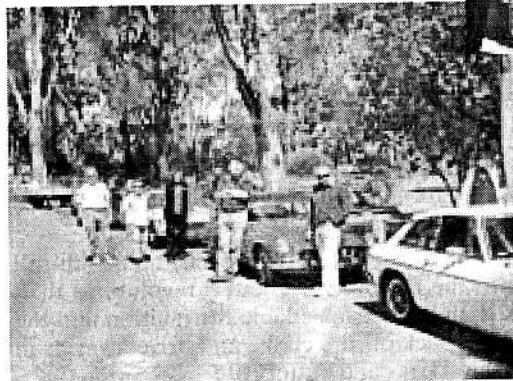
It is interesting to see the way the farming community has gone away from dairying and is basically a fully cropping area.

Following our luncheon break, the convoy proceeded through the Goombra Valley to Gladfield and to Aratula through Cunningham's Gap for 'smoko'. A really pleasant trip home as the air was cool and our cars just 'purred' along.

The mid week runs are suited to quite a few and are a pleasant interlude away from Sunday drivers.

Present

David Miles	MGB GT
Ken Cook	MGB MkII
Bruce & Tip Ibbotsen	MGC GT
John & Glen Boyce	MGF
Bruce Mutch	MGB MkII



HOW TO LIVE WITH AN MGC-GT AND STAY SANE.

(OR HOW TO DEVELOP THE "C" INTO WHAT IT COULD HAVE BEEN.)

(Article 2 in a series of 4. "THE BIG LUMP")

The introduction last time described taking delivery of a new and largely unknown car and finding out how different it was to the MK1'B in characteristics, (not a pleasant experience). This time I will outline work done on the "lump of cast iron", which BMC thought was an engine.

On one of our interstate trips (MG Qld. Club members) we went to Silverdale Hillclimb, as spectators. While there, I asked Paul England to take the 'C' for a drive and see what was wrong with it. Paul came back and said the engine won't rev because the flywheel is excessively heavy. This explained the strange overdrive action, discussed last time.

On return to Brisbane a decision was made to remove the engine (16,000 miles) pull it down and have a critical look within.

The first thing we noticed was how clean pistons 1 & 6 looked compared to the others; it seemed little mixture got to 1 & 6. The way this motor performed maybe 1 & 6 were just there to make the engine nice and smooth, from later experience they certainly did not do 33.3% of the work. The flywheel was indeed very heavy, for a light car. With the redesign of the old 4 bearing C series, it seems Morris Engines totally lost the plot.

The reason given for the new (in reality, bloody obsolete technology) engine was to power the new AUSTIN 3 LITRE, a horrible monstrosity, sort of like a giant economy size AUSTIN 1800 with north-south engine driving the rear wheels. This was a fairly heavy car with a low diff etc. as required of a saloon type car.

Unfortunately Abingdon got stuck with this new? C series engine.

NOTE: The MGB & MGC share cam timing, cam lift, rocker ratio and therefore

valve lift. The 'C' has 9:1 C.R., the 'B' 8.8:1, which would indicate both engines should feel similar but not so; the 'C' feels totally different from the 'B'.

It was considered that about 25% of the flywheel mass could be safely removed (cast iron, not steel). The engine balance was rather poor; maybe this was the reason for the light truck flywheel so that the Austin would be nice and smooth for Auntie to drive in the London traffic. The press people commented on how smooth the new C series engine was compared to the 5 bearing B series engine and the superseded C series engine as fitted to the Healey 3000.

So 25% of the flywheel mass was removed and the motor fully balanced. We discovered that the piston crowns were .020 inch below the block face and as the head was being worked on by me, we thought it worth while to lower the block face .018 inch to try and improve combustion. The "warranty supplied", correct valve guides were fitted and the motor reassembled.

NOTE: The originally fitted valve guides had the groove to retain the seals in the wrong place so that the seals came off and indeed acted like oil pumps for the inlet valves. No wonder the press cars all had plug fouling. The seals still come off. In article 4, I will detail a good fix that cures this oily plug problem.

