

# THE TIME machine

A wonderful MG  
for Santa to drive  
to the Christmas  
party. Here he is  
with his helper  
and other ladies!



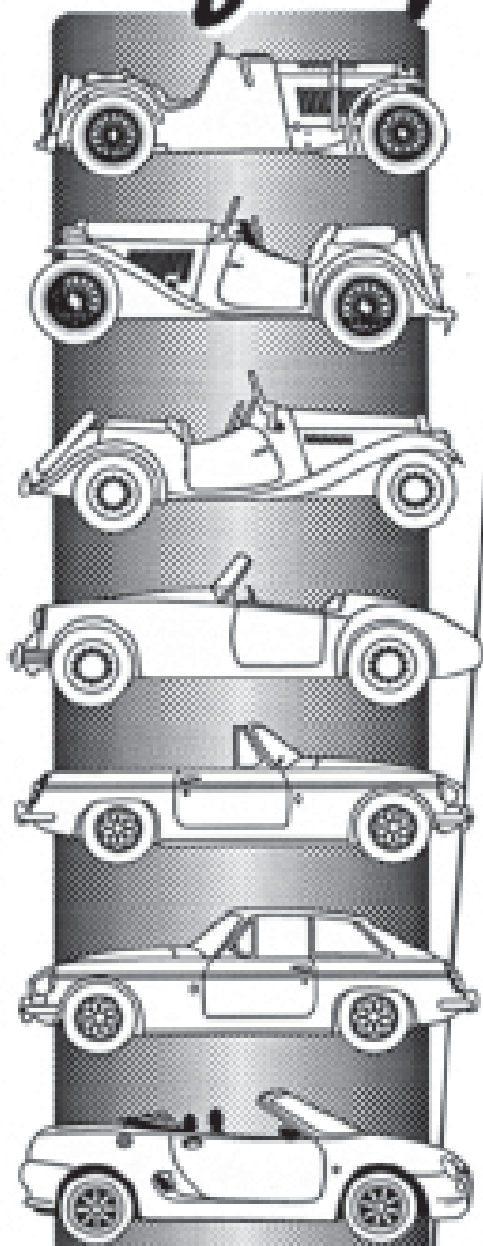
The Official maga-  
zine of the Gold  
Coast MG Car Club

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February March 14

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# THE TIME MACHINE

The OFFICIAL JOURNAL of the GOLD COAST  
MG CAR CLUB INC.



Affiliated with the MG Car Club UK  
and C.A.M.S.

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NB. The Commitee welcomes your phone calls, but please before 9.00 pm.

# President's Report

Another month has come around and I hope that you all spent a wonderful Christmas and New Year with family and friends or on your own on a desert island, whatever took your fancy!

It's now time to look ahead to many MG experiences – the reason you bought your MGs, I assume?

Your Vice President, with help from her team, has put together a vast and varied list of events, ranging from Mid-Week runs to Last-Sunday-in-the-Month runs to Meeting-other-Classic-Car-Club-Member runs to weekends away to our National Meeting in Ballina and to sporting events on the race tracks of South East Queensland...

For me, I have rebuilt my MGA race car motor so have entered the TTT Day – Try, Test, Tune – at Morgan Park, Warwick, on 15 February. So, if there are any budding track drivers out there looking for a fun day on a real race track under supervision, now is your chance to join me. Give me a call – you will be so pleased you did!

February will see our next Noggin & Natter – but this time we will hold a brief General Meeting so that you all get an idea what your committee does on your behalf to keep us all happily driving our MGs. Maybe we will ask Laurel to tell us what it is like for a Lady to live out of a suitcase for 3 months through third-world countries while travelling in an MGA!

Also in February, we will get the opportunity to say our Goodbyes to Robin and Linda Godfrey as they plan on returning to the UK after spending many years traveling the globe!

Our next Time Magazine is due early April, so now is a good time to encourage you and your friends to book a room in Ballina for Nat Meet 14 – our inaugural social event that will showcase our Club to the MG family of Australia. Please don't leave your booking too late – this Nat Meet will set the benchmark for future Social Nat Meets and I guarantee you, will be spoken about for many years to come!

Lastly, but very importantly, this is your magazine too and Carole, our hard-working Editor, would love all of you to write something suitable for us to enjoy – your earliest MG experiences; MGs you have owned over the years; funny happenings, which probably weren't funny at the time – anything that will prove my belief that we have a wonderful club with members who have all done exciting things over the past years.

See you on the road, **President Dave**

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## From the Editor

We hope that this edition of the Time Machine will be put on the website and I am working with the webmaster to this end. It will be in full colour, so keep an eye out in the next few weeks on our website. Then you can see all the Christmas photos and members cars in colour!

My thanks go to the members who wrote articles for this Time Machine.

**Editor Carole**



# Cut off date for next magazine - Mar 15

Articles, letters to the Editor and suggestions from members are most welcome.

Email Carole Cooke - [cazcooke30@gmail.com](mailto:cazcooke30@gmail.com)

Committee meetings: the first Monday of each month at the Gold Coast Antique Auto Club rooms, Mudgeeraba Road, Mudgeeraba, UBD Gold Coast Map 48 A-B 18

**Membership: \$70 per year (due June 30) (\$35 after 31/12)**

**Joining Fees: \$20** Membership forms available on our website - [www.goldcoastmgcarclub.com.au](http://www.goldcoastmgcarclub.com.au)

Membership at Sept, 2013	Active	142		
Joint 119	Associate	8		
Life 5	Honorary	2	<b>TOTAL</b>	<b>276</b>

Payments made directly into the Club's bank account must include **payee's name**

Direct Deposit Details -

Bank - ANZ Surfers Paradise, BSB 014 704

Account 3786 50734

Account name - Gold Coast MG Car Club Inc.

Cheques to be made out to - Gold Coast MG Car Club Inc

**It is a pleasure to meet new members, we hope to see you as regular participants at our many outings. You will find us friendly, so just make yourselves known!**

**GOLD COAST MG CAR CLUB INC**

The Secretary,

P.O. Box 1018, Southport Qld 4215

Email - [goldcoastmgcarclub@hotmail.com](mailto:goldcoastmgcarclub@hotmail.com)

Opinions expressed in THE TIME MACHINE are those of individual contributors and are not necessarily the opinions of THE GOLD COAST CAR CLUB Inc, or its Committee.

# Christmas Lunch - December 15

It was a hot Sunday morning and after carrying numerous tables and chairs from the club room down to the undercover seating area it was even hotter.

At about midday the club members began to arrive, in total I believe there were about 70 of us all looking forward to a scrumptious lunch; we were not disappointed.

We were all asked to bring a gift to exchange and open at our tables, this could have been dangerous as the person that provided your gift could (as in my case) be sitting next to you. So after unwrapping it was essential to make a complimentary comment; I think I got away with it!

Then the highlight; Father Christmas!

All these years I believed in the big bloke in red with the white beard but to my astonishment it turned out to be Brian Hockey - what a disappointment! Seriously though Brian you did a great job.

It was nice, for once to win a raffle prize, I thought our luck had changed until realizing that everybody got a prize (nice touch).

Well done Marie and her team, a great day was had by all!

Happy New Year,

**Nic and Barbara Tyler.**



*Pam Everitt made this lovely Christmas cake. Sam and Pam were unable to attend the Party. This cake was put to Auction with Laurel Godwin and Jean Bailey trying to outbid each other. Laurel won!*





**A most enjoyable part of the day was Santa and helper Carole giving out Christmas presents - obviously!**









**Behave yourself Gary!**



*Carole is helping Santa put on his boots*

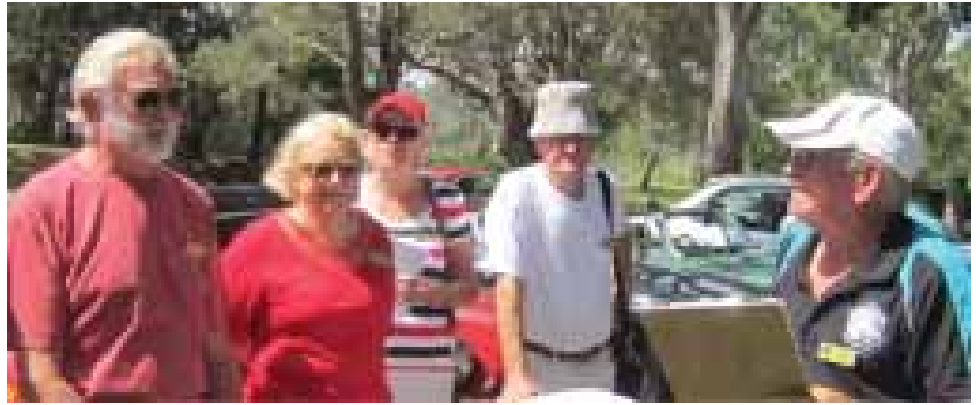
*Dear Santa*

*I just want to say thank you for my present at the MG Christmas Party – I received two \$5 Scratchies and am now \$33 richer.*

*Ta muchly, Keith*

# LSIM-To the Canungra Pub via Chillingham

Over 20 cars left the clubhouse for the last Sunday in November run organized for us by John & Lynn Talbot.



