

ON THE MARQUE



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APRIL 2019

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ON THE MARQUE

CONTENTS

4	YOUR COMMITTEE
5	WHAT'S ON
7	FROM THE EDITOR
9	PRESIDENT'S REPORT
11	NORTH ARM WHEELS
15	PUBLIC RELATIONS OFFICER REPORT
17	SPORTING DIRECTOR REPORT
18	WHAT OIL TO USE IN DASHPOT
21	EURO MOTORFEST FLYER
22	MG BLUE STREAK SPECIAL
24	CLASSIFIED
26	MINUTES OF MARCH MEETING
30	INDEX OF ADVERTISERS

MG CAR CLUB HUNTER REGION INC.

FOUNDED 1987

AFFILIATED WITH MG CAR CLUB UK

AFFILIATED WITH CAMS



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Committee members welcome your phone calls, but please call before 9.00pm

The opinions of correspondents, individuals and advertisers in this magazine are not necessarily those of the MG Car Club Hunter Region



MG Car Club Hunter Region sponsored and supported activities

What's On

April 2019

- ♦ ***Thursday 4th — Square Riggers Natter 12-2pm @ Café Inu Carrington***
- ♦ ***Sunday 7th—MGCC Newcastle Hillclimb Ringwood Park course A2A***
- ♦ ***Tuesday 9th — Committee Meeting 6.00 at Clubroom
Club Night 7.30pm at Clubroom***
- ♦ ***Wednesday 10th —Midweek Gathering 12.00 at Wangi Workers Club***
- ♦ ***Saturday 13th to Sunday 14th—Steamfest at Maitland***
- ♦ ***Saturday 13th—FOSC at Eastern Creek***
- ♦ ***Wednesday 17th—GEAR at Wakefield Park Goulburn***
- ♦ ***Friday 19th—Tuesday 23rd—MG National Meeting Queensland***

May 2019

- ♦ ***Thursday 2nd—Square Riggers Natter 12-2pm @ Café Inu Carrington***
- ♦ ***Tuesday 14th — Committee Meeting 6.00 at Clubroom
Club Night 7.30pm at Clubroom***
- ♦ ***Wednesday 15th — Midweek Gathering12.00***
- ♦ ***Friday 17th to Sunday 19th — Austin 7 club Historic Racing at Winton***
- ♦ ***Sunday 19th — Clubman Run — Meet at Club rooms***
- ♦ ***Thursday 23rd to Friday 25th — Tuning Run weekend — Drive to Armidale then Waterfall Way to Macksville then head home***

June 2019

- ♦ ***Thursday 6th — Square Riggers Natter 12-2pm @ Café Inu Carrington***
- ♦ ***Sunday 9th—MGCC Newcastle Come Try Hillclimb Day course A2. (keep this date clear for a fun day)***
- ♦ ***Friday 7th to Sunday 9th — HSRCA/ MG Racing - SMP***
- ♦ ***Tuesday 11th — Committee Meeting 6.00 at Clubroom
Club Night 7.30pm at Clubroom***
- ♦ ***Wednesday 12th — Midweek Gathering12.00***
- ♦ ***Sunday 16th — Clubman Run— Meet at Club rooms***
- ♦ ***Wednesday 26th—Gear at Wakefield Park Goulburn***
- ♦ ***Thursday 27th—Tuning Run—Meet at Maccas Hexham 10.00***



Sportscar Spares Australia

Unit 14/21 Kangoo Road
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Tel: 4340 5225
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Mob: 0426 986 885
sportscarspares@aol.com

Now you can get a quote 24/7 online
Proprietor: Noel Anderson Originally established 1958

The new club website is up and running.

Search MGCC HUNTER

The site is temporarily hosted by www.ratwhacker.com so
don't worry

Club Regalia is available at Club Nights
See Wendy Croker for all your regalia needs

Cash only as no credit card facility
Shirts, Hats, Jackets, Umbrellas, Badges, Cooler Bags,
not to mention our
MGCC Hunter Region wine from Tamburlaine!

The Club Captain Alan Andoni has resigned due to personal and family commitments that will cause him to be overseas a lot of the time. We thank Alan for his diligent application as Club Captain and wish him well for the future.

Jeff Lauff whom was our Committee representative has volunteered to take on the role as Club Captain and was accepted by the Committee.

If members have any "What If" thoughts to share then please contact me so that I can include them in the magazine and maybe add some research if required.

The committee have decided to change the location of the upcoming Euroday and a flyer is included to inform members.

