

# Clubtorque

The official publication of  
MG Car Club Newcastle Inc.



**Tri Challenge RND1, Mt Cooperabung  
Peter Akers, 3rd Outright**

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# 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](http://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](mailto:datkins49@optusnet.com.au)**

**Other enquiries**

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

**Affiliated with**



[www.motorsport.org.au](http://www.motorsport.org.au)

**CONTENTS**

**Reports**

President.....6  
 Register Captain ..... 8  
 Social Secretary ..... 18  
 Club Captain.....25  
 Register Secretary..... 26

**Information**

Coming Events..... 2  
 Board ..... 4  
 Young Driver Development ..... 11  
 Membership Renewals ..... 22  
 MG Pre-War and Tyme Event... 23  
 For Sale ..... 27  
 Website Tips..... 28

**Photo Credits**

Cover— CH Photography  
  
 Various Club Members

**United Kingdom**



## Coming Events—April

Thurs 08	MGCCN	Dads Army 8am	Cobby st
Fri 02		Easter Friday	
Mon 05		Easter Monday/Daylight savings end	
Tues 6	MGCCN	Mag Assy	Cobby St
Thurs 08	MGCCN	Dads Army	Ringwood
<b>Thurs 9</b>	<b>MGCCN</b>	<b>Club Night M</b>	<b>Cobby st</b>
<b>Sat 10</b>	<b>WSCC</b>	<b>State Hillclimb Rnd 3 Huntley Hill Practice 9am</b>	<b>Dapto</b>
Sat 10	NESCC	State motokhana concrete Rnd4 9am	Armidale
<b>Sun 11</b>	<b>WSCC</b>	<b>State Hillclimb Rnd 3 Huntley Hill 9am</b>	<b>Dapto</b>
<b>Sun 11</b>	<b>MGCCN</b>	<b>Motorkhana Dirt M MK2 CC3 9am</b>	<b>Ringwood</b>
Sun 11	NESCC	State Motokhana concrete rnd4 9am	Armidale
Sun 11	MGCCN	Register Run M R5	TBA
<b>Wed 14</b>	<b>MGCCN</b>	<b>Motorsport Panel 8pm</b>	<b>Cobby st</b>
Thurs 15	MGCCN	Dads Army 8am	Ringwood
<b>Sat 17</b>	<b>WAC</b>	<b>Dirt Khanacross &amp; MGCCN KC1 2pm</b>	<b>Awaba</b>
<b>Sun 18</b>	<b>WAC</b>	<b>Rallysprint *Change of date* 10am</b>	<b>Awaba</b>
<b>Sun 18</b>	<b>MGCCN</b>	<b>Sydney CSCA Supersprint Rnd2 Pheasantwood Park 8am</b>	<b>Marulan</b>
Sun 18	ARDC	State Supersprint 9am	SMSP
<b>Tues 20</b>	<b>MGCCN</b>	<b>Board Meeting M 7:30pm</b>	<b>Cobby st</b>
Thurs 22	MGCCN	Dads Army 8am	Ringwood
<b>Sat 24</b>	<b>MGCCN</b>	<b>Hillclimb A4 M TS2 CC4 R4 9am</b>	<b>Ringwood</b>
Sun 25		Anzac Day	
<b>Tues 27</b>	<b>MGCCN</b>	<b>SWOT Meeting</b>	<b>Cobby St</b>
Thurs 29	MGCCN	Dads Army 8am	Ringwood