We headed into northern NSW via Kennedy Drive towards Bilambil and onto the really lovely drive along Hogans Rd. The rainforest in this area is thick and beautiful with the road narrow and winding through it. Jim and I were delighted to be driving it as we had come across this road many years ago and hadn't been able to find it again!

Along towards Murwillumbah but turning into Tomewin Rd towards Chillingham and Crystal Creek. A very scenic drive with us being chased by our Editor Carole in her new MINI. It seemed as if it really enjoyed being out on the winding roads.



We had been on these roads many a time but driving in the reverse way from normal made everything look very different! Great idea John. Along the way we stopped to stock up on locally grown, incredibly cheap, passion fruit.

Morning tea was at the Bushtucker Gardens where we appreciated the large undercover area. The usual noise and chatter could be heard. Some of our mob spent some time in the little shop that has an interesting array of jams preserves and natural skincare products as well as local fruit and veges and I did see Laurel Godwin come out with a couple of bags of goodies!

From there we turned back towards Queensland through the beautiful Numinbah Valley. The countryside looked green and lush and the mountain range is always impressive!

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It was good to see that one of our newer members, Aidan Handyside, made it to lunch in his RV8. On the previous run we waved to Aidan and Dee as they waited for the RACQ give them a tow home.



The Canungra pub was busy but Jim enjoyed the wait after being introduced to the delights of James Squire Black Beer.

Thanks again John & Lynn a most enjoyable run.

**Jim & Moya Haines.**



*Above - Lunch at the Canungra Hotel  
Left - June and Derek Haynes sheltering  
from the hailstorm they encountered on the  
way home*



# Christmas Midweek Run - December 11

Once again it is the Christmas Midweek Run and a good turnout met for a drive to Danny's Restaurant at the Tweed Coolangatta Gold Club.

We stopped on the way where Annie Grey handed out some lovely snacks she made - teddies in cars! Then a presentation was made to Bruce for the good work he does with the Midweek Runs. Off to Danny's, always a great feast.

Some great photos of members cars were taken (see pages 36,37). I was very pleased to see members taking photos and sending them to me.

## Editor Carole







# Why not!



It was a good day when 3 of our Boys said they would like to do a classic car drive “...like you and Mum always do...” for their birthdays – all three were born in December of varying years!

We lined up the classic cars – an MGA, MGBGT, Triumph GT6 and Alfa Spider – on our front lawn and watched their faces as they arrived – ostensibly for morning tea – but really to go out to a winery for lunch!

To make things interesting, we all changed cars en route, as we headed down the Pacific Highway to Exit 82 and then wound our way along beautiful back roads over Tomewin Mountain Rd into NSW, along Dulguigan Road, left at Hogans Rd and on to Bilambil and on to Ilnams Winery. Most Gold Coast MG Car Club members know this road well, but not everyone knows about the winery, with views of the Tweed coast over a lovely valley!



Mark and his helpers looked after us like Kings and Queens and used his special powers to keep the rain at bay!

Needless to say, there was always going to be a competitive element when there was so much testosterone all in one place, making for the trip home via Natural Arch and Nerang a speedy one!

Thanks Boys (and partners) – you made our day!

**Dave and Laurel**

*More photos next page.*



*Earnestly driving a Morgan 3 wheeler*





**2014**  
**MG CLUB CHALLENGE**  
**7th - 8th JUNE**  
**ADELAIDE SOUTH AUSTRALIA**

The MG Car Club of South Australia are hosting the 2014 MG Club Challenge based in the famous Barossa Valley wine growing region over the Queens Birthday long weekend in June 2014

The Challenge is a back to basics Motorsport Event and is open to all MG Car Club members in Australia.

The event comprises a Super Sprint at Mallala Motorsport Park on Saturday the 7th and a Hillclimb at Historic Collingrove on Sunday the 8th

We have booked accommodation at the Lyndoch Hill Motel ( [www.lyndochhill.com](http://www.lyndochhill.com) ) which is 30 minutes to Mallala and 20 minutes to Collingrove

Expressions of interest would be appreciated at this point forwarded to Bev Waters Ph: 08 8522 1940  
Or Email: [bev.waters@bigpond.com](mailto:bev.waters@bigpond.com)

# Midweek Run - January 8

A total of 33 MGers in 17 cars congregated at Arthur Earle Park at Nerang for the first mid-week run of 2014. Bruce welcomed all those present who included several de-facto navigators including Brian Noble who accompanied yours truly in the absence of Liz who was not feeling well, Darryl Mackenzie who accompanied Trevor Jones and Peter James who was riding with Chris Faulkner. Brian and I had arrived at the start point a little earlier than usual and found several of our members tucking in to bacon and eggs and fried tomatoes, washed down by steaming hot coffee. Not a bad place this Australia.

The run had been organized by John and Lyn Talbot who were holidaying in New Zealand.

It was being hosted by Bruce who handed out the run sheets with instructions not to contact him if any problems were encountered. Problems I hear you say, and people getting lost. Could not be possible, could it?



Well the first part of the run was along well traversed roads through the cane fields to the west of Jacobs Well and to Yatala, and the first sign of any real problem was at the Distillery Road roundabouts. This area always causes confusion, with MGs going every which way desperately looking for a leader with a GPS. I had mentioned this to my navigator, and we were not disappointed as cars took off in all directions.

Because of the Distillery Road confusion the next part of the run to our morning tea stop at Hugh Muntz Park at Beenleigh was a combination of 'which roads will get us there.' I

must say that all but three cars eventually made it, and I am told that the occupants of one car placed a 'reverse charge' call from central NSW asking where the hell Reisers Road was. Heaven knows what happened to the other two.

