

ON THE MARQUE

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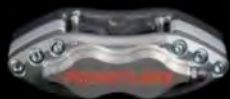
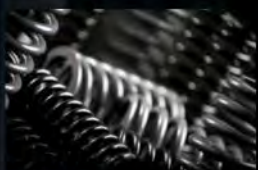
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Club Hunter region Inc.

NOVEMBER 2021



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

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



What's On

MG Car Club Hunter Region sponsored and supported activities.

NOVEMBER 2021

- ♦ **Thursday 4th—Square Riggers Natter—12pm to 2 pm Inu Café**
- ♦ **Tuesday 9th— Committee Meeting at Club rooms Must be dble Jab**
No Club Meeting due to Covid 19 restrictions
- ♦ **Wednesday 10th—Mid Week Run— The Lake Macquarie Yacht Club Ada Street Belmont—Please let Kay Bowden know you are attending, Must be dble Jab**
- ♦ **Sunday 13th—MGCCN Hillclimb—Ringwood—Practice Day**
- ♦ **Sunday 14th—MGCCN Hillclimb—A4 course Ringwood**
- ♦ **Thursday 25th—Tuning Run— meet at McDonalds Hexham car park before 9.00am - contact Austin Blanch on 0434143242 to register—Must be dble Jab**
- ♦ **Sunday 21st—Clubman Run— If voted to run see page 14**
Must be dble Jab—Jlauff55@dodo.com
- ♦ **Sunday 28th—MGCCN Hillclimb—A6 course Ringwood**

DECEMBER 2021

- ♦ **Thursday 2nd—Square Riggers Natter—12pm to 2 pm Inu Café**
- ♦ **Wednesday 8th—Mid Week Run**
- ♦ **Sunday 12th—MGCCN Regularity / Come n Try Hillclimb**
(Possible new date)
- ♦ **Tuesday 14th—Committee Meeting at club rooms 6.30 pm**
Club Meeting at Club rooms 7.30pm
- ♦ **Saturday 18th—Twilight Club Run — Meet at Club rooms -**
Contact Jeff Lauff Jlauff55@dodo.com

Changes to arrangements published in “On the Marque” will in future be advised on both the Web page and the Club’s Facebook page. Members are advised to check them for such changes as the date/time of each event approaches.



NEW MEMBERS NAME TAGS

The following NEW MEMBERS can collect their club badges when attending a club function .

The club badge should be worn during any club function.

Martin / Melanie Campbell

Trevor / Janine Clifton

John / Anne Marley

Phil / Glenys Powell

John / Astrid Perdriau

Alan Priest

John Ray

Laurie / Kris Sullivan

Ian / Carol Tracey

Peter Thomas

Roger Sheppard

Clayton Thomas

Andy Webmaier

Kevin Bailey

Mark / Karen Hodgen

Jo Barbaschow

Trevor / Sandra Soul

John / Judy Woolmer

Colin / Jandy Dray

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MGCCHR Clubman Point Scoring System

The Honour Board on the wall in the Clubroom has provision for the yearly Clubman Champion and Sporting Champion. Every member has the chance to get their name on the board through consistency of participation in Sporting Events or Clubman runs.

Sporting results are kept by the Sporting Director and apply to any MG Club endorsed sporting event that members compete in whether it is a hill climb, motor kana or racetrack event. 1 point allocated for each sporting event a member competes in during the club year. 1st, 2nd and 3rd placings are decided by the total number of points allocated and are rewarded with a trophy. The 1st placing winner's name is listed as the **Sporting Champion** on the Honour Board.

Clubman results are kept by Public Relations Officer (PRO) and are forwarded to him via (A) member responsible for monthly Wednesday mid week pub and club runs, (B) member responsible for monthly Thursday tuning runs, (C) Club Captain responsible for Sunday monthly Clubman runs. To qualify for Clubman points members must participate in a minimum of 3, mixed or the same, event runs in the same MG during the club year (July to June).

Depending on what model MG you own and or participate in will decide 1st, 2nd and 3rd place in each allocated model division. PRO allocates one point to each driver and mate for each Clubman run for each MG Division. Trophies are awarded to 1st, 2nd and 3rd place in each MG Division and to the first three MG mates (car partners, wives, girlfriends, boyfriends etc.) The overall winner (the member who participates in the most Clubman runs) wins the Clubman Trophy and has their name listed as the **Clubman Champion** on the Honour Board

Our Club also has a **NON MG** class which is designed to attract members with other marque sports cars to join our club and participate in all runs. PRO allocates one point to each NON MG sports car participating in a run. Members must also participate in a minimum of 3 runs in the same NON MG car to qualify for the trophy. There is only one **NON MG and mate** combined trophy which is awarded to the member with the highest points at the end of the club year.

Although NOT awarded annually the **Octagon Award Trophy** can be awarded by the committee to a NON committee member who in the view of the committee continually assists the MGCCHR with a range of services over the club year.

This months cover photograph is of a PA Midget wheel with a new Rudge Whitworth spinner and Blockley tyre.

The Mid Week run starts again on Wednesday 10th however a 2 Jabs certificate will be required.

The Sporting Director report this month has informed about hill climb activity at Ringwood with more importantly information about “Come and Try” which is an opportunity for members to have a go if you are inclined to get involved but haven’t taken the plunge yet. Get in touch with Gary Piper (contact details on page 5 herein).

Progress with my MGB.

I have been continuing with work to my J&S fibreglass hardtop by making a “mdf board template” for the rear window and confirming the shape by inserting it into the mounting rubber on the hardtop. I have made this effort so that I will have confidence in purchasing the rear window Perspex cut to the template shape.

The exhaust noise currently on my car especially at 100kmh speeds is very loud and annoying so I have ordered a resonator to install before the rear silencer. A more detail inspection of the exhaust system has revealed a hole in the rear silencer that full exhaust gas pressure is escaping from hence the increase in noise. I am contemplating either a full new system or just fitting a new silencer & the resonator.

Also the floor carpets in my car have been sliding forward and sometimes rolling up under the clutch, brake and accelerator pedals which is not very safe. Investigation of the floors revealed some male studs in place so I have installed female studs to the carpets and they are now secured. I purchased a set of studs from my local haberdashery store that included the installation tools.



Around the bend – the ravings of your President.

There are times when inspiration walks straight up to you and kicks you in the old Niagaras, and other times when you have to go on a search and rescue mission to find something. This is definitely the second.

I've been plodding in the shed with the usual frustrations waiting for work to be done by others, waiting for the lockdown to finish and giving the usual mates a hand with their MGs.

The same 3 names have appeared regularly in my articles, and once again this month, these boys have managed to keep me entertained. I've managed to fit them all in after we were all released from Covid home detention. It is strange that when you are locked down, you really miss going to a mates place and getting your hands dirty. You don't realise how important the little things in life are.

The Redman TC is getting exciting. Matt and Austin Blanch have put in a lot of hours fettling the engine and supercharger.

The engine was dropped in last weekend and the bits are slowly being fitted. The day it speaks again will be greatly celebrated. Evan as always has it updated on Facebook before we are even sitting down for a beer. I know Matt is waiting on the TC's departure before starting work on his race B.



