



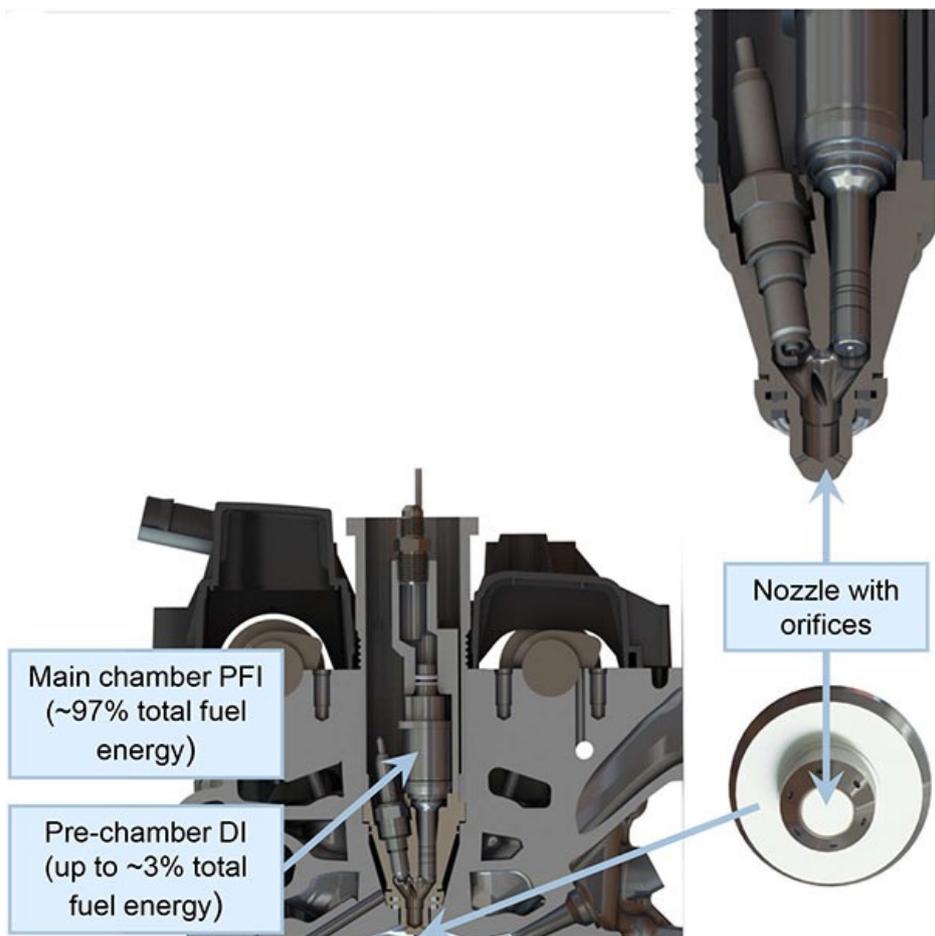
T Register M.G.C.C Victoria

May 2016 Newsletter

Perhaps it is strange that as a TC owner, I follow Formula 1 with great interest. Rather than watch the race (too expensive even when it is in Melbourne), I follow F1 courtesy of an online subscription to Motor Sport Magazine. I first started buying Motor Sport Magazine whilst working a two year stint in England from 1962 to 64 and was always impressed by their technical articles on new racing and road cars. After a break of many years (please don't count them), I started subscribing again about two years ago.

I had long been fed up with the superficial coverage and jargon in most of the current motoring magazines and was surprised and delighted to see the quality of Motor Sport Magazine's coverage was as good as ever. Perhaps it's my engineering training (yes, even I can remember some of it), but I am always on the look out for innovative ways to improve TCs. Hence my delight to find details of combustion improvements in the last two issues.

Both Mercedes and Ferrari now use forms of Homogenous Charge Compression Ignition (HCCI) or the Mahle-developed Turbulent Jet Ignition (TJI), and it is rumoured that Renault will introduce their version at the Canadian GP on 13 June.



Homogenous Charge Compression Ignition (HCCI), and TJI, combine diesel-like compression ignition within a petrol-fired engine. Huge gains are being made to not only power, but also to economy - the latter being critical in the latest reincarnation of F1 regulations that limit the amount of fuel that can be used in a race. The efficiency of the best of these engines has gone from 40 to 47% in the last few years, whilst the road car industry have taken the previous 117 years to get from 17% to around 30%.

Driving those astonishing gains are some amazing advances in technology – which are being kept secret, for reasons of competitive advantage. Homogenous Charge Compression Ignition (HCCI) combines diesel-like compression ignition within a petrol-fired engine. The trick being to do this without detonation.

Using my vast engineering expertise, I am currently working on an advanced version for my TC. It will not, of course, be cheap, but I have high hopes. All that I need now is two or three TC enthusiasts with a lazy couple of million dollars each, to contribute to the project. when you are ready, call me and I can give you my Bank details for you to direct deposit the money.