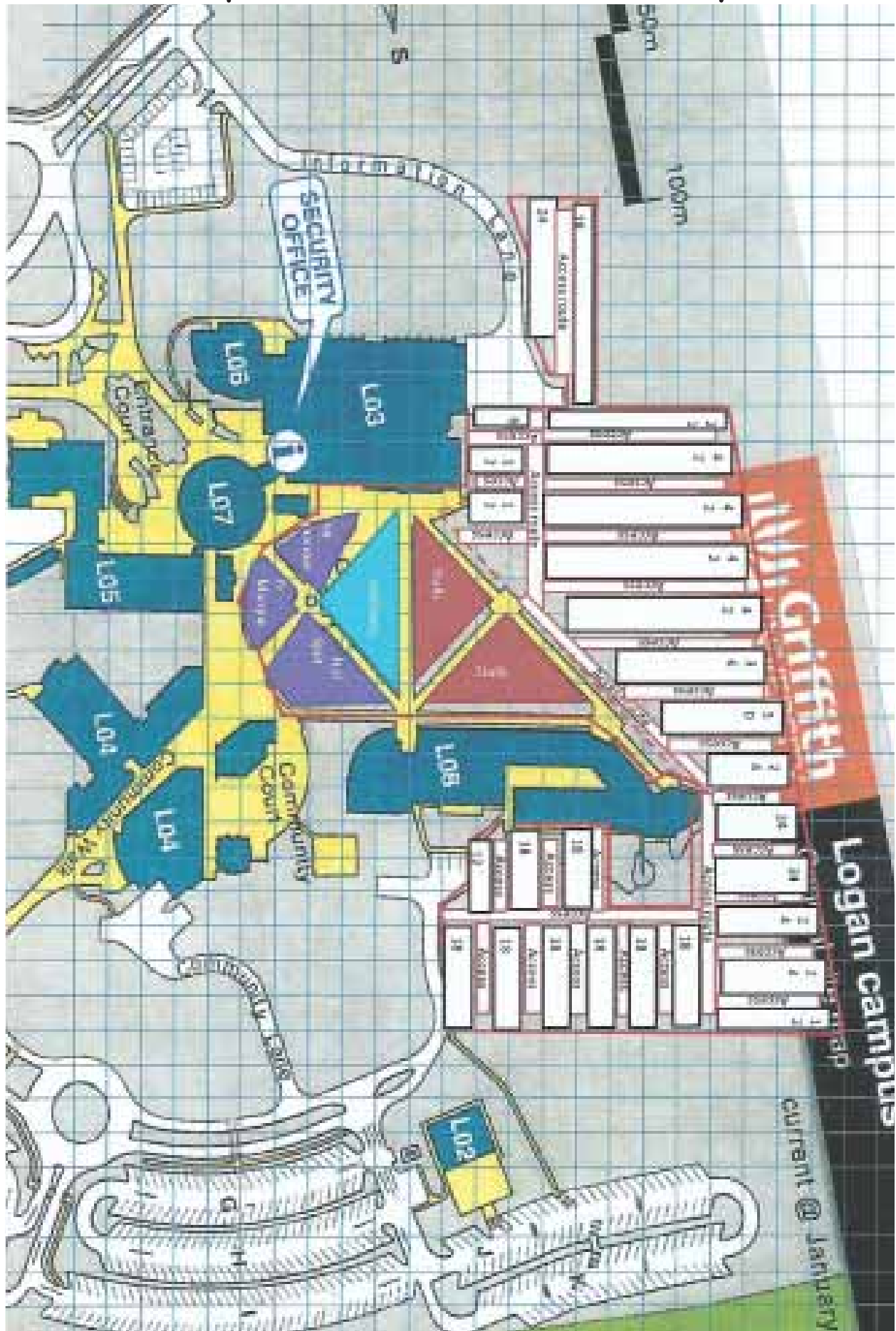
As usual Kay and Laurie Roberts conducted the raffle which was won by Chris Murray and Lorraine Hornabrook passed around John's birthday cake. John had celebrated what was said to be the 'big one' on January 1<sup>st</sup>, but would not elaborate.

From our morning tea stop we headed south/west along what were formerly 'country' roads but are now in built-up areas. The development that is taking place is hard to keep up with, as urban areas are growing so fast. However, John and Lyn had found us some quieter country lanes to take us to our lunch stop at John Siganto Park on the banks of the lake. We sincerely thank them for their efforts in putting together a great run.

**Jim Lutherborrow**



# 2014 Sports and Classic Car Fair (Mac's Bridge at Logan) - Sunday May 18th at The Logan Campus of Griffith University.



President Madeline,

13<sup>th</sup> Jan. 2014

Gold Coast MG Car Club,

P.O.Box 1018 Southport. Qld.4215

Dear Madeline.,

I decided a few months ago that it was time for me to terminate my membership of the Club. Although I have never been a very active member I have enjoyed many happy times at Club activities, organised by other people. My association with the "Maclean Highland Gathering "at Easter for the past 20+ years has made it impossible to attend the Easter Annual activities. It has always bothered me that it is the only Club I have been associated with, where I have been a taker, and not put my fair share of effort back into the Club.

I had an MGTD during my student days and it was the joy of my existence. Acquiring the wrecked TF in 1978 renewed my interest. I joined the club in 1980 and can tell the editor that I read every Time Machine from then on, from cover to cover. The club has been splendidly run and contains many great enthusiasts with whom it has been a pleasure to be associated. I was always envious of Neil's TC. To me it epitomizes all that MG represents. (The colour is right too). When I first joined, Rob Bayliss was the arch typical vintage car buff. He had parts for a "K" series all over the house – If I had put a crankshaft in a linen drawer with my clean shirts I wouldn't have got away with it. I am not sure which wife was in charge at that time. Please pass on my thanks to the members for many happy times.

Good health and happiness to you all in 2014 Happy MG\_ing

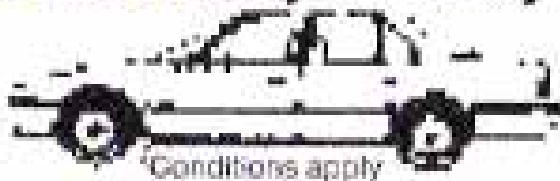




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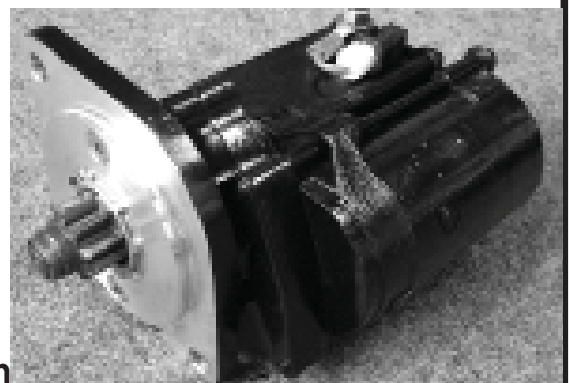
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# Are you coming to the 2014 MG National Meeting at Ballina?

To be held in the Heart of  
The Northern Rivers NSW.  
Less than 3 months away:  
Friday April 18 through to  
Monday April 21

We are hosting this great event  
and 2014 will, for the first  
time see a National Meeting  
without the traditional motor  
sport challenges. We're taking  
a different route which we hope will appeal to an equal number  
of MG enthusiasts from around the country.

**We have 12 rooms available for GCMGCC members, but  
ONLY until the end of January.**

**If you're intending to take part in the 2014 MG National Meeting  
and require accommodation, we need to hear from you NOW!  
We'll also need a deposit of \$100 per room required.**

Please email Marie Conway-Jones at [marieconwayjones@gmail.com](mailto:marieconwayjones@gmail.com) to  
register your intention to take part. A cheque for \$100.00 must also be sent to  
the Treasurer to confirm your intention. Direct Debit can be made to – NAB, 12  
Ferry Street Nerang, BSB 084 852 Account 14920 3252, Gold Coast MG Car  
Club Inc (Events Account)

Contact -

The Nat-Meet Secretary Gold Coast MG Car Club  
Post Office Box 1018 Southport Qld 4215 OR  
[goldcoastmgcarclub@hotmail.com](mailto:goldcoastmgcarclub@hotmail.com)

Please keep an eye on our website for further Bulletins and information,  
which will be out soon.



# Coming Events

## **MONDAY 3RD FEBRUARY**

The first Committee meeting of the year, 7 pm at the Clubrooms, Mudgeeraba.

## **MIDWEEK RUN - WEDNESDAY 12TH FEBRUARY**

Meet at 7.30 am. on,for brekky and/or natter at Arthur Earle Park. Nerang. Off the M1 at Exit 71 to inland side of M1 Map37/K2 At 9.00 am. we leave on the Run. BYO Morning Tea. This time it is a bought lunch. Numbers needed by our hosts, Susan Kelman and Terry by 6pm previous Monday please on 07 5545 3743

## **NOGGIN & NATTER - FRIDAY 14TH FEBRUARY**

### **Our first Noggin & Natter for 2014**

The venue is the Clubrooms, Mudgeeraba at 7.00 pm.

This will double as a General Meeting, so we are interested to hear your views on different aspects of our Club's activities. We are also pleased that David and Laurel Godwin will be speaking about their wonderful trip this year, driving their MGA through the UK, Europe and Scandinavia. "The Lady of RIP" will also entertain you with what it is like to be a passenger for months on end.

## **LAST SUNDAY IN THE MONTH RUN - 23RD FEBRUARY**

This is a combined Run with the Antique Auto Club, organised by John and Lyn Talbot. We will be meeting at the Clubrooms, Mudgeeraba. Meet at 8.45 am to depart at 9.15 sharp. This is a combined Run with the Antique Auto Club. BYO Morning Tea, with a bought Club Lunch. Please RSVP by Monday Feb 17 to John Talbot on phone 07 5578 9972 or email letalbot@bigpond.com

## **MONDAY 3RD MARCH**

Committee Meeting, 7.pm at the Clubrooms.