### 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—May

Sat 1	KSCC	State Hillclimb Rnd 4 Mt. Cooperabung Pract 9am	Kempsey
Sun 2	KSCC	State Hillclimb Rnd 4 Mt. Cooperabung 9am	Kempsey
Thurs 6	MGCCN	Dads Army 8am	Ringwood
<b>Sat 8</b>	<b>MGCCN</b>	<b>Khanacross Dirt/Tar D/N M KC2 CC5 9am</b>	<b>Ringwood</b>
Sat 8	SCCA	CSCA Supersprint Rnd3 South Circuit 5pm	SMSP
Mon 10	MGCCN	Mag Assy 2pm	Cobby St
<b>Mon 10</b>	<b>MGCCN</b>	<b>NatMeet 2022 Meeting M 7pm</b>	<b>Cobby St</b>
Thurs 13	MGCCN	Dads Army 8am	Ringwood
<b>Fri 14</b>	<b>MGCCN</b>	<b>Club Night M 7:30pm</b>	<b>Cobby St</b>
Sat 15	TSCC	Tri-Challenge Rnd2 Oakburn Park Practice 9am	Tamworth
Sat 15	WAC	Rallysprint 2pm	Awaba
<b>Sat 15</b>	<b>MGCCN</b>	<b>YDDC-2 M 9am</b>	<b>Ringwood</b>
Sun 16	TSCC	Tri-Challenge Oakburn Park TRI2 9am	Tamworth
Sun 16	MX5 NSW	State S'sprint Rnd 2 9am	Wakefield
Sun 16		Tilligerry Motorama 9am	Tanilba Bay
Mon 17		Private Hire 9am	Ringwood
<b>Tue 18</b>	<b>MGCCN</b>	<b>Board Meeting M 7:30pm</b>	<b>Cobby St</b>
Thurs 20	MGCCN	Dads Army 8am	Ringwood
<b>Sat 22</b>	<b>MGCCN</b>	<b>Members Working Bee M 9am</b>	<b>Ringwood</b>
Sat 22	NESCC	State Khanacross Concrete Rnd3 9am	Armidale
<b>Sun 23</b>	<b>MGCCN</b>	<b>Motorkhana Dirt M MK3 CC6 9am</b>	<b>Ringwood</b>
Sun 23	NESCC	State Khanacross Concrete Rnd3 9am	Armidale
Wed 26	MGCCN	Mid Week Run 12pm	TBA
Thurs 27	MGCCN	Dads Army 8am	Ringwood
<b>Sun 30</b>	<b>MGCCN</b>	<b>Hillclimb A2A M + Come &amp; Try TS3 CC7 9am</b>	<b>Ringwood</b>
Sun 30	NSWRRC	State S'Sprint Rnd3 9am	SMSP
Sun 30	WAC	Motorkhana Dirt 10am	Awaba

# THE BOARD

**PRESIDENT****Chris Fernance** (Libby)

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# THE BOARD

No phone calls after 9.00pm. Thank you

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**Chris Seam KSCC** (02) 6562 7536

**Peter Robinson MGCCN** 4933 8167

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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

After a little bit of a quiet spell, things are now starting to ramp up with more events being ran, and many more coming up on the clubs calendar. Once again Mother Nature has not been kind, resulting in many of last months events being postponed or cancelled.

Coming up this month there is plenty of variety to suit everyone. We have a motorkhana on the 11th April, the perfect event for those new to motorsport, or just wanting to have some fun without having to take things too seriously. We also have a Register Run on the 11th, and I'm sure John Collins has something interesting for those that like a more relaxing drive.

The 17th April will hopefully have Westlakes Automobile club running a khanacross, after their previous attempts were washed out. Those that prefer the tar will be interested in the CSCA Supersprint to be held at Pheasant Wood on the 18th.

The following weekend sees us running the second round of our Tar Speed series at Ringwood. Be careful when setting your alarms, as this will be a Saturday event.

The 1st and 2nd of May will see competitors lining up to compete in the State Hillclimb series at Mt Cooperabung. And the following weekend we will be making use of the early evening darkness by running our first Day/Night Khanacross for the year on the 8th, which will also be the same night as a CSCA Supersprint under lights at Sydney Motorsport Park.

The weather over the last month has caused issues with events that have been able to run. Of particular note was last weeks Round 1 of the Tri-Challenge series held at Mt Cooperabung. A number of Newcastle competitors braved the flooding up North and made the trek up to Kempsey. Those that made the effort were rewarded with excellent weather for racing, and many brought home trophies as well. Unfortunately no competitors from Tamworth were able to attend due to the closure of the Oxley Highway. This may mean the three clubs need to discuss abandoning the pointscores from this round to ensure all three clubs can compete on a level playing field.