I've been up to Tamworth again to visit John Colville and do some jobs on his TF. Unfortunately out of the three days I spent there, I got about an hour working on what I went there to do on the MG. Yet another trip is planned for later in November. Fortunately the mice seem to be absent at the moment. I hope it stays that way.

I've been giving an ex (and hopefully future) member a hand to awaken his late Dad's long sleeping Rubber Nose B. This is turning out a lot harder than a quick oil change, charge the battery and away you go. Stale fuel clogged every part of the fuel system (and I mean every part), the cooling system needed totally replacing and now, after running last week, has lost almost all compression. Apparently one

cylinder isn't enough to sustain life.

There were sticky valves on 1, 3 & 4. It was 'off with its head'! The decision was the easy part, nothing was going to let go easily. Nuts were totally seized to studs. Studs were seized in the head. Fortunately it is going to be a total head refurbish job anyway so WD40, hammers and in one case an angle grinder finally got the job done. We have to make it interesting for the professionals.

This actually points out the fact that if you don't use it, you definitely lose it. The MGs are meant to be driven and the more you do it, the more reliable the car is. Covid has been a hassle and I know my MGs have been sitting idle for far too long. Bev and I have saved a fortune in fuel because we just haven't been anywhere. The weekly trip to Branxton to see the kids has been on hold for too long.

Now we are double vaccinated and able to travel, we need to get the MGs out and get them up to running temperature. It's for their own good. The tuning runs are a good opportunity. The run in late October was to Wingham, around 360 kilometre round trip. Not a bad run for lunch.

The tuning run is one of the few where we really don't mind how many turn up, we just want to go for a long drive on great roads. It isn't a race, just a pleasant cruise at the speed limit. I know Austin and I enjoy setting the runs on our motorbikes.

Hopefully we can start opening up the Club (and our lives) again. We are hoping to have our first (post lockdown) and last (for the year) club night in December. This will take the pressure off those not vaccinated being refused entry. There will most likely be a restriction on the number of people allowed to enter the club's rooms. Up until then we are restricted by law to only have fully double jabbed attendees. After that, it is just 'social distancing' regulations.

Our Concours had to be postponed... nothing new there I hear you say. To hold it in December was suggested, but we are due for a wetter than normal storm season (and we know how good we are at attracting an east coast low to the area), and if it isn't raining, we get burnt to a crisp. Another suggestion is that we have a go straight after the National Meeting. a) The cars should already be looking spick and span after the Nat Meet and b) we may attract a few interstateers to hang around and enjoy our hospitality. Who knows? The committee will come up with a plan.

I hope to see you all out in your MGs, somewhere around the traps.

Steve

It looks like the next couple of months will hopefully see a bit of a sporting events revival.

With plenty happening on the hill at "Ringwood Park" it appears as though "MGCC Newcastle" is trying to catch up on a few events missed over the lockdown period. One of these events should be a regularity / come try hillclimb day tentatively scheduled for Sunday December 12. Anyone interested in attending the come try day can contact me for further information.

"GEAR" Club has an event scheduled for Wednesday December 1 at "Wakefield Park Goulburn" & because we haven't had a "GEAR" day since June I'm predicting this event will see a big roll up. All the "GEAR" Club members will be super keen to get back on a track & try out mods & improvements that have been carried out over the lockdown period. I know I'm keen to get back on the track for a few laps.

It will be interesting to see how the "Bathurst 1000" goes at a later time in the year when temperatures will be higher & track temperatures will also be considerably higher.

Coming Events - subject to Covid restrictions.

Sat November 13 - "MGCC Newcastle" Hillclimb practice day
Ringwood Park .

Sun November 14 - "MGCC Newcastle" Hillclimb A4 course
Ringwood Park.

Sun November 28 - "MGCC Newcastle" Hillclimb A6 course
Ringwood Park.

Nov 30 - December 5 - "Bathurst 1000" Mt Panorama (new date)

Wed December 1 - "GEAR" meeting Wakefield Park Goulburn.

Sun Dec 12 - "MGCC Newcastle" Regularity / Come try Hillclimb
(possible new date)

Remember drive them don't hide them enjoy your MG.

I look forward to seeing you on a run or the hill or track in the near future.

Gary Piper

The November proposed - Club Run. ????

Hi Everyone. It's now November and Christmas is just around the corner. I hope everyone has survived the Covid lockdowns and are now starting to relax a little and move safely around our community. The fully vaccinated people have now so much more freedom, business are opening up and things are starting to get back to a new normal.

Sally and I have started picnic outings each Sunday in our MGs, each trying to get out of the garage first. However, we must be fair, each can have a turn. We have been very adventurist in finding nice scenic drives with few people. Our first outing was out along the Lake to a very quiet spot at Wangi. Looking all the time for good locations for Club Runs.



We decided to go a little further on our next outing as Lockdown finished. Finding locations and roads that we didn't know existed and places we only have heard about. This trip took us up through the valley, trying to find country roads not the normal highways at 110km/h.



Going out the back way to Cessnock and across to Maitland and over to Lochinvar. Some stretches we had to travel on the highway. Once we got to Lochinvar we diverted onto the little country access roads with outstanding vistas. Little villages at Windermere, Dalwood and Leconfield with the Tiger Moth airstrip at Luskintyre. Places most people would never have seen. Our country tour came out at Branxton and back onto the highway.

As we travelled back to Newcastle we stopped off in Greta. This is a

very tidy town with parkland running along the town centre. As lunch time had almost passed us by, we started to look for somewhere to have a coffee and snack. The town has as normal a Pub, it also has a Subway, but best of all it now has, since the beginning of Covid lockdown, a small family owned Cafe, 'The Girl and the Goat'. The food was excellent, the coffee was as good as I can make and the friendly staff were a pleasure!

It was hard to leave and continue our journey, but we had places to see and people to meet, plus it was getting late on a Sunday afternoon.

Proposal for Novembers Club Run.

Picnics and gatherings are starting to happen, so I propose that in November we try a safe Club Run. This would include our normal bring your own morning tea in a park in Morpeth down by the river that has good open spaces with toilets and cover. Lunch would and could be a picnic style or Barbeque at the Norman Brown Park in Greta. There are a number of shelter areas along this stretch with BBQ and toilets. For those who are desperate for coffee or are more adventurist in eating out, across the road is 'The Girl and a Goat' Cafe that serves excellent light meals.

Now it's up to you! Would you like to try a Club Run in November? If so please contact me by phone or email so I can decide either way to organize or postpone till next year.



Until we meet again go onto Facebook and the website, to find out what is happening in our area.

Hope to see you on the road soon,
Jeff Lauff

SQUARE RIGGERS NOGGIN & NATTER

Square Riggers Noggin & Natter meeting will be allowed this month if you are double vax. If so meet at the usual location "Café inu" on 43 Denison Street in Carrington for October 2021. We can order then sit in the park area across the road to eat, drink and chat.

Come and join us as you will be welcome.



Lovely sitting yakking away and enjoying a drink and lunch during a meeting whilst keeping COVID safe.

The following are teaser Photographs to start the conversation.





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ASK AN MG GURU (1)

“Ask an MG Guru”

Last month I asked for help with the opaque rear window of my vinyl roof currently on my MGB.