## **SATURDAY 8TH MARCH**

This year we are having a 'Girly' evening. Meet at the Gold Coast Art Centre Coffee shop at 4 pm to 4.30 pm. After refreshments we will attend a movie. Contact Marie Conway-Jones if you are attending on 07 5591 2746 or mobile 0411 181 725

## **MIDWEEK RUN - 12TH MARCH**

7.30 Brekky and or natter at south bank of CURRUMBIN estuary, opposite Panorama Dr, Map 71 /A6. At 9.00 we leave on the run. BYO morning tea and lunch, no numbers are required. Our hosts for the day will be Peter and Jill East.

Please  
RSVP  
for  
GCM  
even

## **THURSDAY 13TH MARCH**

Not to be outdone by the girls, Nick Tyler is organising a 'Mans' Movie night, featuring some of the best classic motoring films ever made. This also includes some great MG films. Please bring your own drinks, popcorn, etc. Venue is the Clubrooms, Mudgeeraba at 7 pm. Contact Nick on 0404 603 889 or email [nicholas.tyler@bigpond.com](mailto:nicholas.tyler@bigpond.com)

## **LSIM RUN SUNDAY MARCH 30TH**

This run is being organised by Jeff and Marvan Sattler and will be another interesting Navigation Run. Meet at BP Service Station, Coomera, opposite Dreamworld at 8.30 am for a 9 pm start. Lunch will be at a hinterland pub. Contact Jeff on 0409 674 987 or email [jeff.marvan@bigpond.com](mailto:jeff.marvan@bigpond.com).

## **MONDAY 7th APRIL**

Committee Meeting, 7 pm at the Clubrooms

## **MIDWEEK RUN - 9TH APRIL**

Meet at 7.30 am on, for Brekky and or natter at SCHUSTER PARK, Heather St. off Tallebudgera Creek Road Tallebudgera (West Burleigh) Map 70/B3. We leave at 9 pm on the run. BYO Morning Tea. There will be a Pub or Club lunch. Numbers needed by our host, Bruce Corr on [bruce.corr@bigpond.com](mailto:bruce.corr@bigpond.com) by the previous Monday evening please.

## **NAT MEET 2014 - 18TH APRIL TO 21ST APRIL.**

See page 25 for details, or check our website.

## **LSIM RUN - SUNDAY 27TH APRIL**

Nick and Barbara Tyler have enjoyed successful Doggie Runs in previous years and are holding another Doggie Run this year. Club Members with dogs always feel bad having to leave their dogs at home. They are part of the family and should enjoy the MGs as well so this is an opportunity for them to participate. Meet at the Clubrooms, Mudgeeraba in time to depart at 9.30 am. BYO everything, including your dog!

## **MONDAY 5TH MAY**

Committee Meeting, 7 pm at the Clubrooms

## **SUNDAY 18TH MAY**

Maclean Bridge at Logan, 2014 Sport and Classic Fair. Details page 22.

## **LSIM RUN - SUNDAY MAY 25TH - BUSHRANGERS RUN**

Queensland members meet at 7 pm, Shell Service Station, Mudgeeraba outside Hungry Jacks to depart at 7.30 pm. Then meet members who are meeting at Budd Park, on the river, Murwillumbah opposite the railway station at 8 am for 9 am departure. More details to come.

# A Jaundist Eye Looking at the Motor Trade, beginning 1940's - WW2 years.

Hell, were there cars back then? Well, very very few. AND no new models. Petrol rationing ceased in 1946. The petrol allowance right through WW2 was regulated by coupons and 2 gallons monthly was the limit for private cars. The coupons only held valid for that month - and they could not be "saved up". One had to apply at the Post Office with the relative paper work, to have 2 petrol coupons granted, each month. This went with War time food and clothes rationing using coupons. Rubber products, tubes and tyres were impossible to obtain. These all went to the "War Effort".

Farmers had preference for rubber products, but most farmer`s cars were set up on blocks for the duration.

Taxis were crippled, no tyres and fuel was tight. Head lamps were covered with small slats to allow some light through. An enemy air craft may have seen a car head lamp, at night!!

Times were austere and rather uncertain. Alternative sources of fuel to run motor vehicles, included modifications to run a mixture of kerosene and petrol, using hot boxes on the induction manifolds - these were illegal. The octane rating of petrol resembled H<sub>2</sub>O. Charcoal Gas producers were attached to the rear of some Government vehicles, it was necessary to add a bag of coke every 50 miles...

Other vehicles had a large frame, containing a bage mounted on top containing coal gas. The bags used to flap round in the wind. And these stank to high heaven. I cannot recall any of these catching on fire, it would have been a spectacle, but of course tobacco was rationed to 2 oz monthly, so there were not many matches about.

At the end of the war, Ford Australia began to build up English 10 HP Prefects and Anglias, while American side valve V8`sedans and utilities were rationed and at a premium.

The English Ford Pilot Sedan came to Australia in large numbers in 1948, part of the English "Build and Export", plan. (As Nuffield also did with "T" Types} The Pilot used a smaller V8 engine than the American Ford V8s . Also its body was very heavy and its road performance was poor - it turned American Ford V8 enthusiasts off.



The Pilot was dead, for driving! Chrysler imported SKDs. Dodge, Plymouth and De-Soto sedans which were built up in S.A. Morris imported 8 HP sedans and Roadsters, which were very slow and under powered.

Austin was still separate from William Morris' business at this stage. Austin A40s came by the boat load and sold well. The paint used on these models was shocking. It faded quickly and could not be polished. A70's came [using the 4 cyl 2660cc engine that was destined for Austin Healeys] and their glamour model, the Austin A95 (which resembled the ill fated Chrysler Air Flow model of the mid 30s that was a Detroit sales flop). But A95s sold quite well and some were raced!

The introduction of the Standard Vanguard series of sedans, utilities and panel vans by Triumph in 1949, saw another British manufacturer exporting into the Commonwealth countries. Their release of the Triumph TR2 sports car, made racing in the 50s very interesting. The TR Series were up-graded over several years, engineering included an advanced independent rear suspension and fuel injected 6 cylinder engines.

The Ferguson Tractor was produced by Triumph also. It enjoyed huge world wide sales. Its engine used parts common to the Vanguard series. Rootes Group Sales of Humber, Hillman, Sunbeam English models were relatively slow.

Immediately after the war concluded, any make of car would sell immediately a dealer was allocated stock. Dealers were contracted to one manufacturer only. Multi franchises at one dealership were just not heard of, until relatively recent times. These days, dealers hold multiple agencies.

In the years immediately after WW2, there was a resale embargo on new vehicles - they could not be on sold, for 2 years from new. Taxi operators sought any Ford or Chrysler products that came onto the market. Of course there was a black market for these vehicles, despite the stiff penalties.

Then in 1948 came the GM production of an upgraded pre-war German GM Opal sedan. What rubbish the bit about "Australia's Own Motor Car! Its engine showed close ties to the 6 cylinder Luton 14HP Vauxhalls and also the American Chevrolet. The Holden engine was rated at 21HP.

The body work and panels were held together with new screw fasteners called "self tapping screws"! This was a GM first. All auto manufacturers use these now-a-days. The first model Holdens were most troublesome. The braking system was without an effective hand brake. Private engineering workshops tried to modify the leverage to make it work.

The Differentials on these early Holden vehicles used to howl like a dingo in distress. The pinion bearings were ball bearing races with out pre-load. This problem needed a re-designed crown wheel and pinion, hemisphere. For the first time in Australia, Bosch electrical gear was fitted to an Australian produced car. Oh what issues there were with this gear. The press button self starter button had to be pushed and pushed to run the self starter motors. Earthing troubles nagged this system. After some years, these problems were rectified.

Of the Manufacturers, customer dissatisfaction was not part of the equation in these times, since vehicles were in such short supply and readily sold. Design issues went unrectified. How different to-day.

In 1949 the little Morris Minor came onto the market in sedan, utility, panel van and roadster styles. The roadsters now fetch huge prices. The side valve engines were rated at 8 HP. Very slow, but these were raced too, especially later, when the larger OHV engine was fitted. Nuffield Dealers, P & R Williams on Oxford St., at Waverley, opposite the tram sheds, usually had "T" Type MGs on show. My finger prints used to be obvious on the glass show room windows, at Christmas Time, during our annual Bondi holidays. What fine little cars. The passion carried on for 70 years!!

In later years, Brian Darke and I realised that we both used to gloat over these little cars, at P & R's.

But down in William Street, in 1949, those unbelievable MK7 and XK120 Jaguars WOW - all silver too. What motor cars.

