

Clubtorque

April 2009

The official publication of
MG Car Club Newcastle



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Clubtorque

Official Publication of

MG CAR CLUB NEWCASTLE (MGCCN)

Founded 1955

PO Box 3062, Hamilton DC NSW 2303

Website address: www.mgcarclub.com.au

Clubrooms

Northcott Park, Cobby Street,
Birmingham Gardens

Monthly Meetings

2nd Friday of the month, 7.30pm

RINGWOOD PARK MOTORSPORT COMPLEX®

Cnr Pacific Hwy & Italia Road Balickera
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Disclaimer: The views and opinions expressed within Clubtorque are those of the individual or organisation and not necessarily those of the Editor or MG Car Club Newcastle.

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Confederation of Aust Motor Sport



www.cams.com.au/go/nsw

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NO PHONE CALLS AFTER 9.00PM. THANK YOU.

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MEMBER'S JACKPOT \$100

Congratulations LYALL CLARKE

for winning last month

Come along for a chance to win.

BE IN IT TO WIN IT

(Financial Club members only eligible)

CLUB NIGHT FRIDAY 3 APRIL 2009 - 7.30PM



APRIL 2009 EVENTS DIARY

DATE	EVENT	TIME	POINTS
3 FRI	CLUB NIGHT – Clubrooms, Cobby Street, Birmingham Gardens	7.30 pm	M
4 SAT	RALLYSPRINT (NAMS/STATE) – Awaba WAC		
6 MON	MAGAZINE ASSEMBLY – Clubrooms, Cobby Street, Birmingham Gardens	7.00 pm	M
8 WED	SPEED EVENTS PANEL MEETING – Clubrooms, Cobby Street, Birmingham Gardens	8.00 pm	M
11 SAT	MG NATMEET – Geelong VIC		M, C
12 SUN	MG NATMEET – Geelong VIC		M, C
13 MON	MG NATMEET – Geelong VIC		M, C
20 MON	DEADLINE FOR ARTICLES TO THE EDITOR – For May Magazine		
22 WED	COMMITTEE MEETING – MGCCN – Clubrooms, Cobby Street, Birmingham Gardens	7.30 pm	M
26 SUN	KHANACROSS (NAMS) – Ringwood Park	8.00 am	M,C N I/C
25 SAT	WORKING BEE - Peg Out Conceptual Race Circuit – Ringwood Park	10.00 am	

LEGEND

C	Club Championship	M/K	Motorkhana
M	Club Member	K/C	Khanacross
R	Register pointscore	RT	Road Touring Series
N	NAMS	N I/C	NAMS Interclub
T/S	Tar Speed Series	MG I/CMG	Interclub
D/E	Dirt Event Series	TC	Tri-Challenge

Please contact the respective Panel Representative or John Finch to confirm that an event is still being conducted.

MAY 2009 EVENTS DIARY

DATE	EVENT	TIME	POINTS
2 SAT	TRI-CHALLENGE RD 1 - HILLCLIMB - Oakburn Park, Tamworth	7.00 am	TC
3 SUN	TRI-CHALLENGE RD 2 - SUPERSPRINT - Oakburn Park, Tamworth	7.00 am	TC
4 MON	MAGAZINE ASSEMBLY - Clubrooms, Cobby Street, Birmingham Gardens	7.00 pm	M
8 FRI	CLUB NIGHT - Clubrooms, Cobby Street, Birmingham Gardens	7.30 pm	M
9 SAT	DIRT MOTORKHANA (NAMS) - Awaba WAC		M,C N I/C
13 WED	SPEED EVENTS PANEL MEETING - Clubrooms, Cobby Street, Birmingham Gardens	8.00 pm	M
16 SAT	JUNIOR TRAINING DAY - Ringwood Park	11.00 am	M
17 SUN	REGISTER RUN TO STROUD - Starting at Clubrooms, Birmingham Gardens	8.45 am	M, R
20 WED	COMMITTEE MEETING – MGCCN - Clubrooms, Cobby Street, Birmingham Gardens	7.30 pm	M
23 SAT	DIRT MOTORKHANA (NAMS) - Ringwood Park	8.00 am	M,C N I/C
24 SUN	"Twists and Turns" ROAD TOURING EVENT - Starting at Clubrooms, Birmingham Gardens	8.30 am	M,C RT
25 MON	DEADLINE FOR ARTICLES TO THE EDITOR - For June Magazine		
30 SAT	SOCIAL BUS TRIP - Sydney Airport Tarmac Tour		
31 SUN	GARAGE HILLCLIMB - RIngwood Park	8.00 am	M, C

Please contact the respective Panel Representative or John Finch to confirm that an event is still being conducted.

