Clubtorque

The official publication of MG Car Club Newcastle

Hillclimbs

Motorkhanas

Register runs

Concourse

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Social events

DECEMBER 2008

NEWCASTLE MG CAR CLUB

at about 136kph. They say that life speeds up as you get older – must be right because it sure felt fast to me.

A legacy of driving in the "Mattara" downpour meant that I spent Friday chasing a brake master cylinder problem - sticking out (no brakes!) and then sticking in (brakes dragging).

The rain had rusted the outside of the cylinder to the piston. As I started to pull things apart Trevor "Blue" Osborne (Tamworth Sporting Car Club), a mate of Gundy Hunt and Neill Farr, turned up to help, which he did very professionally being the proprietor of the Peel Mechanical Centre in Tamworth – Thanks Blue.

Rain on Saturday morning made it a "wet track" (no slicks), so many elected not to play, but some who did, later regretted it, with a couple of near misses and hits recorded. Saturday afternoon, things cleared and times tumbled. Several of the quick cars in my class started to have problems, so much so, that after the second run, instead of coming an expected last, I was 2nd (17th outright) albeit 4 seconds behind Tim Edmondson, the class record holder.

In my Class F/Libre 1301-2000, turning up with a 30 year old heavy car (and driver), powered by a 1600cc Escort motor, puts you in the "making up the numbers" category – but sometimes you get lucky, as I did –

Glen Parsonage – 31.18 (Pic: John Cooper)

Amy cooling off after a hot run! (Pic: Penny Creighton)

eventually coming 3rd in Class and 22nd outright – what a surprise. Club member, Amy Mrcela was also in this class in the Elfin VW. Although never having been there and suffering jetting problems until late Sunday, Amy acquitted herself very well with 4th in class (29.66) and second fastest lady driver.

Denis Russell was 3rd in F/Libre 0-750 (32.97) – and in 2B Marque Sports 0-1600cc, William Parsonage (29.56) 2nd, was in front of his Dad, Glen (4th) on 31.18. William was well under the old record and was only 3/10th behind the leader … well done.

Another club member, Grant Liddell (in group 3J Imp. Production 0-1600) got down to 2/100 off the class record* – for 3rd (with a 31.83). The class winner's (Clinton White) time was 31.26, in a 1600 Cosworth Escort, followed by Daniel Gibson (Lancer 31.69).

Grant was so close – his first split (to the Dipper) was the fastest in the Class (17.4) but White's Escort had a slight edge at the top of the track. *(*Aaron Osborne has previously recorded a 31.10 while Grant's previous best is a 31.6 - can't help brain fade - Editor)*

3J 1600-2000 – 5 Escorts & 2 VWs. Unfortunately for Heath Campbell 2nd (29.45) and Grant Cook 3rd (29.66), Danny Mischok's 2 litre Cosworth Escort was too good on the day with an incredible 28.75 – 0.82 below the old record.

Terry Hartman was in a class of his own – literally – in Group 3K (a new class) with a time of 34.39.

Many of our club members would know Mark Broadhead and his Group N(b) Mini – and would also know that he has a "bit of talent" behind the wheel. He lowered the class record by an amazing 2.74 seconds – which is not a bad effort (31.28) in a car you could probably register!

Denis Roohan was also in a class of his own, but that did not stop him trying and setting a very respectable time of 29.36.

The event had hundreds of spectators, very good commentators, top competition at a magnificent venue. The thoughtfulness of the club had all the open wheeler drivers waiting in the hot sun (and the rain) at the bottom of the hill having an umbrella handed to them – a very nice touch. Also, another nice touch was the constant sweeping of the line-up areas, and Trevor Osborne (Tamworth Club) and Ken Norton (Grafton Club) who scrubbed and brushed all the open wheeler's tyres all weekend. Great effort guys.

Several Club members travelled down to watch – John Cooper, Ron Hammond, Ray Bromley, Eddie Spliet, Tom Clemens, Bill Reville and Garry Hancock (Gosford Bolts & Bearings) to name a few. Bill Reville was scouting around the event armed with a camera and recorder for RACE magazine, one of the few magazines in Australia aimed at club motor sport and not V8's. If you haven't come across the magazine, it is a good read, both newsey and full of technical stuff. Ask your newsagent to get it in, it is quarterly and is distributed by Gordon & Gotch.

