



Westfield News



Happenings

Welcome to the July 98 edition of the Westfield Newsletter. Once again thanks to those guys who have taken the time to pen a few words about their exploits in and with Westfields. We are just a week away from the "historic weekend of the year", when we all trip off to Leyburn for the "sprints" Don't miss this one, most of us will be camping up there with some people going up Friday to stake a claim. It gets pretty cold on the Darling Downs, bring your long underwear or the rum or both.

Russell Flack

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Shirts and Hats

We have had some Westfield merchandise produced. Compliment your Westfield with a hat and shirt to match.

Shirts are first quality blue chambray with a Westfield "Bomber" logo and the words "Westfield Clubman Sports" above the pocket. Embroidered in four colours the shirts are long sleeve and available in most sizes. Priced at \$35 these shirts normally retail for \$50.

Premium quality hats, are baseball style caps made from navy blue brushed wool with a brown suede peak. Again these hats are embroidered "Westfield Clubman Sports". Hats are priced at \$15 and normally retail for \$25.

All proceeds go towards the club.

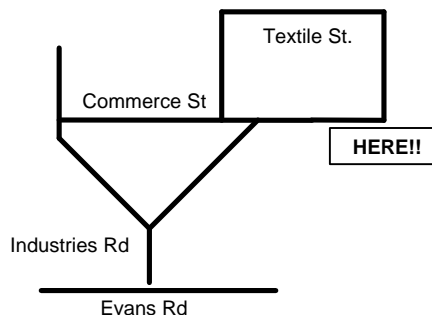
Contact Russell Flack - (07) 3887 7000



Meeting Dates

Friday 14th August
 Friday 9th October (at Norman Hotel see coming events)
 Friday 11th December

We meet at 7.30 PM on at Paul Kennedy's workshop on the corner of Commerce and Textile Streets Salisbury.



Queensland Hill Climb Championship 31/5/98

by Gary Schmidt

Class MARQUE SPORTS UP TO 2 Litre

Practice 30/5/98 Track condition- Good, weather Warm and sunny.

Scrutineering started at 12 00 with practice starting around 13 00. Practice is a bit of a free for all get on the queue and have a go. The times were recorded and listed on the board outside the timing shed.

With Des deciding not to run he offered me the use of his rims and tyres, what a difference they made. The first practice on these tyres and I'm quicker than I've been before 52.15sec, the second quicker still

50.95sec, and the third believe it or not quicker still 50.71sec, still not the cleanest of laps but hey it's looking good for race day.

Race day 31/5/98.

I'm up early but I'm not happy, the rain had started about 0200hr and was still coming in the bucket loads. Which tyres do I use Des' or mine, the ones I know or the ones I don't? The weather forecast is for fine so I go with Des'. I'll test the grip, braking etc, in some of the back streets on the way to the track. Guess what? each time I jump on the brakes they lock up. I think that the smaller diameter of Des' tyres 60-70mm smaller than my standard tyres has a big effect on the amount of pressure you need to apply onto the pedal. OK I've got a bit of a feel for the grip and what to expect HA HA.

Round one. Third quickest in the class Fred Douglas in a rather warm 2 Litre MGB was the one setting the pace and Lyndal Tighe in her PRB second.

Round two. Second quickest with Fred Douglas still quicker and Lyndal back to third.

Round three. The weather is the best its been on the day with a partly dry line so I tried a bit harder putting up a time of 55.71sec which was 0.33sec quicker than Fred Douglas and Lyndal was still third.

Round Four. The heavens open up again and it's nearly a non-event, the times are out to the 60sec mark.

The final result was Westfield 1st MGB 2nd PRB 3rd.

Thank you to everyone that came out on the day to support me.

A very special thanks to Des for the use and abuse of his tyres. The smaller dia and sticker tyres work very very well.



The HILL

not by Gary Schmidt

I sat at the bottom of THE HILL.

I tightened my belt nervously and eyed the narrow track that I soon would be pounding up. I went through my cockpit checks, water-OK, head temperature-OK, belt tight-check, front and rear drive selected- check. Everything was still and the time had come --- GIDDYAP CUPCAKE!!! I yelled as I booted my Arabian mount in the quivering ribs.

This is when the horse's command manual override function came into operation and Cupcake leaned forward and tried to bite the bum of the horse in front. And so the great saga of the GREAT Bestbrook HILLCLIMB began.

After not riding for more than 25 years, it was a test of WHO'S THE BOSS. Cupcake had been on Valium for the week before, at my earnest request to Bestbrook management so that the horse and I both had the same blood/Valium ratio,(enough to kill a horse.)