Speaking of pointscores, the club has now established a new Outright Hillclimb Championship. This championship seeks to reward those that wish to go as fast as possible to be at the pointy end of the field. In the past these drivers often faired poorly in our other championship categories, as they are based on class. Other drivers further down the field, but competing in a larger class often had the advantage in these other championships. Hopefully the creation of this new championship will encourage some very quick cars to come out of hiding and run at more of our club events.

As always I look forward to seeing everyone out and about, and hopefully with the recent easing of Covid restrictions we will be able to have more events easily.



# PRESIDENTS REPORT

## MGCCN Outright Hillclimb Championship

### Scoring method.

This series will comprise of 6 (six) Ringwood Hillclimbs included in the Tar Speed series. A member must record a valid finishing time in at least 4 (four) of the 6 (six) Tar Series hillclimb rounds to be eligible. Results from the members best 5 (five) rounds will be used to calculate the pointscore. The members choice of vehicle or class will not be taken into consideration for this pointscore.

Points will be awarded based on the members outright finishing position, on the following scale:

- 1<sup>st</sup> = 13 pts.
- 2<sup>nd</sup> = 11 pts.
- 3<sup>rd</sup> = 9 pts.
- 4<sup>th</sup> = 7 pts.
- 5<sup>th</sup> = 6 pts.
- 6<sup>th</sup> = 5 pts.
- 7<sup>th</sup> = 4 pts.
- 8<sup>th</sup> = 3 pts.
- 9<sup>th</sup> = 2 pts.
- 10<sup>th</sup> = 1 pt.

In the event of multiple competitors scoring an equal time, they will be awarded equal points for the finishing position achieved. The following position(s) will be skipped based on the number of tied competitors, eg. A two-way tie for first place will see both competitors awarded 13 points, with the next competitor awarded 9 points based on finishing third.

Non-MGCCN members positions will not be taken into account for the pointscore. For example, if a non member was first outright, then the highest placed MGCCN member will still be awarded 13 points.

### Tie Breaker:

In the case of a tie in the final pointscore, the effected member with the highest finishing position in any eligible round will be ranked higher. Where this still results in a tie, the number of times that finishing position was achieved will be taken into consideration. If required, this will continue for the second highest placing, third highest placing and so on until there is a difference.

### Awards.

The winner will receive a perpetual trophy to be held for the following year, and a smaller trophy to keep. Trophies will also be awarded for second and third place.

### 2021 Variation.

Due to the championship being announced after the first round has been run, the following variations for the 2021 Championship year has been agreed on:

- A member must record a valid finishing time in at least 3 (three) of the 6 (six) Tar Series hillclimb rounds.
- Results from the best 4 (four) rounds will be used to calculate the pointscore.

# REGISTER CAPTAINS REPORT

After the torrid weather of the past few weeks we are taking a chance of a short local run through Port Stephens & Maitland areas to finish at Raymond Terrace.

We will be meeting at the Club Rooms at Birmingham Gardens from 9.00am for a 9,30am departure.

We will be hoping to arrive at the Riverside Café

1 Hunter Street, Raymond Terrace.

By 11.00am for Brunch.

To be fair to the staff and probably help us receive exceptional service I will need to advise them of numbers by this Saturday. Just send me a **text message** of your intention to come.

## **CHRISTMAS IN JULY 2021 – NUNDLE – NSW**

**Travel to Nundle on the 24<sup>th</sup> July:**

### **Christmas Dinner at the Peel Hotel.**

**Seeing we have such a varying membership there will be various ac-**

### **Fossickers Tourist Park**

Has available:

**Caravan Sites** - cost \$33 per night (one night booking available).

**On Site Cabin** accommodation, sharing bathroom facilities - cost \$75 per night **(must be a 2 night booking)**.

Also **on Site Cabin** with bathroom facilities from \$110 – 2 bedrooms **(must be a 2 night booking)**.

Extra persons in a cabin \$20 pp.