No TUNING RUN for APRIL!

I have included the results of my research into the correct oil to use in the SU carburettor dashpot damper in this issue of the magazine.

The inclusion was because perhaps it would be of interest for some readers and also to share my confusion as a result of the research.

Progress with my MGB

I have hopefully improved the brakes on my 1976 Rubber Bumper MGB as I measured the front discs to find that they were thinner than the minimum thickness cast into the discs. I purchased new discs and also new pads which are now installed.

Last month I stated that an annoying rattle in the front of my car was eliminated with the new sway bar bushes but alas I was fooling myself so the search for the source of the rattle continues!





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 Email: teggagencies@bigpond.com

Gidday all,

Just when I thought I'd finished dancing with the TF, I've gone from the foxtrot to the cha cha. There was a growling noise in the drivetrain, so I got Wayne Routley and Austin Blanch down to take her for a drive and give me their experienced opinion. The diagnosis was gearbox. That afternoon with the help of Elliot Burns (it's handy having MG neighbours) I pulled the interior out and lifted out the gearbox.

I had put fresh oil in all mechanical components and then done a healthy one or two miles before draining the gearbox. It looked like liquid dirt. With the National Meeting fast approaching I set a date for the boys to do a strip down and see what the damage was. There were signs of water ingress and the bearings were totally knackered. That would explain the growling noise we all heard. Surprisingly the gears didn't look too bad. A few phone calls and Robert Gibson managed to lay his knowledgeable hand on some good second hand parts that will fix a worn out second gear synchro. The cluster could be better but the fact that it will be a low mileage car means I can put up with a noisy 1st. That and the fact that it will be a couple of 100ks away means I won't hear it at all. Parts sourced. It won't be perfect but time and money forced my hand. It will be usable for the work it will do.

The gearbox is now back together and the clutch refurbished. By the time we get to the club night I should be mobile again. That just leaves the speedo and tachometer. I pray that I have them by now but they won't stop me attending the National Meeting in the TF (I hope). I may have to do a run to Tamworth to fit them later. Next project please.

The overdrive gearbox for my B. Hopefully back from the man doing the rebuild by now. Just apply money. Next project please.

I've started ordering the parts for the race Midget. A full new head (with all new springs, collets and caps) is underway with Peter Fogarty. The cam is chosen awaiting funds. With just over 2 months, the timing is getting tight for the June race meeting at Eastern Creek.

Next project please.

Mac the Spridget is sitting up the back of the garage awaiting her turn in the shed. With no funds it may be a long wait. Next project please.

Mad dog (another Midget) may be destined for sale as I can't see time or funds ever being allocated for the full restoration.

Thank heavens Bev's Midget goes. There is an oil leak that will require an engine out soon but I'll leave it at the moment so I have a working MG.

The tuning run 'weekend away' entries has closed. I needed to book motels and couldn't wait any longer. We have 12 couples with their names down for the run. Hopefully the weather will be kind as I know the roads will be good. We're going to travel to Armidale for the first night then on the Waterfall Way across to the coast with the second night at Macksville. Saturday we'll head home. The biggest question is whether we'll have to pull over at a polling booth on the way.

The MG HQ building is turning 125 this year. Her foundation stone was laid on February 3rd 1894 and was officially opened in June of that year. There will be some celebrations.

I hope to see you all somewhere around in your MG sometime. Hopefully I'll get mine going again soon. I can feel more shed time coming... in between baby-sitting.

Steve



This was to be the final presentation reviewing the change from combustion to electric powered cars. I have found the subject to be an intensive one and therefore the need to extend the review for another month to cover the subject. The issue is to write enough to cover the subject but keep it short enough to make it interesting. Issues are not just with engineering but politics and government policies that have to be observed as well.

Australia is making slow progress to electric powered vehicles, I guess because we no longer have an automotive manufacturing industry. Australia's air pollution is not as drastic as in Europe. We don't have the concentrated numbers of cars and people in our cities as in Europe because we live on a larger block of land. America is in a similar situation, it has more people and cars than Australia living on a large block, but their politics are all over the place. The following is a review on the status of cars and the politics will come later. There are three platforms of electric cars being presented. All Electric Extender Battery power, Hybrid power and Hydrogen power, all are subject to developing technology and design innovation.