A very Formula I style podium took care of the presentations at the end of the weekend with bubbly being sprayed everywhere over the first three cars lined up, many speeches being made and some further celebrations in the Clubhouse afterwards.

All in all, a great weekend.

Regards,

Peter Robinson

MGCC Newcastle Annual Concours 23 November 2008

There is a drought in California and bush fires rage and homes of the rich and famous have been destroyed.

In Newcastle, it rains.

Has anyone else noticed that it seems to rain a lot more in Newcastle than it used to? I have grown up here and I'm convinced that we have much more rain and much less heat than we did 20 – 30 years ago.

It rained for the concours.

Not as much as it rained for the KEP hillclimb I believe – (I didn't experience that first hand – I was in California experiencing heat and drought)!

Well, it wasn't rain so much as it was freezing, blowing a gale and raining! Very disappointing. It was amazing that cars (apart from mine) turned up at all. Darren & I had to turn up – we were running the event.

I would like to express great thanks to Dale Powell and Paul Bower who turned up very early and helped us with setting up which meant having to take their hands out of their pockets. Thanks to Andy for taking entries while I directed the cars where to park.

Thanks to Rose and Shirley for preparing the barbeque and Kevin Edwards for helping with cooking – it was the warmest spot he found all morning.

Thanks to the judges who valiantly fought the weather until we moved the cars under the railway sheds – I had moved the event closer to the sheds when the amphitheatre was receiving the full brunt of the winds at 7.30am: Darren, Dennis, Dale, Doug, Bruce, Bryn, Ross, Mike, Lyall, Paul & John C, (A

Shirley Peters MGF getting the once over

RESULTS

Pre MGA			
1	Rudy Wildschut	MGTF	MGCCH
2	Garry Muirhead	MGTC	MGCCN
3	Bob Woods	MG Y	MGCCH
4	Ross Taylor	MGTC	MGCCN
5	Alan Beatty	MG ZA Magnette	MGCCN
MGBs / Midget			
1	Andy Peters	MGBL	MGCCN
2	Bruce Fraser	MGBGT Rubber bump	MGCCN
3	Mike Cole	MGB Rubber bump	MGCCN
4	Darren Hodgson	MGB Mk 1	MGCCN
5	Doug Rae	MG Midget	MGCCN
Bryn Baverstock		MGBGT (display)	MGCCN
MG Moderns			MGCCN
1	Fran Hodgson	MGZS	MGCCN
2	Lyall Clarke	MGF	MGCCN
3	Shirley Peters	MGF	MGCCN
4	Rose Coggar	MGF	MGCCN
Other Marque			
1	Brad Smith	Mazda MX5	MGCCN
2	Kevin Edwards	Mitsubishi Evo	MGCCN
Dennis Tynan		Porsche (display)	MGCCN
Other Marque Historic			
1	Richard Ashton	Cooper S	MGCCN
2	Richard Edwards	Jaguar	MGCCN
3	Bruce Cope	Sunbeam Rapier	MGCCN
4	Bill Down	Morgan F Super	MGCCN
Josh (longboy74)		Escort (display)	
Danny Smith		Cortina (display)	
Outright Winner			
Fran Hodgson		MGZS	MGCCN

Under the shed judging Andy Peter's class winning MGB (Pic: Brad Smith)

family gathering at the other end of the sheds only lasted about half an hour before leaving – you were all much more resilient.)

Congratulations to the class winners. Even with so few cars there were a couple of entries where there was only a handful of points separating the placings. And a lesson to all, don't forget to actually fill in an entry form and pay the entry fee if you want to be in the official results! Certificates were awarded on the day and I will organise trophies in the next week. I still have a couple of trophies from last year as well.

I'm sure next year will be our year for sunshine.

Fran Hodgson, Event Organiser

REGISTER NEWS

As usual the register runs have been sidelined with the preparations for the King Edward Park hillclimb in October taking all the energy, time and enthusiasm we have to offer. The display at the Hillclimb on both Sunday and Monday will attract register points.

The M.G.C.C. Hunter Region will organise the October run as the presentation for the Interclub Challenge on Sunday 26th, and our Concours in November will be the Register event for that month. Darren and Fran Hodgson have volunteered to organise the Concours again and we wait with anticipation to learn of the venue. I'd like to encourage all members to bring along their car, if necessary, we will create a class for you. i.e. all cars are welcome whether M.G.'s, racing cars, rally, specials and restorations in progress.

I'm always ready to accept ideas and places of interest to visit for register runs – usually about 1 hour drive from the club rooms.