I was determined not to make a silly billy of myself by departing my mount and having to walk back to the pits. I sat calm and looking VERY confident and the flag went up. The horses burst into a blistering dawdle, having done this a million times with a thousand stupid bloody riders who thought they were Buffalo Bill. Head to tail they waddled up THE HILL trying to catch us off guard and wipe us off by sideswiping a tree.

Once again THE HILL was conquered at a leisurely pace without incident apart from swearing from Cobra Bob and the odd bum bite (Not Cobra Bob). The top was reached and time was for the part that we didn't expect. If you go up a hill, you must go back down! Now to this seasoned frontiersman, it is considered that the only thing worse than going up a hill on a horse is going down a hill!!!!!!!!!!

I am sure Gary Schmidt would have had a crutch strap or something, but to us mere mortals one must push down on ze knees to stop ones own crutch from impacting on that foreboding knob at the front of the saddle thing the size of Ayres Rock!!!

So for the next hour we go down THE HILL pushing ze knees! (Cupcake finished with a brown nose because he was OK starting but not so hot at stopping in convoy.) (Reminds me of the time coming back from Newcastle with Paul, following closely behind that cattle truck. By the time you find out it is not raining its too late- still it stops you licking your lips.)

Now going down is not always going down!- frequently there is a little gully crossing that we go down and quickly up the other side-Oh Dear!! This is OK----- BUT(the keyword) the chassis resonance frequency of a horse at the trot is EXACTLY out of phase with the human bum, and so horse and bot-bot meet out of phase at maximum velocity, and there is not much that you can do about it except hang on and watch Ayers Rock about to do irreparable damage to boys and girls naughty bits.(Ben Blythe has an Austin Healey Sprite, so he already knows what pain is.) (More swearing from Cobra Bob.)

Des Edwards was taking all this in with quiet observation---"If I had a bottle of Port I could add another two legs.....aluminium T6108 with T6 temper.....stainless steel bolts of course....."

Then we get to THE CREEK CROSSING where the horse can't SEE the slippery rocks. How does it know where its back feet are??? We the get to the open paddock where we are allowed 'TO GO FOR A GALLOP 'of all things!!!!!!!!!! "All those who want a gallop to this side" says Roy Rogers, our indefatigable leader.

All horses drop their heads and munch on the green pick, severing all communication with the driver (limp home mode engaged, Scotty)

Thanks go to Nancy Earley for her interesting demonstration of the emergency evacuation procedure from an equine in the expectation of a calamity. It works fine and is much quicker than getting out of a full harness. (Incidentally, it seems that passenger cars will have to have twin air bags within a few years—why did I think of that??)

By the left, single file for home! This was what they wanted to hear. Off at a snail rattling pace. (What are you swearing about now Bob?)

As I went past two ladies walking by the track, my horse had some sort of computer recalibration, causing disgustingly high emissions of greenhouse unfriendlies. I apologised to the ladies and they said "It's all right, but we thought it was the horse, and by the way you should see a Gastroenterologist!". (I didn't understand that.)

Back to the ranch as they say in the movies. Get off without being kicked, wipe Cupcake's nose (shit AND snot), tie up, and hand the ignition key to Roy.

Well Folks, that's the Bestbrook Hillclimb pardner. The intrepid (but scared) WESTFIELD GLEE CLUB has beaten the mountain and not even sighted an Indian or grizzly, mind you; I saw a very nasty frowning fern! We shall wait in anticipation for the aches and pains to come tomorrow. (Why don't they make the saddle to fit the human form.?)

Is it worth the fear, pain and bum biting to conquer THE HILL, to get a better time next time?- OF COURSE IT IS!!!

NOTE; Horses tend to backfire spasmodically on overrun – I don't know why. Russell Flack could not come—he had his own HILL to conquer. Anne, Tony and Christian Atkinson could not make it either---they were still waiting for the ears and bridle for their horse to come from Perth-(sorry). Rob Marshall and Dianne were quite well behaved, this time.

by Eric Blythe

(Thank you Eric. See you can own a Westfield and retain a great sense of humour - or is it that you need one to own a Westfield. Bit of chicken and egg isn't it? Anyone who thinks Westfields are cantankerous, expensive, impractical things should try owning a horse for six months - Ed.)



Letters from "Down South"

from David Thomas

Dear Russell,
G'day from Lismore. I notice in the last issue of Westfield News a couple of items which caught my interest, and hence I thought I would drop you a note to let you know how the problems were dealt with here.