BMW introduced the i3 electric battery powered car at the 2009 Frankfurt Motor Show and the car was released for sale in 2013. The i3 was a totally new designed vehicle, in the use of modern materials in car manufacture. Steel is out and carbon is in, the entire passenger cell is made of carbon fibre which is lightweight and strong for optimal safety. Aluminium is used in place of steel through out the structure. The i3 is a small four seater designed strictly for daily commuter travel up to 50 Kms all though it had a range of 200 Kms. The London Fire Brigade owns a fleet of the range extended version of these cars, they are offered to staff and fire Chiefs that work within the congested streets of London.

To get the most out of these vehicles new driving techniques

have to be learned. Drivers need to stay off the brake pedal and allow more open distance between other cars when slowing to stop. By having the car to slow with no initial braking, allows the generative braking to deliver a power charge back to the battery. This is how the vehicle extends its range in urban driving conditions. This technique is also used on down hill coasting or as us oldies will know, using angle gear. The car has a two cylinder 600cc petrol motor to assist in extending the battery power when it is low. Up hill travel increases the drain on a battery so the motor will kick in to assist with power to tackle the up hill power requirement.

Two special high voltage lithium batteries are housed in the floor plan of the car. BMW guarantees a life of eight years or 100,000 kilometres. The Achilles Heel of battery power is storage and weight. This is the challenge for technical development of the battery, in fact BMW have now improved the battery storage capacity by thirty percent and have maintained the same physical battery size. The range of the i3 is now 260kms. New car price is around \$80,000 and second hand under 10,000 K's sells for about \$50,000.

Five years ago I visited the Mercedes Benz Museum at Stuttgart Germany, on show was a working engine powered by Hydrogen. The Hydrogen was stored in a module fuel cell, thinking at the time was these fuels cells would be exchanged at Hydrogen outlets for quick refuelling service, also ensures continued integrity of the fuel cell. Hydrogen power means that vehicles would have fuel tanks sized to suit the need of the vehicle and it's purpose. Progress now is that service stations are to have bulk Hydrogen holding units so cars through to big trucks are refuelled within a few minutes, like the propane gas services. Hydrogen is a silent contender for the moment in Ozz, as promotion is for Battery and Hybrid power. Hydrogen is favoured in Europe as Diesel is to be phased out for vehicles in some locations by 2025. The range for Hydrogen powered vehicles is up to 800

km.

London has five strategically placed stations that currently distribute Hydrogen, Diesel and Petrol. The placement of these stations has been planned to help implement the move to non combustion vehicles. The London Fire Brigade is the leading service in planning and implementing transport and service vehicles to meet future emission standards for vehicles.

Question: how does Hydrogen Power work? Using the KISS Principle here goes!

Hydrogen is a very explosive gas, it is stored under pressure in a purpose built tank. Hydrogen is fed by tube into a fuel cell to a Positive Terminal. Oxygen from the air is directed through another tube to a Negative Terminal. The Positive Terminal is made of platinum, a metal catalyst designed to speed up the chemistry that takes place in the Fuel Cell. Action takes place to split the Hydrogen into Protons and Electrons. The Protons are Positive Charged which are attracted to a Negative Terminal and travel through an Electrolyte. The Electrolyte is a thin membrane polymer that only the Protons can pass through. The Protons and Electrons now separate, so the Electrons can flow to an outer circuit which powers an electric motor that drives the wheels. Eventually the Electrons arrive back to the Negative Terminal. The Electrons and Protons combine with Oxygen that produces Water. Water is what is blown out of the exhaust pipe. (Non Polluted)

Aussie Know How: The CSIRO has developed a way to integrate Hydrogen into Ammonia for safe transportation, then extract it when required. This could lead to Australia exporting to countries that are committed to Hydrogen Powered vehicles. Tests just carried out in Queensland have been successful in running a car on Hydrogen extracted from Ammonia. Toyota and Hyundai needs could lead to Ozz supplies being shipped to Japan for Toyota vehicles and Korea for Hyundai produced buses

and trucks. Shipping Ammonia for Hydrogen extraction is a safe way of shipping Hydrogen, in lieu of shipping it in its volatile pure form.

Next months review will be on Hybrid power and the Politics used by Governments to move people into Electric Power and to push our classic cars out of service. As promised

“Mexican CCC Senior Principle”. (Certified Comfort & Control for Seniors)

Us grey haired nomads are being victimised by the youth of today, with the continued introduction of electronic technology which is continually changing. The youth’s line up in ques every few months to get the latest version of a gadget that makes the current item obsolete. That’s my problem, I now find myself OBSOLETE and I’m always looking for a comfort zone. I have tinkered with combustion engines for 64 years and I’m comfortable with that, so why change, my mind has trouble in dealing with modern technology. So I’m sticking with the principle **“Certified Comfort and Control for Seniors”** So I purchased a combustion engined car with the hope it will see me through to the end of my driving career.

