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The official publication of
MG Car Club Newcastle Inc.



June 2012



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Clubtorque

Official Publication of
MG CAR CLUB NEWCASTLE

Founded 1955 - MGs and MOTORSPORT

Club address:

PO Box 632, HAMILTON NSW 2303

Website address:

www.mgcarclub.com.au

Clubrooms:

Northcott Park, Cobby Street, Shortland

Monthly Meetings

2nd Friday of month 7.30pm

RINGWOOD PARK MOTOR SPORT COMPLEX

corner Italia Rd & Pacific Hwy, Balickera
(12km north of Raymond Terrace)

Membership enquiries:

Judith Rae

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phone **4944 7356**

Other enquiries

Contact the Secretary at the club address
or phone **4943 6239**

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Cover: Sports car in prime position at MG
UK Sales Centre (Mike Cole)

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www.cams.com.au/go/hsw

Coming Events - June 2012

- Sun 3 State Motorkhana Round 3 - WAC - Awaba
- Sun 3 State Supersprint Round 3 - MX5 Club - Wakefield Park
- Mon 4 **Magazine Assembly** - Clubrooms, Cobby St, Shortland. 7pm. M
- Tue 5 **KEP** - meeting at Clubrooms. 7:30pm. M
- Fri 8 **Clubnight** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sat 9 MGCC Newcastle Club Chief Training at Clubrooms, 9am to 4pm.
See pages 15 and 26.
- Sun 10 State Hillclimb Round 6 - GSCC - Grafton
- Wed 13 **Speed Panel Meeting** - Clubrooms, Cobby St, Shortland. 8pm. M
- Sat 16 Rallysprint - WAC - Awaba. NRS4, NIC3
- Sun 17 **Register Run** to Karuah, leave Clubrooms at 9:30. See page 8.
- Tue 19 **Board Meeting** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sat 23 Touring Assembly - Night Owl - AHRG. CC13, TA3, NTA3, R11
- Sun 24 **Tri-challenge Hillclimb** - Round 2 - MGCC Newcastle - Ringwood.
Practice on Saturday. M, TC2
- Sun 24 State Khanacross Round 4 - WAC - Awaba
- Sat 30 CSCA Supersprint - AHOC - Wakefield Park
- Sat 30 **Natter Night** at Clubrooms, 6:30pm, see page 14.

Coming Events - July 2012

- Wed 4 **KEP** - meeting at Clubrooms. 7:30pm. M
- Sun 8 State Hillclimb Round 5 - TSCC - Tamworth
- Mon 9 **Magazine Assembly** - Clubrooms, Cobby St, Shortland. 7pm. M
- Wed 11 **Speed Panel Meeting** - Clubrooms, Cobby St, Shortland. 8pm. M
- Fri 13 **Clubnight** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sat 14 **Young Driver Development Course** - Ringwood - see page 10.
- Sat 14 Scrutineer training day at Ringwood, see pages 15 and 26.
- Sun 15 Khanacross - WAC - Awaba. CC15, KC4, NKC4, NIC4
- Tue 17 **Board Meeting** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sat 21 State Supersprint Round 4 - ARDC - Eastern Creek
- Sun 22 **Hillclimb** - MGCC Newcastle - Ringwood. M, CC16, TS4, NTS4
- Sun 22 State Motorkhana Round 4 - WAC - Awaba
- Wed 25 **KEP** - meeting at Clubrooms. 7:30pm. M
- Sat 28 All British Display Day - Jaguar DCHR - Foreshore Park, Newcastle.
See page 18.
- 28-29 Christmas in July - MGCC Newcastle - Claredon Guest House,
Katoomba

Legend

M - Club Member	CC - Club Championship	TA - Touring assembly
N - NAMS	KC - Khanacross	TC - Tri-challenge
R - Register pointscore	MK - Motorkhana	TS - Tar Speed Series

Please contact the respective Panel Chairman or Gregor Dickinson to confirm that an event is still being conducted. Also check the website as late cancellations do happen.

THE BOARD

No phone calls after 9.00pm. Thank you

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Chris Seam KSCC (02) 6562 7536
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MG Interclub

Steve Jones MGCCHR 4952 3486
David Walker MGCCN 4958 4941

Officials Training

Club Chief

Saturday

9th June

EDITORIAL Mike Cole

This month our President, Bryn Baverstock, is missing in action and has not left a report. Nor has he left instructions for his delegate, the Vice-President, to fill the gap.

So there are fewer reports this month but more articles.

I have just been to England and visited Abingdon and Longbridge.

MGs were manufactured in Abingdon for over 50 years. It must have been a major part of the town, as the site was large and close to the centre of town. The MG Club UK now occupies Kimber House, the nearby office block has become a block of flats, and a row of sheds and a plaque is all that remains of the factory.



Longbridge has also manufactured MGs for 50 years and is showing the signs of the rebirth of MG. This site began producing Austins in 1905. Now the site contains a Design Centre (out of bounds to visitors), a Technical Centre for engineering, the assembly area and a sales office. Manufacturing is done in China.

Photographs this month are from Gregor Dickinson, Martin Reeves, East Coast Xperiences and myself.

Mike

Clubtorque is published monthly (except January) on the Tuesday before the Clubnight (which usually falls on the second Friday of the month). Publication on the website may occur earlier. The deadline for articles is the last Friday of the prior month, or two weeks before the Clubnight.

The deadline for the next magazine is Friday 29th June 2012.



Kimber House



B block, Abingdon



Assembly, Longbridge

REGISTER NEWS David Walker

I promise to be more consistent with the time in the magazine and the actual time we leave the clubrooms. Rick and Sharon Neville arrived for a 9.00am start and were all alone at the clubrooms wondering if anyone else was going to turn up. We arrived soon after 9 with Judith Rae as Doug was helping out at Ringwood Park test day for the Small Ford group, and a steady stream of people after us ready for a 9.30 get away. Rick and Sharon are now on the email list and shall have a reminder and be notified of any changes a few days before each Register Run.

A beautiful day after a cold start didn't deter 3 cars going topless, though the threat of rain in the afternoon had them covering up for the run home. We travelled via the causeway at Edgeworth and through Teralba to Wakefield Road and on to Freemans Waterhole for morning tea and catch with Gregor and Audrey, this time in the Renault Clio (some story about the P1800 Volvo failing to proceed -vital fluids leaking apparently). Several market stalls in the car park gave up some excellent vegetables and the most luscious strawberries I've tasted since England. Just for a change there were no missed turns and no exploring, then on to the Elephant Shop at Cooranbong where we ran into Iris May and family members, also going for a Sunday drive. Also joining us at Cooranbong were Margaret and David Phillips in their beautiful baby blue MG TC which he has been restoring. They felt they could risk the short trip from Dora Creek and weren't disappointed. The bakery next door proved very popular with pies and club sandwiches which we took down to the local park and enjoyed on the picnic tables there.