Ford released the Custom series of American V8s in 1949. The sedans were striking, as also Chrysler and American GM models also were of this era. The 2 door models of these cars, are the most attractive, I still reckon. Then in 1950, after the High School Intermediate Examinations, it all began. I took a 5 year Auto-Apprenticeship at the local Country Ford Dealership. It was a family business, they were general merchants selling, household goods, hardware, food, clothing. We were down the road - the motor dealers!! Exciting times - learning the trade, going to Technical college one day weekly - Fitting and Machining, Welding, Engine Re-Building, Panel Beating, Auto Elect and then later, going to the Ford Factory at Homebush to bring the new cars home.

In 1951, Ford Dagenham, England released the Consul and Zephyr 6 series. These used over square engines, rated at 16 and 23 HP, respectively. These models were the first Fords of chassisless - monocoque construction. The Holden models were chassisless, also. New McPherson Strut front suspension units were built into these new Fords, as a first. Even Mercedes use these struts, now.

By this time, Holden had a large hold on the market - the smaller bodied English products were not what the market required. GMH had forged ahead with market share. BMC were not volume sellers and they were having trouble keeping up in Australia. The Leyland attempt with an Australian designed P76 model, just did not cut it against Holden and Ford. Given development time, the P76 would have been a success in the local market. And so it went on through the late 50s Ford trying hard against GM for market share and BMC lagging.

The introduction of the stylish `56 FE model Holden Station Wagon, just suited the local market. GM could not build enough of this series. These sold like hot cakes. The introduction of the Morris Mini in 1959 was interesting. Sales were slow at first, the Australian market wanted larger heavier cars. Ford would not build a small front wheel drive model to compete with the Morris Mini. Dagenham declared that BMC was losing money on each Mini that they built. Time proved this to be correct and adding to the terrible financial position that the car manufacturer found itself in. Not that the unions assisted much in this crisis, either. Sound familiar??.

In January 1955 National Service intervened with my Auto progress. Off to Holdsworthy for 98 days Army Training 'Private Cowen'. No ifs or buts - firing Bren guns, Owen guns, rifles, all of these weapons were made in the Small Arms factory, at Lithgow, just close by to where I grew up!!

My leave transport was an English Singer 9 roadster. Boy it used to sing up along the Kurrajong Highway, at leave time!!

After the Army, back to the Dealership, and the next phase of my Auto career. The Garage sales manager needed help on Saturdays, with the paper work associated with the sales of cars.

Saturday mornings were busy, 6 or 8 cars were often sold. So this was my intro into selling, dealing - and the legals. And Commissions too! I was managing sales, by the time that Ford released the American based Falcon models to Australia in September 1960.

Our hopes were high, perhaps we could break the GM strangle hold on the market. Not to be so - the early Falcon models had issues, as Holden had earlier. Ball joints in the front suspensions and body structure weaknesses were a worry. GM gloated over these issues and campaigned openly against the Falcon.

Then a disastrous credit squeeze affected the motor trade very badly. Sales tax on new vehicles more than doubled over night. It was as if the Government was acting anti-Ford in favour of GM.

The Government used to manage the economy in those times by varying the sales tax on large/luxury items.

New car sales collapsed. The industry did not recover until XM Falcon release in early 1964. Tough times.

Generally, Franchised Motor dealers were a bit scared of trading in sports cars. Along Parramatta Road in Sydney, the likes of Ronny Ward Sports Car Sales, Frank Klienig and P & R's and Sports Car World at Arncliffe, were the used sports car guys. Country Franchised dealers would steer clear of sports cars.

I reckoned that this was a goer. In 1962, I traded in a basket case as a trial - an MG TC, not running - for 162 pounds, as part deposit plus fifty quid cash, on a new Standard model Falcon Sedan at 1062 pounds.

Shock horror - the directors flipped! The TC was not a pretty sight!! But they did not complain about the gross profit the deal made!! Then a trade with a BN Healey 100, a Sprite on a Falcon 2 door Hard Top and an MGB on a new Falcon utility for a builder Then a Riley sedan and a Clipper Blue TC roadster. All very profitable trading. [I waited until 1973 to build up my own Clipper Blue TC. We ran it for nearly 40 years.]

All of this happening while Ford Tractors were selling like "Wow!". I had a hat, like a farmer's!! And read 'The Land' newspaper. Looking at used tractors!! Ford Diesel Coal tipper trucks were the real "GO". Bedfords - no way - go broke with one of those!!

When I left Lithgow in 1967, there were 13 Falcon Taxis on the rank, out a total of 17 cars. It was a battle to establish these at first, but the owners soon recognised their economies. Falcons as Taxis have been long wearing and most successful.

So the Motor Trade penetrates ones soul - and it never really leaves. Another time, I might write about our venture into business away from the Motor Trade, which provided for my on-going love affair with English sports cars - like rusty TR3As, 4 MG TCs, a couple of MGBs - one became a fuel injected V8, a Healey 3000 and an MGA Coupe. All of this happening from 1973 until now. And yes, I have bought a rusty car from under a vine out in the open and another from under corn sacks in a farmer's barn, all rat infested. Its all good fun.

And devastation now. No more GM and Ford production in Australia. I cannot believe what has happened.

Bathurst will be interesting, or perhaps not, in a few years from now.

**Nuffield.**

# The History of Vehicle Registration Plates

Most governments require a registration plate to be attached to both the front and rear of a vehicle, linked to the name and address of the owner.

In some countries, plates will be permanently assigned to that particular vehicle for its lifetime. Others permit the re-registration of the vehicle with “personal” plates. China requires the re-registration of any vehicle that crosses its borders from another country, such as for overland tourist visits, regardless of the length of time it is due to remain there; this has to be arranged with prior approval. Ask David Godwin for the details.

In others they may require periodic changing. Some countries have a system that when a vehicle is sold the seller removes the current plate(s) from the vehicle. Buyers must either obtain new plates or attach plates that they already hold, as well as registering their vehicles under the buyer’s name and the plate number. A person who sells a car and then purchases a new one can apply to have the old plates put onto this car. One who sells a car and does not buy a new one may, depending on the local laws involved, have to turn the old plates in or destroy them, or may be permitted to keep them. Others keep the plate with the vehicle when ownership passes.

Here in Oz I understand that if you take the car off the road you can surrender your plates and obtain a refund for unused rego fees.

In Switzerland it used to be the case that if you owned more than one car you only had a single set of plates in your name which you transferred to the car you wanted to drive, the logic being you can only drive one at a time.

Also in Switzerland, if you are caught drink driving, the plates are removed from your car by the police, you leave the car by the roadside and walk home.

Plates are designed to conform to standards with regard to being read by eye in day or at night, or by electronic equipment. Some drivers purchase clear, smoke-colored or tinted covers that go over the licence plate to prevent electronic equipment from scanning the licence plate. Although some are legal in the United States, many of these covers are not, and their use is discouraged in other countries. The British system of traffic and DVLA number recognition system cameras incorporate filter systems that make such avoidance attempts unworkable, usually with infra-red filters.

France was the first country to introduce the licence plate on August 14, 1893, followed by Germany in 1896. The Netherlands was the first country to introduce a national licence plate, called a “driving permit”, in 1898. The first licences were plates with a number, starting at 1.





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## Communications from your Club to You

The committee sometimes wishes to inform you of event programmes updates etc, and to a lesser extent, phone you, but in many instances we find that this not possible due to changes to your personal details which have not been passed back to us. If you have made changes to your email address, phone numbers, home address and most important, added or changed details of MGs in your care, please forward details to our Membership Secretary or President. See page 3 for their details

## New Members

We are pleased to welcome the following new members to our Club and hope to see them participating in our events soon

Rob and Toni Smith - MGBV8, 1976 - North Tamborine

Kevin and Janyce Saunders - MGA, 1956 - Terranora

Ray and Sarah Lewis - ZS 180 ,2005 - Biggera Waters

Anita Lachowicz and Mark Boldry - MG Midget, 1968 - Labrador



As vehicle populations increased so did the imagination of the authorities who came up with ever more ingenious permutations of numbers and letters to keep up with the volume. This has led to some odd results requiring vigilance to prevent questionable plates being issued.

