

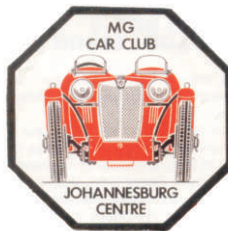
Thumbs Up!!!



Some of the winners gathered around Bob Wilmot's J2, which was car of the day (George Schiering, Hentie Erasmus, Dave Goodrum, Gary Chapman, Bob Wilmot & Dave Lawrence)

See article inside

1969



2016

OFFICIAL NEWSLETTER

MG CAR CLUB

JOHANNESBURG CENTRE

July 2016

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Johannesburg Centre



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A Natter and Noggin is normally held on the first Thursday of each month at 8pm

The Old Edwardian Club, Houghton.

For more details see Motoring Calendar in this issue of “Thumb's Up!

Club Runs are normally held on the second Sunday of each month.

AFFILIATED TO THE MG CAR CLUB -- ABINGDON-ON-THEMES - ENGLAND



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NEXT TO TOTAL GARAGE

Thumbs Up!!!



EDITORIAL

As for my usual gripe about the Magazine glitches over the past number of months, I can only report that all is being done to assist in overcoming them soon. There are several ideas being put forward at present and the Website should be working soon after the Noggin each month.

I was pleasantly surprised that the attendance at Show Day was fairly good, considering that it was Father's Day, and that being over a long weekend. My thanks to all those enthusiastic members who did so much to make it a truly memorable day.

One of the requirements for Show Day, was that all Indemnities be signed by all occupants of all cars entering onto the grounds. And, it will be necessary for all our cars to be fitted with a valid Fire Extinguisher. Triangles, and Yellow Reflective Jackets, should also be kept in the boot of all cars, ready for any emergencies on the roads. Note: this is for your own interest, so please be aware that these items may be inspected at any time while on any official motoring events.

A case in point regarding fires in vehicles. I had a Wolsley 10, which was the first car in my life. I parked in the main street in Boksburg. I purchased a Balsa Wood Model Aeroplane, and on getting back into the car again, when I pressed the starter button there was an 'explosion' under the bonnet, and then "smoke!" On opening up I found flames over the Carburettor. They were quickly put out by some kind passer-by, who threw handfuls of sand over the engine. Do you know that in most of our MG T-Types, the one carburettor is directly over the Self Starter. Should your float chamber overflow, that fuel is ignited by the starter. Keep your extinguisher handy, you never know when it will save your little treasure.

It was rather 'scary' recently when a car was brought to me for a service. One of the reasons was to fit new carburettor kits, as they often overflowed and fuel leaked from them. The first thing I noticed was that there was not even a cover over brushes on the starter. That really scared me.

This was not meant to be a "Technical Lesson", but we have many dangerous situations lurking in our garages. Just look around you, and assess what dangers there are. Petrol, thinners, oils, are only a few items to be aware of. I noticed the other day in my garage: A very 'oil soaked' cloth on the work bench. AND, I had unwittingly placed a magnifying glass on top of it.

Now, let's finish off by asking you to let me know of some of the dangers you have experienced in your environment. Let's see what you can offer to be published along these lines in the next edition of Thumbs UP!!!
Editor.

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From the Chair,

July 2016

By all accounts this Show Day was an outstanding success held at an awesome venue on a warm and sunny highveld winter's day. The official count was 71 cars although a few more cars slipped through during the day bringing it up to about 84 according to some. The Father's Day 'long' weekend kept some of the faithful away; the venue adjacent to the brand new Mall of Africa was sponsored by Bespoke Marketing (the first car show ever to be held there was our MG Show Day!) What a heart-warming sight it was to see the shiny MGs lined up on the terraces and the period music provided a festive atmosphere.

It is difficult to thank everyone who assisted in making this event such a success. Firstly thanks to those who displayed their MGs. I thank Pepi for organizing the venue and encouraging the Northerns Centre members to participate; Jay Westerway for bringing the combined centre's trophies along and leading the judging; Jenny and Kevin for auditing the reconciliation of the score sheets and Suzette and her friend Elisabeth Jacobsz who expertly scribed the certificates in beautiful calligraphy (an art lost with the advent of the word processor); Tom for manning the entrance (he had manned the gate for 18 years of Show Days along with Bill Greig who sadly passed away last year), Rajesh who ably led the Show Day committee; Randall, PJ, Tony, Shelly and Michael worked tirelessly all day from before 07h00 until all the equipment was stripped down and packed up late in the afternoon. This "Team" performed fantastically - thank you all. In addition to the thanks to the hands-on folks, a very special thanks to our sponsors Bespoke Marketing and Gary Dixon of Craigary Enterprises.