Have Wheels Will Travel

**NO TUNING RUN FOR APRIL DUE TO CLASH
WITH ANZAC DAY**

Public Relations Officer Report ***Ian Ashton (Asho)***

The last day of summer saw Trish and I join our first Tuning Run ever!...why you ask?....the answer is simply that our weekly Thursday childminding duties have finished with our youngest grandchild starting school.

If you haven't made the effort to go on a monthly tuning run, do yourself a favour and go!....under the direction of Austin Blanch members left Maccas Hexham at 10am and enjoyed a spirited rural backroad run to Murray's Brewery (on Nelson Bay road) where a coffee/tea break or a thirst quenching beer was welcomed by all. Lunch at Birubi Point saw the end of a most enjoyable day. Don't forget members that participating in the tuning run gains you Clubman points.

Thank you all members who supported the annual Tea Gardens / Hawkes Nest Motorfest on Sat.9th Mar. We had 15 MG.'s proudly on display. We must also thank our wonderful member friends Denise and Ross Jacka for providing their gracious hospitality at their beautiful Ranch, Tea Gardens B&B, and Teahouse! before our trip home.

Our March Club meeting was well attended with an interesting aside from colour blind senior member Nev Roxby telling members how he touched up his beautiful green MG. Sebring with RED paint! (if Nev offers to paint your MG....politely decline)

As reported in my report last month, MG. has returned to Newcastle in the form of Land Rover Jaguar at Gateshead. I have spoken with the GSM Grant Attrill who is keen to use our Club to promote the new MG. range. I will work with Grant to display MG.'s at Euro Motorfest and our own Concours. I spoke to him about the need for a new MG. sports car and guess what?...he reckons we'll see one here in 12 months time !!

Our wonderful member friend Pat Martyn has unfortunately had a mishap with an ATV at his son's Tamworth farm. He has lost his little finger from his left hand and badly damaged his hand in the process. Pat has been in JHH for a while now

but told Trish and me that he is hoping to be home by the end of March. We all hope Pat will have a speedy recovery.

Unfortunately following a long run of hot weather your new Club Captain Jeff Lauff and I decided to cancel the March Clubman run to Dungog due to rain!

We will instigate an advice system via text or email to tell members of a cancellation or remind members of a forthcoming event.

Jeff Lauff has taken over the Club Captain's role as Alan An-doni decided to stand down due to his rather busy personal commitments here and overseas. We thank Alan for his contribution to the Club and friendship.

All members please note that Euro Motorfest will be on Sunday 16th June at Newcastle Foreshore Park with cars arriving from 8.30 am...if in the unlikely event of rain the backup date is Sunday 30th June at the same time and place.

Trish and I will be away most of April, with Gary and Wendy Crocker, enjoying a cruise and sightseeing visit to NZ

Your Pro with a mo.....Asho

**NO TUNING RUN FOR APRIL DUE TO CLASH
WITH ANZAC DAY**

SPORTING DIRECTOR REPORT

Gary Piper

Mark Janus & myself competed in a Hillclimb on Feb 24 at Ringwood Park on track A4A which is one of the longer tracks used.

A total of 53 competitors lined up for a great day of hill climbing.

Mark drove well on the day to finish 4th in the very competitive 1.4 to 2.00 litre modern sports car class . I achieved a PB on the last run which made me a bit happier after having a couple of very ordinary runs.

Thanks to Newcastle club for another enjoyable day of Motorsport.

Mark recently attended another event at Wakefield Park & managed to lower his lap time to 1.15.55 & continues to improve with each event.

Coming events: March 29 to 31 HSRCA Autumn Festival
meeting Wakefield Park

Sunday April 7 MGCC Newcastle Hillclimb Ring-
wood Park course A2A

Wednesday April 17 Gear meeting Wakefield Park

Friday April 19 to Tuesday 23 - MG National Meeting
Queensland

Sunday June 9 MCCC Newcastle Come Try Hill-
climb Day course A2A



If anybody is interested in having a go at the "Come Try" Hillclimb day in June please do not hesitate to contact myself , Steve Jones or Mark Janus & we can explain what its all about & help you get ready for the event.

It's your chance to have a go at Motor-
sport at grass roots level in a no pressure

environment & use these great little cars
as the builder intended & enjoy them.

Remember drive them don't hide them

Cheers Gary



What oil should I use in my SU HS4 Carburettor dashpots?