The following extract from the UK Daily Telegraph provides examples:

### **X-rated number plates too rude for the road**

*The DVLA has sifted pairings of letter and figures which should be banned on the grounds of taste. The "14" due to appear next March can stand for an I or an A. Officials have prohibited many combinations including several starting with PR, SH and SL.*

*Among those banned are SL14 AGS, SK14 NKY, TR14 DDS, AL14 LAH, CR14 PLE and BU14 SHT. The perceived glorification of terrorism has prevented J14 HAD being approved.*

*The figures 63, which can be used instead of a G or B have excluded BU63 GER, FA63 GTT, OR63 ASM and OR63 YYY. Text language has also had to be considered, so OM63 WTF has been outlawed.*

## **Oil Leak**



## **Overnight Midweek Run to Montville 2014 - Christmas in July**

***Well Folks, it's on again this year!***

All the merriment of another Christmas in July Midweek Overnight run to the beautiful mountain retreat of Montville, with accommodation at the Montville Mountain View Motel. This has been arranged for Wednesday 9th and Thursday 10th July. The cost will be in the region of \$225 per double and \$165 for a single room (This will be confirmed closer to the date) with the tariff including a light lunch at Somerset Dam, bed, a traditional three course dinner with party hats, streamers and all the trimmings and a full buffet breakfast. A total of 25 rooms have been booked for the evening of Wednesday 9th July, so get your name in early to avoid disappointment.

For a reservation contact Jim Lutherborrow on 07 5564 1943 or email [jameslutherborrow@bigpond.com](mailto:jameslutherborrow@bigpond.com) A \$100 per room non-refundable deposit to the Treasurer to secure your place will also be required.

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# My Early MG Years - by Jeff Sattler

I had nothing to do with MGs before 1974 and knew nothing about them. The one thing English I had was a Mini, but that didn't prompt me to buy an MG. We just decided we wanted a sports car, any sort of sports car. You know, no kids, so why do we need more than two seats? So after searching through mostly newspaper ads, we found this sports car for sale in a car yard in Coronation Drive and it happened to be an MGB. Needless to say this car yard no longer exists.

Southport was home in those days, so we had to go all the way to Brisbane to see the car. It was a 1967 vintage, pale blue roadster with wire wheels, a removable hard top and a soft top in the boot. It looked like a sports car and sounded like one, so we bought it, for \$2200, in October '74. It seemed to drive ok, even though the steering wheel had one broken spoke and the exhaust dragged on the road occasionally, but only if the road was uneven. It fitted the bill nicely. The Mini got sold. A new Momo steering wheel was fitted to the B and the exhaust pipe was fixed.

The first lengthy trip we went on was to Sydney and on that trip the car used almost more oil than petrol. Not a good sign. So when we got back I embarked on a repair job. I didn't know a thing about MGs, but I did have a workshop manual and I still can't remember how I came by that. Anyway, up on blocks in the garage and off with the sump. A new set of rings and bearings went in and that was it, until many years later when a proper engine rebuild happened.

Sometime in late 1974 or early 1975 there was a small notice in The Gold Coast Bulletin telling us there was a group of MG owners meeting in the park near the Gold Coast Bridge on Sunday. Anyone interested please come along. So we went along and that was the start of many years of good times with lots of people who are enthusiastic about MGs.

I can't remember the names and faces of everyone there, but a couple do stand out. Roger and Valda Thomson, and Tony and Lynn Voevodin. Along with others they were instrumental in the organisation of a new MG Car Club on the Gold Coast. During the coming months there were many late nights, meeting often at Roger's home at Tugun, where a group of about ten to twenty (can't remember exactly) young folk set about arranging the beginnings of the Gold Coast MG Car Club. This is when we met Rob Baylis, Marie Conway, Rod Hiley and others whose names escape me. Roger Thomson became our first President and Valda the Secretary. A short time later I became Vice President and held that position until I accepted the position of President not long before our club hosted the National Meeting in 1980.

We produced a newsletter those days using a gestetner and during those early years, events were generally held every second weekend and the things we got involved in were grass motorkhanas, observation runs, nog n natters, weekends away (usually camping) and of course concours. Occasionally other things would crop up like the annual car show held in the Sundale car park where we would set up a club stand, and a horizontal hill climb at the Surfers Raceway, where sprints were run around the twisty sections at the back of the circuit. These were organised by The Tweed Motor Sporting Club.

In the latter part of 1976 there was talk about a National Meeting of MGs being held at Katoomba over Easter the following year. Most of us had never heard of a Nat Meet before, or what it was all about. We soon found out though, when almost everyone headed to the Hydro Majestic Hotel in the Blue Mountains for Easter 1977. Needless to say the enthusiasm there was contagious. (And to this day some Club members haven't missed a single National Meeting.) One of our club members took out the top concours trophy that weekend. It was Rod Hiley with his immaculate Tickford bodied TB.

The following years saw the club grow in strength and in 1980 we hosted our first Nat Meet on the Gold Coast. The weekend was quite a success. It turned out to be a bit more glitzy than normal and we offered an observation run through the hinterland as an alternative to those who were not keen on the speed events. Still happens today. There was a dinner at Seaworld with the ski show included and the motorkhana was held in the car park at Pacific Fair. The speed event was at Surfers Raceway and I think the concours was in the grounds at Evandale. My, how the memory fades with time!

After being involved with MGs since 1974 and learning a bit about them over the years, particularly MGBs, I just can't imagine not having one in the garage. There's more to tell, but maybe at another time. There could be room in our mag sometime to allow a few more ramblings. (*Yes please, Editor*)

These were my early years with MGs.

Jeff

The photos in this magazine have been contributed by Carole Cooke, Peter Kerr, June Haynes, Dave and Laurel Godwin, Stephen Richards (cartoon), Stuart and Lesley Duncan, Brian and Gillian Hockey

## Our Library

Contact Brian Hockey for library information on 02 6672 6950



# QMGCC members who attended the first MG National meeting in Sydney 9th-10th-11th January 1970.

Long, long ago a few members decided to drive to Sydney to compete in the first ever MG Car Clubs National meeting. The following members attended: Rod Hiley - TA, Peter Rayment - TC, Ross Horton - TR4, Jon McCarthy - MGB, Will Charlton - MGB, Bruce Ibbotson - MGC-GT.

There were 3 competitive events at this meeting, Concours D'Elegance; Amaroo Hill Climb and Amaroo ¼ mile oval dirt circuit. The opening event on Friday night was a BBQ at the home of the President's father@ \$2-00 per head.

Saturday was the Concours, held in the grounds of Vacluse House: Rod Hiley, Will Charlton and I entered this one. Nobody outside of Brisbane had ever seen an MGC or C-GT and there was a lot of interest as the other attendees did not know there was a "C" in Australia. Saturday Night was a Dinner Dance held in the "George Bass" room of the Chevron Hotel, Macleay Street, Potts Point. Ticket cost \$4.00 per head which included the dinner, drinks to be paid for by the attendees. On Sunday the Hill Climb and the Dirt Short Circuit were run concurrently. I don't remember in which order.

Entrants for the Hill Climb were: Peter Rayment, Will Charlton, Jon McCarthy, Ross Horton and Bruce Ibbotson. Over on the Dirt circuit were: Peter Rayment, Will Charlton, Jon McCarthy, Ross Horton and Bruce Ibbotson. Entry fees were \$2.00 per vehicle per event.

We all had a low cost National Meeting which was totally enjoyable and we looked forward to the next one planned for Melbourne which never eventuated. Work commitments prevented me from attending any future ones for many decades.

Will Charlton, Jon McCarthy and I drove down as a group and stayed in a low cost Motel way out in the western suburbs at Lidcombe. As was usual in NSW, at that time, there were constant road works with detours formed with sandy loam sort of material and it was raining through most of these, so 3 very dirty cars arrived at the Motel with the loam set like cement all over the wheels, under the wings and chassis. The Motel had a garden hose without a nozzle and about as much pressure as from a rain water tank, so we tried as best we could to clean our cars for the Concours. I think Jon decided not to enter as a result.

On Friday night we drove our cars to the President's father's home somewhere in the North Eastern suburbs with lots of one way streets to get across from Lidcombe

to the NE suburbs. At about 1 o'clock in the morning getting back to Lidcombe was a real night navigation exercise using other one way streets.