A noticeable improvement in driveability resulted, the engine pulled better and changed revs more like a 'B'; and the overdrive now operated as it should have from the start. Economy improved and the flexibility remained unchanged, all up, a big improvement but well below what one expects from a 3 Litre car.

About this time I read an article about



HOW TO LIVE WITH AN MGC-GT AND STAY SANE. (Cont)

Downton Engineering Works who had a long history of working with BMC and particularly MG; in fact the heads from Special Tuning were done by *Downton*. This company were also involved with the development of the MGC competition engines as fitted to the *Le Mans* and *Sebring* cars (MGC-GTS).

Downton had developed two tuning kits for the production 'C'; Kit 43 which retained the existing inlet manifold (reworked) an exchange head and completely new extractor dual exhaust system. Kit 45 was the same except that the "Metters Gas Stove" type inlet manifold is scrapped and replaced with 3 fabricated tabular steel manifolds plus the very necessary 3rd SU; the additional front SU having a short neck to clear the bonnet. This I decided was the only way to go, as the *Downton* head produced 174.6 nett BHP @ 5500 RPM. (The dual exhaust system contributes about 20 BHP as part of Kit 45.)

Being my only car, it was quite impossible to send the head to the UK on exchange, so I asked *Downton* if they would supply Kit 45 without the head. Understandably they were not all that interested but also appreciated my difficulty and agreed to ship but not guarantee the results. The eagerly awaited kit duly arrived and instant activity followed, during the next weekend. The difference was quite surprising (even with my enthusiastic but amateur headwork) now the engine pulled when cold and had a lot more low end torque, revved easily and developed high end power running to 6000 without fuss. *Downton* advised that they regularly ran these engines to 6000 RPM. (To add confusion the Workshop manual lists valve crash as 5500 RPM, maybe this is why they quote max, power at 5250 even though the tach red line starts at 5600 RPM. NOTE: Apparently some early factory engines were fitted with weak valve springs. NOTHING WOULD SURPRISE ANYBODY ABOUT BMC IN 67/68.)

I was so surprised with this change; all the

well-noted problems had disappeared, so I asked *Downton* if they could supply a head. They agreed to get an Austin head and remachine it.

This head was fitted as soon as it arrived and I immediately noticed a big lift in low end torque, particularly over the rev range where this engine runs as a day to day car, my head was similar in the higher ranges but sadly lacking down low by comparison. The most noticeable difference was fuel economy 28-MPG on a fast trip, 25-MPG overall town and country use; a lot better than the original 22.5 and 17.3 figures with the original car. On our Wednesday runs we often average better than 30 MPG, which compares quite well with a 'B'.

The propeller, sorry fan, was the next item for attention. All the press had commented on the very noisy fan and they were correct. A change back from 4th to 2nd in traffic produced a roaring noise that drowned out all other engine noise, again an article in a UK magazine suggested a *Kenlowe* thermostatic fan could reduce the noise and let the wasted power drive the wheels. *Kenlowe* advised that the fan used 12 BHP @ 5000 RPM, it certainly sounded like that may be correct with the very short fan belt life, I was experiencing, a lot of engine power went for no useful purpose. I fitted a *Kenlowe* designed for the 'C' in the UK, great no noise, good until a heavy traffic, heat soak situation then the fan could not cope with the Aussie summer, the other problem is the piddling toy alternator of 34 amps capacity but only with the car running at 3000 RPM (which is 81 MPH in O/D) so at legal speeds an electric fan would only work with an appropriate size and speed alternator; scrap the electric fan and ponder for a few more years.

The solution for the power wasting fan is remarkable simple, fit a thermo-clutch unit as used by BMW's for years. This requires very little machining and fits perfectly in the normal fan shroud and unless pointed out



HOW TO LIVE WITH AN MGC-GT AND STAY SANE. (Cont)

most observers don't even notice the change. The advantages are many, dead quiet, plenty of air in traffic and low speed use, stable idle and no power wasted at cruising speeds. (This change will be detailed in article 4.)