Next month for the **Register Run** we are off on our annual fish and chip run, this time to Karuah leaving the clubrooms at 9.30am (much more respectable time for winter), a stop at Hexham Maccas for coffee and a chance for late risers to meet us and on to Karuah via Williamstown.

In case you hadn't been keeping up to date with the British Touring Car Championship (BTCC), Jason Plato in an MG6 is leading the pointscore after the last race at Thruxton. Teammate is Andy Neate. The 2 cars are run by Triple Eight Engineering. I think that is 9 races of 30.

B seeing you,

DAVID

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Young Driver Development Course

Program & Format 2012

The YDDC Program for 2012 will embrace an expansion over the past years, with more general training and the introduction of specific training. The younger and less experienced students will concentrate on grass and earth surfaces whilst the senior and experienced students will have more exposure to sealed surfaces. Each day will be structured to be entertaining and enjoyable whilst still concentrating on the serious side of developing the skills of each student.

Contact Greg Hunter 0412 493 711 or Greg Dickinson for further information.

2012 Events List

Saturday 14th July, Starting time 10.30am sharp. Grass, Earth and Sealed surfaces. Normal training.

Saturday 11th August, Starting time 10.30 am sharp. Grass, Earth and Sealed surfaces. Normal training.

Sunday 12th August, Starting time 9.00 am sharp. Competition Event, Motorkhana, Grass or Earth surfaces.

Saturday 24th November, Starting time 10.30am sharp. Grass, Earth and Sealed surfaces.

Sunday 25th November, Starting time 9.00am sharp. Competition Event Hillclimb, only. Level 4 applies.

All events are conducted at Ringwood Park.





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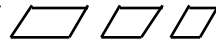
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SOCIAL NEWS Rose Cogger

It was good to see more new members attending the last clubnight. This is a way for them to meet members and visit the clubrooms where meetings, training days and social events are held.

The clubrooms are now very comfortable with the installation of the air conditioners. If you have any ideas for guest speakers for clubnights please let me know.

The next clubnight is to be held on Friday 8th June 2012 at the Cobby Street Clubrooms in Shortland.

We have recently enjoyed two Natter Nights, the first at Lesley and David Walker's home. At the garage inspection it was revealed that David is rebuilding a MG V6 sedan which was a statutory write off and which he is rebuilding as a club race car. David also had a device for catching oil when servicing his cars on a hoist which, I believe, Snap-on tools maybe interested in patenting. The girls listened to some songs from famous and popular movies.

Once again the weather was good and those who attended enjoyed the evening. A thank you to Lesley and David for their hospitality.

The next Natter Night was the visit to Louise and Martin Reeves' home at Warners Bay overlooking the lake. What a wonderful view of Lake Macquarie, even though it was dark. The water was like a mill pond and we could imagine how breathtaking it must be in the daylight.

Martin took the boys out to the garage for a viewing of part of his fleet of MGs which included the white MGB GT Coupe V8 as well as his newest addition, the MG RV8.

It was also a night to celebrate Judith and Doug's birthday and Alexander Reeves' birthday. We all enjoyed a slice of Alexander's birthday cake.

A thank you to Louise and Martin for inviting us to their home.

The next **Natter Night** will be at the clubrooms in Cobby Street, Shortland on Saturday 30th June 2012 commencing at 6.30pm. Bring along the usual soups, casseroles, dessert, BYO.

The Christmas Party and Presentation Night is to be held at the Cardiff RSL Club. The cost is \$29 per head. Please let me know if you will be attending.

Rose Cogger - Social Secretary M 0413 222 828

Officials Training

To our valued Club Members.

Recently you completed a questionnaire requesting your participation in attending CAMS Official Training Days, the first being an accreditation to Club Chief Level. This has been arranged for Saturday the 9th June 2012 to be held at the Clubrooms from 9.00 am to 4.00 pm. Lunch and drinks will be provided by the club.

The second training course for Scrutineering Level will be conducted on the 14th July 2012 at Ringwood Park Motor Sport Complex from 8.30 am to 4.30 pm. Lunch and drinks will be provided.

I do require members to advise me if they can attend via e-mail: rick.v@bearingdynamics.com.au or fax 02 4945 5116 or phone 02 4945 5114 or mobile 0418 494 663.

Should you have any questions please contact me via the above. Your participation will be greatly appreciated, as we require more officials to run more events, particularly when the track extension is completed, hopefully this year.

Regards,

Rick Vincent, Speed Event Co ordinator



"it's easy, lady...just follow the oil leaks!"



Welcome New Members

David Follett	Associate	Torana
Reece Attwood	Associate	Datsun 1600
Matthew Jensen	Associate	Peugeot
Ryan Cotton	Associate	Renault
Jason Parrott	Associate	Proton
Marvecha Wightman	Associate	Mirage

We hope to see you all at an event in the near future, either competition or social.

Changes to magazine distribution

If you elected to receive your Clubtorque magazine from the website you will no longer receive it by mail.

Check the website after magazine assembly night for information about whether it has been released and how to download it.

Some people did not answer the question re their magazine. If you wish to change the way you receive it, please contact me so I can adjust the details.

Judith Rae Membership secretary 4944 7356

REGISTER SECRETARY Doug Rae

Not much to report on the Historic Plates other than one new registration of the Datsun 720 ute. This is used by a group on working bees for the club.

An interesting day was organized for the British Small Ford Club at Ringwood Park on Sunday 20th May. This took the form of a Come & Try event with 19 participants enjoying some 20 runs each.

A great deal of enthusiasm for this type of event was shown by all and I am sure we will be seeing quite a few new members and competitors out of this type of event. Some familiar faces were seen amongst the group, in particular Trevor Peterson having his first run since 1979.

In closing I would like to thank Darrell Gregory, Michael Snow, Lyall Clarke, Ryan Bates and Alan Bates who acted as officials on the day.

Doug Rae

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Saturday 28th July 2012





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LAND PANEL by Alan Bates

All I ever seem to write about is the work that is being done at Ringwood, when the facts are that there is on-going work in all areas.

The drainage in the lower pit/paddock area is nearing completion.

The sumps for drainage are nearing completion and then we can start on raising the level of the land.

Nearby quarries are being contacted for pricing on the supply of fill for the area.

Soon the State Round of the Hillclimb Championship will be upon us.

Fortunately the track and surrounding area is in fairly good condition.

The word is that the DA should be out of Council very soon. When this happens we will be able to move forward with our planning for further improvements to the venue.

Remember that the Thursday Working Bee/Shed Day is open for all club members.

If you think you might like to attend to find out what goes on, please call either myself or Doug Rae and we will make sure there is a chair for you at the lunch table.

Cheers,

Alan.



