

THE “WOBBLE KNOCKER”

The official and registered publication of the BMC-Leyland Car Club Inc in Victoria in 2014.
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Kay and Rick Smith holidaying in a Airstream Caravan in Nagambie.

BMC-Leyland Car Club Inc



A0061520N

Committee of Management

Email for all contact bmcleylandcc@iinet.net.au

Phone number for all contact 0421841939

PRESIDENT.	(CO FOUNDER)	Gary Turner.
VICE PRESIDENT.	(FOUNDER)	Francis Borg.
SECRETARY.		Norma May.
TREASURER.		Cheryl Sawyer
MEMBERSHIP.		Sue Wilson.
EVENTS & SOCIAL Coordinator.		Sue Wilson
EDITOR.		Gary Turner.
WEBMASTER.		Gary Turner
VICROADS CPS PERSON.		Sue Wilson and Francis Borg.
COMMITTEE MEMBERS.		Bryce Eishold, Patrick Farrell, Cheryl Sawyer, Rami El Sukkari.
REGALIA.		Gary Turner and Sue Wilson
LIFE MEMBERS.		Rae and Peter Luxmoore.

The following members are authorised by the club to sign VicRoads renewals.

Gary Turner, Francis Borg, Norma May, Sue Wilson, Terry Sawyer, Vincent Stok.

The following members are authorized to sign Standard Declaration and Eligibility forms for the CPS.

These members are club scrutineers and Safety Officers.

Gary Turner, Francis Borg, Terry Sawyer, and Vincent Stok.

(No new cars will be admitted to the scheme unless the VicRoads CPS person, Sue Wilson, grants prior permission.)

Club Scrutineer's and Safety Officers are for signing off on the VicRoads Vehicle Eligibility and Standards Declaration Forms and for advice only. As of March 31, 2017, all cars must require a RWC including all those of pre-1949.

Contact details:

Gary Turner & Sue Wilson.

222,65 Channel Road Shepparton, 3630. Phone 0421841939.

Francis Borg & Norma May.

1321 Murradoc Road, St Leonards, 3223. Phone 0414989822.

Terry Sawyer, 15 kingfisher Court, Carrum Downs, 3201. Phone 0417344371.

Vincent Stok, 27 Mawby Road, East Bentleigh, 3165. Phone 0411416912.

This publication contains general information, which does not necessarily reflect the views of the Club, its Committee or Editor and should not be relied upon without specific advice from a qualified professional.

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Anyone wishing to reprint an article can do so if the source is acknowledged.

PRESIDENTS REPORT

FEBRUARY 2021



Hi everybody.

Well, another AGM is done and dusted, and I am pleased to announce that all positions have remained the same with no changes. Thanks to Brett Huxtable for his help in running it. Thank you to all that attended and congratulations to all the committee. Plus, a big thank you all for staying on. I guess it shows me that people believe we are doing the right thing. In saying that Sue and I NEED your help to keep this club as great as it is.

We moved to Shepparton exactly 12 months ago because we wanted to retire debt free. We could not sell in Melbourne and buy again with no mortgage or debt. Moving to Shepparton was the best thing we have ever done in our lives with absolutely no regrets whatsoever. We have meet so many people and made some life-long friends. Living up here is so cheap with the cost of living so much better than Melbourne. We are as they say, "Living the dream in Paradise".

Eventually we will have to step aside from our duties at the club but until that happens, we need your help. It is time some members stepped up to the plate. I am not saying we will step down from the club tomorrow, but we will one day. The distance thing is not a problem as we were formed as an email club, but what you must remember to go on a run for us is a big thing if the run is held in Gippsland and the like. We drive old cars which leaves us up to a 3-hour drive before we even get to the meeting point and to be fair, we knew this before we moved up here. To look after our cars, it would possibly cost us an overnight stay somewhere with our friends from up here who are members and are also coming along. Then there are meals and other costs associated as you can imagine. I do not want to go on a run that will cost us a couple of hundred dollars each time. I hope you understand this. That is why there will be some runs we will not be going on and some we will.

We have a couple of surprises for those members who are coming on the Silo Tour on the 6th, 7th, 8th, and 9th of March. On the Saturday night which is our first night we have planned something a bit special which we felt you will all enjoy. The club will be buying dinner that night so make sure you bring some drinks with you, you may need them to steady your nerves, just saying! We will be holding a Show & Shine on the Saturday Lunch with the winners being presented with their trophies at that night's dinner.

That is all for now. Take care and safe on the roads, catch up soon.

Many thanks,

Gary Turner.

President/Editor, BMC-Leyland Car Club Inc.





2021 CLUB OUTINGS & RUNS

MARCH. 6th, 7th, 8th, and 9th.

Silo Tour with a Show & Shine.

MARCH 28th

Shepparton Motor Show, Market Day & Swap Meet.

APRIL 10th

Club Car Run by Alan and Yvonne Bennett.

APRIL 18th.

Saturday. Echuca Swap Meet.

APRIL 18th.