'B' seeing you,

David Walker

MGCCN CONCOURS

The beautiful MG TC of Garry Muirhead (Pic: Brad)

The Beatty's ZB Magnette (Pic: Jeff Newey)

The dash of the beautiful MG TC (Pic: Brad Smith)

At the presentation (Pic: Brad Smith)

Denis Tynan inspects TF MG (Pic: Jeff Newey)

Lyle and John judging the Bs (Pic: Jeff Newey)

Other marques class (Pic: Jeff Newey)

Denis Tynan presenting outright trophy to Fran

MGCCN AT BATHURST AHC

Amy Mrcela – 29.66 (Pic: John Cooper)

Denis Russell – 32.97 (Pic: John Cooper)

Peter Robinson – 27.82 (Pic: John Cooper)

Heath Campbell – 29.45 (Pic: Phil Mayo)

Grant Liddell – 31.83 (Pic:: Phil Mayo)

William Parsonage – 29.56 (Pic: Phil Mayo)

Horse power plus (Pic: Phil Mayo)

Nat Meet 2009

Geelong 10th – 14th April 2009

There is nothing like saying you have filled the accommodation quota to bring people out of the woodwork. The Holiday Park people must think that I don't know what I am doing as I ring up every few days asking for just 1 more cabin!

So from a firm, few faithful, we now have a booking of 13 cabins. Now we look like a reasonable sized group. I have booked us in to arrive Thursday 9th April – leaving Tuesday 14th April. If you don't think you will be arriving on that date, please let me know.

Entries Now Open
Entries are officially open and entry forms are available on the website. I have downloaded some and have hard copies if you would rather receive them this way – I can post them to you. There is a reduced fee if you enter before Feb 15th. Don't laugh and think that it's a long way off – Christmas is only a couple of weeks away and then January and then kids will be back at school and then Feb! If you are not sure what car you are taking, send your entry off with the one most likely as you can always change your entry details.

Having organised a meeting a few years ago, waiting for entries to come in is an anxious time for the organisers because you don't know how much of anything to order, catering numbers, will the venues be large enough etc.

Nat Meet Concours Judges requested
The host club are looking for volunteer Concours judges so please give me your names if you are willing to spend a few hours looking closely at a small number of cars instead of all day looking at a large number of cars. I know no-one really likes judging but we will be relying on the good will of the other clubs when it comes to our turn in 2011.

There is a bus being organised to go to the warehouse outlets near the airport from the Concours venue so this should be a nice distraction for those not needing hours to drool over the cars. (No drooling actually unless you intend to chamois it off again!)

Theme Night
We have started talking about the theme night at the natter night and AGM and I am trying to get a couple of ideas together

so we can make an informed decision soon and let you know of any working bee we might need to have.

Geelong v Bathurst:
Seems Darren isn't the only one whose decided not to go to Bathurst in 2009. Doug R and Jeff N are now also planning to head south. Darren is hoping to have sold his Burgundy B by then but doesn't think he'll have finished his Trophy F. I have suggested we take 2 cars (I will have much better chance in events if he's not in the same class), with the Harris's ZR and Pearson's ZS we should actually have 3 in my class even if no-one else turns up. A Newcastle clean sweep at a Concours? – that would be unheard of!

2010 Nat Meet Sub Committee volunteers wanted:
Darren & David Walker are looking to form a Nat Meet Organising Committee to start planning for the 2011 meeting. Anyone interested who has not already contacted Darren, please let us know in the next few weeks. I think they are planning an initial get together for sometime later in January.

If you have any questions about Easter, please contact me. Or if you haven't booked but now think it's a good idea – I can't appear any less organised to the holiday park owners than I already do!

Fran Hodgson

2009 Nat Meet Coordinator

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LAND PANEL REPORT

Last month we ran a very successful combined khanacross / motorkhana at Ringwood Park. All areas and tracks were graded and rolled, three khanacross tracks were used in both directions and six Motorkhana events were set up on our usual three event area. Unfortunately the track was dry and it was very dusty. The area was re-graded after the event to smooth it out.

The canteen is finally finished with moulding being fixed to the ceiling and a vent under the whirly bird. The new equipment shed was re-organised after some new shelving was erected.

Once again, many thanks to Grant Cook for the work done on the canteen, also to Dads Army for finishing it off. It looks great now. Stick your head in next time you are getting some lunch to check out the results. The girls certainly appreciate the improvements.