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MG Muster

Nat Meet





LM Classic



Register Run

CLUB CAPTAIN Michael Snow

MG Motorkhana Name	Cat	01-Apr MK1 cl	MK 1	29-Apr MK2 cl	MK 2	MK total
Keith Hammond	J	JP	12	Jun Prod	15	27
Reece Hammond	J	JP	11	Jun Prod	14	25
Ashley Birks		-	-	C	16	16
Peter Houghton		-	-	C	15	15
Garry Christopherson		C	13	-	-	13
Jason Parrott		-	-	C	13	13
Matthew Birks	J	-	-	Jun Prod	12	12
Heather Wightman	L	-	-	C	11	11
Tegan Meek	JL	-	-	Jun Prod	10	10
Doug Rae		-	-	C	9	9

MGCCN Club Championship points

Name	Cat	Rank	Best 12
Martin Reeves		1	73
Garry Christopherson		2	69
Keith Hammond	J	3	63
Paul Carroll		4	48
Kimberley Atkins	L	5	47
Jeff Newey		6	45
Louise Reeves	L	7	44
Graham Orr		8	42
Andy Peters		9	37
Peter Calman		10	35

MGCCN Junior Club Championship points

Name	Cat	Rank	Best 12
Keith Hammond	J	1	63
Camryn Edwards	J	2	33
Christopher Orr	J	2	33
Reece Hammond	J	4	25
Alexander Reeves	J	5	22
Kaylah Martin	JL	6	13
Matthew Birks	J	7	12
Tegan Meek	JL	8	10

Club Member	Ranking	Points Total
Michael Snow	1	82
David Walker	2	64
Doug Rae	3	59
Bryn Baverstock	4	58
Judith Rae	5	52
Greg Hunter	6	50
John Collins	7	46
Rose Collins	7	46
Alan Bates	9	42
Andy Peters	10	40

MG Lions Trophy

Name	Cat	Total No CC events contested	All Total	Rank
Martin Reeves		6	73	1
Jeff Newey		4	54	2
Louise Reeves	L	5	54	2
Andy Peters		4	51	4
Lyall Clarke		3	35	5
Alexander Reeves	J		33	6
David Walker		3	29	7
John Fraser		2	25	8
Doug Rae		2	18	9
Bryn Baverstock		2	13	10
Darren Hodgson		1	13	10

Register Series

Name	Cat	Ranking	Score Best 10 events
Louise Reeves	L	1	50
Martin Reeves		2	39
David Walker		3	34
Lyall Clarke		4	23
Alexander Reeves	J	5	22
Doug Rae		6	21
Andy Peters		7	20
Jeff Newey		8	15
Darren Hodgson		9	13
Paul Martin		9	13

SPEED PANEL Rick Vincent

Hi Guys,

As you all know we are hosting the next round of the Tri Challenge series at Ringwood on Sunday the 24th June with practice on the 23rd. This should be a great event with many entrants from Kempsey and Tamworth clubs joining the competition to build on their pointscore.

The regularity event was held on the 27th May at Ringwood with Grant Cook being the outright winner for the day after a shoot-out with myself. A total of 16 joined in and enjoyed the tight competition.

I have mailed invitations to those members who replied to my flyer requesting their participation in the upcoming **CAMS Club Chief Training Course** to be held at our clubrooms on the 9th June. Could those members please notify myself or Gregor Dickinson if they can attend please. Also I have attached the invitation for any member who would also like to attend the course.

There is a scrutineering course scheduled for the 14th July to be held at Ringwood. We ask members that compete in speed events if they can please attend these training days, so we can lift the numbers of officials that can run events, and not just leave it to the magic dozen to do everything.

CAMS keep sending confusing messages regarding the fitment of fire extinguishers in competition hillclimb vehicles. Some clarification will be pursued at the next State Hillclimb Panel meeting. If necessary our supp regs will be adjusted for our State Round on the 5th August.

That's all from me.

Keep your tyres hot.

Regards

Rick

Thursday Working Bees

are held at Ringwood Park by Dad's Army on most Thursdays.

You are welcome to come & help.

Please bring gloves and a hat but ring first to check if we are there.

Contact: Alan Bates 0412 280 093

or Doug Rae 0434 141 501

PUBLICITY OFFICER Peter Robinson

A lot of Club members went away in May, quite a few to try the new Northern Circuit at Eastern Creek, which seems to get a thumbs up from all competitors.

It's always a temptation, if your race car is out of service, to run your road car. This seems (more often than not) to end in grief and so it did in this case - a beautiful black Evo with some scratches front and back. Better get the race car up and going again, Kevin.

Another bunch of competitors travelled to Bathurst (-1°C) for Round 3 (Esses) and Round 4 (Mountain Straight) of the State Hillclimb Championship. Some of our Club members performed exceptionally well. Beau Fernance (Evo) 29.82 (Esses) and 53.43 (Mountain Straight) was one of those, running equal 18th out-right for both days.

In Clubmans 0-1600, Bill McBride bettered Andrew Walker, with Steve Cromack and Reese Presland both coming third in their Classes.

Darval Thomas finally was able to use his new (ex-John Cooper) JWS the way it should be, on some fast tracks, and gained valuable experience and enjoyment from the weekend. In the same class, Elizabeth (Robinson) also enjoyed the weekend and although she had never been to the Mountain Straight event, certainly kept her Dad honest.

Don't forget the next round of the Tri-Challenge Series at Ringwood on 24th June, and for those doing the State Hillclimb Championship, Grafton is on the June Long Weekend (10th) and Tamworth on the 8th July.

Peter Robinson

Publicity Officer

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2012 Tasmanian National Meeting

The Reeves' family represented MGCC Newcastle and had a very successful event with the best weather ever experienced in the Apple Isle. Clear skies, and shorts and tee shirts were the clothing choice. The exception being Easter Tuesday when snow conveniently fell on Mt Wellington so the two youngest of the Reeves' family could enjoy snow for their very first time.

It was a very relaxed National Meeting event that was enjoyed by all. We even managed to get in some motor bike riding, shooting and a few holes of golf whilst visiting the Tilleys. To those who have never been to Tasmania the scenery is great, the roads are even better and if you like motor bikes or 4 wheel drives the bush is awesome.

We took two vehicles, an MGB GT V8 and a ZR sedan. Both vehicles had an extensive run around the sites that included the East Coast, South Coast and Midlands roads. It is a very well recommended destination by us.