1. SPIGOT BEARINGS. I have used the 100km originally transverse engine. The engine did not come with a spigot bearing but I was advised that one should be fitted prior to mating with the Toyota 5 speed "split case" gear box. No bearing was listed in the Toyota manual so I spoke to Merv, the Parts guru, at City Toyota Lismore. Merv tells me that all 4A-GE crankshafts are machined to take the same spigot bearings. The bearing that fits is Toyota Part No. 9036312003 (described on computer as "BRGFRNTINPSHFTKM8010"). The cost in August 1998 was \$10.02 but now I'm told will cost you about \$11.15

2. WHEEL HOLES. Those center borings for the cast wheels for the SEi Wide. Like everyone else I followed conventional advice that you ordered wheels to suit the TC-TD Cortina hubs. This is exactly what I got from Performance Wheels, ("Superlites" just like everyone else). I was not impressed when I could not fit them to the rear hubs of the SEiW. If you bore the wheels out to fit the back hubs the wheel caps will not fit.

I arranged for a local engineering firm to re-bore the rear surface (the end nearest the

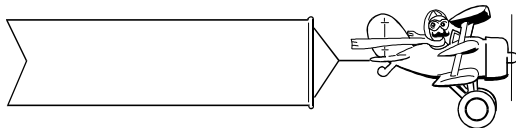
flange and hub) of the hole to a diameter of 69mm for a depth of 6mm leaving the "outer" end of the original Cortina sized hole (63mm) which will hold the wheel caps. Cost me \$20-00. I have spoken to the Queensland distributors so please tell them your wheels are for a Westfield SEi Wide and NOT for a Cortina and they will make the hole the correct size (hopefully).

That's all from me. I have about a million bits of wire to join together so I had better get going. By the way has anyone else noticed how small the earth wires are on the Westfield supplied looms when compared with the coloured wires. Is this OK? or do I need to beef up the earth arrangements?

Cheers,

David Thomas

(David the wire size doesn't sound right to me. You could call Michael Keen 0419 980 950. He is a Brisbane based Automotive Electrician and has wired up some Westfields - Ed.)



Mt Cotton Hillclimb 12/7/98

by Gary Schmidt

Another day at Mt cotton. Which is a club day with a small number of entries. But hey three Westfields entered and keen to impress.

Sharne Andree's first drive back at Mt Cotton for years. He drove with the red mist in his eyes, that is line up on the start line, watch the starting lights with all the intentions of using the correct line, nice and tidy, do every thing right and post the time to beat. Not this

time the lights turn green and you forget all the above, just go for it drop the clutch and clamber around the track.

I was two cars behind him and the look on his face when I returned, he is grinning from ear to ear and still growing, this guy is hooked.

Des has returned from the Xmas in July to have a run. Des has set his best times today and they are all very close together. He is also getting closer to the front of the field setting the sixth quickest time in the racing car class well done Des.

Marque Sports up to 1600cc is where Sharne and myself ran. I was doing times that are about what I've usually done. 52.35sec was the best on the day. Sharne put in a couple of impressive runs with a best of 57.4. sec good enough to take second in the class.

The next hill climb will be the Iron Man Event. Observation Run Friday night, Saturday a Motorkhana, and Sunday Attack the hill in a hill climb. To enter you will need a CAMS Basic License. Come and try, you will enjoy.



Coming Events

21-22 August 1998

Leyburn Sprint at Leyburn. See Paul Kennedy for details. A great weekend of motorsport and not to be missed for lovers of historic racing cars. Some diehards are going up Friday to stake out a claim in the camping area. Racing is on Saturday and Sunday. The local service clubs provide meals at very reasonable prices so support the local community and save yourself a lot of work. Final planning will be at the club meeting on 14 August. You can just bring along some sleeping gear as we should have enough tents for all. If you intend to come it would be wise to advise Paul Kennedy so we can keep track of numbers for the tents.

9 October 1998 Club Meeting

We have decided to try something different and have a meal at the Norman Hotel 102 Ipswich Road Woolloongabba. We need to give an indication of numbers so if you intend to come you must advise Russell Flack by 7 October. Work (07) 3887 7000 or Home (07) 3341 2666

6 December 1998- Christmas Party

After last years successful outing we are planning a Christmas Party on the 6th December at some local eatery. Keep this date free.

12-13 September 1998- Pittsworth Sprints

The Millmerran Auto Club is running circuit sprints on the weekend of 12-13 September. This is sort of a low key Leyburn. Format will be timed sprints over tow days. you will probably get two runs each day.