You can also view the event calendar at:
www.mgcarclub.com.au

INVITATION EVENTS APR/MAY 2009

DAY	DATE	EVENT
SUN	12 APR	DIRT MOTORKHANA (WAC) - AWABA NSW
SUN	19 APR	NSW HILLCLIMB CHAMPIONSHIP - KEMPSEY NSW
SAT	2 MAY	RALLYSPRINT (WAC) - AWABA NSW
SAT	23 MAY	CSCA SUPERSPRINT (JAGUAR CLUB) - EASTERN CREEK NSW

There are many events that you can run in that are not listed above. If you have access to the internet, simply go to the CAMS web site (www.cams.com.au) then scroll down to the section where each of the states appear and click on "New South Wales", there you will find the most recent version of the NSW Events listings. You may have to then contact the organising club for further details. This can be achieved by phone or in many cases by email. There is no excuse for not competing if you really want to!

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PRESIDENT'S REPORT

Last month saw our club run a round of the Combined Sports Car Association's (CSCA) Supersprint Series. For the compulsory

four runs the weather was perfect. The fifth set of runs was barely started when it started to team down then Brad Smith led those cars from the track; this was the time to pack up. Congratulations to John Finch, Gregor Dickinson and Mal Roach for a well organised event. I actually interviewed club member Neville Gregory who ran at the NSW RRC Supersprint the next day and he said that they could take a leaf or two out of our book.

There was beautiful weather for our NAMS Hillclimb on 22nd March. A good field of 44 cars turned up and there was "hot" competition in the type 5 under 2 litre cars. Amy Mrcela was the winner by .4 of a second, although she tried to take off one time with a gearbox full of neutrals – better than being in reverse. During a break there was a trophy presentation for 2008 NAMS competition. First outright in the Tar Speed Series was Tom Clemens in his faithful Volkswagen first time ever the championship has been won by a sedan.

Coming up this Easter break is the National Meeting of MG Car Clubs in Geelong. To be discussed by those competing is a proposal to change some current practices viz.

1. The possibility of having the meeting every 2 years.
2. Filling in the between year with an event run at a central place.
3. Making the social events less formal.
4. Reducing the meeting content.

5. The standards are lowered.

If you aren't going to Geelong and wish to have some input with regards to these suggestions you should contact our National Meeting Co-coordinator Fran Hodgson and inform her or myself. Bruce and Beth Fraser's group going to Geelong numbers nine with two competitors in the MGB GT and three in the Red MGA. I notice on the "A" the addition of a double electric fan, lets hope it is not too hot. Darren Hodgson should look to be the leader of the team as he will be taking his newly built MGF racer.

Good luck and times to all who are going.

Ringwood Park development

GLD's Grant Liddell is on the job with the Development Application and has completed the preliminary work with the noise study scope of works. He has presented it to a few companies and reported to the committee his recommendation for engagement. He is of the opinion that this is the most difficult report to have completed. Having said that and you keep talking about it all, you realise is that none of the reports are a "walk in the park".

Make sure you have a go at the Club's Garage Hillclimb at Ringwood Park on 31st May, 2009. See if you can handle having to make a stop half way up the hill when you want to get a fast time.

Remember, support the supporters who support the sport

John Collins

WANTED - Volunteer Officials

To assist at MG Car Club Newcastle Events

We urgently need people to assist the club in the running of events throughout 2009.

Positions Available: Secretary or Assistant Secretary, Clerk of Course, Assistant Clerk of Course, Starter, Time Keeper, Flag Marshall

Events and Dates:

31 May	Ringwood	Hillclimb
28 June	Ringwood	Hillclimb
12 July	Ringwood	Hillclimb
1&2 August	Ringwood	Hillclimb
6 September	Ringwood	Hillclimb
5 October	King Edward Park	Hillclimb
22 November	Ringwood	Hillclimb

Please Contact Gregor Dickinson if you can assist at any of these events.