The results for the Reeves team included:

- Outright Rocker Cover Racing (Michelle)
- 3rd Concourse Z class (Louise)
- 2nd Motorkhana Z class (Louise)
- 6th Motorkhana Z class (Alexander) 2.3 seconds behind his mother
- 1st Sprint Z class (Louise)
- 1st in class 7th outright in Motorkhana (Martin)
- 2nd in class Sprint (Martin)

The Reeves Clan



NATIONAL MEETING 2013 - BULLETIN No 1

The MG Car Club of Queensland Inc was founded in 1954 and has a strong tradition in motor sport competition and also boasts a very active social group. The MG Car Club of Queensland Inc invites all MG enthusiasts from around Australia and Overseas to the 2013 National Meeting. The event will be held in Toowoomba from Friday 29th March to Tuesday 2nd April over the Easter weekend. This will be the third National Meeting held in Queensland.

Toowoomba is located approximately 130km from Brisbane at the junction of the Warrego and New England Highways, which allows easy access for all visitors. Toowoomba is a large regional centre which services the wider Darling Downs and Western Downs region. It is at the top of the Great Dividing Range. Toowoomba is well renowned for its parks and gardens and is known throughout Queensland as the Garden City.

Our decision to host the 2013 National Meeting in Toowoomba was influenced by our desire to keep events as close together as possible. Registration, Scrutineering and all the social activities will be held at Picnic Point, which offers diverse panoramas that encompass the Lockyer Valley to the east and the city of Toowoomba to the west. The Concours will be held in Heller Street Park, adjacent to Picnic Point. The Speed Event will be conducted at the recently extended Morgan Park Circuit just outside of Warwick. The Competitive Observation Run, in lieu of the Speed Event, will utilise sealed roads in the district. After the Observation Run there should be sufficient time to view the sprint at the Morgan Park circuit. The Motorkhana will be run within the Toowoomba district.

The format for the 2013 National Meeting will follow the conventional National Meeting format. Events planned are:

Friday 29th March	Registration & Scrutineering Noggin n' Natter	Picnic Point, Toowoomba Picnic Point, Toowoomba Heller Street Park, adjacent to Picnic Point
Saturday 30th March	Concours Theme Night	Picnic Point, Toowoomba
Sunday 31st March	Motorkhana Free Night	Toowoomba District
Monday 1st April	Speed Event Observation Run Presentation Dinner	Morgan Park Circuit, Warwick Competitive Event, leaving from Picnic Point Picnic Point, Toowoomba
Tuesday 2nd April	Farewell Breakfast Delegates Conference	Picnic Point, Toowoomba Picnic Point, Toowoomba

Accommodation in Toowoomba has been reserved for National Meeting attendees. Accommodation details will be sent to Club Coordinators once motel tariffs for Easter 2013 have been set.

The MG Car Club of Queensland has a team of experienced members who are working towards ensuring that the 2013 National Meeting comes up to the standard of our highly successful previous Queensland National Meetings.

Expressions of interest will assist us with our planning, bookings and budget. Please forward expressions of interest to mgccq@mgccq.org.au or GPO Box 1847, Brisbane, Queensland, 4001.

We look forward to welcoming you in Toowoomba next year.

Richard and Carly Mattea

2013 National Meeting Coordinators

2012 CSCA Club Championship

1	CLA	469	Champion Driver	Total
2	TSOA	215	Paul Orton	24
3	JDCA	194	Dennis Brady	24
4	SCCA	128	Cameron Sell	24
5	MGCCN	122	Rex Hodder	24
6	MGCC	56	Warwick Clifton	24
7	AHOC	44	Glen Coutinho	24
8	MOCA	57	Mark Alexander	20
			Rob Brydon	20
			Keith Smith	20
Champion Lady Driver	Total		Alan Nolan	20
Susan Tahir	18		Duncan Andrews	20
Jeanette Bendeich	13		Ian Barker	18
Natalie Horn	8		Nicholas Barker	18
Tracey Mallyon	4		Susan Tahir	18
			Robert Cavenagh	18

COMBINED SPORTS CAR ASSOCIATION - SUPERSPRINTS

30 JUNE 2012 - SATURDAY

It's that time coming up again folks! The annual All Triumph races at Wakefield Park - see the not-to-be-missed Triumph enthusiasts wet dream come true with a grid full of nearly every make, model and color Triumphs dicing it out. Prizes for the best 8, 6 and 4 cylinder cars plus the WWQMS Sidescreen Trophy for the first TR 2, 3 or 3A across the line.

This year the Hunter branch of Triumph enthusiasts are organising a run down there. Here's how it works

- Decide what you want to see. Many of the TSOA folks and few TR-Register members will be running at the CSCA Supersprint on the Saturday. Make it an easy drive down on Saturday, out to the circuit for a look...then head for the excellent sampling rooms of the Southern Cold Climate wineries!

- Sunday will be an All British day with mostly spiffingly topping old chap British cars (plus some Japanese odds and sods to make up some fields) and the ALL TRIUMPH event - these are well supported and bring Triumphs and their fans together from local and interstate. Then off into the night and back to work on Monday.....OR....

- ..OR do you remember how good it felt to wag school? Monday is Wagaworkday - Brekkie in Goulburn, then across to the seaboard for a guided tour at the Historical Aircraft Restoration Society airfield at Albion Park Rail (www.hars.org.au) - the home of 'Connie' the Constellation, Dakotas, Tigers, Hawker Hunter plus lots more. Then a nice lunch at somewhere wonderful and a drive home via that bloody great new bridge that I can't think of the name of (is it Sea Bridge?).

- Contact Bill Revill 0412 191 356

HIRING OF RINGWOOD HILLCLIMB FOR PRIVATE PRACTICE \$25

Please contact either John Collins, Peter Robinson or Alan Bates to arrange for keys and necessary disclaimer.

See page 4 and 5 for contact details.

The Lake Macquarie Classic Touring Assembly May 2012

The MGCC Newcastle Lake Macquarie Touring Assembly was run in perfect conditions on a beautiful sunny day, comprised fourteen competitors and contained some nasty route boards for the competitors to find. We finished off the event with a BBQ and caught up with the stories from the drivers and navigators.

Thanks to our MGCC team that helped put the event together, Michael Snow, Howard Maclean, Kevin Edwards, Kerry Woollard, Craig Penman, Peter Houghton, Col Bray and Allan Evans, the event ran smoothly all thanks to your efforts. All people made it back although there were a couple of hiccups with the Volvo of David Miller having an under bonnet fire and Doug Rae taking on a branch that was sticking out.

The event being taken out by AHRG's John Collins (another one) in a Peugeot proving that he can follow up on last year's win. The MGCC Newcastle's best result was Kenneth Atkins with 5th outright with all the class wins also going to AHRG members. No competitors managed to spot all the route boards with the best missing one. A few of the competitors made the comment "did you have a route board on certain stretches of roads as it would have been an obvious position" and I said "No as I knew they would be looking hard along some of the loops".

The photos will be up on the web for download with the lake providing a great back drop for the start. I am starting to think about next year's event and looking forward to messing with the competitor's minds again.