Unfortunately the rear flexible plastic window of my vinyl roof is opaque and provides little rearward vision. If any member has a cure for removing the opaque film I would appreciate your suggestion.

I received 2 Answers for my help request and they were as follows.

1.0 Use SONAX Glass Polish



2.0 Use Meguiar's PLAST-RX clear plastic cleaner & polish.



Many thanks for the rapid helpful suggestions and I managed to get the Meguiar's product from SuperCheap.

Graham Haywood

Identity Crisis

It's been a while since I reported on restoration progress of my 1934 MG PA. In that time there has been a few significant changes.

In Pre-War MG circles, MG's are identified by their chassis number, so I now have an identity crisis. The remains of the MG that I purchased 5 years ago was mostly based around chassis number PA1499. Unfortunately, this chassis has a broken main rail & severe corrosion in other areas, so when Robert Gibson suggested that a replacement chassis (that he knew about) would be the easiest option, it started me thinking. Shortly after this I had hired a ute & was heading to Sydney (back when that was allowed!).

What is the story from then to now?



On the left, PA1726 (rego AJO360) somewhere in the UK shortly after WW2 Patron of the Australian Pe-War MG register, Ray Fowler has had the absolutely bare chassis of PA1726 hanging in the roof of his shed in Sydney for years. How the complete car in the above picture, was stripped down to the bare chassis that Ray had is a mystery, but I was grateful to be able to purchase a chassis that was better than anything I had in my shed. The only complication is that my car is no longer known as PA1499, its identity now comes from PA1726.

I had been working mainly on body restoration, but as a few things started to complicate this, I decided to turn my attention to the chassis & running gear. So, with a new chassis & a bit of extra home time during lockdown I set to work, straightening, cleaning, painting & assembling. Over the past couple of months, I have managed to get the chassis to a stage where it is nearly ready to stand again on its own wheels! I have some new rear axles coming from Canada & I need to sort out rear shock absorbers, but everything else is assembled & ready to go. The engine & gearbox are ready to reinstate, but

as the body needs finishing (& this will be messy), I have resisted the temptation to complete the mechanical assembly until the body work is finished & ready to paint.



The chassis waiting for new rear axles before standing up for itself again!

While I have been working on the car, I have learnt quite a few things about pre-war MG's, but I have probably learnt more about myself!

Some of the things I have learnt

About Pre-War MG's:

- * You can't have too many MG logos. A P Type rocker cover has seven logos on it (& an octagonal filler cap). There are small lead weights fitted to the brake shoes (to dampen vibrations). Each weight has an MG logo on it as well!
- * Each car has great history. All of the major components (chassis, motor, gearbox, axles, etc.) are stamped with the car number. It's interesting to find out how things have been mixed & matched together over the years.

About myself:

- * Having a break from MG work makes me appreciate it more when I get back to it.
- * Never work when I am really tired (it never ends well).
- * Restorations are long processes just keep doing the next job & eventually there will be progress!

Where to from here? The timber body frame has been disassembled, painted & reassembled. The last few rust repairs have been done to the panels from the body tub. I'm working on trying to get all of this to

fit together again. Repairs to the mudguards will follow that.

I hope to be able to take the completed chassis to the concourse at the MG national rally here in the Hunter next Easter & have it moving under its own power soon after that. Watch this space!

Elliot Burns
& PA1499-PA1726



PA1499-PA1726 as found.



Timberwork progress



Timberwork progress



Engine parts

MIDGET THOROUGHbred

Severe Tests Show Qualities of M.G.

86 MILES AN HOUR IN SPEED DRIVE

(By Our Motoring Correspondent.)

To every keen motorist the very name of the M.G. Midget means fast and safe motoring, but the opportunity to drive one is rarely available. It was with great enthusiasm that the writer accepted an invitation from Mr. Moss Williamson, Newcastle manager for P. and R. Williams Ltd., the State distributors, to put an M.G. Midget through its paces over the "Herald" test course.

THE MOTORIST who has never owned a true sports car has never enjoyed the real thrill of motoring. To him the only means of enjoying driving is to be at the wheel of a powerful closed car with its arm-chair comfort and no-draught ventilation systems. He rather pities the driver of a sports car with its hood folded down. Yet the man at the wheel of the sports car has far greater control of his car in every respect, has much better vision and looks and feels part of the car, rather than the driver of it.

This is especially so in the M.G. Midget. When one takes the wheel of the car everything seems to fit properly and the impression given is that the car was built to suit the driver. The steering wheel rests just in the right position to give accurate steering control without impairing the vision; the hand brake is placed ideally, and the remote gear lever is situated just where it should be—at the driver's left hand.

On leaving P. and R. Williams' show-rooms in Hunter-street West, the car, one of the new 10 horse-power models known as the Series T, was accelerated away through the gears towards the Memorial Drive, at Bar Beach, for a test on the hill. Synchromesh is employed for the gear changes to top, third, and second gears, and there is a pleasure in changing gears in the M.G., whether the gear to be selected is higher or lower than the one previously used. Changing up is

depressed a clash of the gears would result, but that would soon be overcome when one became accustomed to the extra length of pedal travel. In fact, after the first few miles there was no more trouble in this respect and the gears were engaged easily and noiselessly.

On the Maitland-road the M.G. soon showed that it revelled in being held at a speed of about 60 miles an hour. Corners are taken before one realises that they are there for the car has been built to conform to the standards tried out by the factory in track and road racing.

The road-holding capabilities, both from the point of view of cornering and riding rough pot-hole surfaces, are of a high quality, and this, with the positive action of the hydraulically operated brakes, gives one entire confidence when cruising at high speeds. The slogan of the makers is "Safety Fast" and the car lives up to the slogan.

When the course selected for the speed tests was reached, the windscreen was lowered and a long run was given, in which the maximum speed could be obtained. With Mr. J. Newson, of P. and R. Williams' Sydney office, at the wheel, the car crossed the finishing line at about 86 miles an hour according to the speedometer. The time taken to cover the quarter-mile was 11.5sec., which gives a result of 80.36 miles an hour. There was a fairly strong head-

Continue reading each column on next page



The Series T model M. G. Midget, which was tested recently over the "Herald" course. Its speed and cornering capabilities are aptly described by the firm's slogan of "Safety Fast."

greatly facilitated and rapid, quiet changes down can be made with the foot hard on the accelerator.

Third gear offers a wide speed range either on the flat or on a hill. On Memorial Drive the car showed outstanding climbing ability in this gear, and before the big corner was reached the speedometer was showing between 60 and 65 miles an hour. The remarkable part of this climb was that the speeds were picked up without hesitation. Starting off in low gear a change was made into second gear when the speedometer showed about 22 miles an hour. In second gear 38 miles an hour was reached and then third gear was engaged. Continuous and fast acceleration took the needle up to the 60 mark long before the corner called for a halt. A timed test could not be taken for the half-mile hill climb owing to the road work which was being done on the corner.