A number of the committee members have been involved with the production of the Thumbs Up for many years. My involvement prior to becoming chairman, was limited to the odd article and reading and collecting them - I have copies going back 40 years. Now that I am involved in its production, I realize that it is a far bigger task than I ever imagined. Meeting the deadline of the first Thursday in the month is a challenge. I am always relieved when I see John Mac arriving at the Noggin with a bundle of copies hot off the press, under his arm. Another challenge is to get the edition uploaded onto our web site. What the readers may not know is that hand written articles have to be typed, various computer programmes have to be converted- MS Word to PDF and PDF to Corel Draw. Tom and Denise work hard at it to meet the deadline. Often someone needs to visit John Mac's business to deliver or discuss articles with Denise. Both Tom and Denise have been doing this for many years. I have taken it upon myself to smooth this process which has not been easy.

In discussion with Denise and at her valued suggestion, we have decided that the Thumbs Up has to be brightened up. It has been said that it does not cater for our lady members and is boring! When one thinks about it, the club is run by some grumpy old men- sadly I include myself as one. We are now committed to revving it up and making it fun to read. I challenge all members to contribute to the magazine - especially the ladies. We propose to include a Notice Board that lists members' news- new acquisitions and new additions. Let us have lots of fun articles about the members and their MGs. I would like the editors' job to be choosing a few articles from many submissions - we are limited to 30 pages. How about some more adverts? I spent many hours typing up the

email addresses of members and see many email addresses which indicate companies which could advertise in the magazine. It's your magazine- get involved!

This club had the initiative some years back of running a Youth Programme. This has been amazingly successful in building and racing MGs. The youngsters have matured and have had fun but we have not achieved the primary goal of attracting new young members to the club to replace the grumpy old men referred to above. We don't see these youngsters at our Noggins and Monthly Runs. We need to make the club events fun and to attract a younger generation. We did indeed have 3 YP members helping out on Show Day. Your suggestions are welcomed.

Carol has made the observation that the younger parents are not able to bring their children out on runs in two seater cars. Years ago we were allowed to have children in the back of sports cars and we brought them along to runs. Now we need a four seater with child restraints that rules out the open top two seater. Can we have runs that cater for the children? The generation that I remember had Christmas parties with Father Christmas arriving in a red TD loaded with presents organized by the club. We had Tea parties for the T Types with all other cars welcomed. How do we attract the young parent with small kids and make it fun? We have never had a treasure hunt for children and grand children - we have had treasure hunts for the grumpy old men! I have a copy of a Junior M G Car Club magazine dated 1999 from the UK edited by a 14 year old! It has a section for the Story Corner, a badge collection section and other interesting articles (did you know that the legendary William Morris started by repairing bicycles in his back yard?). Do we have any 14 year olds? I am sure they could teach us a few things especially about Face Book and the like!

Bruce

TRADING POST

I am looking for a TC tappet cover - I can swop for a TD tappet cover

Bruce Dixon



July Monthly Run
James Hall Museum of Transport
To take place on
Sunday 10 July 2016