Past events

17th February T Register Bi-monthly Meeting

Last month I briefly referred to Andrew Clayton's TC-Holden Special. Little did I realise at the time, that we would be enjoying the story of another modified TC at the February meeting. This time it was Paul Johnson's beautifully restored TC. Whilst restoring the car, Paul made a number of modifications to improve it's drivability and enjoyment. These included

- Power brakes with the power unit well hidden under the dash. Paul says that the stopping power is really great "you can really feel them gripping".
- Supercharger. Again, not for the purists, but what difference!
- Twin LED stop lights that are also direction indicators.
- Seat and Bluemells steering wheel modified to suit Paul's height.
- Secondary door catches (yes, mine also had that problem).

Paul also elaborated on the engine rebuild, oil pump problems, fettling the frame, and his plan to fit a Datsun, or equal, steering box in the near future.

A most enjoyable evening. Thanks a million Paul.

6th March Pre-War Social and Garage Run

For the March EMR, the T Register joined the Pre-War Register for their Garage Tour. Three TC's, one TD, three TF's and a few T Type owners in modern F's and B's gathered with a large Pre-War group that included a TA and a TB.

We all met at the difficult to find, secluded, and almost private car park at the rear of St. Martins Theatre in South Yarra where John Lawson had four of his collection of classic sports cars waiting for us. After breakfast at a couple of the local cafes around the corner in Domain Rd, we returned to the car park to inspect the cars and to hear John's fascinating history of the both the cars on display, plus others that he has owned over the years.

John and his son, actively compete in tarmac rallies, such as the Targa Tasmania, in these cars each year. Despite the work that they do in these rallies, or perhaps because they are used as they were intended, the cars look fantastic and run magnificently.

For a detailed and entertaining report on the Garage Tour, refer to Graeme Jackson's Pre-War Report in April's Wheel Spin.



John with his
Delage D6-70S

and below, his
L Magna and
Alfa Romeo 6C
2300M



24 April Maintain the Breed

As John reported in Wheel Spin. Our bi-annual "Maintain the Breed" get together at Domain Chandon has come and gone and I am sure that those who shared the Sunday with friends, will agree that seeing so many MG's at close distance is probably a better sight than that of the Concours. Sorry if this upsets anyone. A glorious sunny day spent with like minded people under the spreading oak trees and sipping wine and munching a gourmet sausage and salad to top it off. As always the raffle had two raffle books the same colour, so our first winner or winners shared and gained a prize each, typical of the T Register I hear you say.



1st May EMR to Point Cook RAAF Museum

Report by John Oliver again.

The run started with breakfast at a restaurant in Williamstown and was attended by eight T's, a Y type, and a few cars that I will not mention, But maybe call them by the initial which could mean MG!! A C "type" a P "type" a J "type" and even a VW "type, but well-done to those who fronted.

We were welcomed after breakfast by David Devenish who is a "friend of the museum" and volunteers help with the restoration of a De Havilland DH B98 Mustang Serial No A 52-600 that actually served with the RAAF during WW11. These craft were affectionately called the 'Wooden Wonders' and were campaigned as a fighter bomber, night fighter, ground attack and photo-reconnaissance plane, the first truly multi-role combat aircraft.

The RAAF Museum was established in 1952 but was not initially open to the public. It

now offers free access each day except Mondays and is open 10.00am each day. Many aircraft are on display and the museum is well worth a visit. Included in the collection are a 1915 Maurice Farman Shorthorn, Iroquois, Jindivik, an F-4E Phantom and many more. The Mustang restoration hanger is also open for a visit.



Question for the day:

Which of these planes (seen at the Museum) were the prototype for the TC?

Coming Events

**27 to 29 May The 40th Annual Historic Winton Race Meeting
and Classic Car Show
Includes the celebration of MG TA's 80th Anniversary**

Historic Winton is run by the Austin 7 Club but is unique in that it also runs motorcycles. Around 250 Historic racing cars and with the assistance of Historic Motorcycle Racing Association Victoria, up to 100 bikes, including sidecars, compete at this event. More than 60 events are held over the two days. A growing part of the meeting is the ever expanding Historic Vehicle Display of interesting cars from all eras including a number of invited rare cars and motorbikes.

A **must see** on the Australian Historic Racing & Motor Sport calendar.

Historic Winton is held at Winton Motor Raceway, around 200 km North-East of Melbourne on the old Hume Highway - about 10k North of Benalla & 25k south of Wangaratta. The circuit is located in a picturesque part of country Victoria, and is unique in that all parts of the circuit can be seen from any vantage point.

For accommodation at Winton and surrounding district see the box at the left. It always pays to book ahead for this very popular event.

Sunday 5 June Winter 100 Navigation Trial

This years Winter 100 starts at Woodlands Historic Park (M178 B6) at 8:30AM. Navigation will be, barring traditional T register errors in Instructions, relatively straight forward. Interesting but not competing for Sheep Stations. Finishing at The Tavern at Daylesford Cidery for Lunch.

Come along and enjoy a good easy run in your T Type, Pre-War, any other MG, or even Non -Marque, if you must.

Sunday 3 July President's Pub Run

Come along and enjoy the T Register's traditional "Thank You" event to the Club's President and his wife. The run will be to the Sam Knott Hotel in Wesburn. This location will guarantee a good run over interesting "MG roads".

Note the twist this year. The run will start mid morning for lunch at the pub. That's right, it's an MMR for lunch, rather than the traditional EMR for breakfast.

Bookings essential to get numbers to book tables. Call John Oliver 0419 323 343 or Bruce Ellis 0417 354 449

Until next time, enjoy your T Type motoring.

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