Plenty of Reserve Power

A return was made to the foot of the hill and a different type of run was tried. This time ordinary quiet changes were made until third gear was engaged, and it was found that the car cruised nicely with plenty of reserve power at low speed all the way up the hill. In top gear, too, the M.G. climbed easily and smoothly, and had surplus power available. On Sydney-street it was found that the gear ratios were well selected, and one could either race up the hill or drive quietly and have power on hand.

Running through the traffic in Hunter-street, the M.G. was docile and easily handled in third gear. In top gear there is surprising flexibility, and from speeds as low as 10 miles an hour in that gear the engine picks up smoothly without snatch. However, as the synchromesh gear-box allows third gear to be so easily engaged there is no point in using top at these low speeds. The writer found that unless the clutch pedal was fully

wind blowing as the M.G. entered the measured course, otherwise the result might have even been better than it was.

Acceleration Figures

It was over the same course that the acceleration figures were taken. The standing quarter-mile was covered through the gears in the excellent time of 21.1-10sec. As the finishing line was crossed the speedometer was nearing the 70 miles an hour mark. From standstill the car reached 50 miles an hour in 10.1-5sec., and 60 miles an hour was attained in 15sec. Both these figures show what exceptional accelerating power is given out by the small 10 horse-power 4-cylinder engine.

The average large car, with its powerful engine, would probably take 17sec. to reach 50 miles an hour, and about 23sec. to reach 60 miles an hour.

Brake tests show that the Lockheed hydraulic foot brakes are fully capable of dealing with the outstanding road performance of the M.G. and from 30 miles an hour they brought the car to a standstill in 28 feet. The handbrake is of the racing type. To release it one merely pulls it a little further on and lets it go. If the car is to be parked a catch at the top of the lever is pressed to keep the hand brake locked on.

An English two-seater, close coupled body is fitted and the hood and rigid side curtains provide snugness in wet weather. Considerable luggage space is provided under a tonneau cover at the rear of the driving compartment, and at the rear of that again is a 15 gallon fuel tank, to which the spare wheel is attached.

The smart, rakish appearance of the body, the long flowing mudguards and the cutaway doors give the car a true sporting look which must appeal to all lovers of fine cars.

AERODYNAMIC STUDY OF MGA

The following is an excerpt from an aerodynamic study by Cornish, J. J., & Mississippi State University. (1963). "*An analysis of the airflow around the MGA roadster.*"

For the full Report see <https://www.mgexp.com/article/mgb/pdf/mga-roadster-airflow-analysis-msu-1963.pdf>

AN ANALYSIS OF THE AIRFLOW AROUND THE MGA ROADSTER

Introduction

The problem of designing a vehicle whose contours offer the minimum resistance to its passage through the air has long been recognized by the builders of airplanes, airships, and other flying machines. Because the air resistance or "drag" increases as the cube of the velocity, vehicles which travel at relatively high speeds must, of necessity, be designed to produce as low a drag as possible to avoid excessive power requirements. The art and science of producing "streamlined", low-drag shapes has become highly developed in the aircraft industry and, of more or less recent date, has been considered by the manufacturers of automobiles. With only a few notable exceptions, however, these latter attempts have been singularly unsuccessful. The questionable benefits of such "eyeball aerodynamics" must certainly be restricted to an esthetic illusion of higher speed and often produce unnecessary disturbances to the airflow. These excursions into aerodynamic design are generally harmless, however, since the power required to accelerate these heavy vehicles at an acceptable rate is usually more than sufficient to allow speeds well above legal limitations. Furthermore, many owners of automobiles appear prepared to accept, however reluctantly, the resulting penalty of very low gas mileage.

There are, however, aerodynamic problems other than drag reduction which result in annoying characteristics when the automobile is in motion. The "drumming" or resonance which occurs at certain speeds in some vehicles, the inflow of exhaust gases or dust into the rear windows of station wagons, poor engine and passenger ventilation, and high aerodynamic noise levels are all factors which detract from the pleasure and, indeed, the utility of the automobile. It is primarily toward these problems, rather than drag reduction, that a study was directed by the Aerophysics Department of Mississippi State University.

The present paper, as a part of the overall study, is concerned with the flow of air around a typical open sports roadster, the MGA. The purpose of this work is to define the general flow field around the vehicle and to isolate those undesirable characteristics which thereby become apparent. Several specific items have been singled out for particular attention and more detailed, quantitative measurements have been made in these cases. It is intended that subsequent corrective measures will be made to reduce or eliminate the characteristics so defined.

Discussion of Apparatus and Experimental Techniques

As previously mentioned, the test vehicle employed in the present investigation is the MGA open roadster shown in detail in Figure 1. Because of the severe buffet and undesirable reversed flow in the open cockpit at almost all speeds, the study was conducted in the "top down" or open condition. Two automobiles were actually used in the investigation, a white 1959 MGA and a red 1960 MGA 1600.

Several techniques were used to define the general flow around the vehicle. The flow over the immediate surface was visualized by means of numerous three-inch tufts of nylon yard attached to the automobile with bits of plastic adhesive tape as shown in Figure 2. By photographing the automobile while underway from a remotely mounted camera or from a chase car, the flow directions at the surface could be easily determined. Areas of reversed, separated, or disturbed flow were readily isolated in this manner and could then be studied in detail.

The flow patterns determined were also used to justify a correlation between the full scale automobile and a scale model subsequently studied in the Aerophysics smoke tunnel as shown in Figure 3. By means of the smoke tunnel, the flow field away from the surface could be visualized, thus affording a more complete knowledge of the overall flow pattern.

In addition to the scale model smoke studies, full scale visualization of the flow at the rear and behind the automobile was accomplished both by releasing a white powder from the automobile while underway and by running over stripes of powder laid down on the roadway. The clouds of white powder so entrained were photographed to determine the pattern of the flow in the wake of the automobile.

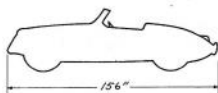
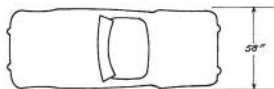


Figure 1. MGA Open Roadster .

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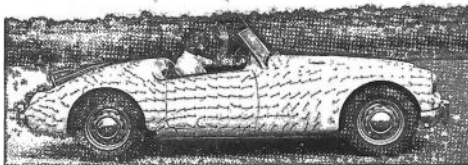


Figure 2. Tufts on Full Scale MGA .

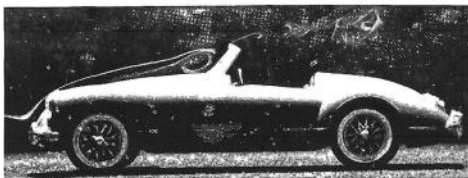


Figure 3. Scale Model in Smoke Tunnel.

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The flow in the boundary layer on the hood and at the base of the windshield were of particular interest and measurements of the local velocity distribution were made in these regions. A flexible plastic tape consisting of twenty tubes joined together was taped to the hood. It extended from the base of the windshield along the hood, across the center of the grill and bumper and under the automobile for about one foot. The end of the tape nearest the windshield was passed into the cockpit where the tubes were connected to a bank of water-filled U-tube manometers. At the other end of the tape the tubes were sealed shut. Tiny holes cut in the tape, one in each tube, allowed the static pressure to be measured at various locations along the hood. A Kiel-type total head tube mounted on a support so as to be well above the influence of the automobile was connected to the opposite sides of the bank of U-tube manometers so that the resulting deflections indicated the local velocity at the location of each hole in the tape. These velocities were measured at various automobile speeds and were plotted as a function of the distance ahead of the windshield.