Eastern Creek extension

Polyurethane suspension bushes MGF

Peter Finlay

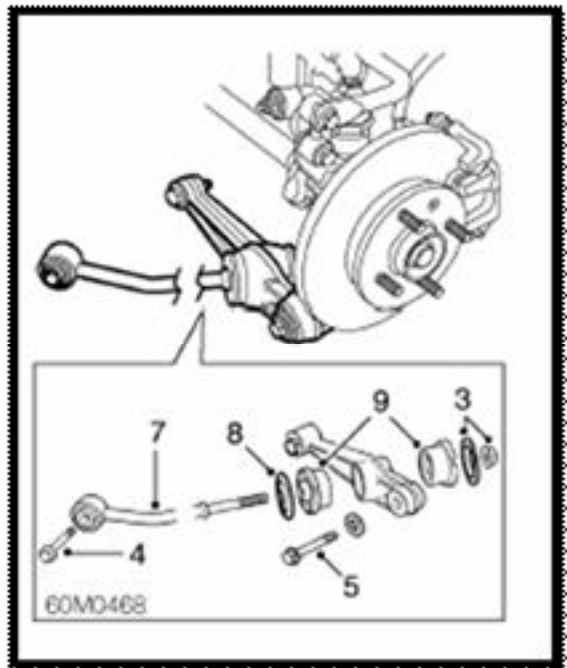
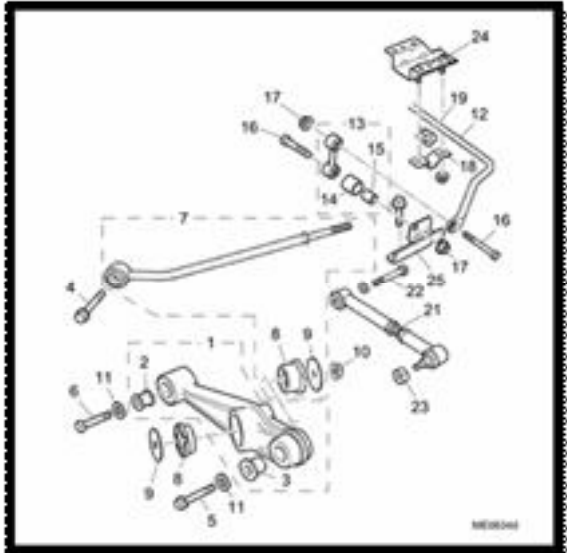
Having converted my MGF Trophy 160 from Hydragas suspension to Stuart Radcliffe's MG Centre coil spring/adjustable damper system and been delighted with the results, I turned my attention to the peculiarities inherent in the MG-Rover factory's built-in compliance (slop) which contributes to the MGF's instability under brakes.

Rear suspension components

The major design fault is the large gap which opens and closes in the bushes where the trailing arms meet the radius rod in the rear suspension. When new the system probably worked as intended to provide some passive rear-steer when cornering. But, as the bushes age, the lower control arm moves back and forth under acceleration and braking.

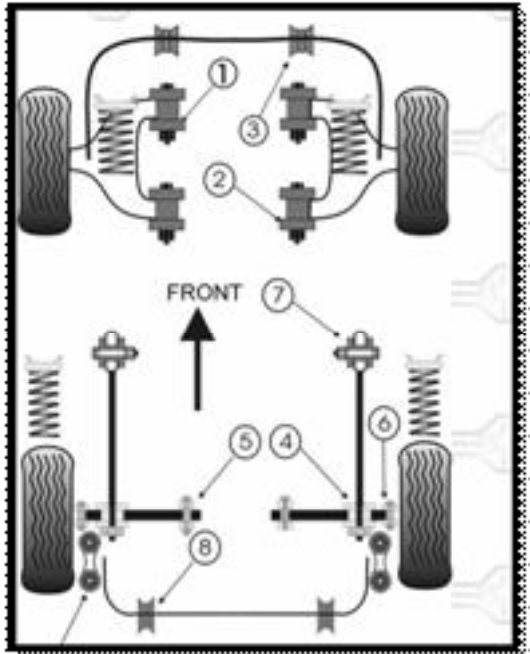
The rear suspension as shown in the digital workshop manual. The space between washer 8 and bush 9 is one of the causes of instability under braking. The bush attached with bolt 4 was a pain to remove.

My initial fix was to insert some aluminium washers between the large retaining washers and the radius arms. This worked quite well but it was obvious that eventually the old aggravation would rear its ugly head again.



Position of poly bushes in the MGF suspension layout. Diagram courtesy of Powerflex.

After checking out the usual sources of supply of Powerflex bushes in the UK, Mike Satur, Brown and Gammons and Rimmer Brothers, and comparing what was offered and the relative pricing I chose the latter. In short order the box of blue poly bushes arrived and it consisted of replacements for the six rear and the four front pivots of the lower control arms. Included were four sets of smaller bushes for the rear anti-roll bar drop link plus the main support brackets for both bars. The front ARB links are bespoke MGF items and, while obtainable, need to be replaced as whole item. Mine were OK and look solid enough to last for a good while yet.



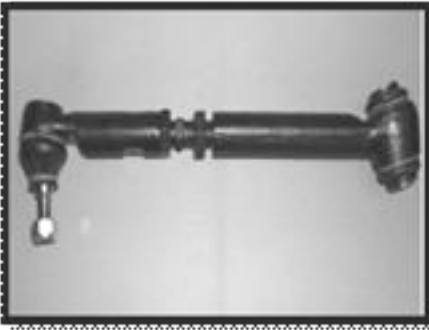
*Front anti-roll bar drop links.
Standard bushes.*

To save having the car off the road for more than one day, I attacked a spare set of rear suspension arms I had salted away and removed some of the original rubber bushes. The bush in the front of the trailing arm proved far too difficult for me to shift with limited tools so it, and the main radius arm, went to my Formula Ford engineer, Peter Verheyen, who still maintains a decent workshop in North Rocks.



His 50 tonne press made smart work of removing the recalcitrant items.

The rear of the car was raised and secured on stands so I could grovel underneath on the carpet upon which the TC was constructed. It didn't take long to remove all the existing suspension components and to offer up the replacement set with the poly bushes installed. Tubes of lubricant were supplied with the kit and I ensured that there was a copious amount applied between the steel inner spacers and each bush. To complete the job a pair of new track control arms was installed. No point in them sitting in the box of ten which I had bought in a flush of blood to the head.



Track control arms to adjust rear toe-in.

