

Clubtorque

The official publication of
MG Car Club Newcastle Inc.



MGs & Motorsport

March 2021

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Car 184, Robert Mitchell

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ENGINEERING



Clubtorque

Official Publication of
MG CAR CLUB NEWCASTLE INC

ABN 96 210 450 708

NSW Inc Assn Reg'd No Y0354245

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**

53 Italia Rd, Balickera
 (12km north of Raymond Terrace)

Membership enquiries:

David Atkins

(M) 0415 963 515 (Not after 9.00pm)

Email: datkins49@optusnet.com.au

Other enquiries

Contact the Secretary at the club address or
 phone **0402 609 144**

Affiliated with



www.motorsport.org.au

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Photo Credits

Cover— gears and wheels
 Photography

Various Club Members

United Kingdom



Coming Events—March

Mon 1		2021 Club Membership is Due	Cobby St
Thurs 4	MGCCN	Dads Army 8am	Ringwood
Sat 6	BLCC	State Hillclimb Rnd 1 Mt. Panorama Esses 9am	Bathurst
Sun 7	WAC	State Motorkhana Rnd1 10am	Awaba
Sun 7	BLCC	State Hillclimb Rnd 2 Mt. Panorama Mtn Straight 9am	Bathurst
Mon 8	MGCCN	Mag Assy 2pm	Cobby St
Thurs 11	MGCCN	Dads Army 8am	Ringwood
Fri 12	MGCCN	Club Night M 7:30pm	Cobby St
Sat 13	MGCCN	YDDC-1 M 9am	Ringwood
Sun 14	WAC	State Khanacross Dirt Rnd 2 & MGCCN KC1 10am	Awaba
Tues 16	MGCCN	Board Meeting M 7:30pm	Cobby St
Thurs 18	MGCCN	Dads Army 8am	Ringwood
Sat 20	AHRG	Fluffy Duck Tour Assy Dirt & Tar CC2 TR1 9am	TBA
Wed 24	MGCCN	All Wheel Training Track Hire TRA 9am	Ringwood
Thurs 25	MGCCN	Dads Army 8am	Cobby St
Thurs 25	MGCCN	All Wheel Training Track Hire TRA 9am	Ringwood
Sat 27	KSCC	Tri-Challenge Rnd1 Mt. Cooperabung Practice ** Date Change ** 9am	Kempsey
Sat 27	WAC	Rallysprint 2pm	Awaba
Sun 28	KSCC	Tri-Challenge Mt. Cooperabung ** Date Change ** TRI1 9am	Kempsey
Sun 28	Club Lotus	CSCA Supersprint Rnd1 9am	Wakefield
Sun 28	HDCC	State Motorkhana Tar Rnd3 9am	Nirimba
Wed 31	MGCCN	Mag Assy 2pm	Cobby St

Legend

M - Club Member

R - Register pointscore

CC - Club Championship

KC - Khanacross

MK - Motorkhana

TA - Touring Assembly

TC - Tri-Challenge

TS - Tar Speed Series

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

Coming Events—April

Thurs 08	MGCCN	Dads Army 8am	Cobby st
Thurs 9	MGCCN	Club Night M	Cobby st
Sat 10	WSCC	State Hillclimb Rnd 3 Huntley Hill Practice 9am	Dapto
Sun 11	WSCC	State Hillclimb Rnd 3 Huntley Hill 9am	Dapto
Sun 11	MGCCN	Motorkhana Dirt M MK2 CC3 9am	Ringwood
Sun 11	MGCCN	Register Run M R	TBA
Wed 14	MGCCN	Motorsport Panel 8pm	Cobby st
Thurs 15	MGCCN	Dads Army 8am	Ringwood
Sat 17	WAC	Dirt Khanacross 2pm	Awaba
Sun 18	MGCCN	Sydney CSCA Supersprint Rnd2 Pheasantwood Park 8am	Marulan
Tues 20	MGCCN	Board Meeting M 7:30pm	Cobby st
Thurs 22	MGCCN	Dads Army 8am	Ringwood
Sat 24	MGCCN	Hillclimb A4 M TS2 CC4 R4 9am	Ringwood
Thurs 29	MGCCN	Dads Army 8am	Ringwood

THE BOARD

PRESIDENT**Chris Fernance** (Libby)

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THE BOARD

No phone calls after 9.00pm. Thank you

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PRIVATE PRACTICE & TESTING AT RINGWOOD.