Saturday. Gippsland Swap Meet.

MAY 16th.

Brett Huxtable will be running one of his fantastic wine tours. Details to follow in future newsletters.

How to organise and put on a run.

Choose a month and a date that you can help.

Once chosen, decide on a time and place to meet.

Contact Sue and let her know so she can co-ordinate with the editor and committee.

Ask members to say if they are attending and make sure you have their phone number and give members yours. This will be possibly put in the newsletter anyway.

On the day get to the meeting point a few minutes early if you can.

Wait for members to arrive and leave at the designated time.

Try and travel in convoy. Do the right thing and if you cannot see the member behind you, stop and wait for them in a safe place. Another reason why you need phone numbers.

Upon arriving check that everyone has arrived.

Take a note of who came, where you went, what happened, any story and any other details for doing a run report.

Forward your notes to Gary so he can write up a run report for the magazine.

Run Report.

30th January 2021.

The Sands Hotel, Carrum Downs.

Meeting with lunch, Show & Shine with our AGM.

A total of 56 members attended this run in Carrum Downs with 23 members cars for a show and shine.

Minutes as per below.

Meeting started at 11:30am.

Gary welcomed everyone and thanked them all for attending.

Apologies: Jo and Kel Hawkesworth, Cathy Harper, Rob and Anne Quinn, Norma May, and Jan Rowley.

Membership 123. **Facebook** 2,300+. **Cars on the CPS** 107.

New members were welcomed: David Neish, Glen Sanderson, Rohan Jarvis, Andrew Serong, Martin Gover, Steven Buckley and friends of Gary and Sue's Lloyd and Glenda Newnham.

Treasurers Report:

BMC-Leyland Car Club Inc.

2019_2020 Financial Statement.

Closing balance as of 30/6/2019	\$6,756.87
Income from July 2019 – June 2020	\$7,850.00
Misc. Outgoings	\$1,874.99
Paid out to members	\$2,764.50
Petty cash on hand	\$41.05
Closing balance as of 30/9/2020	\$9,972.58

Financial Statement to 30/1/2021

Closing balance as of 30/6/2020	\$9,972.58
Membership Deposits	\$1895.00
Outgoings	\$1,355.08
Balance	\$10,512.50

Gary thanked Cheryl for a great job during a challenging year.

Gary then mentioned that regalia was available and during the day the club received 4 orders for shirts.

Website address had been changed to www.bmcleylandcarclub.org as the old one had expired and members were having difficulty logging on.

A report on the wellbeing of a great friend and member, Robert Quinn, and wife Anne. We all wish him a speedy recovery.

Gary also went through the runs coming up, and future runs up until May. We need suggestions for runs and Sue asked people to contact her for suitable destinations.

A few questions from the floor were answered and Terry Sawyer volunteered to look after the club toolbox on future runs.

The meal today was paid for by the club to make up for the COVID-19 year we had just gone through as the club usually pays and subsidises several outings throughout the year. Each member has a voucher to hand to the hotel staff when ordering their meals.

The raffle was then drawn, and 4 lucky winners came up and collected their prizes.

The show and shine prizes were then handed out with the help of a special new member guest.

The winners were: Bob Strode with his red MGBGT, Phillip Smethurst with his Mini Marcos, Colin Rowley for his beautiful Wolesley and last of all Gary Davies and his fantastically turned-out Morris J Van. Congratulations to all, well done.

The meeting was then closed at 11:45am.

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BMC-Leyland Car Club Inc Annual General Meeting. 2019 – 2020.

President Gary Turner opened the AGM at 11: 50am.

All positions on the committee were then declared vacant and Brett Huxtable was called on to run the meeting.

Brett went through all the positions and members chose to keep the current committee as it stood.

Positions:

PRESIDENT.	(CO FOUNDER)	Gary Turner.
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The cars at the AGM Show and Shine.



BMC-Leyland Car Club Inc AGM Show & Shine Winners.



Top to bottom.

Gary Davies J Van, Colin Rowley Wolesley, Bob Strode MGBGT and Phillip Smethurst Mini Marcos.

Tuning using an AFR gauge & Re-profiling your SU needle

I thought to go alongside my write up of my stumbling efforts to get ready for Rob Roy I would share some experience of tuning an SU carb by using an AFR wideband gauge (it can be used for any other carb for that matter).

When I first brought my car to Australia, I had issues with old fuel in the carb and although the tune/needle profile had been established by Minisport UK on their rolling road I neglected to mark the mixture screw or settings when I dismantled the carb for cleaning. My carb is a later HIF44 type SU, but I would imagine that the procedure and measuring points would apply to any earlier HS2, HS4 or HS6 carbs.

At the time of rebuilding my carb I was not sure how to go about setting the carb back up but my colleague who restored and converted a classic mini with a Toyota 4AG Turbo'd motor swore by the use of a wideband AFR and I borrowed his at this time to set the car back up.