Graham Haywood

That is an interesting question and one which I have pondered over since my teenager years when I had my first car with an SU carburetor. That Morris Minor 1000 had hesitation every time I tried to accelerate and I have never understood why! My previous car was a 1946 Vauxhall Wyvern Caleche convertible with a down-draught (Zenith I think) carburetor and it had an acceleration without hesitation. There was a lot wrong with that Vauxhall car but not in the carburetor.

Back in my youth I was offered a set of twin SU carburetors and inlet manifold off a bug-eye Austin Healey Sprite and after exchange of the agreed money I set to the installation to my Morris.

However as a 2nd year Apprentice Fitter and Machinist I did not understand the process to tune the twin carburetors so after many frustrating weekends I finally followed my Father's advice and paid an experienced Mechanic to tune them for me. Now after he had completed the tune up he handed me a bottle of light machine oil and told me how to maintain the oil level in the dashpots but stressed to me not to fiddle with the carburetors settings. Now that car on some colder days in Adelaide still had hesitation when I pressed the accelerator pedal but I continued to use the light machine oil that the mechanic gave me.

Now to the present time, I was using the 20W40 engine oil that I use in the engine of my MGB in the carburettor dashpots. This I accepted, as the Workshop Manual copy I have listed the same oil for the engine and for the dashpots. After a discussion with other club members I became confused as some used special SU dashpot oil and some sewing machine oil others light Machine Oil and yet after browsing on the Internet, many other oils have been recommended.

I have downloaded from the internet many articles about the SU HS4 carburetors and recently after sitting down and reading them again I discovered that in the design of the SU the damper in the dashpot delays the lifting of the dashpot piston and thus the needle out of the jet so as to enrichen the fuel mixture for acceleration.

But how does this happen as I thought the needle had to lift out of the jet to

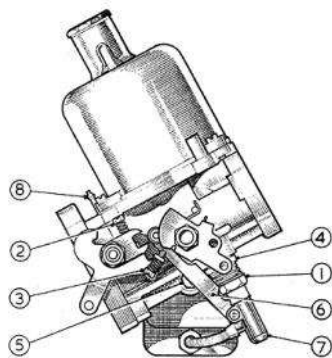


FIG. 3.2 EXTERNAL VIEW OF THE HS4 CARBURETTOR.
1 Jet adjusting nut. 2 Throttle stop screw. 3 Choke or fast idle screw. 4 Jet locking nut. 5 Float chamber securing nut. 6 Jet link. 7 Jet head. 8 Vacuum ignition take off.

provide a richer fuel mixture? Well it seems the SU designers knew that on the opening of the throttle butterfly the incoming air speeds up over the bridge of the carburetor and thus increased vacuum entraining more fuel past the needle. This initial enrichment of the fuel air mixture assists with increasing the engine speed just as the accelerator pump does with most fixed throat carburetors. Thus a higher viscosity oil would assist with the dampening of the dashpot piston motion and prevent the hesitation that many SU carburetor equipped cars experience.

So what have I learnt about which oil to use in the dashpot?

If there is a hesitation when accelerating then a higher viscosity oil may solve the issue. Most carburetors will have wear in the dashpot piston bore by now which may decrease the oil damping so a slightly higher viscosity may compensate for this wear. However I have also identified that the genuine SU Dashpot oil is a SAE20 grade oil (based upon viscosity at a test temperature of 100C)

and the viscosity would increase with lower temperatures. If this initial high viscosity at low temperature is known as well as the rate of viscosity reduction with temperature increase then that introduces a temperature compensation to the aforementioned throttle butterfly opening fuel enrichment description. Those SU engineers were a smart lot.

The SU Dashpot oil was designed for the UK temperature range which would not necessarily be applicable to most Australian temperature ranges.

Multigrade oils that we use today are formulated to reduce viscosity reduction with temperature increase so may not be suitable in the dashpot as the less change in viscosity would change the temperature compensation design. The higher viscosity oil at closer to usual engine operating temperatures could cause a richer fuel mixture than is desired when increasing throttle thus higher fuel consumption

Thus I believe that I should use a straight viscosity oil or at least if a multi grade oil then one that is closer to the 20 grade oil viscosity at Australian winter low temperature up to normal operating temperature of the carburetor. Or use a viscosity oil high enough to eliminate acceleration hesitation but not high enough to increase fuel consumption.