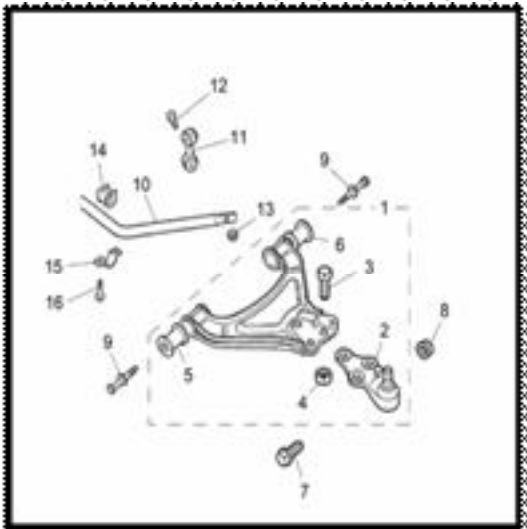
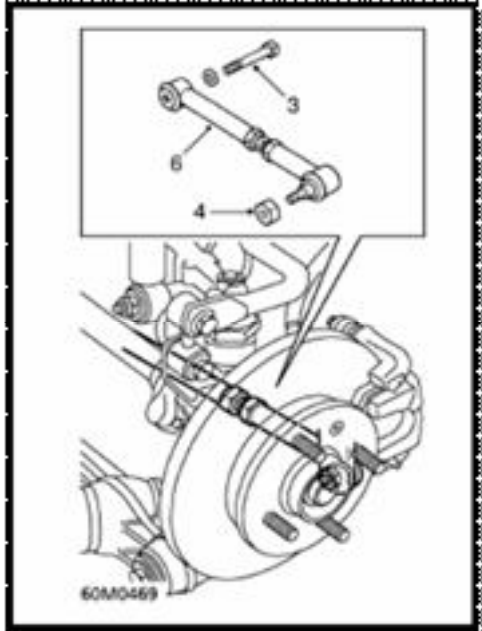
I jacked up each suspension to the normal ride height and torqued up the mounting bolts before refitting the wheels and setting the toe-in at ten minutes of a degree (1.105 mm) total.

Rear track control arms provide toe-in adjustment. When these wear they contribute to wobbly steering.

On the road, the car tracked perfectly straight, even under aggressive braking. What I didn't expect was the pleasing improvement in the ride-comfort level. The slight choppiness over undulations had gone and I surmised that the greater freedom of vertical movement in the bushes provided by the poly bushes was the reason. The old units had the rubber bonded to the central steel spacer and no rotation was permitted at either this point or where the bush fitted into each arm. The replacement design allows the central spacer to rotate freely inside the poly bush, hence the need for the lubricant mentioned earlier.

Then it was time to attack the front end. Unfortunately, I did not have a spare set of lower wishbones so I had to arrange for Peter's press to be available during the day to minimise time off the road. The best laid plans of mice and men factor reared its ugly head as we will learn.

Schematic of MGF front suspension lower wishbone and anti-roll bar components from Rimmer Bros catalogue.

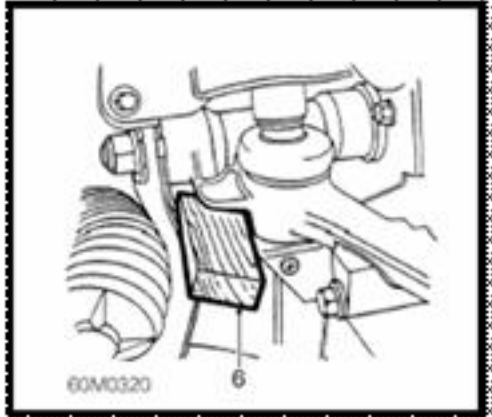
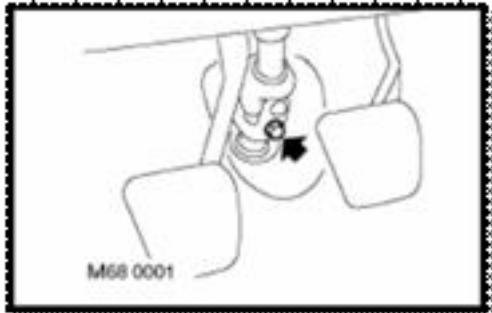


The most complicated part of the exercise was the need to partially lower the sub-frame to allow removal of the bolts for the back pivot. To this end the steering universal joint below the pedals had to be disconnected and withdrawn slightly.

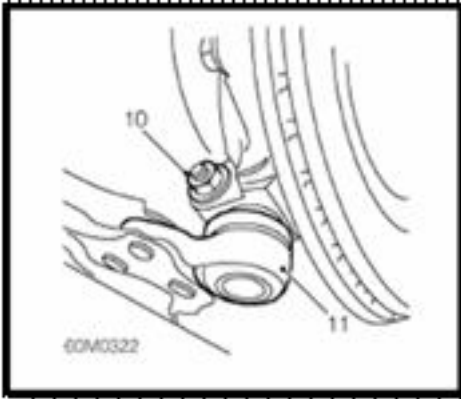
The steering universal joint retaining bolt.

The suspension was raised on a trolley jack and a spanner was inserted between the upper control arm and the stop on the sub-frame to allow easy removal of the lower link.

A wedge of wood is recommended to prevent excessive droop in the front suspension. I improvised with the flat of a spanner.

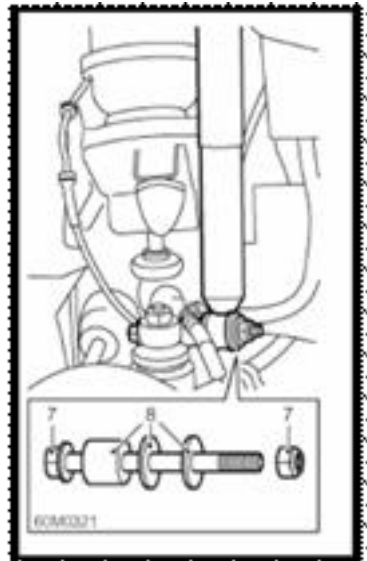


The lower steering pivot securing bolt and nut.