For those less technical minded AFR stands for Air Fuel ratio and there are essentially two types of gauge, a narrow band and wideband and as the name suggests one has a narrow band and one wideband. The wideband is the one to go for as it covers a greater range and once you have completed a few mods to heads, cams, and performance then the needle profile which dictates the AFR could be quite far out, so the wideband gauge has the ability to capture much leaner or richer readings. The gauge just requires a bung in the exhaust pipe and the gauge I purchased after my recent engine de-tune modifications was a well-known US brand AEM and this utilised an OEM 4.9 Bosch Oxygen sensor. There are much cheaper gauges on the market, but these tend to be inferior Chinese copies and the readings cannot always be relied on so with a few dollars invested in the engine it seems silly to then skimp on the important readings and tune.

The digital gauge I bought has a clear central display of AFR reading and an L.E.D indication around the rim which goes from orange around 11.0 (i.e., 11 parts air to one part fuel) through green around the ideal setting of 13.0 through to orange again as it goes leaner at 14.0 and above.

The advantage of the AFR over a rolling road is that the car/carb is set-up for 'real' driving conditions and the load generated at various points of acceleration/cruise and takes out any small effect the rolling road roller momentum has.



AFR wideband gauge and Bosch Oxy sensor

There are a huge number of variations and profiles of needle but before running the car after some performance work or changes you will need to estimate a needle to

start with and a good starting point for anything road spec'd and 1275c.c based using the HIF44 would be the standard 1275 c.c metro BDL needle.

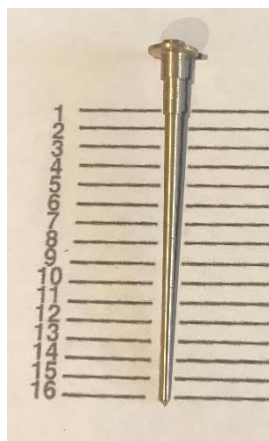
Look at this good site for needle comparisons:

<http://www.mintylamb.co.uk/sunneedle/>

It is good but quite confusing initially until you have some figures from your AFR to compare it with if needing to choose a leaner needle

With your AFR wideband gauge installed and the oxy sensor connected – All I needed was a positive and negative supply to the already supplied harness and a spare battery sat on the passenger floor was used for this purpose with the gauge cable tied to the rear-view mirror, so it was very clearly in my line of sight.

Once you have got your car running then you are almost ready to start to re-profile your needle.



Before I started, I also found some info online about a guy who had done something like what I was trying to do, and he had made a chart of 16 points on a needle and then made photocopies of this at actual needle size. I printed something similar off after a few goes at sizing the enlargement to match the actual needle. I then copied and pasted a bunch of these charts onto one piece of A4 so each time I removed the needle I could mark on the 16 points in permanent marker and measured the needle at these points using a digital vernier, after I had filed a bit off. This meant that after the whole process was done, I could see how much I had removed.

My needle that had been re-profiled by Minisport was a BDL, and on initial running I found this to be lean, which is good as a lean needle (fatter profile) can be thinned down to let more fuel in to richen the mixture. A richer needle initially obviously is not good as you cannot put material back on! so in this case you would need to go to the needle chart and select a leaner needle to start with.... So, the name of the game is lots of small alterations.... or have a supply of needles to go at which is not ideal when they are \$25 a go and need to come from Sydney. Whilst I tried to keep the shape of the needle round by rolling it each time, I needle filed a section to make it more uniform when measuring, it does not matter so much as the carb does not care if the needle is flat on one side and it is just about the size at that particular section. Obviously, the needle does need to be a continuous smooth taper along its length to get sensible readings though.

The points on the needle can basically be broken into sections so points 1-2 are idle, point 2-5 are cruise and 5-6 is where accelerations starts. I found the higher the number from there the higher in the rev range.

I started by measuring the needle that came out and labelled this BDL+ and then after a run to about 4,000rpm realised that I was quite lean at low revs and more so as I accelerated so that was good and meant I could re-profile.

I returned to the garage, undid the three dashpot screws, and carefully removed the dashpot and piston and undid the grub screw holding the needle. On the HIF44 there is a cast piece that the grub screw goes into to hold the needle and a small spring, so you must be careful not to lose these each time you remove the needle. I then filed a bit off at points 1-2 and 2-6 and then measured the results, refitted the needle, and went for another run, noting the AFR reading and approximate revs. Then it is just a matter of having some patience and slowly but surely the AFR's got better until I had the idle sitting at around 12.5 and cruise at 13.5 and hard acceleration from 2K rpm through to 6K rpm sitting around the 13.0