Available most Thursdays, check in advance to ensure track works are not planned by the Land Panel on that day. Other days can be arranged, provided a suitably qualified "Supervisor" is available. CAMS have now implemented the MIDCAR protocols under which we must operate to be covered by their insurance policy.

Contacts :-

David Atkins 0415 963 515

Kevin Akers 0417 405 590

Michael Snow 0432 772 044

Greg Hunter 0412 493 711

PRESIDENTS REPORT

Another month has passed and once again it was another busy one for the club. Attendees of the February club night listened in awe of the stories told by the guest speaker, Graham Burgess. And I'm sure that the NAPA warehouse tour was another success, which I unfortunately missed due to my own adventures.

Rather than steal the limelight discussing these and other events, I'll leave it to their respective organisers to give you a more thorough report and update you on any upcoming events.

As I write this months report I am sitting in a tent in sunny Bathurst, where I will be spending a week trackside as a flag marshal. So far I have been stationed on Conrod Straight. Normally this is a 'quiet' spot as far as incidents are concerned, as this event has been no exception. However, when things do go wrong, they can go wrong in incredible fashion due to the high speeds at this part of the track.

I'm often asked what it takes to get involved, and how one goes about becoming a flag marshal, working in pit lane, or one of the many other roles that are available at an event like this. The truth is it's surprisingly easy, and people of all ages and genders are more than welcome.

The minimum licence required to do volunteer at these events is a General Official's licence. The quickest way to achieving this is to volunteer as an official at any of our events. You will be given an On-the-Day officials sign up form, and will spend this event working under the direct supervision of another official. Following this event, your sign up form will be sent to Motorsport Australia to be processed, and you will be sent instructions on how to set up a Motorsport Australia portal (if you don't already have one) and complete the General Officials online training module. Once this training has been completed you will become an accredited official and be able to volunteer for a number of different roles at all levels of motorsport from our club events right up to international events such as F1 or the Bathurst 12hr.

Once you start attending events as an official you will find roles that you enjoy more or your skills would be more suited to. This is where you can look at further training and higher licence levels in roles such as Event Admin or Command, Scrutineering, Time Keeping and so on.

PRESIDENTS REPORT

Volunteering at events also comes with its own perks. You get to be up close to all the action, and be in places the general public doesn't normally get to be, giving you a first hand view of what goes on behind the scenes. At larger events you may also be provided with other goodies such as free tickets, gift vouchers, meals, and uniforms which you can keep. Not to mention the friendships you make and the great times to be had. It can really feel like your part of a big family, as you often see the same people at many events.

That's probably enough on volunteering for now, but if you want to know more about it feel free to ask and myself or a number of our other club members would be more than willing to tell of our experiences or lend a hand in helping you along the path as an official.

I look forward to seeing you all again at our March club night or any of our other events.



Trying not to be blown away



Everything but the kitchen sink

REGISTER CAPTAINS REPORT

G'day everyone,

Busy day, on Sunday 28th February started off at the Club Rooms along with members going to the NAPA Warehouse in the Beresfield Industrial Estate and met up with the people who went straight there. All in all there were 39 attendees including 7 ladies more than half staying for the tour whilst the rest ventured to the Heritage Gardens for a meander and a morning coffee break.

Before the tour, branch manager, Kenneth Atkins welcomed all out the front of the premises, had the mandatory photo shoot and then was invited inside the office/sales area. He cranked up their computer system and showed us the workings of selling their products. There was some luck; one of their tool lines was to be discontinued the next day so some members took advantage of purchasing some tools at a very good price. Also Penrite products seemed to go down pretty well.