Data from *Downton* said that the factory figures for the 'C' engine gave 123.7 BHP at the flywheel with all engine ancillaries fitted but with a less restricted workshop exhaust system. *Downton*'s own figures were obtained with all ancillaries fitted, and their exhaust system. Motor Noters who tested a 'C' with *Kit 43* fitted pondered how a 'C' with 149 nett BHP @ 5500 RPM could accelerate and pull so well when the factory car supposedly produced 145 nett BHP @ 5250 RPM.

We now realise why the 'C' was such a *LEMON*, it barely managed 124 BHP in reality, no wonder the "press" could not explain why the *Big Healey* felt so much stronger; of 7 bearings 'V' 4 and excessive windage from the new crank. No doubt the new engine had greater losses than the early unit but not 20 BHP, I believe the *Morris' Engines* people just stuffed up the manifolding.

Kit 43 gave a torque figure of 170.5 Lbs. Ft @ 3000, less than the factory sales figures but more than the actual torque of the production car. A comparison of data from the 'B' & 'C' is interesting, the MK 1 B has a BMEP (*Break Mean Effective Pressure*) of 152 @ 3100 RPM the *Kit 43 C* has 145 @ 3000; one can only guess what the standard car figure was, probably less than 140 @ 3400/3500 RPM. No wonder the 'B' is such a good car. A MK 1 B gave 52.84 BHP/Litre (from MGB special tuning manual); the standard C 42.5 BHP/Litre; *Kit 43* gave 51 13HP/Litre and *Kit 45* gave 60 BHP/Litre and a BMEP of 161 @ 3000 RPM, Power as said of 174.6 BHP @ 5500 RPM and torque of 190 Lbs. Ft @ 3000 RPM. *Kit 45* gives an increase of 41% over the standard car; this really improves the response and efficiency of the engine.

The MGC - GTS alloy headed engines with

3 dual throat Webbers, big valves and cam produced 200/210 BIIP @ 6000 RPM so the engine was certainly capable of very impressive performance wit" long life and reliability in long distance races.

Downton provided either 9.5:1 or 9.3:1 C.R. heads, I ordered mine at the lower ratio and with my block work ended up with 9.46:1. Pump fuel of course could not cope with this compression; it was not even OK at 8.8:1 (MGB C.R.). BP Nundah had a BP100 pump so all was well for many years; when this closed down the car ran on 100/130 avgas which was much better, except that the car was restricted to a maximum of 150 miles from home (300 miles per tank) plus the problems of 44 Gallon drums. Knowing that fuel quality would only get worse (98 then 97 now 96 RON) I reduced the CR. to 8.6:1 to run on current pump fuel. (Avgas 100/130 is equivalent to 102 RON in automotive conditions.)

In 1986, it was time for a full pulldown and look-see. Maximum bore wear three-quarter inch down the bores was less than .001 inch; not bad for 53,500 miles fairly hard use; the bearings were fine and the little end bushes well within factory spec., so this is a real long life engine (now 78,600 miles). The pistons were not well due to carbon build up behind the rings, which had caused ring lands to wear, caused by the bad design of valve guide seals and the earlier problem of incorrectly machined valve guides (it is hard to retain ones sanity with a BMC 67/68 car).

NOTE: The 'C' engine has dry fit cylinder liners despite what the "experts" (drips under pressure) said, this explains the very low bore wear. Knowing how marginal a 'B' was (8.8:1) on pump fuel, we decided to reduced the C.R. to 8.6:1. This was achieved by machining the new standard piston tops down .060 inch over a diameter equal to the active combustion area, then balancing prior to re-assembly. The bores were very lightly flex-honed with a 280 grit hone, to allow good bedding in for the new rings; oil consumption is about 1 Litre/2000



2003 LEYBURN SPRINTS

Many MGCCQ members enjoyed the 8th annual Leyburn Sprints on the weekend of 23/24 August, including Ann Thomson as a Steward and Peter Rayment on timing. The event was won by Ray Vandersee in the Van Dieman Westfield turbo rotary sports car.

The weather was warmish and fine until Sunday morning when there was a light shower, which only added to the fun both for drivers and spectators. The 2003 event was held over the same track layout as last year, of 3 x 90 degree corners and 2 chicanes, and many new records were set. The track is very safe with lots of run-off areas and straw bales protecting light posts.