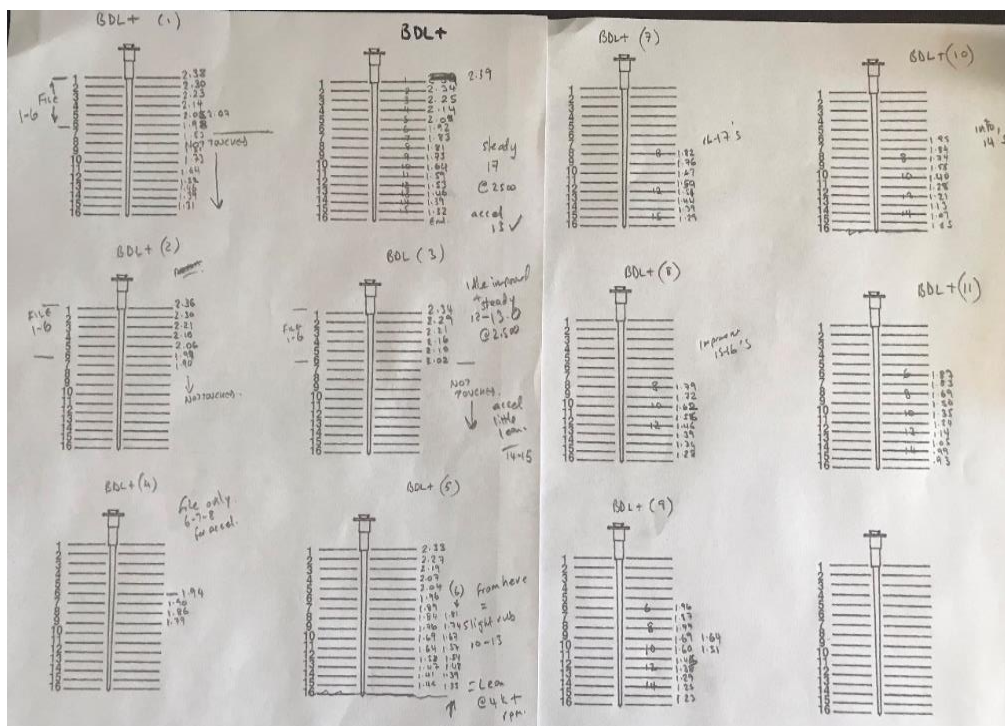
It took me 11 runs and re-profiles over 3-4 hours to get the figures somewhere near but really it was not quite as hard as I had envisaged, and I had saved myself a lot of money on a rolling road session.

Of course, if you want power curves and graphs then this technique is not for you but in terms of the health of the engine, I can be sure that it is operating as its best AFR and hence most efficient and I know under hard acceleration I know the car is not running lean and hence entering dangerous 'engine damage' territory.

I honestly rate the AFR gauge as one of the best 'tools' I've bought and found the process of re-profiling the needle quite rewarding and hopefully this write up may inspire others to have a go at something new.

I am sure there is a lot more to learn and some fine tuning to do with piston spring rates and mixture but as a start I am quite happy and continuing my learning curve of improving the car and doing as much as possible myself.

Philip Smethurst.



Run Report

20/02/20211

Clun Run to Historical Walhalla.

Written and Organised by Bryce Eishold.

More than a dozen cars assembled at the Officer BP on the Pakenham Bypass on February 20 to take part in the club's run to the historic gold mining town of Walhalla.

Members in attendance included: Richard and Carol, Tim and Kathy, Vince and Marion, Ron and Pat, Frank and Norma, Peter and Terry, Steve and Pam, Gary, Peter and Bryce and Anne. It was the first time since 2017 the club had returned to Walhalla.

Two new, prospective members, Gav and Craig, from West Footscray and St Kilda, respectively, who were both driving Morris Minors also joined the club for the run.

Conditions were warm from the get-go. Vince and Marion and Tim and Kathy joined the club after we departed Officer BP - both caught up and confused about the ongoing roadworks along the Monash! Or perhaps they were just too immersed by British beauties? Members enjoyed a leisurely drive along the freeway at 50 miles an hour for 60 minutes before exiting at Moe.

After a few, brief stops the club reassembled in a convoy and continued its trek to Erica. It was along this section of the trip Frank and Norma's Sunbeam Alpine experienced a few overheating issues, later diagnosed as an incorrect cap on the radiator. Frank said he would talk to his mechanic about it the Monday after the run. Not happy Jan! A special thanks to Ron and Pat who pulled over in their Morris Major to assist Frank and Norma to find some water.

Members' cars lined Henty Street, Erica, before tucking into some scrumptious scones and a few warm and cold beverages. The cafe featured many historical photographs of Erica and its surrounding districts in a bygone era. Several members thoroughly enjoyed looking back at the black and white prints.

From there, members reassembled outside the old 1920s Caltex garage next to the cafe where they were photographed standing as a group. Rick and Kay's red MG was also snapped in the photograph waiting for a service!

The convoy took off from Erica about 11.45am and arrived at Walhalla about 25 minutes later. The club did a brief tour through the town before returning to the picnic spot opposite the helipad at Walhalla.

Interestingly, the helipad is often used by Victoria Police as a training ground because it is one of the most challenging places to land because of its steep valley on either side or so VicPol has previously said.

Members enjoyed a nice picnic lunch. The spread of the day went to Richard and Carol who looked like the King and Queen of Kangaroo Ground with their fold out table and chairs and accompanying picnic basket and champagne glasses.