Out into the warehouse. It is a two floor complex stacked right up. Kenneth pointed out that cubic measurement in a warehouse these days is more important than floor area. He explained that NAPA had a development program of sourcing parts that they have upgraded above Original Equipment Manufacture and of a more universal application.

Kenneth announced to all that the Company was also supporting the club with Ringwood equipment spares and Signage.

We thanked him for his hospitality & headed home to be able to watch whatever parts of Channel 7's broadcast of the Bathurst 500 I thought was worth watching whilst doing this report.

The next outing will be a drive leaving the Club Rooms for a morning tea stop over then having a relaxing lunch, the venue to be advised.

Hope to see you along on Sunday 11th April 2021.

John Collins.

Register Captain. 0412 26 03 43.

REGISTER CAPTAINS REPORT



NAPA Visit 2021



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Developments

YOUNG DRIVER DEVELOPMENT COURSE

Finishing time is approx. 3.00pm, for all events

EVENT 1 SATURDAY 13TH OF MARCH
Entries close 4.00pm Wednesday 10TH March

EVENT 2 SATURDAY 15TH OF MAY
Entries close 4.00pm Wednesday 12th May

Late entries will not be accepted

All document will be forward by email for you to complete.
 Return completed, ENTRY & SCRUTINY FORMS, FORWARD BY email to
gh.hunter@bigpond.com.au

GATE OPENS 7.30 AM

DRIVERS BRIEFING 8.40 AM

EVENT STARTS 9.00 AM

SUMMARY OF "RETURN TO RACE STRATEGY"

Will be issued with entry DOCUMENTS and included the following REGULATIONS;

No entries on the day of the event.

One support person allowed per entered car, "pit crew"

No Spectators.

All attendees to provide contact details for COVID-19 tracing.

No document checking on the day, all to be done by email.

Driver to complete self-scrutiny via Self -Scrutiny Checklist.

Must Keep SOCIAL DISTANCING

No group gatherings

No Passengers "Instructors in Cars" all instructions via passenger side window

One Student per car, No double entries.

PLEASE BRING A PREPARED LUNCH OR MONEY TO PURCHASE A TAKEAWAY LUNCH FROM RAYMOND TERRACE OR MEDOWIE SHOPS

DRIVERS YOU MUST BRING YOUR CLUB MEMBERSHIP CARD AS WELL AS YOUR MOTOR AUSTRALIA LICENCE. Without both, your entry cannot be accepted.

It's possible that above program can change during the year, please check the above list, it will be updated as soon as changes come to hand.

Confirmation can also be check by using the club's website, www.mgcarclub.com.au.

If in doubt please call on 0412493711 or email Greg Hunter

gh.hunter@bigpond.com.au

SOCIAL SECRETARY

SOCIAL NEWS

The February Club Night was visited by a very interesting Guest Speaker, Graham Burgess. You may remember Graham when he owned the Wangi Queen for several years taking members of the public around Lake Macquarie and visiting many parts of the foreshore at Christmas with sweets for the children.

Graham spoke about his many adventures, having taken the Lake Macquarie Flag to most countries in the world, skydiving out of a plane over Russia, visiting the South Pole. Graham even walked across the Nullabor Plain with a billy cart and returned by driving his Austin A7 back. Many more amazing adventures were experienced by Graham and we thank him for attending the Club Night

Continuing on with improvements to the club rooms at this stage the next Working Bee will be on Thursday 23rd March 2021.

Rose Collins

Social Secretary M 0413222828



Graham Burgess restored his 1929 Austin 7 car and is driving it across the Nullarbor.



The unstoppable adventurer has BASE jumped Angel Falls in Venezuela.



Mr Burgess attempted sailing around Cape Horn in freezing conditions.

A Brief History of My MGB Ownership – Part One

By Paul Whitworth



My first recollection of seeing an MGB was at Rutherford Airshow in the early eighties. There was a static car display in one of the hangers with these beautiful little two-seater MGB roadsters.