# REGISTER CAPTAINS REPORT

## Hills of Gold Motel

Accommodation cost \$120 per night (double) including continental breakfast.

“Christmas in July Dinner” on Saturday night will be at the Peel Hotel. Cost \$30 per person.

**After Breakfast on the 25<sup>th</sup> July:**

### **Tourist Attractions of Nundle**

Then the drive home.

Likewise I will need numbers as we get closer to the trip away

**John Collins,**

**0412 26 03 43.**



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**FRONTLINE**

Developments

# YOUNG DRIVER DEVELOPMENT COURSE

Finishing time is approx. 3.00pm, for all events

**EVENT 1 SATURDAY 13<sup>TH</sup> OF MARCH**  
**Entries close 4.00pm Wednesday 10<sup>TH</sup> March**

**EVENT 2 SATURDAY 15<sup>TH</sup> OF MAY**  
**Entries close 4.00pm Wednesday 12<sup>th</sup> 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](mailto: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](http://www.mgcarclub.com.au).

If in doubt please call on 0412493711 or email Greg Hunter

[gh.hunter@bigpond.com.au](mailto:gh.hunter@bigpond.com.au)

## A Brief History of My MGB Ownership – Part Two

By Paul Whitworth



### RACE CAR

In 2016, I decided to have a go at the Come and Try day at Ringwood Park Hill Climb. It was a fun day and I decided then that this was for me! I joined the Newcastle MG Car Club and set about turning my car into a racer!

My first job was to make and fit the first of 3 roll over bars I have made for this car. It was not CAMS compliant as it was made from normal black 1 ½" pipe and also made to allow the roof to be fitted. As the car is fully registered, a roll bar is not actually required anyway. Next were fitted 2 SAAS Mach 1 fixed back race seats.

With a view to someday re-fitting the supercharger and having it certified, I fitted a two speed wiper and collapsible steering column. A new 2" exhaust with straight through muffler was fitted.

My first hill-climb was on 10th April 2016 and it immediately highlighted the biggest problem with the car – poor traction.

My fastest time on the day, Track A2A was 76.07 seconds. Four years later, and after a lot of development, I am now running this track in the high 66 seconds. Almost 10 seconds of improvement – and it only cost about \$5000!

(That's \$500 per second – bargain!)

I needed wider tyres, semi-slicks, and this means new wheels. I wanted to keep the centre-lock system so ordered a set of John Brown Minilight-style wheels 15"x 5.5" from the UK. These were fitted with Toyo R888 195 x 55 R15 tyres.

I thought I would fit a brake booster to improve stopping power – big mistake as you lose the brake feel and can't pick the bite point anymore. This was removed and was replaced with a dual circuit master cylinder for safety.

There is an inherent problem with some MGBs that the rear axle is offset to one side about 10mm. This can cause tyres to rub on the left side. I corrected this offset with custom made offset spring mount pads. I also designed and fitted a Panhard rod to keep the axle from moving sideways when cornering. New 1" lower 550lb front springs were also fitted along with adjustable camber top axle swivel bushes and a 7/8" sway bar. Negative camber arms have since been fitted.

## BIGGER CARBIES

The next change was to bigger carburettors. I found some 1 ¾” Hitachi twin carbs (SU copies) off a Datsun 240Z on eBay. They fitted straight on, I just made a couple of tapered transition spacers to take the larger size into the original manifold. I later fitted a proper factory 1 ¾” manifold.

I decided to make a new, wider roll bar to give more shoulder protection. Same style only 8” wider with different mounts.

The next engine improvement was to make a pair of velocity sub-stacks for the carbs, housed in a cold air intake box.

Next up, new slotted front discs with EBC Yellow Stuff pads were fitted. Front wheel bearings were checked and re-packed. A new Hi-Torque starter motor was fitted to replace the Bendix starter which would jam up occasionally.

A new front air dam was fitted and the bumper removed. A Pertronix Distributor with Ignitor III module was fitted with a built-in rev limiter set to 6500rpm.