Must thank Michael Youl for his help in the canteen, he certainly puts in a great effort.

Two days were spent mowing, slashing and whipper snipping in preparation for the last hillclimb for 2008, also some repairs to fencing. Speaking of fencing, John Finch has donated some pool fencing for our children's playground area and we are calling for volunteers to erect it.

Dads Army has started a new project, which is to make the lower pit area more useable with 10 truck loads of soil being used to build up and level the area which was previously so low it was prone to flooding.

Also a rock retaining wall has been built at the top of the gully near the finish line. This is to slow the flow of water and reduce wash aways. Unfortunately this has used up our rock supply, so we might have to buy some (Just Joking).

Maintenance on equipment is ongoing, with most effort being spent on the Grader, which is well past its use by date. Dennis Roohan is checking out one he has access to. The truck has been re-registered and 4 new tyres were purchased.

Ringwood Park Development Committee have finished a conceptual plan for presentation to Port Stephens Council, and many thanks must go to Grant Liddell for his efforts in preparing the submission…. Here's hoping.

See you,
Doug Rae

NO OFFICIAL WORKING BEES AT RINGWOOD TILL NEXT YEAR BUT DADS ARMY WILL STILL PROBABLY BE DROPPING IN SOME THURSDAYS

OZZIE MOTOR RACING ICONS

PART THREE IN A SERIES

PETE GEOGHEGAN

Moffat drops a wheel over the edge in vain as Pete twists the GTA completely out of shape at Oran Park.

The death in 2003 of Ian "Pete" Geoghegan robbed Australian motor sport of one of its most inspiring natural talents and a wonderful wit with awesome car control. He was a special race driver who entertained both in and out of the car with his hilarious and quick witted remarks delivered with his trademark stutter and broad grin.

Nicknamed variously Big "Pete" or "Fatty" (too big to fit into any open wheeler), Geoghegan was from a famous racing family that included his older brother Leo, and father Tom. Their Ashfield car yard was the first Lotus agency in Australia. In motor racing in this country in the 60's it was almost a case of "if Leo didn't get you then Ian would" as the Geoghegan brothers pretty well dominated the scene.

Leo mostly stuck to single seaters where he regularly gave the visiting drivers in the Tasman series a run for their money, but Pete alternated between Sports Cars and Touring Cars. He won three Sports Car titles in 1963 and 1965 in a Lotus 23, then again in 1976 in the Laurie O'Neill owned Porsche.

Pete was the first driver to win five Australian touring car championships. Dick Johnson and Mark Skaife would match his five but no one has won more. Pete's first was in 1964 in a Cortina, and then four followed consecutively from '66-'69 in a Ford Mustang. The Mustang emerged on the local touring car scene in 1965 in the hands of Norm Beechey and Bob Jane. Geoghegan acquired a similar Mustang the following season to reclaim the touring car title.

The Geoghegan cars always set the benchmark for presentation, higher than anyone else. I still recall how the tiny lettering on their tyres was always highlighted with white and gold chinagraph pencil, how spotless their engine bays were, how polished their paintwork.

As a seventeen year old photographer completely addicted to the Mustang onslaught

Pete wasn't afraid to take a Ferrari right to the limit.

I snuck into the esses where no photographers let alone teenage spectators who hadn't even paid to get into Warwick Farm were supposed to go. It was a special place I would haunt for many years. Why? Because you could stand within inches as Beechey, Geoghegan and Jane screamed by in their V8 muscle cars, separated from them only by the Armco railing I was resting my camera on to catch them hurling past in a dogfight of roaring engines, squealing tyres, paint swapping, negative camber angles and a blast of hot exhaust fumes. Whilst Beechey was my hero and had been the Mustang innovator, even then in my teens I had to reluctantly admit to myself that it was Geoghegan and his mechanics who turned their pony grill into the one that usually led the field.

For the 1967 season, Geoghegan replaced his original Mustang with the improved GTA model. He took delivery of it as an automatic road car, but legendary racecar builder John Sheppard used all the tricks available at the time to create one of Australia's most successful touring cars. It claimed 89 wins from 144 starts, and was only recently fully restored to racing condition, selling at auction for $320,000.