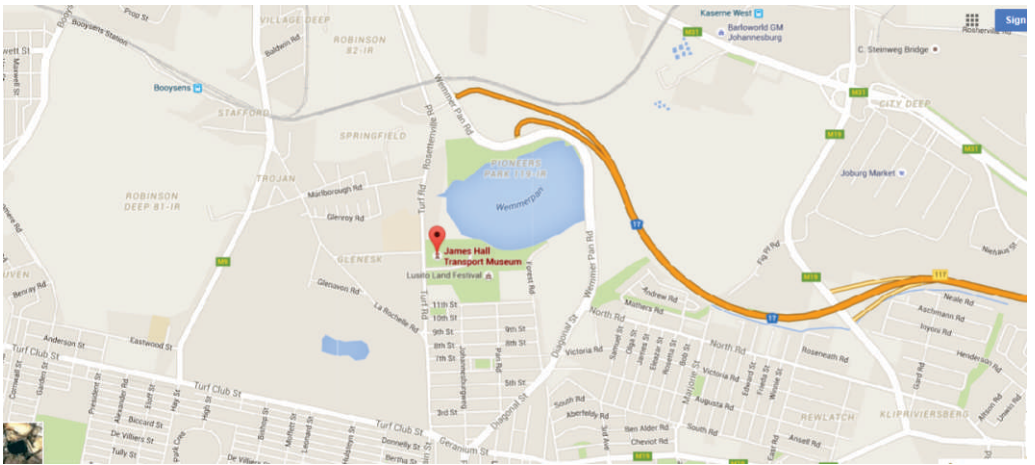
Meet at Old Edwardians Club at 9.45 for 10.00am Departure, for a slow drive through to the Southern Suburbs, culminating at the Museum in time for a 1.1/2 hr visit

Note: There is no entry fee but a donation is expected.

We then travel to the renowned Troyeville Hotel for a Portuguese Lunch

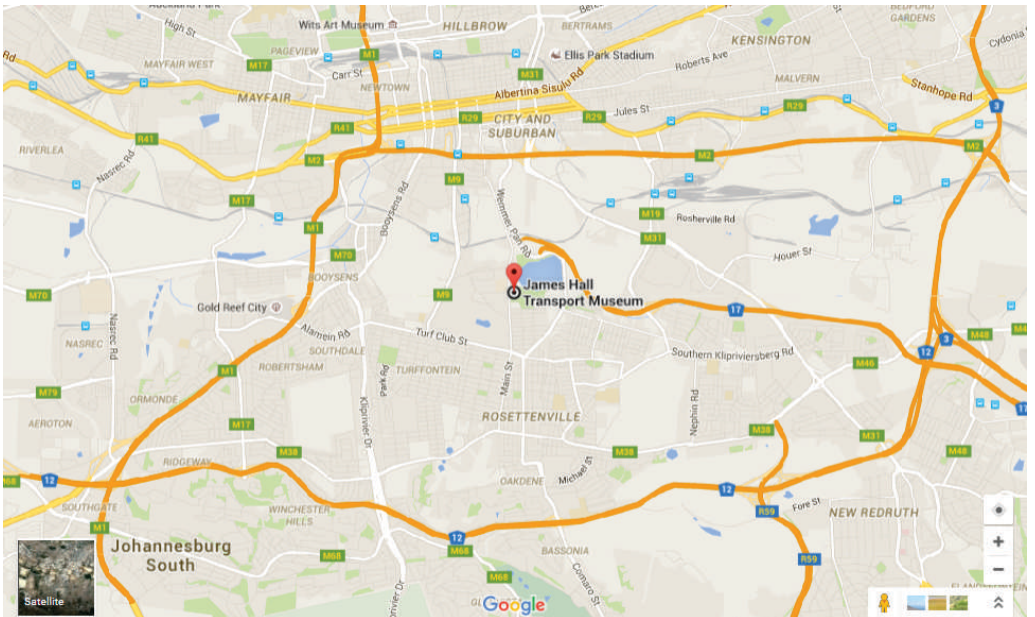


Come! Enjoy a Wonderful Day Amongst the Relics of Yester Year.



July Monthly Run

James Hall Museum of Transport MAP



SHOWDAY

An Outstanding Success

While your Committee was pondering about a suitable venue for this year's Show Day, time was marching on. Finally, Pepi twisted Bespoke Marketing to let us use Waterfall Park adjoining the Mall of Africa (FOR FREE!), which had just recently opened. This left a fairly new team of MG Committee members to finalise all the required arrangements in a very short space of time. Bruce and Rajesh and the rest of the Committee then commenced with many meetings with Nicola van Kan the marketing manager for Waterfall Park. Rajesh headed the Show Day committee and arranged judges, score sheets, brochures, dash badges and the disco with a PA system all the nitty gritty items that makes for a successful event. PJ then called in help from the Youth Project to assist with the parking of cars, sign posting and guiding the MGs around the maze of roads to find the venue adjoining the massive tower being built alongside the show arena; the three YP who arrived were run off their feet.