The trophies were again a lump of the local slate.

Witch's hats defined the main chicane, which Ken Freeburn (Cortina Mk1) can tell you all about after clouting one on his way to a class win. Another member to do well was Greg Newey in his Sebring MGB. Greg won his class and also took out the Outright Show and Shine trophy with his TC.

Other class winners to 'take home a rock' were :

Jim Peall - Anglia. Neil Lewis - Cortina Mk 2, Brad Stratton - Elfin Mallala and John Davies - MG1100. Another wonderful event and we will be back.



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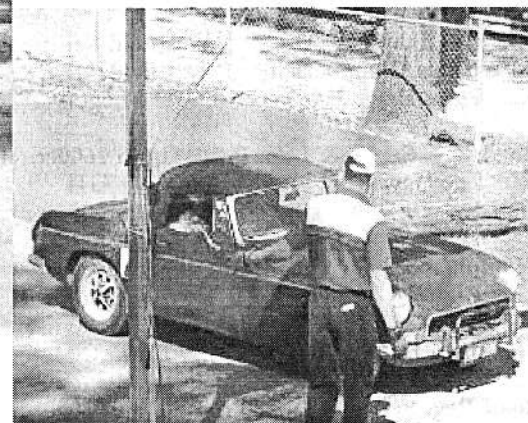
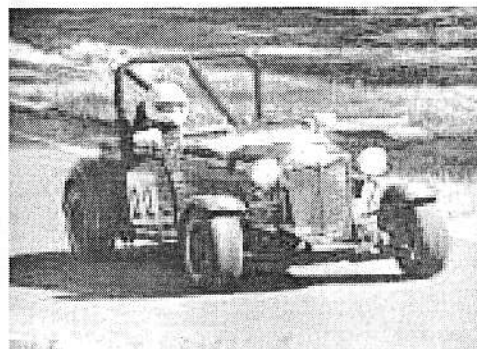
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HILLCLIMB, MT COTTON,

31 August, 2003

Beautiful sunny, warm weather saw a large number of cars eager to try out the track after more than a month's break. All cars had five runs by 3.30pm and there was some hot competition in the WRX's again, with Mick Collins finally breaking the record officially, twice, with a 45.75secs, during racing this time. Well done, Mick.



Photos supplied by Wayne Reed of Osella Photographics
Ph: 0438 179 476

The Editor Needs Your HELP!

WANTED

We need your support to keep this publication full of interesting reports and points of interest, so any ideas or thoughts would be most appreciated!

Please submit your contributions to the Editor: Bruce Mutch C/- G.P.O. Box 1847 Brisbane 4001 A/H - Ph: (07) 3376 1384 Fax: (07) 3271 2043