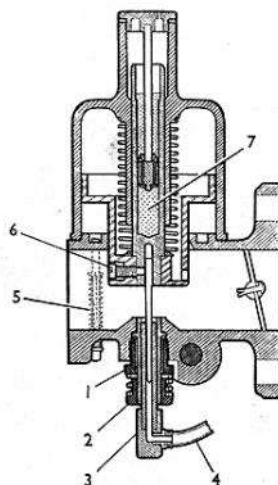
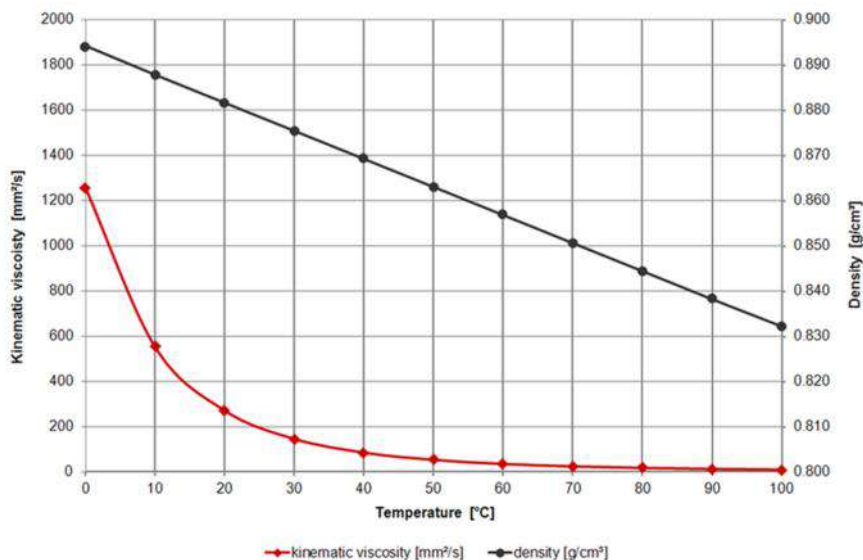


Fig. 3.3 SECTION VIEW OF THE HS4 CARBURETTER.
1 Jet locking nut, 2 Jet adjusting nut, 3 Jet head, 4 Feed tube from float chamber, 5 Piston lifting pin, 6 Needle securing screw, 7 Oil damper reservoir.

I somehow think I have convinced myself that there is no one solution especially if there have been changes to the initial factory engine operating pressures (camshaft timing and lift profiles as well as compression ratio), induction and exhaust system design.

Below is an example kinematic viscosity and temperature chart for SAE30 oil. I was unable to find a chart for the SAE20 oil so included the SAE30.

Below is an example



Engine Oil SAE 30 - kinematic viscosity and density over temperature

Reminder of Midweek Gathering

Meet at the venue for a 12 noon lunch

Wednesday 10th April at Wangi Workers Club

Don't forget to phone Kay Bowden to reserve a seat!


































Euro Motorfest 2019

Sunday 16th June

From 8.30am to 1.30pm

Display Vehicle entry fee \$10.00

Newcastle Foreshore Park

Wharf Road, Newcastle East

Food & Drinks available
For more info call 0429 592 823

All European Marques Welcome!

*In the event of wet weather,
alternative date is Sunday 30th June*

Presented by MGCC Hunter Region
Proudly supported by Shannons



**SHANNONS
INSURANCE**

SHARE THE PASSION

MG Blue Streak Special

Last month I introduced the concept of the installation of a inline 6 cylinder "B" series engine into an MGB as was prototyped by MG but not continued. In my Editor,s report I included some photographs of the engine installation in an MGB that was offered by Shannons for auction many years ago.

The Blue Streak Engine

A number of the original UK designed (1500cc 4 cylinder extended to 6 cylinders) but Australian developed Blue streak 6 engines were sent to Abingdon and fitted into prototype MGB's as part of the MGC development program. They were replaced by a bigger (and much heavier) engine. The Blue Streak engine is a 6 cylinder stretch of the Australian 1622 cc B series 4 cylinder engine fitted to the Morris Major Elite and Morris Oxford.

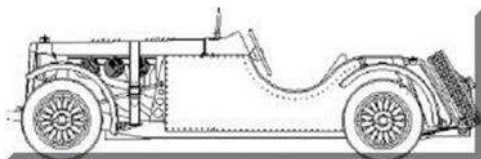
The Australian 1622 retained the 1500cc Crankshaft with the bigger main bearings than the UK 1622 motor and BMC Australia increased the size of the mains again for the 6 cylinder motor.