Oran Park began to increasingly gain favour with racers and spectators in NSW, drawing larger ever crowds as the ARDC capitalised on the popularity of the Australian Mustangs. Although I can't ever recall Beechey or Jane racing there an overseas "villain" Allan Moffat was only too happy to take his red Trans-Am there, well and truly earning his modest appearance money with battle after close fought battle with Pete. Initially Moffat had huge spins, Pete nearly always won, and the crowds roared with delight.

Although he didn't win another title, Geoghegan was a major player in the Championship in the early 70's and his victory over Allan Moffat at Bathurst on Easter Monday in 1972 is still regarded by those who saw it, as the greatest race ever run in this country. That is a BIG call!

By this stage Pete was running a Falcon GT, trying to do with the Ford what Stormin' Norman had done with the Monaro. In this epic race the lead changed countless times, but Geoghegan, in his fast but cantankerous 630 horsepower Falcon, finally beat his great rival and friend in his Coca-Cola Mustang after 13 spellbinding laps around the mountain.

On the track Geoghegan and Allan Moffat were the fiercest of rivals, but at Bathurst in

Geoghegan beats Beechey at Mustang racing – 1966 Warwick Farm Esses.

Bouncing the GTA off the rough "Crossing" temporarily laid down over the Warwick Farm horse racing track – 1967.

1973 when they partnered up Pete finally achieved his ambition of winning Australia's greatest race. He could drive the wheels off any car into which he could squeeze his large frame and was just simply spectacular to watch around Mount Panorama. David Mackay put him in Scuderia Veloce's rare and cherished Ferrari 250 LM (Le Mans), and I got him on film chucking it down through the "Dipper" on three wheels. Take it from me, there was nothing quite like a V12 Ferrari on full song in the mountains with Pete not sparing the revs!

One of the best Geoghegan stories was when he was at Phillip Island in Laurie O'Neill's Porsche 935, and leading a race comfortably when rain began to fall. He switches on the wipers . . . nothing. The rain intensifies. He does another lap or so and reluctantly pulls into the pits. An embarrassed mechanic admits to removing the wiper motor to save weight. Pete blinks and then asks: "H-h-have, y-y-you h-h-had a g-g-good f-f-farking l-l-look at m-m-me l-l-lately!"

All of us who saw him race remember Pete with an inside front wheel off the deck, tail out, power on, in one big lazy power slide, and grinning like a hoon.

Bill Pearson

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THE REDLINE TEAM'S YEAR

From left to right: Nigel Dobbie, Ryan Mcshane, Dave Carter and Bill Pearson

Nigel Dobbie – 2nd Outright in the NAMS motorkhana series and 2nd Outright in the MG Newcastle Club Championship in a basically standard 1500cc car.

Ryan Mcshane – Tri-Series Challenge Junior Champion, NAMS Junior Champion and MG Newcastle Junior Champion. Ryan is leaving Juniors and is sure to make his mark and ruffle a few feathers in open competition in 2009 as he's just bought the powerplant out of Bill's Civic for his own car. You have been warned!

Dave Carter – proving to be incredibly quick in his first season in a WRX, demonstrated by him winning 4WD class F in the NSW State Khanacross Championship series. Dave is often faster than the quickest buggies.

Bill Pearson – NAMS Motorkhana Champion, NAMS Outright Champion, NSW State Khanacross under 2 litre Champion, and Outright MG Newcastle Club Champion (for the 6th time). All results subject to official confirmation.

"The team just naturally evolved from Redline's Driver Encouragement Program where a prepared car was provided for young hopefuls who wanted to try basic club motorsport without having to first buy themselves a car", Bill said. "Once they got their own clubbies the friendly rivalry and support between us resulted in victories at levels beyond our expectations. I'm looking for new drivers who want a start in 2009."

Congratulations guys. That's a most impressive list of wins, showing Newcastle racers can represent our area most successfully in inter-club motorsport.

Bill Pearson

RENEWAL OF MEMBERSHIP FOR 2009

Please put your current membership number on the top of your membership form as this will help facilitate bookwork.

Get your renewals in early to ensure continuity of magazine delivery.