MGCCQ - Multiclub Hillclimb, 31st August 2003
Official Provisional Results

All Wheel Drive Turbo Charges

211 Michael Collins	Subaru WRX	1
33 Mick Jones	Subaru WRX STi	2
16 Craig Newell	Subaru WRX	3

Marque Sports 3001cc & over

7 Bob Bear	MGB	
Relief: Andrew Bear		

Marque Sports 1601 to 2000cc

2 John Walker	MGA	1
25 Henri Van Roden	Mazda MX5	2
12 Graeme Walker	MGB	3

Sports Cars

22 Richard Mattea	Bulant Mk7	1
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Marque Sport 2001 to 3000cc

5 Glynn Pointon	Datsun 240Z	1
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Marque Sports up to 1600cc

121 Des Edwards	Westfield Sei	1
80 Bruce Chamberlain	Westfield Sei	2
47 Peter Rayment	MG Midget	3

Road Reg. Series & Imp. Prod. Up to 1600cc

49 Lee Hayes	Suzuki Swift GTi	1
66 Jeff Oldham	Datsun 1600	2

Formula Vee

72 Andrew Buzaglo	Spectre	1
9 Brian Hunter	Mako	2
172 Noel Buzaglo	Spectre	3

Road Reg. Series & Imp. Prod 1601 to 2000cc

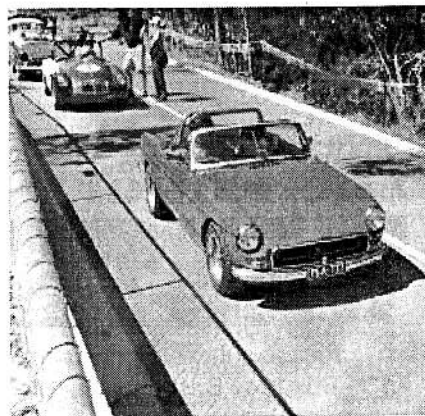
19 David Homer	Suzuki Swift GTi	
3 Chris Sloane	Datsun 1600	2
201 Graeme Adair	Datsun 120Y	3

Sports Sedans up to 2000cc

76 Alex Cowie	Ford Escort	1
89 Donn Vidler	Morris Cooper S	2
176 Ben Cowie	Ford Escort	3

Formula Libre up to 1300cc

111 Paul Van Wijk	Zip GP	1
44 Relief Simon Lake	Axtell Suzuki	2



Road Reg. Series & Imp. Prod 3001cc & over

57 Glen Wesener	Torana LJ GTR	1
17 Glenn Anable	BMW 2002	2
14 Andrew Bear	LC GTR Torana	3

Road Reg. Series & Imp. Prod 2001 to 3000cc

332 Warren Skelton	Mazda RX7	1
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Group N

45 Neil Lewis	Ford Cortina Mk II	1
24 Relief: Michael Gallwey	Morris Mini	2

Gemini

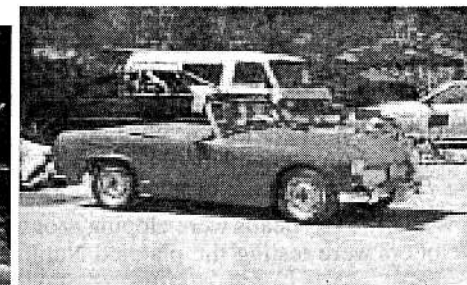
60 Glenn Sullivan	Holden Gemini	1
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Group O & S

4 Jason Crew	MGB	1
46 Lee Morrissey	Alfa Romeo GTV	2
72 Alan Telfer	Lotus 7	3

Formula Libre 1301cc & over

112 Bill Norris	Hawk Mk 2	1
7 Warwick Hutchinson	RPV J4F	2
57 Gary Goulding	Van Dieman RF85	3



Best MG up to 1600cc

Peter Rayment
MG Midget

Best MG 1601-2000cc

John Walker
MGA

Best MG 2001cc & over

Bob Bear
MGB

Best MG

John Walker
MGA

Top Six

Warwick Hutchinson
RPV J4F
Paul Van Wijk
Zip GP
John Boyce
Kaditcha VW
Des Edwards
Westfield Sei
Michael Collins
Subaru WRX
Alex Cowie
Ford Escort

Most Improved

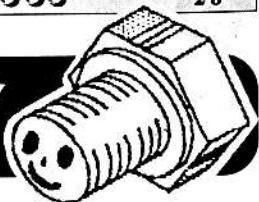
Gerald Cullen

Fastest Time of Day

Bill Norris
Hawk Mk 2
41.06



Sump Plug



Lots of interesting trade pamphlets and brochures pass over my desk in the office. One advertising new MGB's for sale at \$79.95 plus GST certainly caught my attention. Just as I thought I might purchase another to add to our small collection (hell, I could buy a couple at that price and do some of my non-MG mates a service, with a small profit margin) further exploration of the sales brochure confirmed my worst fears – they were actually advertising what you, I and the rest of the world call “wheelie-bins”. These jokers call them ‘Mobile Garbage Bins’

I made the mistake of sharing this revelation with a MGA – driving friend who quickly took me down another peg, explaining that everybody knew the MGB actually meant “Mazda's Go Better”. So much for the world's favourite sports car

The really funny bit of this story is I immediately tried to come up with a derogatory acronym for MGA – in vain at the time. Much later I thought of “Might Go Again” – a bit like my good friend's MGA. Now you go and figure out whom we are talking about!