The original fuel pump finally failed after 50 years – a new SU points fuel pump was fitted. An aluminium radiator was fitted.

## NEWCASTLE SUPERCARS

The year is now 2017 and it is a very exciting time for Newcastle motorsport fans – The inaugural running of the Newcastle 500 Supercars event through the streets of Newcastle East!

Club stalwart Rick Vincent has arranged for our club to supply open-top cars for the Driver's Parade. I put my hand up and I am lucky to be driving Simona De Silvestro around the circuit! What a highlight! Plus free tickets to the event!



## **SUPERCHARGER AGAIN!**

I decide to have another go at fitting the supercharger. Similar set up but with a 2"SU. Everything went well and boost was around 7psi which is about all these engines can take. A test drive revealed a good power increase with one problem – the clutch was now slipping???

Engine has to come out so why not fit a Fianza aluminium flywheel?

A heavy duty clutch was fitted with a new clutch plate and roller clutch release bearing. The head is reconditioned again. I drive the car to the hill climb with supercharger fitted and run in Special Vehicles class.

Tried to start car for first the run, engine flooded, starter motor damaged. Managed 3 runs, but no time improvement. Any power improvement was cancelled out by the extra weight and parasitic loss from driving the supercharger.

Decide to revert to twin SUs but with a mild cam fitted. A Delta D9 cam was fitted. I also went with the short lifters and long push rods.

An electric water pump was fitted to allow circulation of water when the engine is off to prevent heat-soak. A Sebring rear valance was fitted and the bumper bar was removed.

## **TAMWORTH TROUBLES**

It is now June 2018 and I am travelling alone to Tamworth for the Tri-Series event. It is a very cold 2 days and on the drive home I had a problem.

I came over the mountains at Murrurundi and noticed the car starting to lose power. The engine stopped and I pulled off the road in the middle of nowhere. I had no phone reception and it was getting dark. I checked for any obvious problems but the battery was completely dead.

I was sitting in the car wondering what to do next when a ute towing a race-car pulled up.

It was Kevin and Peter Akers who were also returning from the Tamworth event. Was I glad to see them!

This is such a great example of the camaraderie that exists in the club. We determined that the alternator had failed and the battery was drained as it was not being charged. It was getting quite dark now and Kevin suggested pulling the battery from his race-car and fitting it to my car so I could at least drive to the next town.

We managed to get the battery in place and set off with me travelling behind and limiting my use of the headlights so the battery didn't die.

This went well until we passed a police car who noticed I didn't have my headlights on. They did a U turn and came after me. I pulled straight off the road and told them a story about a defective headlight switch. It sort of worked and they didn't defect the car. I did get a fine for driving without headlights. I should get that one point back this year.

Anyway, we made it to Muswellbrook where I left the car while Kevin and Peter kindly drove me back home.

The next day, I bought a new battery and my brother drove me up to collect the car. I made it home without incident and returned Kev's battery to him with my appreciation for his and Peter's kind help. I fitted a larger alternator this time. (65amps)



## **BIG VALVE HEAD**

I have now decided I need the big valve 1972 head to take full advantage of the big carbies.

I purchase what is known as a smog head – a head used on USA cars with ports that allow air to be pumped into the exhaust runners to reduce emissions. These heads are prone to cracking above the spark plug holes but this head looked fine to me – until I had it fitted and all torqued up. There was a small seepage of coolant above No2 spark plug – a very fine crack. I tried adding Chemiweld to seal it from the inside. I don't recommend trying this as it can block passages. Just throw the head away and get another one, which is what I did – eventually.

I came across an O head – very sought after, big valves, not prone to cracking.

I machined the seats to take the very large after market valves – no hardened seats so I had to use Flashlube to protect the seats from damage.

## **BIG YEAR**

I had purchased a bare 18GB block for \$100. It was already at 0.040" over with rough bores. I decided to build a strong engine from this block.

I managed to get a brand new steel crank and +60 Hypatec pistons to which I fitted new Maxpeeding forged rods.