Prior to this I had never seen or heard of MGs having been brought up surrounded by Fords and Holdens. I was amazed to think that you could buy and drive a soft-top sports car.

Fast forward a few years and I'm playing guitar in a band working four nights a week whilst working fulltime at BHP. I'm single and have a box under my bed with \$5000 dollars in it from the music jobs.

A friend of mine had been restoring a genuine 1972 Ford XA GT coupe and I had been with him several times to view the car in its final stages at Jackson Brothers Bodyworks at Wallsend.

Jacko also had been working on Jeff Redman's Damask MGB GT V8 and had done a few other MGBs as well.

This prompted me to think about a project of my own – an MGB, but where to find one at the right price? I spent several months checking the classifieds and Unique Cars, but nothing suitable for a project.

THE PURCHASE

The year is 1988 and my brother has a friend in Penrith with a smash repair business and he was given an MGB as part payment for a job. Dad and I went down to check it out. It started and drove OK, was pretty rough looking with rust in the usual places so I bought it for \$5000. It was still registered so I drove it home to Newcastle with dad following behind. I didn't get very far. Just outside Penrith the motor started to miss and run very rough. I pulled over and lifted the bonnet to find petrol coming out the front carbide

overflow pipe straight onto the exhaust manifold. I quickly shut it down. No fire thankfully.

Unfortunately I didn't bring any tools so I left dad with the MG and drove back into Penrith to a local parts outlet and bought some basic tools. The front fuel bowl had rust particles in it from the rusty fuel tank and the fuel needle was stuck open causing the overflow. I cleaned it out (and the rear one) and repositioned the overflows away from the manifold. Started the car – all good again.

Set off for Newcastle and all went well until I reached Hornsby where I saw smoke coming from the front of the car. I pulled over and found it was the front left wheel brake pads. Seems the piston was not releasing properly. I let it cool down for a while then headed for Newcastle with minimal use of the brakes. I finally made it home OK and into the shed it went. I drove it a couple of times over the next two weeks before starting the dismantling process. One trip was to Jackson Brothers to see if they could work on the car. Jacko described the car as a basket case and said it was almost too far gone!

Back in the shed and the whole car was stripped down to just the shell. There was much taking of pictures and writing of notes and storing nuts and bolts in containers.

I removed as much of the paint and sound deadener as I could then the body was taken to Jackson Brothers where it stayed for the next 18 months.



THE RE-BUILD

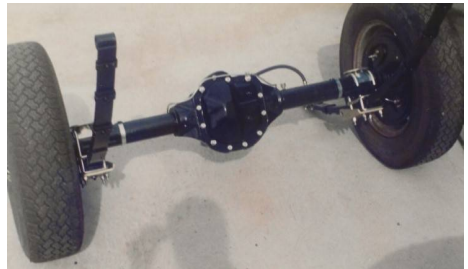
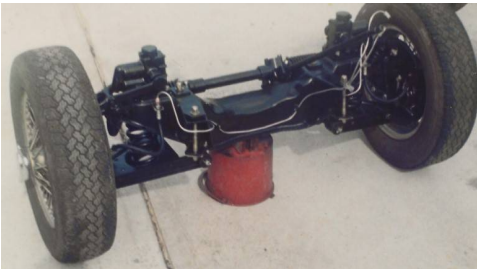
The car was in far worse shape than I thought when I bought it and needed new floors, sills and rust repair sections at the bottom of all guards and doors. The air intake plenum and firewall was rusted through due to a blocked drain and had to be rebuilt by hand fashioning sheet metal. It also had front and rear end collision damage – poorly repaired.

I had come to an agreement with Jacko that the car would be worked on when possible using apprentices to help keep the costs down and I would get a monthly invoice and pay as it progressed

This suited me as I would earn money from band jobs and then settle the invoice each month. I would call in from time to time to see any progress and Jacko would tell me what replacement panels he needed me to supply. I had many trips to MG Heritage Parts at Granville, sometimes every two weeks with my shopping list to pick up not only panels but other parts I intended to replace.

The body was sandblasted on a rotisserie which really revealed the true state of the metal work.