Adverts for this event were circulated via SMS, emails, Thumbs Up and placed in a number of Caxton newspapers in the Jhb and Pretoria areas. MG Show Day was also included in the events of Ignition TV channel. Everyone in town, member or not, should have known about the event.

Now, for the Organisers Dilemma!!!! What will the weather be like? Show Day has always been known to be held on the coldest day of the year: Fathers' Day? Let Dad have fun with his motoring hobby. The Long Weekend? What would the ladies think of that? How many members would be away for the weekend? Well, all we can do is just wait and see what tomorrow brings.

The initial set up was done on Saturday afternoon and the committee was on site at just after 06h30 on Sunday morning in anticipation. There was no cold wind, not even a cloud in the sky. The sun came up, (but to me it was in the wrong direction!). However, let's get the Show on the road! After a long wait, it was after 8am before any MGs (other than the committees' cars) started to arrive, and others filtered in very slowly after that.

On the arena itself the action began to come to life, as the cars were directed to their allocated parking lots. The Concours Judging began just after 9am ably led by Jay and David Westerway. That is when "It all came to LIFE!"

The DJ commenced, by playing all the old popular songs of the 40's, 50s and 60's onwards. That brought back many fond memories to the older grey haired generation- some of our members were seen dancing on the paving. Participants mingled between the cars, watching the judges at work, meeting old friends and acquaintances, discussing each other's latest additions and the various restoration projects in progress.

The Concours cars (Tops Only and D'Etat) were of a particularly high standard, which made the Judges task much more difficult. Soon the public from the Mall of Africa came out and mingled between the cars and were all eager to tell one about their old cars of yester year, and their motoring experiences.

We gained a few new members during the day and ended the day with 84 cars on

display. A truly very successful day. Particularly with all the adverse thoughts of Father's Day, clash with the 3rd Sunday Piston Ring event, weather, public holidays etc. In addition some of our faithful, Norman and Pat, Joe and Anita, Rolf and Judy, William and Wendy, Stephen and Bronwyn, Rodney and Jocelyn and Cameron and Les were either in France or on other rallies or events. If they had been about we could have had a record turnout.

We must thank Nicola of Bespoke Marketing for all the help and support we were given during the past 2 months. Thanks to our Judges, our music maker, and those of the Youth Project who so willingly assisted us. Your Chairman and Committee members have had many messages of congratulations, from many who attended.

A letter of Appreciation:

Sent by Meyer Blumenau, his fellow ZB owner Kevin Loader, who passed it on for publication:

"Kevin, I thoroughly enjoyed the Show Day, and thereafter the breakfast with my kids. I was blown away by the turnout and the quality of the vehicles on display, it was an eye opener. Please convey my admiration to all the organisers for a well-organised event. I am passionate about my MG but I was reminded about what was once said about Springbok Rugby, and which applies equally to the MG car Club. When asked if supporters of the Springboks thought rugby was a religion, he replied "definitely not, it's much more important than that."

Have a good week and we will speak soon."

Meyer.



A view of the cars on the terraced lawns with entrance 23 to the mall in the background

A panoramic view of the event





Jeanne & Hentie Erasmus with their MGB placed 3rd in the Tops Only competition



Jenny, PJ, Len & Kalipso enjoying some coffee from the food stand



Rosemary listening intently to Noel's explanation; somehow doubt that it was anything technical



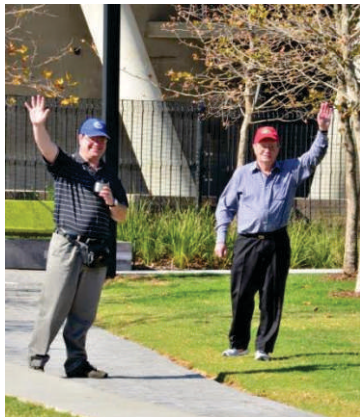
The Youth Group support team - thanks to Gavin, Sarel & Bugs for helping direct the cars



Tom Kirkland's MG together with part of the Africa Mall's water feature



many thanks for the super music from the classic era



The Buttress Boys; Andrew & John (son & father)



Patti & Edward Legg enjoying some of the sunshine & the view





George & Liz enjoying show day



Typical buzz as folk get their cars ready; George Schiering with his TC & Derek Spavins putting up the hood on his MGB

Thanks to Rajesh for all his hard work organising show day, seen with his wife (Shireen) & son (Shivek)



Plenty of classics; Dave & Maureen Wheeler showing off their range of classic mineral oils together with their Castrol team in support



Come on Bob, please tell us how you keep your car in such perfect condition?