Uncle Barry Mulch must be feeling brave these days, letting David Irwin flog with MGB around Morgan Park “just to see how well it can go”. Ugly Christopher Warren Carswell was also feeling very brave (judging by the helmet he was wearing) enjoying a tour around the circuit with David in the Editorial MG.

Mind you, David wasn't the only MG driver bending over those lovely old wire spoke wheels sliding around Morgan Park.

Unfortunately, the circuit was a bit slippery on account of Michael Lake blowing off one of the Axtell Suzuki's oil lines early in the day and damaging the hard-working Suzuki m111. Two weeks later at Mt Cotton, the Axtell magically re-appeared (got to be serious with a spare motor) for Chris and Simon to have their fun. Luckily, Simon scored a few drives in the Halma 750 during the rest of the day.

Not too sure about brotherly love either, judging by Andrew Lake's expression as he cleared off the start line after the half-shaft destroyed itself on the start line. Andrew wondering whether Dad wanted the roller bearing needles he had just kicked off the circuit...

How many members know that the Welsh national symbol is the humble ‘leek’? A certain grey-haired club member should be very familiar with this fact, after blowing the rear Welsh plug out of his MGA at Morgan Park practice and two weeks later blasting out another at Mt Cotton Hillclimb. The first nasty leak caused a spectacular steam cloud and a very slippery mess, while the second resulted in a strange miss-fire... Funny how water and high-tension electricity do not mix.

The really good news at Warwick came during the dinner at our accommodation on Saturday evening. Our host decided to lay on our Club President's favourite entrée of pumpkin soup (at no additional cost!) John could barely conceal his excitement as the “not quite thick enough” soup was dished out.

A few of our Club members must have scored a ‘crook bottle of wine’ during the course of the evening, which diminished their enjoyment of Sunday's motorkhana somewhat ...

While the rev-heads were zipping around Morgan Park on the weekend, some other Club members were testing the planned National Meeting Observation Run routes. The West's,



Sump Plug (Cont)

Lawrence's and the Lupton-Rushby's tried several options over the weekend, all of which went really well. Even though Paul and Lynn got slightly lost on the route that they planned themselves...

Ann Thomson is on sick parade with a crook knee, while everyone else in town has only had the flu at least once. With a bit of luck, everyone will get over the nasty bug and Ann's knee will improve soon.

They don't make them like they used to? The batteries in ‘Charlie Brown’ collapsed (2 x 6v) after the mid week run in August. On checking, they were installed in May 1990.

There are a couple of new garages to be added to the Cooke residence at Park Crossing to cater for the new additions, Jaguar, MKX Vauxhall Wyream, Dolomite Sprint, Land Crabs (2) and of course the MkBII. The transport Dept. would not look kindly at the suggestion of fleet discount.

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No reasonable offer would be refused - contact Trevor Chappell 11/B Curzon St. Toowoomba.



Night with Stuart Turner

(ex Competition Director for BMC in 1960's)

20th November 2003

Venue to be advised on our website - www.mgccq.org.au

We have invited other MG Clubs, Mini & English Ford Club's. Seating will be limited to 200.

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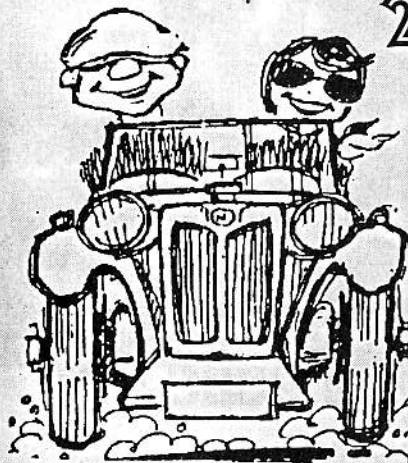
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BREAKFAST RUN SUNDAY 19TH OCTOBER 2003



Meet at BP Waterford, Cnr. Beenleigh/Waterford Rds & Tamborine Mt Rd.