While the body was with Jacko, I set about refurbishing the mechanicals. The engine was put on a stand and the head was removed. The head went for a valve grind and I changed the big end bearings and rings. Standard bore 3.160". I purchased refurbished front shocks (still on the car after 30 years) and exchange front axle units – re-bushed and honed. The original 3 synchro gearbox was left untouched – I just changed the rear seal and oil. Same with the diff – drained, inspected and new oil. New rear wheel cylinders and shoes were fitted. All brake lines were sent with numerous bolts and nuts for replating. Front callipers were rebuilt with new seals. Re-sleeved brake and clutch masters and a new slave cylinder were fitted. All new flexible brake and clutch lines. With all new brakes, I decided to use Silicone Brake fluid for the clutch and brakes.



I repainted the dashboard with wrinkle finish paint. All under-body components were painted with black epoxy paint. A new wiring harness was purchased – you have to get the exact one for your model. My car is an Australian assembled Mk1.5 built in early 1968. These cars are unique as they have a MkI body and gearbox but with a Salisbury diff and reversing lights. They are negative earth and have the Bendix starter and generator.



Other parts replaced were the windscreen (I had the frame chrome-plated) side windows, headlights, rear lights, carpet, horns, oil cooler and hoses, coil, all rubbers and bushes, rear springs.

A 3 branch header was fitted in place of the cast iron manifold. SUs were checked and cleaned. A new fuel tank and sender was fitted. A new AMCO soft top was fitted to the repainted support bars.

The car was back on the road and re-registered in 1990. At this time I was a member of the Hunter Region MG Car Club having been advised by a friend of the benefits of belonging to a club. My wife (at the time) and I enjoyed a few outings with the club and I did enter the car in the concourse a couple of times but I would have to say I was an absent member, relying on the club magazine for information. Life gets in the way sometimes and we soon had two small children to bring up.



DAILY DRIVER

The next 15 years or so, the MG became our second car and I would drive it to my job at BHP where I worked as a fitter and turner.

During this time I did little to the car apart from fitting chrome plated wire wheels. They looked great, initially, but were very hard to keep clean. I wouldn't do it again. Stick with the painted wheels because after 15 years, the chrome wires are rusty and have since been replaced with alloys.

5 SPEED BOX

It was not a fun car to drive on a daily basis – no synchro on first gear, no overdrive transmission and dubious weather sealing. Around 2004 I was now working for BHP Research at Shortland and still driving the MG to work every day. There was a lot of talk at the time of the advantages of converting these cars to a 5 speed gearbox. I did some research and decided I could do this myself and save thousands by using a Toyota Celica W50 box and Dellow bell housing conversion kit.

At the time, the kit included a new bell housing to mate a W50 (steel case) with the MG engine plate, a Toyota 8" clutch plate, a new rear cross-member and an angled speedo drive to convert to the MG cable.

I sourced a gearbox from Redhead Wreckers – it was still in a 1980 Celica fastback (the ugly ones) and I made sure to also get the rear gearbox yoke. Acting on advice from Dellow, I also sourced a Nissan Sunny drive shaft as the rear flange bolts straight up to the MG diff. Of course it is too long so it was positioned under the car and measurements taken to shorten it and weld the Toyota end to the front.

Luckily I am an excellent welder (?) and after careful positioning, tack welding and checking, I welded the new front uni mount to the cut-down drive-shaft. This shaft is still in the car today and it wasn't even balanced. I've had it over 90 mph and no vibrations. The gearbox is also still in the car and only had an initial clean out of sludge and a few changes of oil. I now use Nulon 85W90 Full Synthetic.

The next year I converted from the generator system to an alternator – it was slowly morphing into a MKII.

DISASTER

In 2006 tragedy struck. I had the car at work as usual and about 3 o'clock, a huge storm came over and dumped large hailstones on the site. 50 cars had their windscreens smashed and my little car was a real mess. The soft top looked like it had been shredded with a knife and the aluminium bonnet looked like someone had taken to it with a hammer.