Essentially the same system was used to measure the boundary layer at various stations along the hood. A "rake" of total head tubes was attached in a similar fashion to the multi-tube photomanometer and the velocities within the boundary layer were measured. This equipment is shown in Figures 4 and 5.

Discussion of Results

The flow over the MGA as tested with the top down is characterized by the separated wake caused by the windshield. This region of reversed flow behind the windshield constitutes the largest and, therefore, the most obvious aerodynamic disturbance in the flow field around the automobile. It is also the most annoying aerodynamic feature of the automobile. As seen in Figure 6, the flow separates from the top of the windshield, passes over the cockpit and causes a wake of considerable magnitude to be generated behind the automobile. The reversed flow within the wake of the windshield flows back into the cockpit, over the rear deck and trunk lid, and results in a considerable buffeting of the passengers even at moderate speeds.

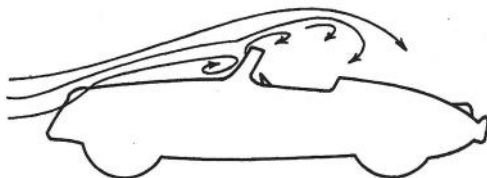
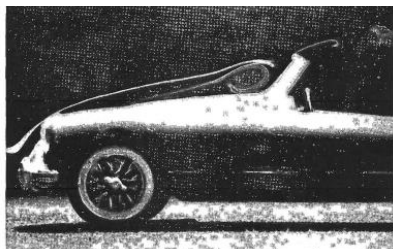


Figure 6. Airflow over MGA Windshield.

Although the flow behind the windshield is the largest region of separated flow, it is, by no means, the only region. Perhaps the most interesting area of separated or reversed flow occurs ahead of the windshield. As the flow of air over the hood approaches the windshield, it enters a region of higher pressure since, due to the presence of the relatively steep windshield, the air is slowed down. Also, during the passage of the air across the hood, a boundary layer is built up due to the skin friction between the flow and the hood. This boundary layer, moving into the high or adverse pressure region, separates before reaching the windshield, causing a relatively strong vortex to be developed at the base of the windshield. This vortex, also seen in Figure 6, causes the air near the base of the windshield to actually flow forward in the direction of motion of the automobile.

Another region of interest is the flow beneath the automobile. In this region, the relatively high velocity air flowing between the car and the road surface results in a low pressure beneath the car which causes the

air flowing along the sides of the car to be sucked under the car (see Figure 2).

Other regions of separated flow exist at the very rear of the automobile and on the fenders just behind each wheel. These regions can also be seen in Figure 2. Figure 7 shows a schematic diagram of the general flow field around the MGA wherein the regions of separated flow are marked with cross hatching.

With the general flow field defined, more detailed measurements were made in several specific areas which were uncovered by this preliminary analysis. As a first point of interest, in following the passage of air across the automobile, the flow into the radiator grill was examined. The MGA grill consists of a number of vertically oriented strips of metal placed at approximately

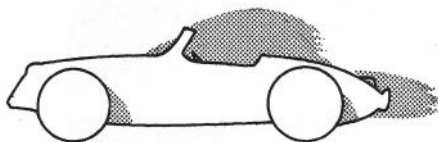


Figure 7. Areas of Separated Flow.

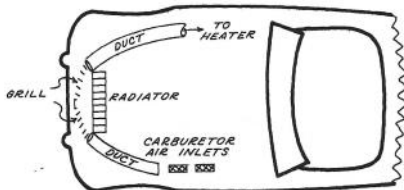


Figure 8. Schematic Diagram of Engine Compartment.

45° to the direction of motion as shown in Figure 8. These strips cause the incoming flow to be deflected inward toward the radiator. This deflection, however, makes the air flow across rather than into the duct which is supposed to supply fresh air to the carburettor intakes. As a result, only a negligible amount of air flows into these ducts. Since engine performance is affected to a considerable degree by the inlet temperature, consideration should be given to the adverse effects of this ducting inefficiency.

The air which passes into the engine compartment through the radiator flows over the engine and then out the open bottom of the automobile into the low pressure region which exists there. This low pressure beneath the car lowers the pressure inside the engine compartment. The variation with automobile velocity of this pressure in the engine compartment, measured with respect to ambient static pressure, is shown in Figure 9. In addition, as mentioned previously, this low pressure beneath the car sucks down the flow of air along the sides of the automobile, Figure 2. The effects upon the wake of this flow beneath the car will be discussed later.

Much of the flow approaching the front of the car does not, of course, flow through the grill and radiator, instead, it passes over the top of the hood. The velocity of this air as it flows over the hood toward the windshield is shown in Figure 10. Notice, in particular, the peaks in the

velocity distribution caused by the bumper and the emblem or "marque" at the upper part of the grill. It can also be seen that the velocity gradually decreases as the windshield is approached, giving rise to an adverse pressure gradient along most of the hood. The velocity distributions at different speeds are plotted in non-dimensional form in Figure 11 from which it can be seen that the local velocity varies directly with automobile velocity.

With this knowledge and knowing the pressure inside the hood, the pressure difference across the hood can be calculated. This calculation is presented for two speeds in Figure 12 and shows that the pressure is higher outside the hood than inside the engine compartment. If outlet vents are installed to allow an escape for the hot air inside the engine compartment,

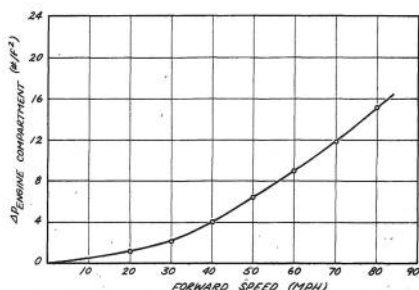


Figure 9. Pressure Reduction in Engine Compartment Below Freestream Static Pressure.

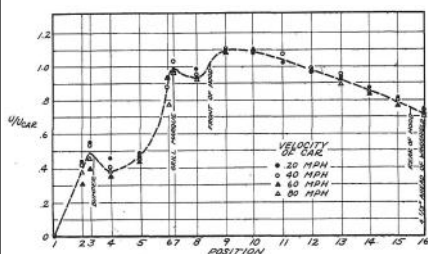


Figure 11. Non-dimensional Velocity over Hood.

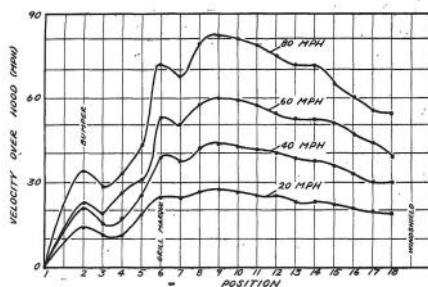


Figure 10. Flow Velocity over Hood of MGA.