Shelly Dixon who helped with all the organisation behind the scenes



Enjoying the vibe; PJ, Clive & Tania



Thanks to the judges; Dave & Jay Westaway, Bruce Dixon & Rajesh Thulsie



A view from inside the mall



The manne; John Meiring, Stewart Cuninghame, John MacKenzie & Pepi Gaspari

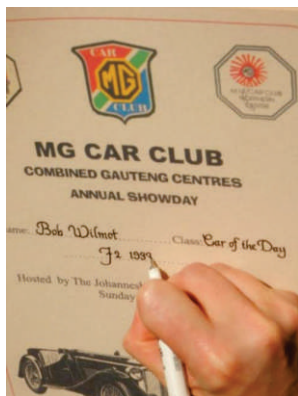
Mike Watt checking out a car



Maureen Wheeler taking it easy



SHOWDAY



Congratulations to Bob Wilmot winning Car of the Day with his J2



Thanks to Elizabeth & Suzette for preparing all the winners' certificates



Congratulations to Bob Wilmot winning Car of the Day with his J2 . A different view of the J2; spotlessly clean beneath as well as on top

TD in a Fancy Suit – 1956 Arnolt MG Convertible



JUNE 25, 2014
By Andrew Newton

As imported cars became more popular in the United States during the 1950s, some American entrepreneurs became licensed distributors for individual European manufacturers. One such man was Chicago industrialist Stanley H. “Wacky” Arnolt, the distributor for MG, Riley, and Morris in the Midwest. Arnolt was therefore well-connected in the automobile industry, so when in 1952 at the Turin Motor show he saw a stunning pair of cars bodied by Italian coach builder Bertone over platforms borrowed from the MG TD, he was able to negotiate a deal on the spot. Arnolt ordered 100 coupe bodies and 100 roadster bodies to be bolted onto MG chassis at his dealership in Chicago. Marketed as “the Continental sports car for the entire family”, the new Arnolt-MG combined the popular agility and fun factor of the British MGs with more elegant Italian styling. The Arnolt-MG shared the standard Y-type chassis 1,250 engine with the MG TD, while the more voluptuous Bertone bodies, weighing only forty pounds more than the British MG body, maintained that sporty feel that so many customers wanted.

The Arnolt-MG is an interesting example of collaboration between the British automotive industry and American business interests, but sadly the relationship was not to last. At over \$3,000, the Arnolt-MG was priced at 30% more than a regular MG TD and dangerously close to the more upscale Jaguar XK120, which made the car a tough sell. Finally, MG backed out of the deal since demand for their own complete cars still remained so high that they needed every chassis they could produce. In the end, only a little more than 100 Arnolt-MGs were built between 1953 and 1954, making this car one seriously rare sight.

Of the few that were built, only around a third were convertibles, making this car out of San Luis Obispo, California even rarer. Quite little info is provided, but it appears to be a restored and very clean example other than a huge, cringe-worthy dent on the front fender that has taken a huge chunk of paint off. The seller at least offers to repair the dent for free, though, and besides, where else are you going to find one of these MGs dressed in a fine Italian suit?

Check out the 1956 Arnolt MG Convertible here on eBay, where the “Buy It Now” price is set at \$82,500.





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Official Photographer at Show Day

He has taken literally 100's of photographs of all the cars on Show

These photographs can be viewed on "Facebook" Soon it will be on our MG Website as well, from there you can place your orders directly with Jooste. See address below.

Jooste, is offering our members the opportunity of ordering photographs of their Special Little MGs in 3 different sizes

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PLACE YOUR ORDERS NOW!

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Jooste, will be donating part of the proceeds back to the MG Car Club Funds





Rajesh has purchased a Rubber Bumper B so that he can attend runs while his T Types are being sorted out.



Alex and Sue have had a baby daughter called Scarlett- Carol and I have been introduced to her already!