I ordered a new top and left the other damage as it was for the time being.



REBORN AGAIN

About 2008 I decided to attempt to fix the bonnet and the dents on the guards myself. I placed the bonnet upside down on a sheet of masonite and gently tapped out the dents I could access. The problem with aluminium is that once stretched, you can't get the shape back. I then spent the next 4 weeks filling, sanding, checking, refilling, sanding checking until I was satisfied. This bonnet is all curves! I now set about repainting the car just back to the windscreen using an acrylic paint. I did not get it mixed, just used a red base as the original colour had been. It matched pretty well and is still like this today. I have since done the same with the boot lid which had numerous dents on it.

At this time, I fitted a thermostatically controlled electric fan and removed the metal engine-driven fan (adds 5hp, ??). I was happy to have the car back on the road in a reasonable state again.



SUPERCHARGER

The car was not driven much for the next few years until around 2014 when I thought I might fit a supercharger to the engine. I couldn't afford the kits on offer so why not do it myself?

I could see a lot of Toyota SC14 superchargers being used on Fords and Holdens and decided to go down that route. I purchased one from eBay for \$500 then set about modifying it to suit the MGB engine. The biggest issue was the long distance from the outlet port to the belt drive so I designed and made a drive extension to bring everything into alignment. I purchased a used 1 3/4" HIF SU and used the Toyota pipe work and new adapter plates to pipe it all up. I had a Weber inlet manifold and that was cut down and used to mount the supercharger to the head. I used the pulley off the discarded generator and fitted a longer drive belt to turn the supercharger.



Needless to say, things did not go well as my first drive resulted in much detonation and overheating. I tried all the usual things – retarding the timing, fitting a larger supercharger pulley, changing the mixture. The main problem was too high a compression ratio and too high boost pressure (12lbs). In the end the engine had a failure – head gasket blew and deep scoring in No3 bore from a broken ring

ENGINE BORING

My next bright idea was to attempt to bore the engine out in the car using a magnetic base drill and a cutter of my own design. The pistons and oil pump were removed from below and the crank and cam were covered up. It didn't turn out too bad although I had to do a lot of honing to get the bores smooth and went slightly oversize on the bores. I had to go +0.040" to clean up the damage. After the bore job, there was much flushing with kerosene and compressed air. New pistons, rings and big-ends were fitted. This engine is in the car today.

It took a while to bed in the rings but I ended up with decent compression



To be continued!

WELCOME TO THE NEW MEMBERS OF 2021.

With the opening up of restrictions caused by the COVID 19 pandemic people are optimistic about 2021, which was reflected in the large number of entries for the Hillclimb on 7th February. To date well over 60% of the 2020 members have renewed for 2021. In

my role as Membership Secretary, I am getting a better feel for what it is that attracts members to our club and what it can offer. The rather rapid growth in the number of people wishing to join so that they can have access to the Historic Registration Scheme, is certainly a significant contributor to our membership numbers. The next obvious group are the people with a strong interest in motorsport. Our MG Owning members are also coming back too.

What we need to do now is try to understand what we need to do to get a greater level of involvement in the Clubs activities, by those who are not motorsport inclined.

We did have a good showing of MG's at The 90th Anniversary day last year and again at the Annual Pride of Ownership/Concours at Ringwood. Now that the driveway has been sealed, perhaps we could host such a gathering again this year.

It would be great to see more people involved, so any suggestions would be welcome.

We welcome the following new members to the Club.

<u>January.</u>		<u>February.</u>	
Christopher Smith	Associate	Lindsay Clout	Associate
John Kulupach	Associate	Ann Clout	Associate
Glen Wright	Associate	Yvonne Yates	Associate
Tracy Witcombe	Associate	Scott Watson	Associate
Ashley Foster	Associate	Martin McLaughlin	Associate
Flynn Foster	Junior	Brendan Forrest	Associate
Ella Foster	Junior	Susan Higginbotham	Associate
Re-joining after a break.		Timothy Myers	Associate
Kenneth Atkins	Associate	Daniel Follett	Associate
James Agllias	Associate	Fletcher Elliott	Junior
Tyson Agllias	Associate	Jack Cashen	Junior
		Zach Harris	Junior
		Aiden Glew	Junior
		Re-joining after a break.	
		Grant Munro	Associate
		Dianne Munro	Associate

Quite few of the above listed people have already been to either the Hillclimb or the last Club Night. For those who haven't, please come to an event and make yourself known.