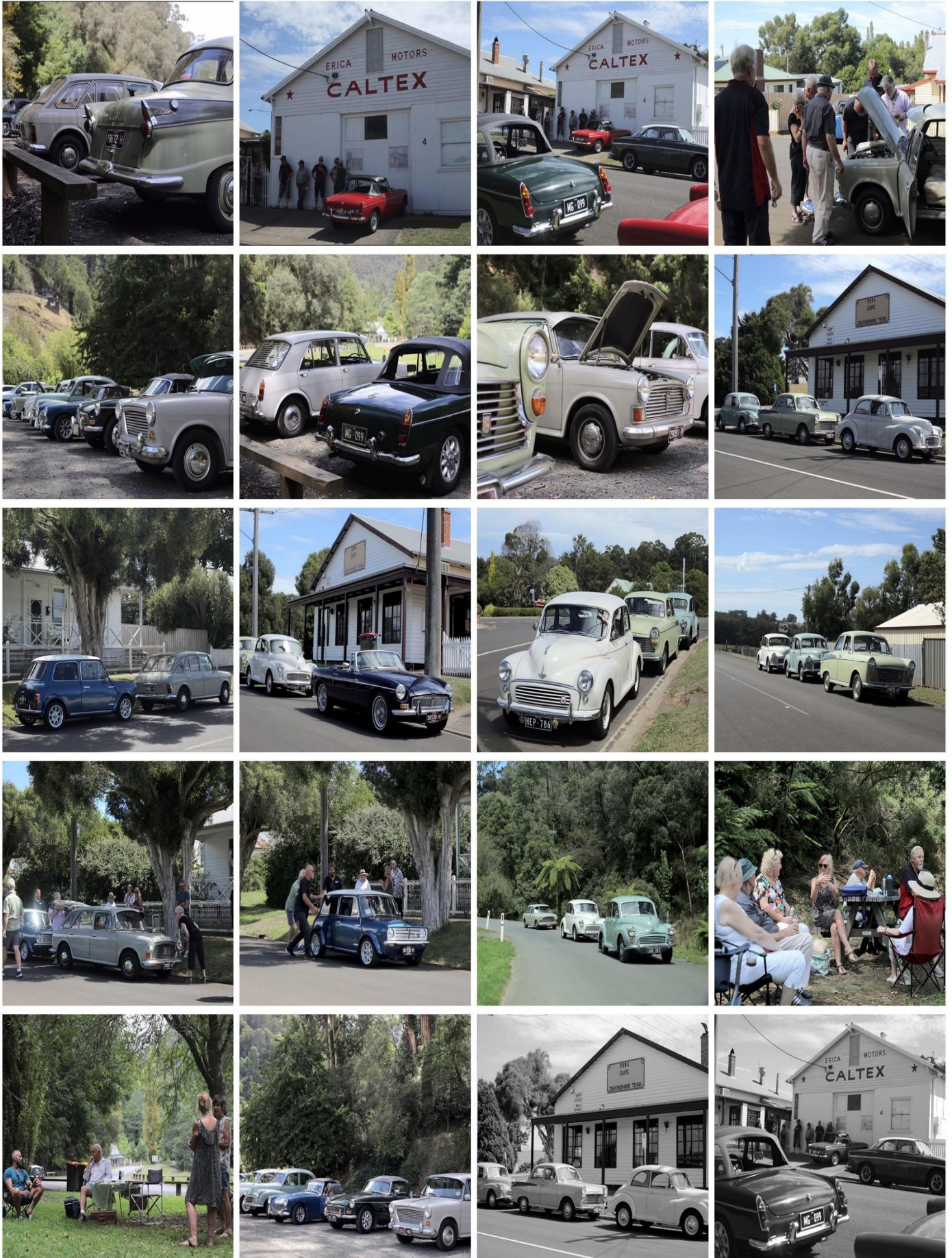
The day was not without a few mishaps, however, including Tim and Kathy's naughty Nomad, Dinsdale, which decided to misbehave and not start on a few occasions. Kathy believes the car wasn't getting enough attention and felt somewhat jealous by the other cars in attendance.

Peter and Terry's Leyland Mini also required several roll starts - good thing the club had some muscle on hand. Peter from Tyabb enjoyed the trip with the roof off in his MGB, opting against bringing the Holden Prem he had planned to the night before because it had air-conditioning. Gary from Cranbourne also enjoyed the comfort of his MG, choosing to leave the Morris J van at home.

And of course, Bryce's Morris Minor was left on the side of the road in Moe after a few running issues - thankfully the 1100 was not too far away. Members made their own way home and were greeted with some pleasant rainfall when leaving Walhalla - a welcome relief after a very warm day.

Thanks to all who attended, Bryce.





Walhalla run pictures.



Rob Roy Hillclimb 2021

Part 1 – will we even get there?!

After racing at round 1 of the Victorian Hillclimb Championship last year at this venue I did not get to race again due to Covid 19 shutting everything down. Thankfully, Australia has dealt with Covid much better than most of the world and hence we were informed a few months ago that there would be a return to racing in 2021! Hurrah!