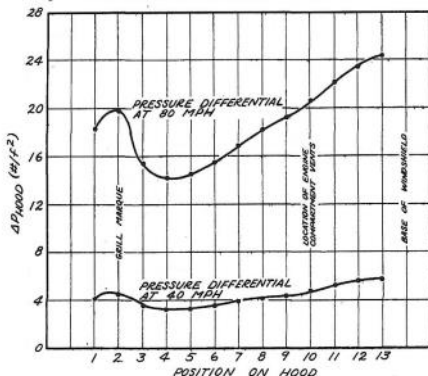


Figure 12. Pressure Differential Across Hood.

they should be placed in a region where the pressure inside the compartment is higher than that outside. The presently installed vents on the MGA are placed rather far aft and are in a region where a higher pressure exists outside the hood. As a result, air flows in rather than out of these vents and further reduces the fresh air supplied to the carburettors. Furthermore, the pressure differential increases drastically with speed.

As the air flows over the hood, a boundary layer is developed as a

result of the friction between the hood and the air. The velocity profiles within the boundary layer were measured at various locations along the hood and are presented in Figure 13. This boundary layer, moving into the adverse pressure gradient ahead of the windshield, separates or leaves the hood before reaching the base of the windshield causing a strong vortex to be developed there. This stagnation vortex is a common feature of flows moving into the adverse pressure gradient caused by the presence of an obstacle. The vortex is seen in Figure 6 which shows a model of the MGA mounted in the smoke tunnel. Further evidence of its existence is shown in Figure 14 where it can be seen that the tufts near the base of the windshield are indicating a reversed flow direction. It is of interest to note the similarity of the dimensions of the vortex on the model and that on the full scale automobile. The presence of this reversed flow on the windshield causes an annoying accumulation of large rain droplets when driving through even moderate rain showers. The windshield wipers must be operated for quite some time after a shower has passed to clear the windshield of droplets which are blown back off of the hood. Droplets on other portions of the windshield are carried away by the relatively high velocity undisturbed air stream.

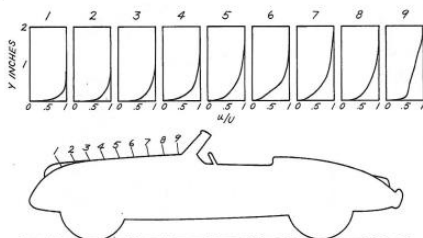


Figure 13. Boundary Layer Development on Hood.

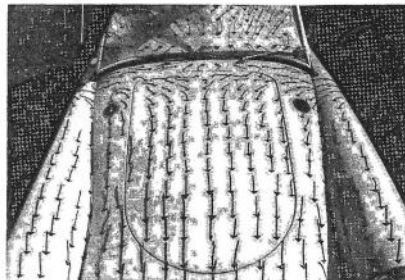
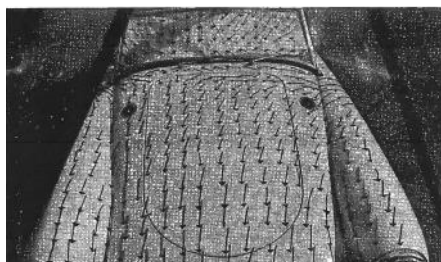
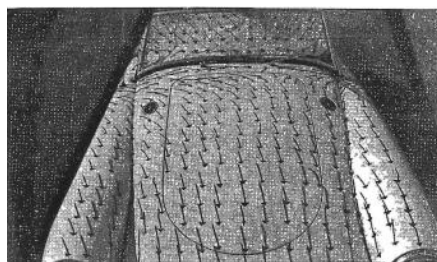


Figure 14. Tufts Showing Separated Flow Ahead of Windshield.

Another problem which arises from the presence of this vortex results from the extreme instability of the flow in this region to cross-flows. When driving in a cross-wind, the flow pattern shown by the tufts in Figure 14 is altered, depending upon the direction of the cross-wind, as illustrated in Figure 15. Here it can be seen that the stagnation area is shifted to the downwind side of the windshield. This shift causes the pressure distribution across the base of the windshield to vary according to the wind direction and velocity. For example, with a wind from the left, the pressures on the right side of the base of the windshield are higher than those on the left. This, in itself, would be no cause for concern were it not for the fact that the windshield washer jets are located symmetrically at the base



Cross-wind from Right of Car.



Cross-wind from Left of Car.

Figure 15. Tufts Showing Effects of Cross-wind.

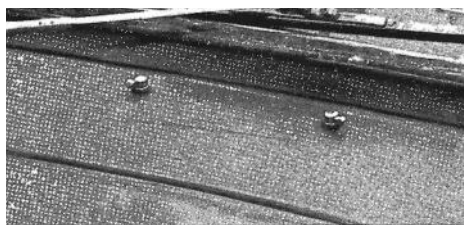


Figure 16. Location of Windshield Washer Jets.

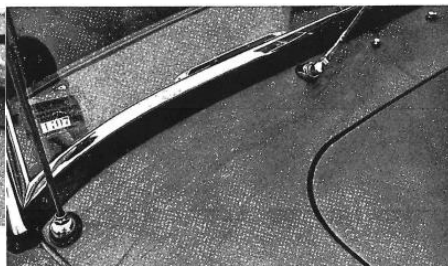


Figure 17. Stains on Hood from Washer Fluid.

of the windshield (Figure 16). When the pressure across the base is also symmetrical, that is, no cross-wind, there is the same pressure on each washer jet. However, in a cross-wind when the pressure across the base is altered, there is a higher pressure on one jet than exists on the other. In this condition, the windshield washer fluid is forced out of the connecting tubing, through the jet, and flows out onto the hood. It then is carried away by the airflow in this region. No real problem results unless some type of "bug solvent" is mixed with the washer water, which then causes unsightly stains to develop on the hood each time the car is driven in gusty air (Figure 17). These gusts may even be caused by the passage of approaching trucks on the highways.

Most of the air flowing toward the windshield does not become involved in the vortex at the base but instead flows over the windshield. Because of the high velocity of this air at the top of the windshield and because of the sharp discontinuity there, the air, obviously, cannot flow down behind the windshield but separates and passes back over the cockpit as shown previously in Figure 6. As a result of the relatively high velocity of this separated air-stream, there exists a pressure in the cockpit which is lower than the ambient static pressure. The variation of this pressure with the forward velocity of the automobile is shown in Figure 18.

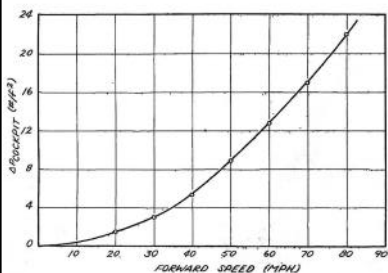


Figure 18. Pressure Reduction in Cockpit Below Freestream Static Pressure.

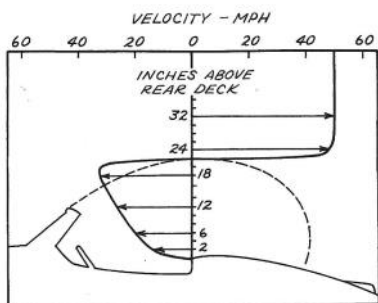


Figure 20. Velocity of Reversed Flow Behind Cockpit.