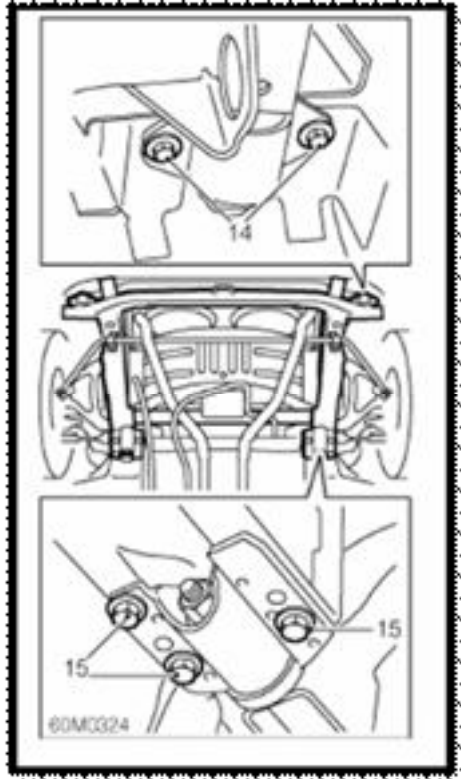
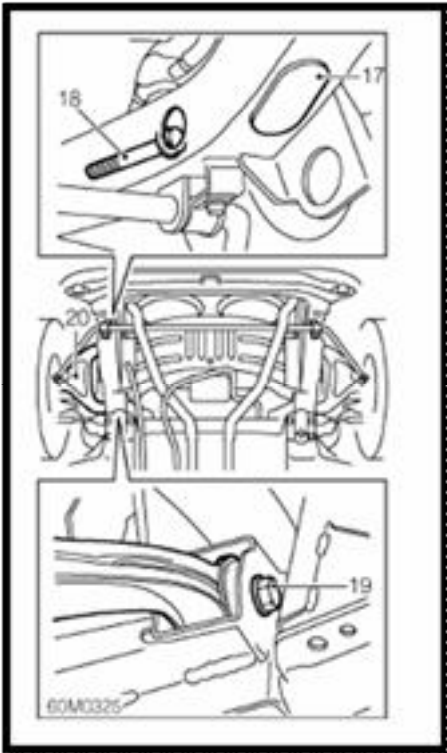
The shock absorbers lower pivots were also disconnected as were the anti-roll bar links on each side.

A jack and a lump of 4" x 2" timber supported the sub-frame while the two pairs of 6 mm bolts were slackened at the front mountings. The three 8 mm bolts at the rear mountings at each side undid easily and I was able to ease the rear of the sub-frame down sufficiently to slide out the two rearward pivot bolts.



The rear attachment bolts for the front sub-frame.

With the similar bolts at the front of the wishbone accessed via holes provided in the frame and the steering pivot bolt removed the wishbones were prised out of their housings.



Removing the wishbone pivot bolts. Stern words were used to refit the wishbones.

Some smart work with the press extracted the original rubber bushes and they were binned.

The new poly bushes slid into place although I observed that, being in two parts, one side tended to ease its way out of the wishbone a little. Just maybe they didn't need grease to be applied to their outer surfaces as there should be no relative movement at this point once installed?

The nearside wishbone slid into place with just a little persuasion and the bolts slid home easily. I checked that the vertical movement was free as tightness in these joints can lead to wishbone fractures. One down, one to go. Famous last words.

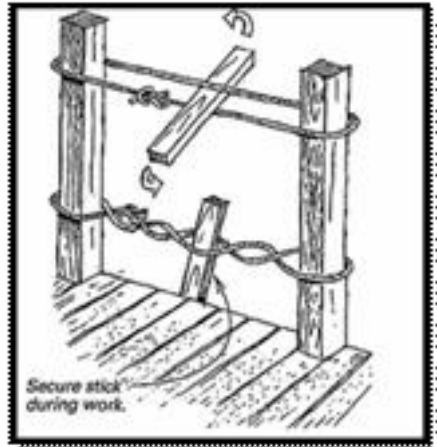
It was getting late in the day and the temperature was dropping. You guessed it, the offside wishbone decided to play silly buggers. First one end would slide

home, then it would move out when I attempted to push the other in place. I even tried a pair of Spanish windlasses as taught to me by my grandfather, Noah. Think Peter Cundall, think Noah for his Mancunian accent. Members of the club who served their time in the older days will recognise the term and the use of a length of rope, tied around a pair of objects and then wound tight with a stout rod to draw them together.

A Spanish Windlass. Schematic borrowed from Roe A. Osborn, Woodbury, CT

From *Fine Homebuilding* 106, pp. 30 January 1, 1997.

Try as I might I could get no sense out of the devil. Gaye called me for tea and banned me from the garage for the evening. Her sage advice was to leave it overnight and renew the attack in the morning. I gave it an extra day to consider its stance while I earned a quid chauffeuring the rich and famous. I also consulted the internet to see how others had solved this issue.



A bright spark in England, where owners have to contend with heavily-corroded cars from the salt used on their roads in winter, advised the use of a pair of ratchet straps. I added some stern words to the offending item to the effect that, if it didn't jump into place, Gaye would come down and give it the rounds of the kitchen. Be afraid, be very afraid.

Two ratchet straps were attached and the thumb screws were progressively and equally tightened. The combination of the last two mentioned methods resolved our differences and, with a couple of gentle taps from a hammer to seat the bolts through the spacers, the threads engaged and we were all friends again. It seems that the skewing was causing interference and, once in place, there was no restriction.

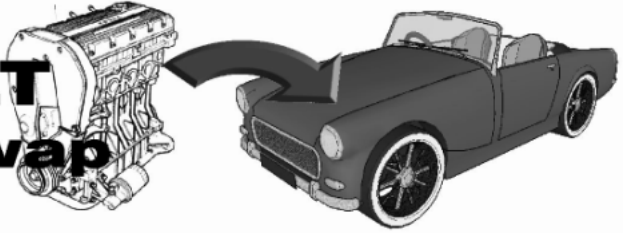
I lifted the suspension on each side before torquing up the pivot bolts and reattaching the sub-frame, the steering pivot bolts and the anti-roll bar links.

The wheel alignment was checked and it was still at the required 10 minutes total toe-out as defined in the workshop manual.

Again, there was a noticeable positive effect on the ride comfort so I was well-pleased with my expenditure and effort.

My next trick will be to fit the quicker ratio steering box and 20 mm front anti-roll bar from the *TF*. One might as well have as much of the benefit of factory development as possible for minimal outlay. This will include the stiffening braces incorporated in the *TF* chassis. I will cover these steps and report on the perceived benefits in a future article.

KMIDGET Engine Swap



Part 1 - June 2012 - by James Pearson

A quick history. About 10 years ago my father in law (David Walker) and I went halves in purchasing an MG Midget locally. Best described as rough and tired, with little to no originality (had Mitsubishi engine & box installed) our plan was simple: build up a super special for competition at MG National Meetings at Easter time. Something we could both have fun with like we have done previously in Dave's MGB.



National Meeting competition rules stipulate that an MG silhouette engine must be in place for all vehicles to be eligible to compete. We'd no doubt be in the Super Specials class which is where widebody, lightweight V8 MGBs and serious race prepped cars reside. Sounds like fun to me!

Initial investigations of acquiring a traditional A series 1275cc engine proved they are becoming a little hard to come by so the decision was made to head in another direction completely - convert to a K series 1.8 litre fuel injected engine found in MGFs and MGZRs to name a few. Being of the New School generation of EFI, etc over carbies and push rods, this appealed to me instantly.