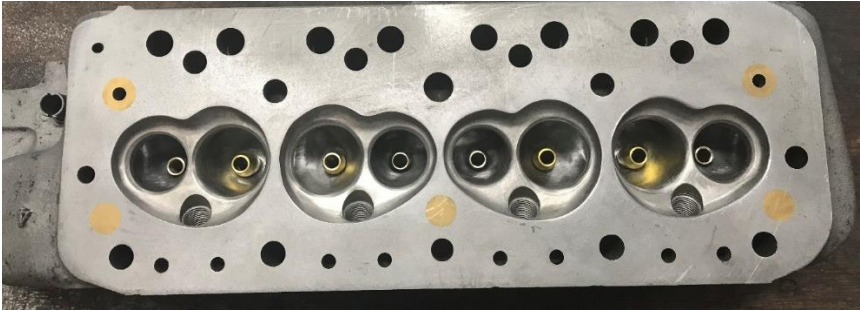
As I had been very last-minute during preparation for the 2019 Geelong revival sprints (gearbox rebuild) and then also for Rob Roy last year (new club rad/fans and new bonnet) I was determined to avoid a last-minute dash to be ready.....so how did that go?.....erm.....well.... read on but basically not that well!

I had had a head gasket external weep on the car at the end of August but used the car a few more times and into September and October then decided I would get around to fixing it and whilst the head was off would be fitting the much milder SW5 camshaft that had sat in the cupboard for some time. November saw the engine out and stripped of its head and the engine off the box and the old camshaft removed in a weekend.... Great progress! The new cam went in a week later and new followers and it was duly sat back on the box and the timing gears put back on.

Then as we came out of the Victorian 2nd wave and lockdown, work got terribly busy. I had been working normally even in lockdown but now it was crazy, so the car sat for a while with little progress, in fact backwards progress! The GT15 Longman head had blown a head gasket a year or so earlier and at that time I had struggled to get the special valves Longman used, two having been damaged when the head gasket went through so I had rebuilt it quickly at that time using some similar 31mm Cooper S valves and what I thought was 'near enough' shimming under the springs to get me by. When dismantled this time it was clear the shimming was less than ideal, and the top caps had hit the valve stem seals. I ran around and chased various people in the UK and eventually found a guy who had worked for Longman who could supply the correct valves, but he was terrible at replying to emails or answering his phone and then the UK entered another lockdown, and he was completely unobtainable so I decided that as I was removing the big lumpy Kent cam I'd also replace the head with a fairly basic and very mildly polished spare item I had in the cupboard.

It was now coming up to Christmas and Rob Roy was 17th January, so time was running out fast. I did a bit of work to match manifolds to the head and tidy the guide bosses up a bit and then copying the GT15 head, machined some bronze guides shorter for the exhaust port and fitted them at work. I measured the springs heights properly this time using a digital vernier and straight edge and measured the cylinder volumes so I could work out my compression ratio I needed. I used the Vizard book to do some gas flow calculations too and decided I had fit a slightly

larger 37mm inlet valve. The head was despatched to the machine shop and after some chasing, I got it back the day they closed for Christmas which was lucky as they were shutting down for 2-3 weeks, Christmas being summer holidays here in Oz.



New head ready to go for a skim, guide reaming and seat cutting. No inserts were fitted as they were not confident doing them...V8 drag and race engines being their usual fair.

I also fitted a new ring gear to the flywheel whilst it was off which fought me all the way with the old one refusing to come off without copious use of the grinder. My car had always starting issues even after changing to a Holden Gemini pre-engaged starter and after some research I found I had the narrow ring gear fitted originally or it had been machined off during lightening many years ago. A new 1/2" ring gear was duly fitted, and the starter motor pinion lead was increased using a small cutting disc to chamfer the teeth to ensure a good mesh each time.

It was now the end of Christmas week and my 7 days off work were ending....and Rob Roy was getting ever closer. The cam timing was dialled in within 0.5 degrees thanks to an offset key and vernier gears and the head fitted with a new copper head gasket and the whole lot was put back in the car. I also had the exhaust manifold modified to give me more clearance and a more central and slightly higher position for the low hanging middle box down the tunnel. This resulted in gaining an extra 30mm clearance. This was completed the first week of January and then a new clutch slave push rod was made on the lathe/milling machine at work to help with a slightly low pedal.

Everything was ready for a test run and it was a whole week before Rob Roy, so I was optimistic. The car fired up straight away which was a vast improvement and was run for 20 minutes to break the new cam and followers in then driven round the block with no issues. It ran so much smoother than before, so I was thinking this is great.... smooth motor, good starter, nice clutch pedal *and* a week to go! I duly lodged a race entry that that night.