I squeezed Big Will and Jon into the MGC-GT for the drive into the Chevron on Saturday night. This turned out to be a full on drag race with the Hot Holden Utes and other mad traffic light to traffic light street racers all along Parramatta Rd. I was urged to keep up with them. [The police at this time didn't bother with the Parramatta road speed limit of 35 mph they just wanted the traffic to flow, once you turned off Parramatta Road the police booked everybody for exceeding the limit as they always have in NSW.] On arrival at the Chevron the temperature gauge was off the clock and the poor "C" was boiling. I thought that if you lived in Sydney you would need to replace your clutch every year. In those days taxis had flame cut channel iron as front bumpers, you give way to Taxis and they do whatever they like when you drive in Sydney.

I found out all about what a terrible handling car the factory C-GT was first on the dirt circuit where it steered like a council grader, wheels turned in and the car going straight ahead. Ross Horton's TR4 killed the "C" by many seconds. The "C" is no gymkhana car. At the hill climb I was leading the over 2 litre class but on the final run Ross took a full second off my time.

**Bruce Ibbotson**



## Great Eastern Fly In

I heard about this event through a friend from the Healey club and what a magnificent day out it was!

It wasn't hard to notice that the fairer sex was in the minority at this event, but that didn't dampen the spirits of the enthusiastic crowd at Evan's Head on Sunday 12 January who enjoyed seeing, hearing and smelling classic and modern airplanes exercising above while the food and model stalls did a brisk business on the ground – all in perfect weather!

The Gold Coast MG Car Club turned out in force – 12 MGs – amongst 80 or so classic cars from the east coast of Australia.

And the airplanes – we saw everything from a First World War Tiger Moth to a couple of Yak 52s, an American T28 Trojan, a Wirraway SNJ4 and a Mustang P51 from the Second World War and then modern light airplanes, including motorized hang gliders and helicopters. Most of these War Birds were offering paid rides, but I don't think that any of our MG lads parted with what is necessary to find the passenger seat in question!

To top things off, we witnessed a thrilling display of model planes and jets – flying faster than the real thing in most instances – rolling and looping and doing wing-overs and falling leaves and all the manoeuvres that are normally reserved for Pitts Specials!

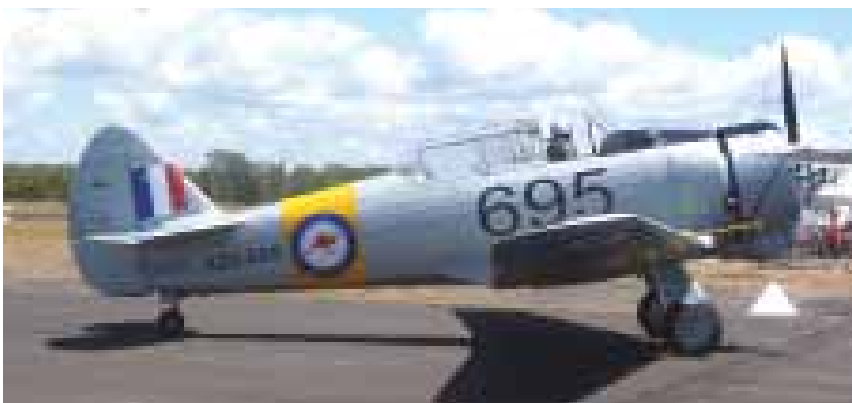
After socializing with anyone who wanted to talk the “Classic” language, there wasn’t time to visit the newly restored Second World War museum – we will have to do that another time – but we did find time to eat a sausage, drink a cup of coffee and have a swim in the ocean!



Next year, the plan is to organise a weekend away in this general direction so that we are not tempted to speed for 2 hours to reach the airfield along the motorway to beat the time difference between NSW and QLD!

Long may our interest in all things “classic”, live!

## Dave and Roy



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200036	RADIATOR HOSE LOW MGB 75>6 USA W/HEAT	EA	\$25.30
200070	OIL COOLER HOSE MGB 62>MAY68	EA	\$40.15
200070SS	OIL COOLER HOSE MGB 62>MAY68 S/STEEL	EA	\$56.87
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# Cars I Have Owned

In about 1953 I purchased a Black Austin 7, 1932 vintage. The car was in a back yard, the engine was dismantled and some parts were missing; I think I paid about twenty pounds for it. The engine was eventually rebuilt, missing parts found and it was made to run, not very well, but good enough to drive to a local car sales place where a 1932 MG Magna was for sale. A deal was done to exchange the Austin for the MG. The MG also did not run very well either, but new contacts, condenser, coil and plug leads and it was away, at least drivable, As with most early MG's it had cable brakes; four in fact, connected to a cross shaft, then to the brake drums, and no matter how I adjusted them, they were never what you could call good. The MG was sold in 1955 when I went to sea as a junior engineer.

Jean and I were married in 1960 and as a wedding present she brought me a 1935 SS Jaguar, (this car was the subject of an earlier article in The Time Machine) and was used as our daily driver until I had a company car.

At about this time, Jean met Tom and Jean Waller on her daily commute from Meopham to London each day. The Wallers had a 1934 AC 4- seat tourer as their daily driver. I was regularly asked to get this car started, mainly in the winter, after it had been left in the station car park. I did eventually rebuild this car for the Wallers.

At about this time I found a green 1935 AC tourer with a dickey sea which became mother-in-law's spot for the odd afternoon drives. The car had been involved in an accident and was at the time in a field with chickens nesting in it. The front axle and springs had been torn off and the front right side wing and wheel were badly damaged, and the engine seized solid. The front axle and road springs were not repairable and replacement parts could not be found. The end result was that I managed to find another red 1936 AC 4-seater, a non-runner, fitted with a Rover engine and gearbox. The front axle and springs were removed and fitted to the damaged car. The engine was made to turn, and eventually ran very badly, but enough to drive the car out of the field to my workshop where the cylinder head was removed, valves ground, cylinders honed, re-assembled - and it ran very well.

The road wheels on the 1935 AC were 19 inches diameter and 450 section. The 18 inch diameter wheels, from the red AC, had tyres of 550 section so the tyre diameter was about the same as the 19 inches wheels. In consequence I had to change all wheels on the green car to 18 inches. After the usual tinkering, the car managed to pass the MOT (UK rego inspection), and we used it until about 1968 when a job change meant a house move to Southampton, and the purchase of a modern daily driver in the shape of a Morris Oxford. With no space for a second car, the AC was sold for about 150 pounds.

At this time we were members of the AC Owners Club who had an annual meeting with the Lagonda Owners Club at the Brands Hatch racing circuit where we had

the opportunity to race in classes round the circuit (this was the original short peanut shaped circuit) and was great fun. This was the last time we were members of a car club until we joined the Gold Coast MG Car Club in about 2007.

In 1968 we brought what I thought at the time was the car of my dreams, a Jaguar 3.8 S-type. It was a delight to drive but suffered from poor quality control during construction with so many small faults with dynamo, starter, vacuum tank, rusty fuel tanks etc which were up inside the rear wings. This was sold when we moved to Singapore in 1972.

In Singapore I brought a Ford Zephyr and Jean had a Triumph Vitesse soft top. The soft top proved to be far too hot for Singapore so Jean had the Ford and I brought a Triumph 2000. Both these cars were sold when we left Singapore to sail to Brunei in 1978.

In Brunei we had a Holden Statesmen that we had shipped from Singapore as a company car. We also inherited an old Land Rover and even older Ford Fairlane; both vehicles were eventually scrapped. The Statesman was replaced with a new Toyota Royal Crown, a delightful car which we kept until leaving Brunei for Sarawak in 1988 and another job change. We then moved to Sarawak, Sabah, Hong Kong, Thailand, Malaysia, Singapore, where we had hire cars.

We brought a Ford Falcon in 1994 and sold it in 2013, replacing it with another Ford Falcon.

In 2004 I bought two MGBs, a 1964, an incomplete runner and a 1975 rolling body, and about seven boxes of parts. The rebuild of the 1964 car was completed in 2007 and the 1975 car completed in December 2010.

Am now wondering what might be the next acquisition?

## Keith Bailey

*Next time, Jean reminisces!*



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# Combustion Matters (Yes it does!)

The maintenance and tuning of SU carburettors has been covered comprehensively over the years by many articles and technical papers etc. My experience with servicing these carburettors over time has given me sufficient knowledge to basically understand the principles and the tuning of these units. When tuning carburettors the makers instructions must be followed as the characteristics vary from type to type.