I came across a Piper BP300 cam (new) and purchased new lifters and push rods. New Durabond cam bearings and a vernier cam gear with new chain and tensioner. New ARP main studs and head studs. New thrust washers and cam retainer plate. The block was bored +0.060" with exhaust valve cut-outs in the bores. Engines were swapped over in November. New engine run-in, next hill climb, 2 seconds faster than the old engine.

ROLL BAR No3

I purchased a J & S Hardtop which, unfortunately would not fit over the current roll bar. I decide to make a new roll bar using the correct cold drawn tube. Still not CAMS approved but it is 5kg lighter than the old one and is slightly shorter to allow the hard top to fit over it. New poly bushes were fitted to the rear springs.

The new engine ran strongly through 2020 - until the Super Sprint at Pheasant Wood.

Due to high cornering forces and a standard sump set-up the engine spun bearings 2 and 3. I was able to drive the car home but the oil pressure was reduced.

I pulled the sump and conrod caps. 2 and 3 bearings were melted with bluing on No2 rod. Removed the centre main cap to check the bearing – all good.

The oil pump was dismantled and checked for wear or metal fragments.

The pistons were removed and cleaned with new rings fitted. The bores were checked – OK.

I decide to modify sump by adding 20mm to the depth and fitting a sump baffle plate.

I lowered the car another inch at the front and 1/2" at the rear using modified spring pans.

The car continued to run well through various events including a Tamworth round.

I purchased and fitted a QuaiFFE ATB LSD. New rear wheel bearings and seals were fitted.

## DISASTER AGAIN!

Running at Ringwood in November, the engine failed at 6500rpm. No3 exhaust valve head broke off causing catastrophic damage to the piston. The rod punctured the bore and No3 combustion chamber was damaged.

## TIME TO SWAP ENGINES AGAIN

The original engine was readied to be put back into service but with new Maxpeeding rods, new rings and the original small valve head. A new crank bush was made and fitted. Roller rockers and hollow push rods were fitted. Made it to the next hill climb three weeks later! Car runs very well in this configuration. There is more low-down torque.

## IN CLOSING...

I have now owned my MGB for 32 years.

I am very lucky that my son Matthew also enjoys competing – that's his WRX behind the MGB!

I'm planning to focus more on longevity rather than performance.

– Paul Whitworth 2021





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## SOCIAL SECRETARY

Good to see new members attending club night's where they can meet other members and view the club rooms which has a lot of motor racing information available.

The next club night will be held on Friday 9th April 2021 at the Cobby Room club rooms.

2020 was a very difficult year for socializing so it seems now we can return to meeting members again - Some COVID 19 requirements are still practiced at the club rooms.

If you have any suggestions for guest speakers to be invited to club nights please contact me.

**Social Secretary - Rose Collins**

M 0413222828

# MEMBERSHIP SECRETARY'S REPORT

March has seen the number of NEW MEMBER APPLICATIONS soar, with 19 new members being accepted into the Club.

Luke Sharp, (ASSOCIATE)  
 Mitchell Middleton, (ASSOCIATE)  
 John Middleton, (ASSOCIATE)  
 Dustin Mrcela (JUNIOR)  
 Melinda Davis (ASSOCIATE)  
 Jim Hull (FULL)  
 David Turner (ASSOCIATE)  
 Mathew Hall (ASSOCIATE)  
 Con & Jill Perry (FULL)

Neil Ferry (ASSOCIATE)  
 Damon Gardiner (ASSOCIATE)  
 Ms, Charlie Gardiner (JUNIOR)  
 Thomas Beasley (JUNIOR)  
 Ella Movigliatti (JUNIOR)  
 Penny Lees (ASSOCIATE)  
 Arron Osborn (ASSOCIATE)  
 Mick Scott (ASSOCIATE)  
 Rick Phillips (ASSOCIATE)

Please feel welcome at any event, make yourself known so that we can involve you in the Clubs many activities.

I feel I must make a comment on two of the articles in the last edition of Clubtorque.