We never really made too much progress on the conversion and Dave enjoyed motorkhananing the car often, thrilling onlookers with the ridiculous body roll and totally knackered suspension, so the project was never really a priority (especially when people weren't laughing after seeing the scoreboard). However for no particular reason, I decided to change that recently. Completing a welding course and obtaining some new tools in the shed, I was ready for a project to develop my TIG welding and plasma cutting skills.

Conversions of this type have been completed in the UK with some astonishing results. Very rare in this country, the potency of a finished K Midget is yet to be realised out here. Think Porsche 911 beating numbers. 0-100 in under 5 seconds and an extremely light and agile package.

Table showing power increases and weight saving with this type of conversion vs

original A series engine.

	Displacement	Power	Torque	Material	Mass
A Series	1098cc	56bhp	88Nm	Cast Iron	130kg
K Series	1796cc	117bhp	165Nm	Aluminium	75kg
	+63%	+109%	+87%		-55kg

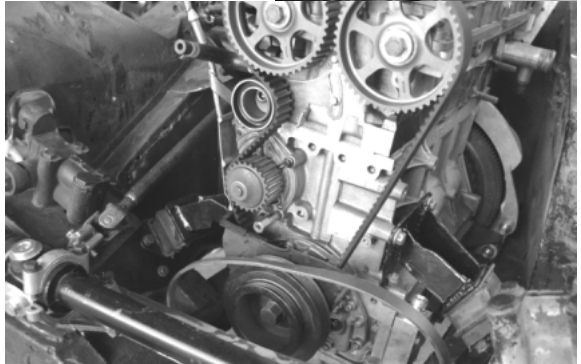
Driveline. Complete engine, harness and ECU were acquired. Most commonly these engines are run in an East-West (mid mounted or FWD) configuration which makes clutch and gearbox options a little challenging as of course we are changing it to a North South or RWD setup. A Toyota alloy case 5 speed was chosen for its proven reliability and compact size. To mount it I designed and had water jet cut a 10mm thick alloy adapter plate. Together with a custom sintered bronze spigot bush in the original Rover flywheel (retained for the crank angle sensor) the engine met the 'box.

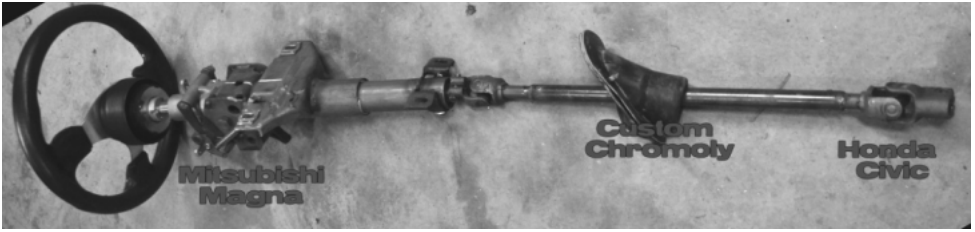
After positioning with a laser alignment tool, custom engine mounts to my design were fabricated and installed. I used the original Midget points and rubber mounts.

A remote oil filter take off block has to be installed as there is no clearance to the chassis rail on the left hand side. LH mount had to accommodate this and RH mount straddled the dipstick.

Engine bay. All old brackets removed. Heater tray cut away and RH side notched for starter motor & clutch clearance. Chassis cracks and old damage was repaired and TIG welded. New steel welded in to begin strengthening the 'bay. Gusset plates were cut and welded to fill in the triangle shaped gaps between the wheel wells and the engine bay for strength.

Steering / Suspension. A new Midget rack was purchased. I didn't like the original "Javelin to the heart" BMC designed steering arrangement one bit. Nowadays cars are much safer and use universal joints &/or collapsible columns to avoid injury to the driver in the event of an accident. A Mitsubishi upper section column, combined with Honda lower universal gave me 2





advantages: safety and a height adjustable steering wheel. All TIG welded together the steering is now safe and precise.

Front suspension was completely stripped, sandblasted and painted. A full compliment of polyurethane bushes was purchased to replace the tired old squirmy rubber varieties. The new bushes are to be installed before re-assembly of the front suspension and remounting of the refurbished brakes, etc can occur. Future work includes a conversion to telescopic shocks and possibly a custom upper wishbone for the front before switching attention to the rear of the car.

Dashboard / Gauges. I manufactured a custom aluminium panel with gauge cluster and MG KMIDGET logo. Then with the help of my Dad we covered it in real carbon fibre to tidy things up. Result is a great looking and functional dashboard with an array of clear to read and precise Autometer gauges (purchased from a NASCAR team in the USA) all pointed at the driver.





Bodywork. Some massive work to do here - many hours needed. Rust is present but other than the passenger footwell being completely shot it's not too bad considering the 60 year-ish age of the steel.

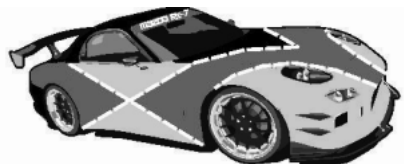
When we got the car it had a fibreglass front nose with a terrible bonnet. I've reshaped this and will be moulding and re-making it properly as the original job was bodgie to say the least. MyDad will again be offering his expertise with this aspect and with all the exotic composite materials he's been working with recently, who knows what the final outcome will be.

Wheels / Tyres. Toyota mag wheels will be used for ease of PCD options. Formula Ford control semi slick tyres were purchased which fit the car nicely and should provide good traction, whenever it is that this project finishes.

The deeper I probe, the more things are found that need urgent attention. Like most car projects, what starts out to be simple with initial optimism quickly snowballs into a massive list of things to take care of. Get one thing done and another 5 jobs are added to the list. Sound familiar?

It would certainly be different if we had started with a nice, clean, original car - but then again - it probably would have been left that way.

Stay tuned for more updates.....

**JAMES PEARSON**

CLASSIFIED ADS



FOR SALE MG ZS Rio Red

Fran offers for sale her loved MGZS, one owner, excellent condition, registered December 2004; 104,470 km; always garaged, CD Stacker (optional factory extra), spare wheel and original spacer, leather / cloth seats, beautiful to drive, Nat Meet Concours Class winner 4 times, Nat Meet Outright Concours winner 2009, \$14,000 neg.

Fran Hodgson 4946 9989 (AH)



FOR SALE

MGB mark 2 British Leyland, Harvest gold colour, rego Oct 2012, 81,600 miles, last owner 30 years, electric overdrive, mechanically good, needs TLC, \$8,000 ono.

Margaret Thomas ph 4955 8860, mobile 0427 938 201



FOR SALE

MGA Hardtop replica made in fibreglass from original hardtop (pictured).

Kiran Parekh, Adelaide, 0405 261 275



FOR SALE Subaru RX turbo

1986 model, Liberty gearbox, group N centre diff, Haltec computer, Drummond suspension, Marsh seats, 8 rims, intercooled, \$5,500.

Steve Arnold 0427 781 031

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