I had arranged to borrow a colleagues AFR wideband gauge to check the tune on the carb and this is where things started to unravel. The Oxy sensor had failed so I initially could not get any readings and as time was running out, I started to get a bit nervous. I ordered my own AFR and started to ring around for anybody who could do a rolling road session in case my gauge did not turn up in time. Nobody could

help as they did not carry any later needles for the HIF44 carb so after talking to a local just retired mini racer I ordered a couple of spare needles from Midel SU in Sydney. Fortunately, the needles and AFR arrived Wednesday so a quick test and some filing of the existing needle was done, and some better figures achieved at idle and low revs so I could drive it around. After this initial success I thought I was on the home straight as it were. The car was then driven to work as a test Thursday morning. The car driving ok giving me reassurance that I was about to snatch victory with days to spare!... but (there is always one!) after parking it all day at work I came out at night to see a small drip of oil under the clutch housing.... a quick look under the car showed there to be a second drip on the floating split pin in the bottom of the clutch housing....my heart sank..... it has got a clutch seal leak.

My friend and Marcos/Jem owner Andy Derrick had just experienced something similar on his rebuilt Jem and he had bought the clutch alignment tool and flywheel locking tool so after a quick dash past Andy's place on the way home I spent Thursday night until 11:30pm working on the car. The seal would not come out with the primary gear, so I returned on Friday night after work and bludgeoned it into submission and set to fitting the new one and rebuilding everything, eventually going to bed at 00:30 Saturday morning with just the clutch arm/slave to put back. By lunch time Saturday I had done my chores and bits and pieces at home and had the car on the driveway ready to start testing. It fired straight up again and No leak!out with the AFR gauge and needle files again then...



Almost back together 11pm Friday night

I spent Saturday afternoon driving in and out and fortunately have a steep-ish hill at the end of the road that runs for about ½ Km – similar in length to Rob Roy so after checking the rear view mirror and seeing nothing a few hard launches in 1st and 2nd to 5,500-6,000 rpm were done showing we were still leaning out at the top end so back to the garage, dashpot off, needle out and remark the 16 reference points on the needle and then file away, refit and run again. I repeated this 10 times and measured the needle at the relevant points each time so I could track how much was coming off and slowly but surely, we brought the hard acceleration AFR reading down to around 13 so I knew it was on the richer side and would not mean engine

damage. It still needs some fine adjustment, but it was now around 7:30pm so the car was duly declared 'ready to race' and loaded onto my new trailer which I had just that day collected.

Finally, I had snatched victory from the jaws of defeat. Spares were loaded and the trailer backed into the garage at 9:30pm. A quick wash and a shower and I were ready to hit the sack and not so ready for my 5a.m wake up alarm to set off to Rob Roy and a promise to next time *NOT* be on the last minute!!



....and rest !!!....9:30pm we are loaded and ready for the morning.

Phil and Sam Smethurst
Grid Filler racing.

Hillman's Imp was supposed to be the Rootes company's answer to the Mini. The styling was based on the Corvair. My grandmother bought one soon after it appeared in Australia. It was two toned white over dark grey, with a red interior. It demonstrated most of the problems that its underdevelopment caused. I featured the Imp, and many other interesting Hillmans, in the January 2017 edition of *Retroautos*. Here's the [LINK](#).



The Simca 1000 and the Hillman Imp were the foundation for winning race cars. The Imp remained in production until 1976. (Images © copyright FCA 2021 and Groupe PSA 2021)



Rob Roy Hillclimb 2021

part 2 – How has the De-tune affected the car?!

...Oh God is it 5a.m already....

I was both relieved and sad at not driving the car to the event as it is always a buzz driving the Mini Marcos but as I am older now I should and am (slowly?!) getting more sensible so the trailer means that if the worst happens then we should be able to get home safely.

I woke my racer sidekick up, son Sam, we grabbed some breakfast and set-off up the freeway towards Rob Roy. We had completed paperwork at 9pm the night before as there was some confusion about Covid rules, self-scrutiny for vehicles etc and as such when we arrived at Rob Roy were met by a member of the MG car club who insisted that we stop and verify ourselves and check with another lady that we were on 'the list'. Thankfully, we were so we set off up to the trailer park and pulled up next to Peter and Steven Weymouth-Wilson and their rapid Cooper S historic Nb racer. Greetings were exchanged and then other racers we had met last year started turning up, so it was great to see some familiar faces and cars. We unloaded the Mini Marcos and drove up into the paddock and set up camp. The weather forecast was for cloud and 19C, so we had opted not to bring the gazebo that we had shoehorned into the Marcos last year and instead went for 2 x camp chairs and an esky.

Scrutineering was still carried out by MGCC officials as they wandered around the paddock and we duly received our sticker and were informed that there had been a mix up and though I had registered #64 for the season and paid a fee I was programmed as 72 with a VW Beetle taking 64 so a sticky tape number was made up and we were ready to go racing.



7:30 am and we are ready to go racing.