Dave Atkins

Membership secretary 2021

MEMBERSHIP RENEWALS ARE NOW OVERDUE!

If you are intending to compete at an event after the 28th February 2021 or you have a car registered under the RMS Historic Plate system through MG Car Club (Newcastle) you must hold current membership for that to be valid.

You should have received your renewal notice by email, if you supplied your details last year. If not, you should have received a letter in the post.

(Please check your “Junk Mail” folder in case it has inadvertently been directed there.)

If you have already renewed, thanks for acting so promptly.



If you have not received your notice.

Please Contact Dave Atkins on 4956 6200 or (m) 0415 963 515

Email: - membership@mgcarclub.com.au

If you have not renewed by the end of March, this is the last magazine that you will receive until you renew your membership.

MG Pre-War and TYme Event 2021

Event Information and Registration is now available for the MG Pre-War and TYme Event to be held in Canberra from 1 to 4 October 2021. The information and registration form can be found at: <https://mgcccanberra.org.au/>

Inquiries concerning the event may be sent by email to mg-pre-war-tyme@mgcccanberra.org.au, or by phone to:

- Pre-War Registrants: Malcolm Robertson ph. 0408 627 685
- T Type and Y Type Registrants: Kent Brown ph. 0412 558 029



SPEED REPORT

Hi All.

Tar Series Hillclimb Round 1 (TS1) was run and won on Sunday 7 February 2021 at Ringwood Park Motorsport Complex. It was a wonderful day, with fine weather and 68 drivers making it to the starting line, as well as a significant number of spectators watching the action. The popularity of the event, combined with using the long A3 track meant that drivers were limited to 4 runs each, with competition concluding at 3.55pm. Driving standards on the day were truly excellent, with no recoveries needed and minimal track cleaning required. The day ran very smoothly indeed. The timekeepers worked very hard, taking only a very short lunch break - about enough time to eat half a sandwich!

FTD went to Stephen Butcher in his nicely presented Formula V. 2nd outright and fastest tin-top went to Adam Single in his recently acquired Subaru WRX. His wife Amanda showed good speed in that car too - first outing for both of them in the WRX. They started with us last year in the Come and Try hillclimb and it's great to see them both competing and doing very well. 3rd outright was Garry Christopherson in his distinctive orange clubman.

It was good to see the Cook family making an emotional return to Ringwood, with Amy Mrcla and Hayden Little giving the family VW beetle a thrashing up the hill. It was quite the spectacle as the trusty beetle, wearing fashionable patina, rumbled and roared off the starting line. And also a bit hair-raising when fire extinguishers were readied at the finish of one run due to smoke coming from the engine compartment! It was just a fan belt burnt through, but gave a bit of a scare. Well done to Hayden for establishing a new record in his class.

Even though the weather was dry, there were a couple of damp patches on the track due to ground water coming up through the track from below. Turn 3 in particular was problematic, with many drivers losing traction on the exit, and quite a few experiencing unwanted rotations especially on the first run! Clearly the recent wet weather contributed to this problem. But never fear - Dad's Army is on the job, with a series of sub-surface drainage works already in progress.

It was the first hillclimb after completion of the sealed driveway, and there were many positive comments about that. On entry, all vehicles were diverted up the new driveway to the work sheds where the covid check-in station was established. Vehicles could then proceed to the paddock area or quarry carpark as needed. We had some good feedback about this arrangement too - an unexpected benefit was a reduction in congestion in the paddock area at the start of the day.