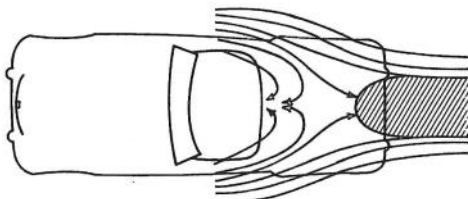
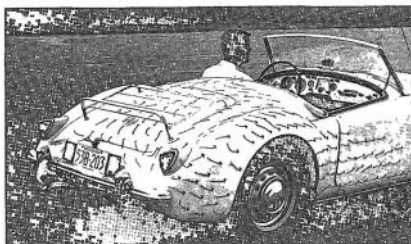


Figure 19. Tufts and Diagram Showing Flow over Rear of MGA.

Having passed over the cockpit, the flow then turns downward and finally impinges on the rear of the car at about the center of the trunk lid. From this point, part of the stream flows down the back of the trunk and hence off into the wake. A considerable amount, however, is drawn forward into the low pressure region existing in the cockpit. The nature of this flow on the rear of the car is shown in Figure 19. The velocity of the flow moving into the cockpit from the rear is rather high and it results in an extreme buffeting within the cockpit. Air is also drawn into the cockpit over the tops of the doors as shown by the tufts in that region in Figure 2. The distribution of the magnitude of this reversed flow is given in Figure 20. This reversed flow, mixing into the high velocity flow over the top of the cockpit forms a strong vortex behind the windshield and is the predominant disturbance to the flow over the automobile. Such flow is, no doubt, a characteristic of most open roadsters. Despite its strength, however, this vortex does not affect the air well down in the cockpit. The air beneath the instrument panel and near the floor remains almost absolutely quiescent. Temperatures developed in this region after protracted driving become uncomfortably high because fresh air cannot enter to carry away heat from the engine and transmission.

As mentioned, the air which does not flow back into the cockpit passes over the rear of the automobile and subsequently joins with the air which has come under the car to form the wake. These streams, together with those from the sides of the car, converge at a point approximately five feet behind the rear bumper. The extremely turbulent nature of this wake is easily seen by the large cloud of dust generated by the passage of the car over a three foot wide stripe of powder laid down perpendicular to its path (Figure 21).

Concluding Remarks

It should first be emphasized that this analysis is not intended as a criticism of any particular design or of automobile designs in general. Instead, it is intended to demonstrate the potential of well-developed techniques of flow visualization and measurement in improving the aerodynamic characteristics of automobiles. It is obvious that shortcomings in the aerodynamic design of automobiles can readily be rectified only if a clear understanding of the flow patterns around these automobiles can be obtained. The techniques illustrated in this analysis were primarily developed to aid in the study of airflow around various aircraft and have proven to be of invaluable assistance in making modifications to existing designs. Similarly, it is felt that the present analysis has defined a number of aerodynamic shortcomings and that it will greatly facilitate the design of modifications to alleviate the problems so defined.

In particular, the following specific aerodynamic problems were isolated and defined.

- (a) The MGA grill alters the course of the flow entering the front of the car in such a manner as to deflect it away from the entrance to the carburettor air duct and the heater duct.
- (b) The high velocity air passing beneath the car reduces the pressure within the engine compartment to the extent that it is lower than the pressure on the hood.
- (c) The air outlets on the hood are located in a position at which the pressure outside is higher than that inside the hood. As a result, air flows in rather than out of these ducts.
- (d) A strong stagnation vortex exists at the base of the windshield. This vortex disturbs the flow over the windshield giving rise to problems with rain and the operation of

the windshield washers.

- (e) A strong reversed flow of air enters the cockpit from the rear causing severe buffeting in that region.
- (f) Insufficient ventilation or circulation is provided near the bottom of the cockpit causing high temperatures to develop in that region after protracted driving.
- (g) The disturbed flow beneath the car, joining with the flow from above, produces a large wake of entrained flow behind the automobile.
- (h) The noise level due to flow separation and other aerodynamic sources is particularly high.

As a conclusion to the present study, modifications are being designed to eliminate or allieviate these aerodynamic problems.

10/27/2021

MG Car Club Podcast

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The latest news, interviews and members' stories from Kimber House, home of the MG Car Club.

MG CAR CLUB PODCAST

I have recently become aware of a podcast that can be accessed via a smart phone, computer, I-Pad or Tablet.

It is like tuning in a radio similar as in my youth and the podcast I have been listening to have been coming from the MG Car Club in the UK.

They have very interesting conversations with MG Owners around the world talking about their MG's and how they have restored or improved or used them in various car club activities.

I recommend accessing the podcasts as I personally found them interesting and entertaining.

The podcast can be accessed via <https://www.mgpodcast.uk/>

From the editor
Graham Haywood

2022 MG National Meeting

Bulletin 1



Greetings to MG enthusiasts around Australia and further afield!

With the 2020 and 2021 National Meetings having been cancelled due to Covid-19, we are thinking positively that 2022 will be a better year for us all and we are well advanced with planning for the 2022 National Meeting.

You are invited to join MG Car Club Newcastle for "MGs by the Lake" 15th to 19th April 2022!

The event will be based around Lake Macquarie over the 2022 Easter Weekend. We look forward to welcoming you and your MG to this beautiful part of Australia. Lake Macquarie is the largest coastal salt water lake in Australia and is renowned for its beautiful scenery and variety of water sports. It is a city in its own right, just 25 minutes' drive from the centre of Newcastle.

Lake Macquarie City Council has come on board as a major sponsor and we are grateful to them for their support.

All the traditional activities and events!

All social events will be held at Club Macquarie in Argenton. A variety of accommodation is available close to the main venues, including 36 rooms on-site at the club's own motel.

Friday - Registration & Noggin n Natter

Club Macquarie is just 5 minutes' drive from the Lake, and is the venue for Registration and all the evening social events. There is ample space for Registration, Scrutineering and the Noggin n Natter including the Rocker Cover Racing.

Saturday -The Concours

The Concours will be held in beautiful Speers Point Park, right on the shore of Lake Macquarie, with a large paved area available on the off-chance of inclement weather. Speers Point Park features many shade trees, picnic facilities and one of the best children's playgrounds you'll ever see. Food and drinks will be available during the event, or there are many cafes and restaurants in Warners Bay - a 5 minute drive around the Lake.

We are planning an optional scenic cruise on the Lake for those who aren't directly involved in the Concours and want to see more of this lovely area.



Sunday - Speed Event

Those with the need for speed will be able to test themselves and their cars on our recently extended and improved hillclimb at the Club's Ringwood Park complex, an easy 40 minute drive north of the Lake.

Monday - Motorkhana

The motorkhana will take place right alongside Lake Macquarie at Rathmines, a 20 minute drive from Club Macquarie. This is where the famous Catalina Flying Boats were stationed during the 2nd World War, and the area is steeped in history. Competitors can be assured of interesting motorkhana tests to challenge their driving and navigational skills.

Sunday and Monday - Touring Events

Lake Macquarie will be the backdrop for the Observation Event and Kimber Run. Participants will enjoy the scenic landscape and interesting roads, and maybe a few testing questions to sort the field.