The flammability range of a particular combustible gas or vapour necessary to support its combustion in air is defined as the Lower Explosive Level (LEL). Below this level the mixture is too “lean” to burn. The maximum concentration of a gas or vapour that will burn in air is defined as the Upper Explosive Limit (UEL). Above this limit the mixture is too rich to burn. The range between the LEL and the UEL is known as the Flammable Range.

The efficient combustion of petroleum lies approximately between a fuel/air mixture of 1.2% and 7.1% (these results are dependant on test methods and conditions). The SU carburettors are designed to maintain a suitable air/fuel ratio mixture over the whole power range of the engine. These carburettors do this task particularly well.



The octane rating of fuel indicates how much the fuel can be compressed before it spontaneously ignites. When petroleum ignites by compression rather than from ignition by the spark plug, it causes “knocking” in the engine which can lead to engine damage. Typically there are 3 grades readily available. They are regular unleaded with an octane rating of 91, premium unleaded with an octane rating of 95 and the top grade (Vortex, Optima etc) with an octane rating of 98. There are many other petroleum mixtures available giving variable performance ranges and characteristics. Petrol containing ethanol should not be used in older cars as this has a damaging effect on materials used in the fuel system.

For the purpose of MGs manufactured prior to 1980 the ideal fuel readily available would have an octane rating of 95 or 98, since the compression ratios of MGB's are within the range of 8 :1 to 9:1. This may of course vary dependant on whether or not modifications had been made to the engine. It is claimed that an increase in the octane rating increases engine efficiency and therefore MPG which in part offsets the extra cost. From my personal experience our TD runs very well on 98 octane petrol although the cylinder head is of stage 1 tuning depth, giving a compression ratio of 8.6:1 and a compression pressure of 160 lb/in sq. in each cylinder.

The twin SUs supply cylinders 1 & 2 (front) and 3 & 4 (rear). These carburettors are independent in operation but need to be in balance. Before any adjustment on these carburettors are made the ignition system must be functioning properly, the tappets adjusted, the spark plugs given the recommended clearance and so on. The inlet/exhaust manifold connections should be spanner tested to ensure that there is no ingress of air at the cylinder head/manifold joints. The seal integrity may be tested by running the engine and lightly spraying the cylinder head/manifold connection flanges with water containing detergent. Any leak will result in bubbling at the joints.

Fuel bowl needles and seats should be examined and adjusted as required before tuning begins. The fuel jet seals should be examined for leakage and if leakage occurs these seals should be changed. Seal jet and needle replacement kits usually contain all the necessary parts to renew all the components. The jet must be centred in the carburettor to enable free movement of the needle and damper piston. This ensures an even annulus space and an even flow of vapour. The carburettors should be tuned in accordance with the relevant instruction manual.

The damper pistons operate on a pressure differential between the top of the piston (partial vacuum) and the underside. The grooves on these damper pistons provide a labyrinth seal, the grooves creating a turbulence which effectively seals the piston against pressure loss. The rate of movement of the damper depends on the viscosity of the oil in the dashpot - the higher the viscosity the slower the piston movement. The usual viscosity used is SAE 20. Auto transmission fluid (ATF) is sometimes used. Specific dashpot oil is also available.

Special tools such as an Air Flow Meter (i.e. "Unisyn") and the Gunson Colour Tune are useful and may be purchased at a reasonable price. The Flow Meter allows for an even air intake for each carburettor, otherwise a hose pipe, one end placed in the ear, the other end placed at the carburettor air intake, can be used to determine the tone and strength of the air intake - hence "tuning".

The Colour Tune plugs - two are recommended - are fitted to No.1 cylinder and no.4 cylinder (or No.2 and No.3 cylinder.) These plugs have a heat resistant window which indicates by colour change the mixture in the respective cylinders with the engine running - White flashes indicate too lean, Yellow flashes indicate too rich. Blue, like that of a Bunsen burner is correct and Blue with a faint Orange tinge is the best for power.

The damper pistons should move freely and bottom with a positive "clunk" when released. Care should be taken not to bend the jet needle.

HIF SU carburettors (horizontal integrated float) differ in the needle/jet design thus the tuning of these carburettors differs in the needle adjustment. Once

set up SU carburettors generally remain in tune for some time. The float needle valves are neoprene seated and in my experience in order to prevent damage caused by excessive pump pressure a Holly fuel pump pressure regulator was fitted reducing the pressure from the fuel pump to the carburettors from 3 psi to 1 psi. An exhaust emission test is a good idea as this will give a good indication of the general health and tuning of the engine.

Once the carburettors have been tuned satisfactorily the spark plugs should be removed after running about a hundred miles or so and examined for the appearance of the combustion end. This when compared with photos of differing burning characteristics usually found in technical manuals gives an indication of the fuel mixture. Ideally the plugs should have a dry appearance and a light brown/grey colour.

My three cars are fitted with 3 models of the SU carburettors - SU vintage "T" type, HS4 and HIF, all of which I have had a go at!

As they say in the gardening shows - get your hands dirty!

**Happy Motoring !    Brian Hockey**

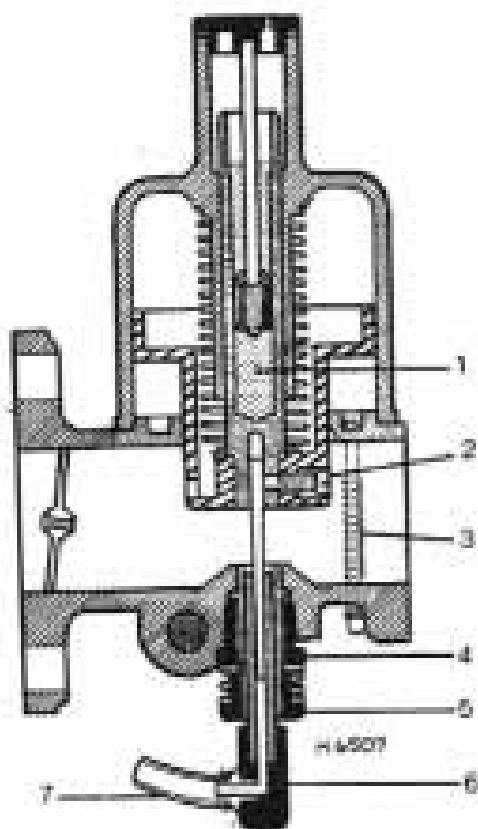


Fig. 3.11 SU HS4 carburettor - sectional view (Sec 17)

- |                         |                     |
|-------------------------|---------------------|
| 1 Needle securing screw | 6 Jet adjusting nut |
| 2 Needle lifting pin    | 7 Jet head          |
| 3 Jet locking nut       | 7 Feed tube         |
| 4 Jet adjusting nut     |                     |

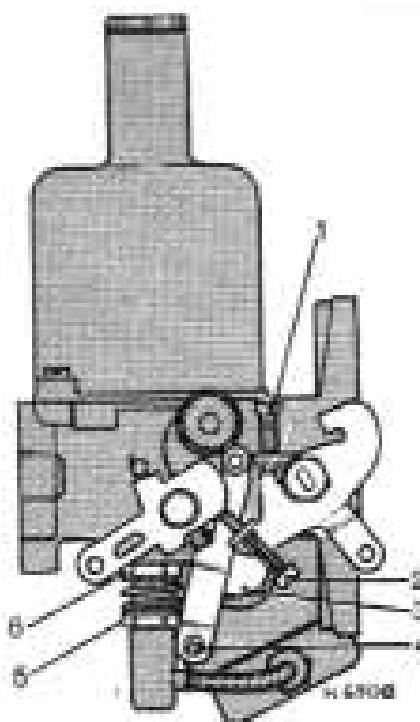


Fig. 3.12 SU HS4 Carburettor - External view (Sec 17)

- |   |                     |
|---|---------------------|
| 1 Throttle (idle speed) adjusting screw | 4 Jet link securing |
| 2 Fast idle adjusting screw             | 5 Jet adjusting nut |
| 3 Float chamber bolt                    | 6 Jet locking nut   |

# For Sale

**::Tyres.** Toyo R888 185/60R 14 82V. I have four for sale. Two are well worn, about 80 - 90%. Two were purchased this year and have had two outings at Morgan Park, and are hardly worn at all, have just had the shine taken off. **\$300 Jeff Sattler 0409674987**

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