To compete in next year's early events, renewals must be in by 31 December 2008.
Send to: PO Box 3062, Hamilton DC NSW 2303

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2008 TRI-CHALLENGE CLASS POINTSCORE

CLUB	COMPETITOR	POINTS
TYPE 1 U/2000		
MGCCN	Ken Short	43
MGCCN	Darval Thomas	40
TSCC	Perry Burrow	13
MGCCN	David Holt	12
MGCCN	Matthew Holt	9
MGCCN	Gregory Voysey	8
TYPE1 O/2000		
KSCC	Darren Read	53
MGCCN	Peter Brock	41
TSCC	Michaelene Halpin	32
KSCC	Anthony Patterson	10
MGCCN	Perry Penfold	9
TYPE 2 U/2000		
MGCCN	Scott McGarry	51
KSCC	Wayne Shore	32
MGCCN	Gregory Voysey	29
MGCCN	Garry Christopherson	14
MGCCN	Nigel Dobbie	11
MGCCN	Bradley Smith	10
TYPE 2 O/2000		
MGCCN	Don Anderson	45
KSCC	Anthony Paterson	28
MGCCN	Matt Chenery	22
MGCCN	Bridget Jobber	14
MGCCN	J. McElhone	12
KSCC	Nathan Mortimer	12
MGCCN	Jake Hartman	10
KSCC	Jim McLoughlin	9
MGCCN	Adam Hartman	8
KSCC	Michael Parker	8
TYPE 3 U/2000		
MGCCN	Ben Durie	52
MGCCN	Grant Cook	50
MGCCN	Grant Hill	29
MGCCN	Stephen Hill	25
MGCCN	Tom Clemens	12
MGCCN	Anthony Movigliatti	10
MGCCN	Laurie Movigliatti	9
MGCCN	Mark Tucker	7

CLUB	COMPETITOR	POINTS
TYPE 3 O/2000		
MGCCN	Trent Avery	49
MGCCN	Melinda Saxby	37
TSCC	Craig Albertson	31
KSCC	Shannon Barnes	22
MGCCN	Reece Presland	18
MGCCN	Neville Gregory	14
MGCCN	Jason Gregory	12
TSCC	Neil Farr	12
KSCC	Ron Gallagher	10
TSCC	Keith Singh	9
MGCCN	Ray Burgess	9
MGCCN	Terry Hartman	8
MGCCN	Nigel Evans	8
MARQUE SPORTS O/2000		
MGCCN	Jim Norris	48
MGCCN	Rick Vincent	33
MGCCN	Tim Norris	26
MGCCN	David Holt	18
MGCCN	Matthew Holt	15
MGCCN	John Finch	12
MGCCN	Grant Maddison	10
MGCCN	Ted Dial	7
CLUBMAN CARS - REGO		
MGCCN	Glenn Parsonage	24
MGCCN	William Parsonage	24
KSCC	Daryl Watt	12
MGCCN	Andrew Walker	12
CLUBMAN CARS - RACE		
MGCCN	Mike Cole	34
TSCC	Gundy Hunt	26
MGCCN	Dick Edwards	21
MGCCN	Andrew Walker	13
MGCCN	Mike Nedelko	10
JUNIORS		
MGCCN	Ryan McShane	26
MGCCN	Lewis Penfold	22
MGCCN	Jack Holt	22
TYPE 4 U/2000		
MGCCN	Garry Christopherson	39
MGCCN	Bill Pearson	25
TSCC	Steve Murden	11
MGCCN	Bevan Tanner	11
MGCCN	Rob McShane	10
MGCCN	Brett McShane	9

CLUB	COMPETITOR	POINTS
TYPE 4 O/2000		
TSCC	Matt Halpin	52
MGCCN	Phil Limbert	48
MGCCN	Brian Ford	44
MGCCN	Mark Constable	35
MGCCN	Laurie Constable	33
MGCCN	Perry Penfold	7
TYPE 5 U/2000		
MGCCN	Peter Robinson	48
MGCCN	Edward McCane	41
KSCC	Dave Morrow	38
MGCCN	Amy Mrcela	30
KSCC	Allan Hindes	24
MGCCN	John Cooper	18
MGCCN	Errol Mayo	18
MGCCN	Phil Bright	14
MGCCN	Denis Russell	8
MGCCN	Grant Cook	7
KSCC	Bryan Morrow	6
TYPE 5 O/2000		
TSCC	Neil Farr	12
KSCC	Dick Willis	12
TYPE SV, TURBO, 4WD & 4WS		
MGCCN	Kevin Edwards	55
MGCCN	Adam Ford	41
MGCCN	John Collins	39
MGCCN	Kym Pinkerton	32
MGCCN	Jonathon Irwin	16
MGCCN	Mike Nedelko	15
MGCCN	Caleb Rees	9
MGCCN	Nigel Evans	6
FORMULA SAE		
MGCCN	Glynn Elliott	12
MARQUE SPORTS 1400 - 2000		
MGCCN	Jeffrey Newey	52
MGCCN	Andy Peters	39
MGCCN	David Walker	38
MGCCN	Rick Vincent	14
MGCCN	Lyall Clarke	12
MGCCN	Graeme Semken	10
MGCCN	Philip Bright	9
MGCCN	Marea Semken	7

YOUNG DRIVER DEVELOPMENT COURSE – SATURDAY 15 NOVEMBER

CONDUCTED AT THE RINGWOOD PARK MOTOR SPORT COMPLEX

STARTING TIME 11.00AM

Do you wish to become a competent driver?