The contingent- Norman and Pat, Joe and Anita, Stephen and Bronwyn who attended the French Mq get together are back- Rolf and Judy get back on the 11th- we look forward to the report back

Thelma Cunninghame had a nasty fall whilst on an Austin Healey run to K&N and has had a number of procedures. She is having one today. We wish her a speedy recovery.

Randall has acquired an MqA after months of searching- we look forward to seeing it on the next run

All members:
Please let us know of any happenings in YOUR lives

'John Fry attends June Noggin'

Who is John Fry? Most of our members will be asking!

JOHN FRY, was an early member of this MG Club of ours; in fact, he may have been a founder member at the time. Just to confirm this, is the fact that John has been shown on our Club Register as Member No 29, and he joined during December 1970. John was a very active member in the early days of this Club, and served on the Committee for many years. He may even have had a stint in the Chair. He and his wife Judy emigrated to the UK and also worked in Canada. They have also been very active in the MG world over there. I believe John has now built up a formidable collection of Mgs. My brother Ray and I, met John and his son, while on our Kenyan Tour in 2006. There he chatted a lot about some of his overseas adventures. John and Judy, will always be part of our "MG Family". We were lucky to have John and Judy at our June N&N where John brought us up to speed and related some interesting stories about one or two of his collection of MGs.

.The picture below, taken by our photographer, Kevin, says it all:- Editor



Caption: John & Judy Fry (UK members) were able to join the June Noggin. John's MG Jhb membership number is #29 & he'd originally joined the club in Dec 1970. Present in the photo are (front row) Judy Fry, Thelma Cuninghame, Joan Stokes, (back row) Cliff Smyth, Nigel Stokes, Stewart Cuninghame, John Fry & John MacKenzie. No, it's not a halo around Nigel's head.

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TECHNICAL *ANYONE FOR T...*

Part 1

No not that one, I am talking about T for Turbo

As a reader of our Thumbs Up magazine you will have seen pictures of the cars at Norman's Kimber run to Bob Wilmot's place, I went with my black 1980 roadster, so what you might say!

Well it was a special day for me as it was the maiden outing for my now turbocharged B. Kevin's keen eye for a photograph found my car and took a picture.

As an 18 year old student trying to convince my father to buy me a car, my dad found a Morris Minor 1000 so off we went to have a look and a test drive, this was no Minor it was a pocket rocket and after opening the bonnet we saw that it was supercharged and that was it. Dad said no way, just as well as I ended up with a clapped out 49 MG TC and that started me on another journey.

At the outset let me confess that I am no expert on this topic and what I report here are my findings on the internet and that of the numerous enthusiasts who answered my questions.

I also acknowledge the work of Peter Burgess and his book "How to power tune MG B engines" whilst his book does not cover turbos there is none the less valuable info on the B engine. The second author is Corky Bell a world renown expert on turbos and his book "Maximum Boost" gives expert advice on design, testing and installing a turbo.

Over the years I have often looked at supercharging to no avail due to the cost. even now the Moss bolt on kit looks very attractive but costs more than I paid for the car and is not justified; the alternative was

turbocharging.

So what's the difference between a turbo and a supercharger? A supercharger is a rotary compressor that is driven from the engine that means you lose power to drive the thing. A turbo on the other hand consists of a turbine and a compressor fan driven by exhaust gas. The exhaust gas is theoretically free as it would have been discharged to atmosphere through the exhaust pipe.

Superchargers draw fuel and air through a carb and compress the mixture; volume and pressure is relative to the shaft speed; the same applies to a turbo but the turbine speed is relative to the volume of exhaust gas.

Superchargers develop boost from low RPM and continue to increase pressure and volume relative to the shaft speed typically 1.5 -2.5 times crankshaft speed. Turbos on the other hand run at very high speed typically 150 000-250 000RPM. Yes that is thousands and the compressor fan generates a lot of heat whilst compressing the air, the turbo has a limited range of operation and at the higher RPM efficiency drops off dramatically. Overall optimum efficiency is typically 75% but can drop down to 60% at high speed.

Turbocharging or supercharging is no substitute for a worn or clapped engine so check make sure your engine is in top condition before you start thinking turbo.