Saturday and Monday - Social Events

The Theme Night and Presentation Dinner will be held at Club Macquarie. As 2022 marks the 60th anniversary of the launch of the MGB, we will be going "Back to the Sixties" for our Theme Night. Ladies, start searching for your old mini-skirts and knee-high boots, and men, dig out those flared trousers and paisley shirts (if you're game!) for a fun time celebrating the "good old days".

Tuesday – Farewell Breakfast

The farewell breakfast will be held right on Lake Macquarie at the Belmont 16 Foot Sailing Club. The venue overlooks the sailing boats moored on Belmont Bay, a scenic 20 minute drive along the Lake's edge from Club Macquarie. The Delegates' Meeting will follow at the same venue.

A Special Note about Accommodation

MGs by the Lake will coincide with the Australian Deaf Games being held in Newcastle and Lake Macquarie, which will create additional demand for accommodation in the area. The NatMeet website provides a list of hotels, motels and apartments that are convenient to most of the event venues, and we strongly encourage you to make reservations as early as possible to ensure you secure your preferred accommodation. There are 36 rooms at "Macquarie 4 Star", part of the Club Macquarie complex, and these are expected to be in high demand.

To ensure you are kept up to date, please go to our NatMeet 2022 website, click on the "Express Interest" button and provide your contact details so you will be added to our email list to receive further bulletins and updates.

Contacts for more Information:

Website - natmeet2022.mgcarclub.com.au/

Chair - Bruce Fraser – chair.mgnatmeet2022@gmail.com

Secretary - Fran Hodgson - mgnatmeet2022@gmail.com

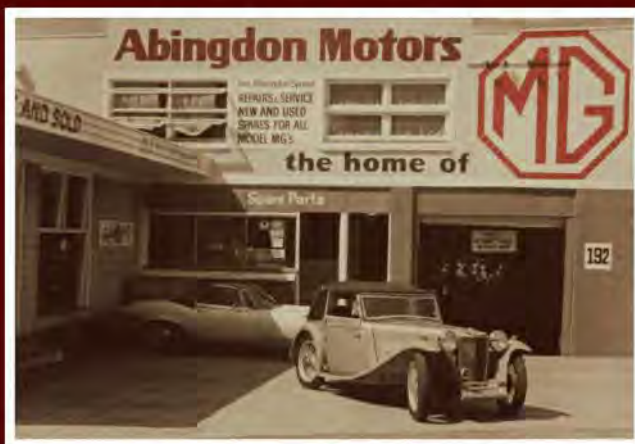




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FOR SALE

“MGB SALES BROCHURE”

16 full colour pages in landscape A4 format. Cover states “with five bearing crankshaft 1800 c.c. engine”. Very good condition. Has “L1420” hand written in biro on the cover (for L read pound sterling symbol). \$25 excluding postage. Or pick up in central Newcastle.



“MGB SERVICE MANUAL”

This manual specifically relates to MGB BL O/D YHN9 825 Registered in NSW as BJN 532 and purchased new by John



Hills from P & R Williams on 23 October 1970. Part No. TP619D. Pertinent document for any owner of a similar MGB. 16 A5 pages including the plasticised cover and full Maintenance Schedule. Good condition.

“Owner’s Manual” for Diamond Dot car radio fitted to MGB BJN 532 by Talent Car Radios at Kogarah on 22 October 1970. 16 A5 pages including the cover in good condition.

“Austin Morris Dealers and Service Centres in Australia” Leaflet listing all dealers, locations and tel. numbers. A4 in size but folded into eight panels. Printer’s code indicates 1970 in line with documents above.

As these three items are related to each other they are offered as one lot at \$25 excluding postage. Or pick up in central Newcastle.

Email Rob at robertanddenny@gmail.com

MOTERING LIBRARY ARTICLES FOR SALE

Downsizing my motoring library. MG and other books for sale. Email Rob at robertanddenny@gmail.com for full list.

FOR SALE

FOR SALE. \$8500 ENCLOSED TILTING CAR TRAILER

This trailer was purpose built to suit a MG TC, but will equally suit any small car or other purpose.

The Vinyl curtains allow easy access to tie down and secure the vehicle and the upgraded single axle provides sufficient strength plus allow easy manoeuvring.

Includes;

Hot dipped galvanised base with upgraded heavy duty axle, springs and bearings.

Fitted with light truck tyres.

Frame tilts with hydraulic ram for easy loading/unloading.

Mechanical disc brakes and spare wheel.

Aluminium frame, roof and nose cone.

Vinyl curtains on sides and rear.

Front storage boxes.

Split rear ramps.

Loads of tie down points.



Internal 4000mm long x 1970mm wide x 1540mm high External 6000mm long x 2450mm wide x 2070mm high NSW registration till 24/9/2021 Tare....840kg. ATM.1890 kg INSPECTION WILL NOT DISAPPOINT Ring Albert 0428687304

FOR SALE

FOR SALE 1968 MGB

1968 MGB Mk 2, "CAMS" logbook and current historic road registration with MGCCHR...This classic British racing green MGB with "J&S" fibreglass hardtop is ready for track or to drive on the road...**\$22,000 neg phone Ian Ashton on 0429592823**



Vehicle specifications.

The suspension has been lowered 2 inches with upgraded front coils & rear springs, heavy duty front & rear sway bars, tramp rods, gas rear shock absorbers. There is air an intake for the oil cooler and ducting to the front brakes. Brakes have competition front discs & pads, plus competition rear shoes. The cockpit is fitted with a "Cams" approved roll bar. The car sits on 6 inch wide "Rostyle" steel wheels fitted with 185 / 60 road legal semi slick tyres..

A dual axle car trailer can be added to the deal for \$2,500.00.

1860 cc capacity,
Crane cam followers,
Crane pushrods,
3/4 race cam,
Rollmaster cam gear set,
Lightened flywheel,
modified cylinder head,
enlarged baffled sump,

engine fully balanced,
competition clutch,
extractors & free flow exhaust,
modified water pump,
Electronic ignition,
alloy oil catch tank.
45 DCOE Side draft Weber
carburettor

FOR SALE

WANTED TO BUY

I am looking for early MGB 5 inch wide steel rims and hub caps fitted to early MGB GT's as per attached photograph to fit on my MGB GT.

Please notify me on ray.sharon@bigpond.com or 0425245100 with price and location



FOR SALE

Complete Workshop Manual for a modern MG TF, 480 Pages of mechanical instruction with pictures at a bargain price

\$45, includes postage within NSW, Contact John Fletcher mb 0407 704 853



DISCLAIMER

Technical tips and methods suggested herein are the views of the person submitting them and the club cannot accept responsibility for the accuracy of these whatsoever. Persons following these tips and methods must make sure of their personal safety when applying them.

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CLUB MEMBERSHIP ENDS JUNE 30 NEW YEAR OF MEMBERSHIP STARTS 1ST JULY

**HISTORIC or CLASSIC REGISTRATION REQUIRES FINANCIAL
MEMBERSHIP OF A REGISTERED CAR CLUB SUCH AS
MG CAR CLUB HUNTER REGION**

Applications for renewal or new membership can be accepted
now.

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 December edition will be
Friday 26th NOVEMBER 2021**



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