This course is designed for junior drivers from the age of 12 to 18 years old. The course will consist of tutorial on car control, safety and car preparation.

Driving instruction is on a one-on-one basis, with instructors approved by the Confederation of Australian Motor Sport (CAMS). It is preferred that participants have some driving experience in sprint karts, motorkhanas, khanacross or RTA learners permit.

Pupils under 18 years of age will require a parent or guardian to sign the entry form to give permission.

- A scrutineering (safety check) will be carried out on all training vehicles 30 min before the advertised start. Please make sure your vehicle is in a road worthy and safe condition.
- Your car can be a road registered or unregistered vehicle, single seat competition vehicles are not allowed.
- Safety apparel required is neck to ankle cotton-based clothing with long sleeves. A helmet and flat thin sole shoes are preferred.
- Drivers of open top sports cars must wear gloves and goggles or a helmet with visor.
- Cars should also be equipped with a fire extinguisher, bonnet strap and seat belts in good condition.
- Entry for junior members of the MG Car Club Newcastle is Free.
- Entry for junior members of other car clubs is $11 dollars. Why not join the MG Car Club Newcastle and gain the free entry.
- Minimum license requirement is a CAMS L1 (come and try) license at $25 dollars.
- 12 month license will be available on the day.

For further information phone Greg Hunter 0412 493 711

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Due to unprecedented sales for classic spare parts, Heritage MG Parts are looking for 2 Spare Parts Interpreters to join our sales team.

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A knowledge of MG, TRIUMPH TR and Classic MINI would be an advantage.

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- **Spare parts phone enquiries**
- **Preparing invoices, orders and quotations, etc**
- **Stock control**
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If you feel you have the skills and attributes for this role don't hesitate – apply now !!!

Further information contact Mr John Mullens on Sydney (02) 9609 3988

EMAIL: heritagemg@bigpond.com.au

Celebrating 1967 40 YEARS 2007

Fluffy Duck Historic 2009

7th February 2009

The Australian Historic Rally Group brings you the 2009 Fluffy Duck Historic by the same dynamic team from last year, the same team as the last four Fluffy Ducks, a team with over 80 years experience between them.

"Yes", "We're back", Ron Fraser, Jim and Ron Pope to confound and bewilder, to baffle and confuse, that's right, to organise the Fluffy Duck.

So, start preparing the car, start organising your team, and keep the month of February free so you can sample the Fluffy Duck experience. Don't forget, February is the month, not January, not March but February, don't think about January or April, February is the month. The 7th of February is the very, very tentative date, so be there and be part of the Fluffy Duck.

Keep up to date with what's happening by checking out AHRG's web site, www.historicrally.com.au

The following is what we are planing: Start at Wyong with navigation and economy run sections taking competitors to Awaba for three khanacross tests plus a special test. Then via a transport section to Ringwood Hillclimb for three or four motorkhana tests plus another special test. After lunch, at Ringwood, competitors will contest a navigation section taking them to Raymond Terrace for a meal break before heading out for a night navigation section and the finish back at Raymond Terrace around 8.30 or 9.00 pm.

There will be only one category of navigation and that will be map reading type navigation but no grid references etc. I would describe it as 'middle of the road navigation' not as hard as full navigation (grid references etc) but not as easy as a route chart, not so hard that you want to throw the maps out the window and go home, but not so easy that there is no challenge to it. There will be NO questions, but there will be lots of route check boards, unmanned passage controls, photo points, and photo ID points, plus the distance check. You will need to have a crash helmet and fire extinguisher, (for the khanacross).

The field will be limited to 25 and we hope to keep the entry fee to around $75.00. Entries will close on the Wednesday before the event. Main scrutineering will also take place on the Wednesday night before the event with only limited scrutineering on the day.