When choosing a turbo aim for the highest efficiency at the desired HP.

I started off my research on the internet and found several sites for aftermarket turbo installations mainly in USA. I joined several turbo forums and asked pertinent questions and learnt a lot but be aware there is a lot

of absolute garbage on many of them. I spent a year on research as there are thousands of turbos and variations and a whole lot of theory. Popular manufacturers are, Garrett, IHI, Borg Warner, KKK, Holset and a host of Chinese rip-offs.

I decided to use a Garrett turbo as they offer a lot of technical advice and are not afraid to publish their compressor performance maps; other manufacturers don't publish their compressor maps. Garrett also offers aftermarket performance turbos.

Selecting a turbo:

Here are several inputs at this stage viz;

Horsepower target

More torque

For Racing or street use

Increased power at low RPM ie 1800RPM

Max HP at high RPM B engine typically at 5500RPM

Turbo with internal or external waste gate

Variable Nozzle turbo or simple waste gate control

Turbo with ball bearings or sleeve bearings

Oil and water cooled bearings

The system

Fuel injection (not practical for our B engines unless you include a cross flow cylinder head)

Draw through carburettor simplest of all but problematic

Blow through carburettor preferred system but more complex

Which carb to use Weber, Del Orto, Holley, Mikuni all USA favourites

Intercooler or no intercooler

Engine compression ratio HC or LC engine LC preferred

Where to start:

I wanted to maintain daily use of the car so aimed for 130 flywheel HP. I also wanted the turbo to start boosting from about 2000RPM.

I decided not exceed 8psi boost as I did not want to destroy my engine

I also went for a blow through system using a 44mm SU HIF6 carburettor. This is similar to what Rover did with the MG Montego so I had a reference point. Note that blow through technology is rather old world that was popular in the 80's and seldom done today.

From this starting point one can obtain turbo maps from Garrett and with the help of various formulae one can start the theoretical calculations.

The process:

HP is relative to the fuel input and the correct mass of air to create combustion. Empirically for every 1lb of air added to the intake manifold you will create 10 HP. So in my case I needed a turbo that could deliver 13Lb/minute of air at the best efficiency.

From this you can calculate the manifold pressure (boost) and make corrections for temperature, air density, our Highveld altitude, pressure losses in the manifold, turbo intake and air filter. All these numbers can be plotted on the Garrett compressor maps as illustrated.

Too small a turbo will give low RPM performance but run out of air at higher RPM whereas too big a turbo won't spool up (turbo jargon for boost) until high RPM, so the turbo selection is a compromise at best.

My research showed that the MGZT and Rover 75T both 1800cc engines used a Garrett GT2052 turbo that was water cooled, finding one of these was impossible. Another turbo often used is the GT1752 from an early SAAB with the B204E engine again difficult to find as scrap yards are reluctant to sell the turbo without the engine. Prior to purchasing the GT2052 turbo I sent all my inputs to the Garrett Technical

department for their recommendation and they too advised the use of the GT2052 that gave me confidence to proceed.

A new GT2052 for the ZT was available from one dealer but at a cost of R14000. I did eventually find a used GT2052 in the Junkmail off a Perkins engine, though not water cooled. I had it overhauled at a Garrett agent at a total cost of less than R4000 including the purchase price.

Turbocharging pros and cons:

The obvious advantage is more power and torque but that comes at the price of reliability and additional wear.

The additional cylinder pressure puts more load on pistons, conrods, crankshankshaft and bearings.

Additional fuel and air means higher combustion temperature and greater thermal stress on our vulnerable B cylinder heads that are prone to cracking

Getting the air to fuel ratio, timing, boost pressures and air temperatures wrong can lead to detonation and resultant engine failure.

So is it all still worthwhile? Hell Y,es but what a challenge.

Building the system (we already have our turbo):

New/used SU 44mm HIF6 Carb with new jets and a few richer needles viz BCF and BCA, a 0.100" float needle and seat plus a yellow damper spring, this carb comes from the Rover 3,5L V8.