In the standard low compression model as used in the Wolseley 24/80 and Austin Freeway they are very smooth with good torque, but are easily converted to High Compression MG spec. This engine in original form at 2433cc produced 80BHP at 4000 RPM but was easily tuneable to twice that power (160 BHP).



The following engine details are those used in the homebuilt YT 4608 built in Victoria.
For more details of this home grown car search Blue Streak 6 cylinder "B" series engine on the internet.

En- gine	2433 cc Wolseley 24/80 Mk II, Bored 0.040" to 2498cc
	Flywheel Lightened to 21Pounds (originally 28.5)
	Pistons JP0511 Pistons MGA 1622 Flat-top +0.040" with 11/16 gudgeons
	Piston Rings JP FY511 040 (+0.040")
	Big Ends MGA 1500 (-0.010)
	Mains BMC 3M2254 (-0.020")
	Cam Bearings MGB Durabond EBC 4306C3db (Bearings #3 and #4). Bearings #1 and #2 Re-used original Bearings
	Camshaft Wade 104-grind .282" Cam lift
	Inlet manifold 2 x MG ZA Magnette (end to end) Port matched and polished
	Exhaust manifold Wolseley 24/80 with warm up plate removed
	Carburettors 3 x 1.5 inch S.U. (Wolseley 6-90 choke assemblies) Ram Tubes
	Accelerator cable Shortened MGB
	Engine Back Plate MGB Mk II (Modified... relocated 24/80 Starter motor)
	Front Plate Wolseley 24/80 with Custom made Engine Mount Bracket
	Front Engine Mount MG TD/MG Y Type



FOR SALE

SPECIAL LICENCE PLATES

These licence plates are for sale and asking price is \$500.00

negotiable Contact (nmorrison1@outlook.com)

(Prospective buyers are cautioned to check with Service NSW as special plates may have an annul fee) editor



1949 MGTC

Part finished restoration. All the hard work done (including new wooden body frame, chassis straightening and repairs and all panel work repairs). Many new and reconditioned parts. A rare opportunity to acquire one of these acclaimed milestone cars.

Newcastle area

Asking \$15,000

Contact Robert on 02 49684696.

Wanted: MG PA parts.

Wanted to keep the restoration of my 1934 MG P Type (PA1499) progressing: oil filter assembly, oil pump, amp meter & speedometer. Any condition or location considered.

Contact Elliot Burns 0478 415405 or 02 49574921

Wanted: MGBGTV8 Speedometer.

The face needs to be in good condition.

Will just buy the face or the whole speedo if needed.

80mm 220kph from '75/ '76 BGTV8

Robert Cronin 0424142629

Ads submitted will appear for 3 editions of On the Marquee
If you want your ad to run longer or the item is sold, please notify the Editor

FOR SALE

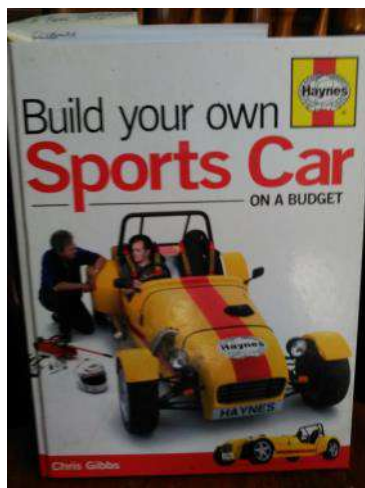
MG Clubman

Incomplete project.

(as featured in ON the MARQUE Nov.2009 & Feb. 2010.). Chassis complete , steering & suspension ready for assembly. Nose cone only, no bodywork. Morris Major Elite mechanicals.

Who's after a project? For sale @ less than material costs. **\$3,000.**

Phone Alan on. 0408608397.



1974 MGB,

Red with black hardtop, soft top, tonneau, & half tonneau. Mechanically good. Body good. Paint good. Interior carpet & trims look a bit sad.

Same owner, 15years. Currently on Historic rego.

14/6 super-lite mag. Wheels,+ original Rostyle wheels + 14/6 steel wheels. + Spares. **\$13,000**

Phone Alan on 0408608397.



Ads submitted will appear for 3 editions of On the Marque
If you want your ad to run longer or the item is sold, please notify the Editor

MG Car Club Hunter Region

Minutes of Committee Meeting held 12th March 2019

Meeting Opened 6:00 pm

Present: Stephen Jones, Denny Bowden, Frans Henskens, Alan Andoni, Jeff Lauff, Greg Jenkins, Ian Ashton, Wendy Croker, Graham Haywood

Apologies: Gary Piper,

In attendance: Brian Madden.