Here is a link to some great photos <https://www.facebook.com/gearsandwheelsphotography/posts/2717630011883201>

SPEED REPORT

Thankyou to all of the Officials who contributed to a successful event. As always, we need more officials so we are not continually relying on the same people. You don't have to have a competition licence to be an official. A non-competing family member can do it - just get in touch and we can show you how. You can also look up the Motorsport Australia website to find out how to become a General Official.

There has been a bit of ground-swell in favour of greater recognition for outright place getters in our hillclimbs. Currently the championship pointscore system favours those who compete in classes with many competitors, and consequently the outright fastest cars and drivers are often at a bit of a disadvantage. There is a special Motorsport Panel meeting on 10th March at the clubhouse to consider options of how to recognise outright performance without detracting from the long standing pointscore system. If you are interested, come along. There may even be something in place in time for Tar Series Round 2 on 24th April.

Looking ahead in the calendar, there are speed events coming up in March - State Hillclimb Championship rounds at Mt Panorama, Tri-Series hillclimb at Kempsey and CSCA super sprint at Wakefield Park. Feel free to contact me if you are interested in any of these events.

Go Hard!

John Garroway

Thanks to all the officials who contributed to the running of Tar Series Round 1 Hillclimb at Ringwood Park on 7th February!

David Atkins, Col Bray, Lyall Clarke, Greg Elliott, Chris Fernance, Libby Fernance, Leo Frodl, John Garroway, Andrew Green, Darrell Gregory, Jason Gregory, Tim Harris, Kevin Leggett, David Miller, Gregg Noonan, Craig Penman, Doug Rae, And Michael Snow.

REGISTER SECRETARY REPORT

REGISTER SECRETARY REPORT

There have been 6 vehicles added to our Historic Register since those recorded in the February Magazine.

Vehicle details are follows: -

1971 MGB

1989 Mazda MX5

1984 Holden Statesman

1989 Nissan Skyline

1975 Toyota Landcruiser

1981 Mazda 626

For a number of years members have been forwarding scanned copies of their historic registration documents to me for processing. Following confirmation of the necessary requirements I have stamped and signed the documents and scanned the endorsed copy and returned it via email to be submitted to the RMS. This procedure has been undertaken numerous times with only the occasional form being rejected (most time at Wallsend RMS), which I put down to an overzealous staff member.

In recent times electronically reproduced forms have been rejected at a number of RMS offices. It would appear that a directive has been issued to adhere to the official policy of only accepting original documents.

I have written to the RMS suggesting that they relax the official policy, particularly in recognition of the Covid social distancing initiatives and that electronically produced documents are the Norm these days rather than the Exception.

The response from the RMS is that the policy was only relaxed for Covid reasons and is no longer considered necessary. They will however pass on my suggestions to the review committee for consideration. So hopefully over time the staff may become more accommodating around this issue again and in the longer term we may see the issue addressed officially.

At the time of writing this report, we have 196 historic vehicles registered with the NSW RMS through our Club.

Now that Covid restrictions are relaxing we are organising social drives to places of interest which provides the opportunity to exercise your historic vehicles. Hope to see you there.

Allan Evans – Register Secretary

FOR SALE



Hans 111, 20deg \$125.
 Helmet Bell GT5 57 sml \$250.
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 RPM Boots 43 \$50.
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MG CAR CLUB WEBSITE TIPS

Here is the top menu layer of the website.

About Us **Club Runs** **Motorsport** **Club Info** **Ringwood Hire** **Contact**

The menu items across the top of the screen have drop down menus.

Just below the top menu, the sliding pictures show adverts for the next few events. Clicking on the picture will take you to the event page where the Supplementary Regulations and Entry Form are stored and can be downloaded.

On a number of the menus, the Calendar selection displays different event items depending on whether the event is categorised as Motorsport, Club Runs (non motorsport). The Motorsport events are additionally filtered by event discipline of Hillclimb, Motorkhana, Khanacross, Supersprint, Circuit Racing, Young Driver Training and MG National Meetings.

The results of any event are found on the individual event page and the Motorsport / Results Archive menu.

Michael Snow

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