(Just over Logan River)

6.30 am leaving 7.15 am
Contact Guy & Pam West
3870 9509

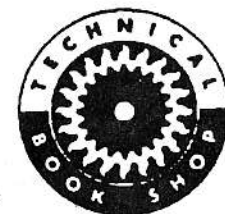
Or Gary & Dawn Lawrence
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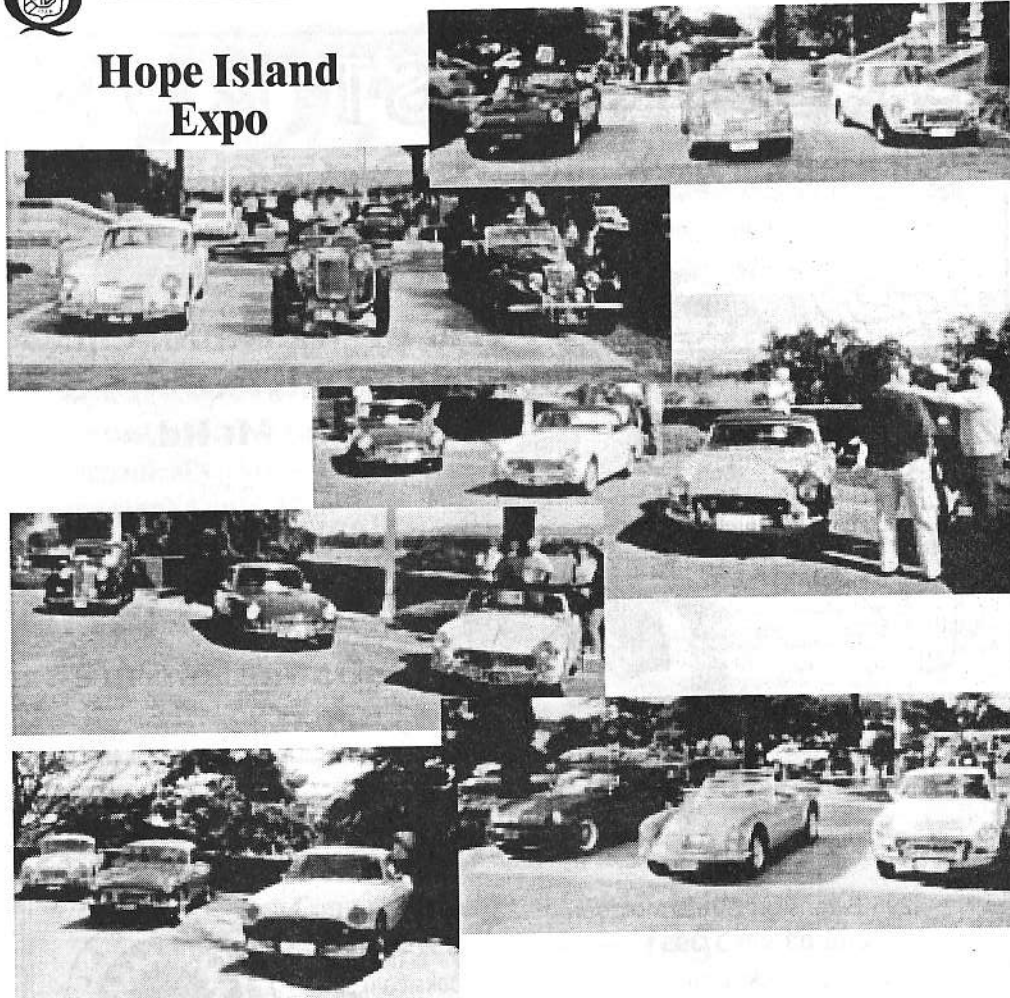
Did you realize that members are automatically entitled to a 10% discount at Technical Book Shop. It's one way we like to thank our grass-root supporters!*

Caroline Radford *Managing Director - Sales & Marketing*

* Discount does not apply to lower-margin items such as magazines, some videos and sale/discount items.



Hope Island Expo

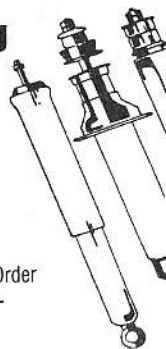


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