Minutes: No February meeting.

Business Arising:

N/A.

Reports:

President:

Received an email from Mel Woodford (president Newcastle Historical Trust) – 150th anniversary of Mechanics Institute function to be held Saturday 1 June. Club has been invited to participate. Any thoughts on how we can contribute?

Vice President:

Pat Martyn has had an accident and is in hospital. Is in John Hunter Hospital and visitors are welcome.

Treasurer:

Secretary:

Discussion re the benefits of CAMS membership and how their insurance compares to our current policy. Membership increases with the number of club members. Investigate whether we should get CAMS permit for concours etc.

Club Captain:

Saw in the Marque that Morpeth boat trip is listed for April – it has been postponed until 17th August.

Alan feels that because of his commitments he is unable to perform the duties of Club Captain properly, so floated the option of standing down. Jeff Lauff, who has been assisting, was elected to take over the role. The committee thanks Alan Andoni for his efforts for the Club and its members.

Sporting Director:

Coming events:

Hillclimb Ringwood course A2A Sunday April 7,
GEAR Meeting Wakefield Park Wednesday April 17,
Come Try Hillclimb Ringwood Sunday June 9,
HSRCA Autumn Festival meeting Wakefield Park Friday 29 to Sunday 31 March.

I would like to wish all who will be attending the MG Nationals the best of luck & hope they have a safe & enjoyable trip up & back, also would like to wish Ian Ashton the best of luck at the HSRCA Autumn Festival meeting at Wakefield Park at the end of the month.

Public relations:

Tea Gardens Hawks Nest – 13 Club members showed their cars. A hot day but a good day, and Club won the Best Club Display award.

Discussion with Shannons revealed some budget restraints – it is unlikely that the Hunter Classic will happen this year.

Eurofest definitely will happen on 2nd June. Considering whether to use the Foreshore for Eurofest rather than McDonalds Jones Stadium.

MG dealership has been established in Oakdale Road Gateshead.

Committee Member:

Nil.

Regalia:

Has brochures for Repco VIP Club.

Magazine Editor:

Magazine was late, went out yesterday.

Articles for next issue due on 21st March.

*** *Would members please immediately advise if you change your email address? Otherwise you will not (cannot) receive On The Marque* ***

General Business:

Nil.

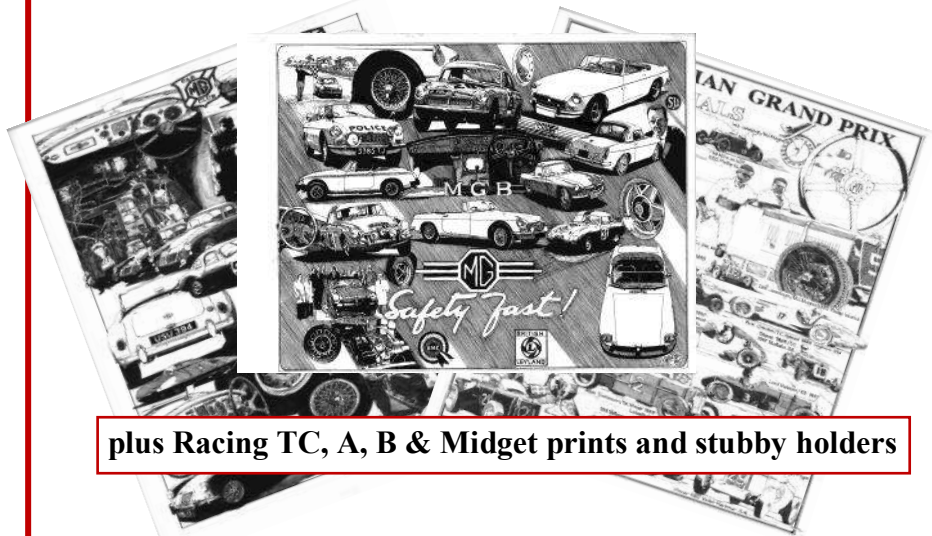
Meeting Closed 7:20 p.m.**Next Meeting**

6 p.m. Tuesday 9th April 2019.

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Thank you to those who have contributed to this edition of "On the Marque"

Please submit your contributions via email to ghaywood6@bigpond.com

It is great to have input from members as well as committee members!

**Deadline for the May edition will be
Friday 26th April 2019**

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Concours Spares	29
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**Deadline of Reports & Articles for the May
edition will be
Friday 26th April 2019**



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