President Chris is spot on with his comments about the benefits of Officiating and the opportunities that can come from being involved in that way. Long ago (in the 1990's I was highly active in the Stewarding scene and was a member of the team at quite a few rounds of the Shell Series as it was known back then. In 1996 I was invited by CAMS to become a Steward for the Support Races at the Australian Grand Prix. 1996 was its first year back at Albert Park. As Chris points out you get to experience what goes on behind the scenes. Even though it was long ago those memories are still strong. It was truly a great experience, as was being part of the Stewards group for the Bathurst 1000, the same year.

By the same token, I have gained a lot of satisfaction from being involved in other roles at Club and State level events also. I too, highly recommend people get involved as an official in whatever aspect of the sport you like.

The other article I can relate to very much is the story by Paul Whitworth and the joys of resurrecting MGB's that were in a worse state than at first expected. My experience goes back to 1975 when I picked up a 1966 Mk1 MGB. The "resurrection" (rather than "restoration") saw me chasing rust by basically removing every panel that was bolted on and some that had to have spot welds drilled out or ground away.

I learned a lot about hidden rust!

At that time replacement panels were not as readily available as they are now, so the skills of some sheet metal workers in the steel industry were called upon. (I think we called them “foreign orders” back then) My thanks went to Phil Limbert for the help he gave me in welding it all back together. Great fun, but I never want to do it again!



The end result



Stripped bare, to chase rust.

I have been looking back through some of the older editions of Clubtorque in recent days and came across an article put together in 1974 by Chis Dodds that listed all of the places to look for rust in an MGB. I should have believed his work, because I don't think there were many that didn't appear in my 1966 model. How could it have been that bad in just 9 years??

I feel the article that Chris did should be reprinted all these years later, if only to jog the memories of those of us who have been there and done that, or as a hint to those with MGB's that they have not yet had the pleasure of restoring.

So, read on!!!

### **Extract from MG REGISTER NOTES, CLUBTORQUE October 1974**

In the last Register Notes I stated that the next article would include a discussion on rust-proofing an MGB.

I am mainly concentrating on what would be called “serious corrosion” which almost invariably occurs inside panel. The first hint that the tin worm has infiltrated is bubbling paintwork. A little rubbing down usually shows that the paint is the only thing holding the area together.

Thus, to begin with the most vulnerable areas are: -

- 1) Top of front wings, about half way along, close to the bonnet. The front wing includes three prospective areas – around the headlight housing, the deep shelf at the top of wing and behind the splash guard.
- 2) The bottom of the front wing at sill level and below.
- 3) Whole of the bottom part of the sill.
- 4) The bottom of the rear wheel arch in front of the rear wheel. The inside of the rear wheel arch is accessible by removing the rear wheel trim pieces. Inside this section one should find a cube of sponge rubber (approximately 200 mm square). This would obviously hold moisture, so some action has to be taken. You can remove it entirely or completely cover the surfaces in a thick tar-like compound.
- 5) The door has its weak spots also. Most of the earlier cars will have the inevitable split beside the quarter window, whilst all models are plagued by the inadequate rubber weather strips intended to seal the window. Both areas allow water to enter the door interior.
- 6) The floor pan near the seats. Moisture is held beneath the floor mats, so after each bout of wet weather it is a good idea to remove the front mat (at least) entirely.
- 7) Even the petrol tank is prone to attack. These are expensive to replace (\$80.00) if you are lucky enough to get one.

The only areas not prone to rust are the box sections of the chassis, bonnet (aluminium except in later cars of the 71 vintage, will have steel bonnets) and the boot.

For the purposes of this discussion, I have not included methods of curing as there are too many and it seems that most people have their own pet form of rust prevention anyway.

The above list may seem long, but it is longer than lists for other cars!

- References: -
- a) My own personal experience together with experiences of other “B” owners.
  - b) Safety Fast.

Yours Octagonally  
Chris Dodds.

Sadly, Chris was taken way too early in his life, succumbing to leukaemia in 1981. His memory lives on in the form of the “Chris Dodds Memorial Trophy for the Club Championship.”