There is a DVD outlining the event in detail which can be obtained from Jim Pope, e-mail, jimpope@westnet.com.au or info@historicrally.com.au and just give use your postal address and we will send you one. Or Phone 4352 3331 (H). This DVD will tell you all about the event from the competition events to how the navigation works. If you are thinking about entering, well, it would be a good idea to have a look at this DVD.

AHRG.

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RINGWOOD KHANACROSS

SUNDAY 2ND NOVEMBER

Ryan McShane winning Junior yet again

Pics courtesy of Bill Pearson

Nigel Dobbie outright winner of the motorkhana (same day)

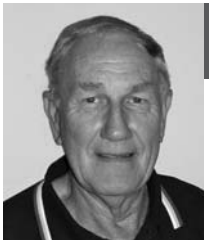
Mark Tucker won second outright in the motorkhana

Ken Duffy cornering with both front wheel off the deck!

Joshua Bright in his Corolla – yet another MGCCN Junior

Junior Ben Hall learning the demands of a 4WD

Junior Dylan Grant working the Gemmy



MOTORKHANA REPORT

Well we managed to run a khanacross and motorkhana as a combined event on the 2 Nov. and on the face of it seemed to go OK in fact we finished reasonably early whether due to having lots of events to choose from I'm not sure, one criticism I heard from a timekeeper was the hanging about some of the motorkhana people had while waiting for the other competitors to turn up, we will try to address this next time if we do it again. I did ask for feedback from drivers via email on the event but so far not one, is there anyone out there?

In the khanacross winners and grinners on the day were 1st. in everything Cyril Crocker - 2nd Steve Chivas - 3rd Ken Duffy - 1st 3u Colin Pogson - 1st Junior Ryan McShane - 1st 2u Nigel Dobbie.

The very fast Dave Carter in the Suburu would have made interesting reading in the results if only the car hadn't messed with a tree & put the car out.I might add Bevan Tanner was driving when the tree jumped out into his line!!

In the motorkhana winners and grinners were 1st in everything Nigel Dobbie - 2nd Mark Tucker - 3rd and 2nd in class Joshua Leask - 1st Junior Ryan McShane

Couple of names crop up in both results which shows great consistency of driving. In particular Ryan McShane in the juniors and Nigel Dobbie.We had a field of 5 juniors for the KC and 7 for the MK a very good turn out and good for the future. All in all MGN had 14 starters in the field again a good future ahead for dirt motor sport in Newcastle.

Looks like I have copped this job for next year so any helpers or ideas on how to improve the events are welcome – don't be shy if you have an idea let me know! This doesn't include Bill Pearson he is never shy or short of ideas! Talking of which Bill is on committee next year for rallies and is giving thoughts to a rallycross so all you dirt blokes think about upgrading your cars and licenses and get behind Bill for a bigger and better dirt scene.

We haven't forgotten the tar motorkhana boys but for the moment I'm afraid a venue is proving impossible to find. The MG Hunter Region hopefully have a sight in mind but it is fairly small & would definitely only be open to marque sport cars so keep looking around!

So for the moment keep doing it in the dirt,

Bryn Baverstock

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"MORGANS IN OZ" BOOK

I have some copies of a recent limited release book, "Morgans in Oz" by Craig Atkins. These were released at the Morgan Club muster in Bathurst a few weeks ago and are not available in bookshops. The book has 245 pages of text, colour and b/w photos of early sports car racing in Aust. Some of our club members have already purchased a copy, due to great history and pics of sports car racing.(including rare Warwick Farm photos). Great Christmas present!!! Cost is $60. Phone: Dave McGee 49886289

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• 2 x 15"x 8" Performance mag wheels (115pcd) with Yokohama 235/60 A008s - wheels and tyres unused.
2 x 15"x7" Performance mag wheels (115pcd) with Yokohama 215/60 A008s - wheels minimal use, tyres used. $950
• Pair of 176/60 R13 Dunlop Formula R D98J W compound - used $40 Ph Grant: 4963 6002 (w)

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MGF SOFT TOPS AND INTERIOR

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FOR SALE **12/08**

1949 Y TYPE SEDAN

Last registered 1968, is in the Boyanup museum for the past 30 years. It is green in colour and motor is running well. The trim needs work and the paintwork is OK but needs a cut and polish. It has one new tyre and 5,400 miles on the clock and matching numbers. Offers over $12,000. For more information phone Dan on 0416519 357

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