The track looked quite damp and a bit slick and it was obvious from the first runners that times were down by 2-3 seconds for the quick guy's as everyone felt their way back into things. We queued up for our first run and got heaps of wheel spin off the line and the first split was not great, but the car seemed to go ok and we ended up a second off my best time from last year which was quite pleasing, and I felt sure there were better things to come. It threatened to rain after running 1 but after a couple of spits it held off and eventually the sun made more and more appearances through the clouds and the track clearly dried out quickly and warmed up. With the new cam and having experienced the wheel spin in run 1, I opted to go for less revs off the start in Run 2 which worked and dropped the first split and saw us go over half a second quicker than my best last year. Run 3 saw me get a cleaner start again and I was a bit more aggressive up the hill but was still shocked to see I had gone a further 2.5 seconds quicker than run 2 and achieved a 33:00 dead. I was really pleased and now wanted to break into the 32's for the last run. I managed to make a cleaner start again and lower the first split again and then was going well when the engine/ignition cut out about 50metres from the line and then a second or two later came back - perhaps something getting shaken and bumped too much? – it gets quite bumpy and rough at Rob Roy. I thought I had blown it for sure as I was 10kph slower across the line than run 3 but to my amazement I had gone faster overall with a time of 32.67. I was stoked with that and had completed 4 consecutively quicker runs again like last year and each first split this time had gotten lower, so I had to be pleased with the days result, particularly when I think that 48 hours previously, I had the thing in bits and no carb tuning done or trailer to put the car on!

I am still miles off the fast full race minis but as my car is now a genuine road car running a road cam and head and on a 3.44 helical diff, I cannot expect to get close to them really and hope someday to build myself a new engine – though on a serious budget – so that I can have a go one season at the hill climbs with no compromise other than money!

The car was loaded on the trailer after running 4th and we drove home in the afternoon sunshine quite proud of the little car and have now entered for Round 2 at Bryant park/Haunted Hills on 13th Feb. The car still needs a bit of work on tuning and suspension set up and the driver needs a lot of work on confidence and race craft, but we are making progress and to end up 3.9 seconds quicker than last year gives me confidence that we are heading in the right direction.

Let us hope that Bryant park is another successful day, and we can keep it on the black stuff!

Phil and Sam Smethurst,
Grid filler racing.



NEXT CLUB RUN

APRIL 10th

Organised by Alan and Yvonne Bennett

Meeting point:

Berwick Main Street

Meeting time:

9am for a 9:30am depart.



Set aside Saturday, April 10, 2021 for a glorious drive through the eastern side of the Dandenong Ranges – hopefully, some of the trees will be putting on their spectacular autumn colour thanks to cooler nights and the potato fields around Cockatoo and Gembrook will be a lush green with harvesters tilling through the rich red volcanic earth bringing in the crops. The trip will be on gently winding country roads with all bitumen surfaces.

Starting from Berwick Main Street central car park at 9.30am (above the public toilets) we will tour through the outer reaches of Berwick onto the Emerald-Beaconsfield Rd towards Emerald. The trip will take us through the picturesque village of Upper Beaconsfield before a morning tea stop at the colourful and unique Elephant Rock which overlooks Cardinia Reservoir (no toilets or seating).

From there we will travel through the hills around Upper Pakenham and Gembrook before stopping at the Ash Wednesday Bushfire Education Centre in Cockatoo for a tour around the centre. (Toilets available). The building holds a special place in the hearts of locals as it was the refuge for many families during the disaster. Re-developed as an education centre three years ago and staffed by volunteers it provides information on Ash Wednesday, outlines how the community has rebuilt itself, and importantly offers advice on staying bushfire safe in the home and garden. (Public toilets available). The education centre is all set for our arrival 10.45-11am.

The building is filled with information and we expect most people will be happy to linger for 45 minutes or so before we head off for the lunch spot – arriving 12.30ish.

Bring a picnic lunch and camp chair for our destination of the day travelling through the popular town of Emerald and onto Wellington Rd for lunch at one of Melbourne's most picturesque outdoor destinations - Cardinia Reservoir Park at Narre Warren East. The lush Australian landscape includes views of the dam wall and spillway and has many spots for us to enjoy lunch to end our day. Those who want to linger can try out the well-formed and signed walking trails and others needing to get going can travel along Wellington Road towards Rowville, Narre Warren, or the northern suburbs.

Remember your picnic lunch, chair, and teas/coffees as none of our locations provide these facilities. Please let Gary and Sue know that you are attending or contact Alan or Yvonne on 0407 545 992 or 0437 158 958.



2021

Rotary Club
of Shepparton
P.O. Box 449 Shepparton 3632

MOTOR SHOW Market Day & SWAP MEET

SWAP MEET/MOTOR SHOW ENQUIRIES:

Ian Watt: 0418 562 250 - wattyw@hotmail.com

Brendan Webb: 0427 775 872

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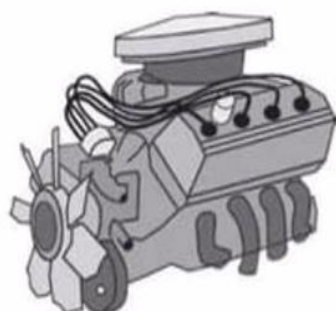
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