**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](mailto: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](mailto: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



## 2022 MG National Meeting “MGs by the Lake”



Some members may not realise that our club will be hosting the National Meeting of Australian MG Car Clubs over Easter 2022. The event will be centred around Lake Macquarie and we have named it “MGs by the Lake”. Lake Macquarie City Council have generously provided sponsorship, as well as the use of Speers Point Park for the concours and Rathmines Park for the motorkhana.

We are already well advanced with planning, and the NatMeet pages should be live on our club website by the time this magazine is published. Bulletin 1 for the event is printed elsewhere in the magazine and gives details of the various events over the long weekend.

The planning committee has been meeting regularly for over 12 months now, but are looking for extra volunteers to join us and help with preparation and running of this significant event for our club. If you are interested in being involved, please contact myself, Fran Hodgson or Lyall Clarke, or simply come along to the next planning committee meeting at the Cobby St clubrooms at 7pm on Monday 10<sup>th</sup> May. **EVERYONE IS WELCOME!**

Bruce Fraser  
Chair of the NatMeet Planning Committee  
Mob 0417 481 480

# CLUB CAPTAINS REPORT

Hi members,

At the time of writing there has not been enough events to give meaningful point scores for most of the competition trophies.

However, 3 events have been completed for the David Huck Register Series, & the top 3 are David Walker (22 pts), Jeff Newey (19 pts) & Bruce Fraser (16 pts).

In the Mick Nielson Club Member of the Year, David Atkins & Chris Fernance are equal 1st on 24 points, with Rose Collins a close 3rd on 22 pts.

The committee have recently approved the introduction of an Outright Hillclimb Championship for this year. In short, the first 10 outright positions at each hillclimb will score points as follows:

1st 13 points; 2nd 11 pts; 3rd 9 pts; 4th 7 pts; 5th 6 pts; 6th 5 pts; 7th 4 pts; 8th 3 pts; 9th 2 pts; 10th 1 point.

The full details of the outright championship will be added to the pointscore rules.

See you at a meeting or on the track,

Gregg.

## REGISTER SECRETARY REPORT

There have been 4 vehicles added to our Historic Register since those recorded in the March Magazine.

Vehicle details are follows: -

1968 Morris Mini Deluxe

1974 Jaguar E type V12

1970 MGB

1991 Honda Civic

Car Club Membership renewal was due on the 1st March. It is a condition of Historic Vehicle registration that full financial membership of an authorised car club is maintained. I have contacted those of our members who had failed to renew their membership and advised them not to use the car on the road until they have renewed their membership, as technically they would be driving an unregistered vehicle. We are now very close to having 200 historic vehicles on our register.

It has been a sad time recently for motoring enthusiasts with the death of two motorsport personalities. Murray Walker and Sabine Schmitz, have both earned legend status within their lifetimes, sadly Sabine Schmitz being cut prematurely short by cancer at the age of 51.

Murray Walker has earned the title of, "The Voice of Motorsport", from his long-term commentary of the F1 races on national TV channels. His enthusiasm for the sport and excitement of the race was communicated through his commentary and added to the enjoyment of TV spectators over many years. I can recommend his biography, "Unless I am Very Much Mistaken", it is a great read.

Sabine Schmitz has earned the title of, "Queen of the Nürburgring", arguably one of the most accomplished professional racing drivers on the legendary German Road Race Circuit. She once tutored Jeremy Clarkson (of Top Gear) around the circuit in a Jaguar Supercar and Clarkson full of his usual self-praise was bragging about his 10minute lap time. Sabine commented, "That's not so good I can do that in a van". Top gear set up the challenge and Sabine took to the circuit in a standard Ford Transit achieving a lap-time of 10.08 minutes. Google the footage on U tube, it is very entertaining and demonstrates Sabine's extraordinary skills.

RIP Murray and Sabine you will be missed but not forgotten.

Allan Evans – Register Secretary

# FOR SALE



Hans 111, 20deg \$125. Sold  
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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

## Advertisers Index

Sportscar Spares Australia.....	9
Modern Classic Cars.....	10
MG Spare parts.....	17
George Price Towing.....	27
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