New fabricated inlet manifold for single 44mm SU carb

New fabricated plenum chamber I used stainless steel, fitted between turbo and carb recommended volume to be same as engine capacity ie 1800cc plenum has fitting for dump valve and boost take off

2 x 50mm Silicone 90° bends to connect compressor outlet to plenum

New dump valve fitted to plenum

New fabricated exhaust manifold or use

old cast iron USA spec manifold as I did. Fabricate U bend from manifold to turbo inlet from 50mm short radius 90° bends

New turbo discharge pipe, for the GT2052 this is a 63mm insulated down pipe mated to a new 50mm silencer and exhaust pipe

New high pressure fuel pump viz 150l/hr@3bar (45Psi) ex VW Kombi

New boost controlled fuel pressure regulator, fuel pressure must always be higher than boost pressure to avoid forcing fuel out of the float chamber.

Make up new longer flex pipe from engine to oil pressure gauge, fit new 8mm tee and supply oil to turbo

Make up new oil return line from turbo oil discharge back to the engine sump use mechanical fuel pump blanking plate

New excess fuel return line, the USA cars have a return but it is too small and must be replaced with a 8mm line. Non USA cars don't have this return.

Fabricate 2 aluminium heat shields to reduce radiant heat to carb and plenum.

To reduce costs I did all the fabrication myself but used a professional welder to do the TIG welding.

In Part 2 I will go through the following;
Some of my reasons for what I did

More detail of the draw through vs the blow through system

Mods to the carb and fuel supply

Fabricating the parts

The challenge of getting this lot to fit under the bonnet

Detonation (pinking to us older toppies)

So now that I have your attention look out for part 2 in the next issue of Thumbs Up

Randall.



YOU MIGHT LIKE THESE

- 🕒 I changed my car horn to gunshot sounds. People get out of the way much faster now.
- 🕒 Gone are the days when girls used to cook like their mothers. Now they drink like their fathers.
- 🕒 You know that tingly little feeling you get when you really like someone? That's common sense leaving your body.
- 🕒 I didn't make it to the gym today. That makes five years in a row. Don't tell me I am not a stayer!
- 🕒 I decided to change calling the bathroom the John and renamed it the Jim. I feel so much better saying I went to the Jim this morning.
- 🕒 Old age is coming at a really bad time.
When I was a child I thought "Nap Time" was a punishment. Now, as a grownup, it feels like a small vacation.
- 🕒 The biggest lie I tell myself is..."I don't need to write that down, I'll remember it."
- 🕒 I don't have grey hair; I have "wisdom highlights." I'm just very wise.
- 🕒 Teach your daughter how to shoot, because a restraining order is just a piece of paper.
- 🕒 If God wanted me to touch my toes, He would've put them on my knees.
- 🕒 Last year I joined a support group for procrastinators. We haven't met yet.
- 🕒 Why do I have to press one for English when you're just going to transfer me to someone I can't understand anyway?
- 🕒 Of course I talk to myself; sometimes I need expert advice.
- 🕒 At my age "Getting lucky" means walking into a room and remembering what I came in there for.





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Forthcoming Events: Runs, & Noggin s

Forthcoming Runs, Noggins and Events.

July Natter and Noggin

Old Ed's - 7 July 2016

Talk and Presentation by Stuart Cuninghame - A piece of MG history in South Africa not to be missed

July Run

Run to the James Hall Museum of Transport on Sunday 10 July.

Pioneers' Park, Rosettenville Road, La Rochelle. Free entrance. Time and meeting point to be confirmed at the Noggin.

Scottburgh Classic Car Club

17 July 2016

The Scottburgh Classic Car Club will present the Scottburgh Classic Car Show at the Scottburgh Country Club.

See website www.scottburghclassiccarshow.co.za

Cars in the Park, Zwartkops Race Track

7 August 2016

Pretoria Old Motor Club

This is the Top annual old car show held at Zwartkops race track. Some 2000 vintage & classic cars & motor cycles from more than 80 clubs will be exhibited.

Visit our web site: -

<http://www.pomc.co.za>

August Natter and Noggin

Old Ed's - 4 August 2016

Topics to be confirmed

August Run

7 August.

Suggestions and proposals welcome.

MG Indaba 2016

2 to 4 September 2016.

2016 Tshwane MG Indaba. Start your preparations and confirm all bookings now. Your contacts from the Northern Centre are: Pepi Gaspari (082 410 1569) / Steve and Hazell Eden (082 372 8740)

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