Contact Lindsay Simmons (A/Hours) (074) 696 6197



Technical Tips

by *Russell Flack*

More on Spigot Bearings

See Dave Thomas' letter for details of the genuine Toyota part. Being poor I sought out a less costly non genuine part. CBC searched and advised me that they are a special bearing 12-28mm but with high clearance and a zero contact seal. (I am sure some of you engineers know what that means). Anyhow it cost me \$5.00. The NTN part number is 6001LLBC4.

Fuel Tanks, Filters and Pumps and Stuff

I had an aluminium fuel tank made to overcome the problems related to fuel surge and weight transfer with the original one. Mine is roughly the same dimensions as the original but with a round swirl pot added to the bottom underneath and two large vertical baffles inside the tank. I did quite a bit of research and found some information you may find useful:

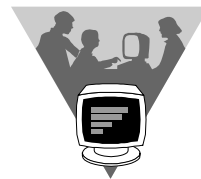
EFI fuel pumps must be gravity fed - they should not be used to lift fuel out of a tank.

EFI pumps tend to "cavitate" if they don't get sufficient fuel supply and this can destroy them or seriously reduce their service life.

Running EFI pumps dry is not good for them and can cause them to fail or again reduce their service life.

You have some options if you choose to build your won tank as I did. Option one is to have a separate surge tank with its own pump to pump fuel from the main tank to the surge tank and return. You then gravity feed from the surge tank to your EFI fuel pump. Most performance shops sell surge tanks. KP performance sell a nice tank for about \$100 1B/115 Dollis Street Salisbury (07) 3274 4797. I had a swirl pot built into the bottom of my tank and have a 1/2 outlet from the swirl pot to gravity feed the EFI pump.

You must run a filter between the tank and the EFI pump. Some guys are using a Ryco Z153 which has 3/8 inlets and outlets. They seem to do the job. I think the Ryco Z14 at 5/16 is way too small though they are being used with apparent success. I opted for a 1/2 inlet/outlet filter from an Audi, bit expensive at \$35 but replacing your EFI pump because of dirt is very expensive. Again I got my filter from KP performance.

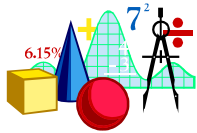


Internet Browsersings

By *Russell Flack*

I have found a terrific website in New Zealand that has some very helpful articles on 4AGE engines in RWD configurations. The site is the work of Phil Bradshaw, himself a clubman sportscar builder. Phil has done a masterful job in compiling data on 4AGE engines, ancillaries and associated gearboxes. I have exchanged email with Phil and he has been most helpful in sending me some further details on 20 Valve wiring diagrams. Phil can be contacted

by email on phil.bradshaw@clear.net.nz or you can access his website on www.geocities.com/motorcity/garage/1043/4a.ge.htm. I have printed the information on the site and made copies which I will bring to our next meeting on 14 August.



Bits and Pieces

White Pointer Fibreglass

- ? Ready made bonnet bulges that look great. All you need to do is glass them into your bonnet. Saves time and money.
- ? Bumperettes for the rear of your Westfield. These really look sharp and finish off the rear end very neatly.
- ? Fibreglass shells for seats ready to be upholstered.
- ? All components are gelcoated.

Call Reinhold Scholz (07) 3266 7180

Stainless Steel Work

- ? Spare tyre hold downs.
- ? Great looking grills in the form of the Westfield logo - look fantastic
- ? Exhaust systems.

Call Danny Watson (07) 3396 0379

Handy Bits

Alternator Brackets

Handbrake "T" pieces

Steering column bushes for the Corolla columns

Call Gary Schmidt (07) 3801 4428



Engine Management Systems

Quite few Queensland Westfield builders have fitted MOTEC M4 systems to their 20 Valves. The MOTEC is produced in Australia and is a world renowned system used in Le Mans cars, Bathurst cars etc. They are a premium product with a vast array of features, including sequential injection, traction control etc. The people who have used them in QLD are delighted with their performance and the support they get from Stafford Tune, who are the QLD agents. There is no doubt that MOTEC is a premium product which you can be confident will give you everything you will ever need from an aftermarket ECU.

Like all things in life you get what you pay for and the initial cost of a MOTEC is high. If you are looking for something less expensive there are a number of options. I have been considering (and think I will use) a WOLF 3D.

The WOLF 3D is made in Australia by Advanced Engine Management Systems in Melbourne Victoria. The unit provides both ignition and fuel maps with 128 adjustable points per map. It seems the system will trigger off the existing 20 Valve distributor and will probably drive the existing Toyota igniter.

The systems are currently priced at \$1,395

I intend to buy the unit and install it myself.

Stay tuned for updates on my exploits at self installed engine management.