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don't call anyone else - try...*

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SECRETARY'S REPORT

A response to what makes a classic car a Classic.....

It's very simple. It doesn't matter how old, what

make or mark, how bright and shiny or tatty, it is simply. "A car that is loved so much that economic reasoning goes out of the window and the car is running again." When the aesthetics, driveability and engineering design, combine to make the driving experience one of timeless appeal and pleasure, then you have a classic! It's evident that this could apply equally to an MGB, the re-issued TF or a modern esoteric supercar.

MG Motor UK Ltd

What is in a name many will say, but in early January the name of MG's car company was changed. Since Nanjing Automobile Corporation took over the tangible assets of MG Rover they named their UK operation NAC MG (UK) Ltd but on the 8th January 2009 this was changed to MG Motor UK Ltd. Their website address has also changed to www.mgmotor.co.uk Whilst this doesn't make any tangible difference to what we see, it does have a clearer MG focussed title. Now we wait for the new MG Cars to underpin the name and start a new positive MG era.

MGOC MG - ACCESSORY CATALOGUE

Enclosed with this month's edition of 'Enjoying

MG' is your copy of the latest MGOC MG Accessory catalogue. Detailing the largest range of MG accessories developed by MGOC over the past thirty years. Products are designed to help owners get maximum enjoyment from their MGs with products that provide real benefit, such as effortless control with our Power Steering, improved suspension with our MGB Parabolic Springs or more comfortable seating from our Executive Sports Recliner Seats, to mention just a few. Please take a few moments to look through the catalogue, there are bound to be a few items that catch your eye! You can also view and purchase the entire MGOC range of MG spare parts and accessories securely online at www.mgocspares.co.uk

A copy of the catalogues is available in our club room library

I had an early morning start on Saturday 14th to travel down to Oran Park for our CSCA event. I had a pleasant day posted at the dog leg with Mark and son Andrew both new members to our club. The day went well and with a rain storm finishing or completing the day.

I am looking forward to our National Meeting in Geelong over Easter.

Enjoy your motoring
Andy Peters

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TWISTS AND TURNS TO URGING RUN

24th May 2009

Basic ingredients: A drive with mates, toss in a little basic navigation, add some observation questions, and stir in a bunch of laughs.

I invite you to come along for the social, or come to compete. Take a relaxed approach or play for sheep stations. Whatever your intent I guarantee you'll have a great day that you will be talking about for weeks after the event.

Touring runs are arguably the most social competition event you will ever participate in. With sports car friendly roads you would not often, if ever drive on, and the odd trick question to keep you on your toes. But without a doubt the best part is at the finish line where you can listen to the stories of what went wrong and the question that got away.

Mark it on your calendar, and I look forward to seeing you at the start line.

Start: - MGCC(N) Clubrooms Cobby St Birmingham Gardens

Scrutineering/documentation 8:30-9:30AM, for First car away @10AM

Driver must have:
CAMS 2NS licence minimum.

For more details, contact me:

Kenneth Atkins
(Event Makehappener)

Phone: 0405 160 559
Email: mgccnewcastle@gmail.com



LETTERS TO THE EDITOR

CAMS SCRUTINEERING COURSE



DO YOU WANT TO BECOME A SCRUTINEER?

There is a scrutineers' course to be conducted at the:

Nabiac Motor Sport Complex on Saturday June 13 from 9.00am to 4.30pm.

For detailed information or course content discussion please contact David Ellem
BEFORE JUNE 5 - david.ellem@bigpond.com

To book in for the course:

**Contact Jenny Gam from the CNCSCC via email before June 5 -
jennygam@bigpond.com.au**

Driving Solutions is proud to launch of the new Eastern Creek Race School

Booking forms are now available for the following dates:

Friday 3 April Friday 26 June Friday 28 August Friday 23 October

On an invitation only basis, the Eastern Creek Race School is designed for those who wish to take their track days experience further. With a maximum of 40 drivers, the day will be based on either two groups with thirty minute sessions, or single group with an open pit lane, depending on the speed of cars attending on the day.

In car tuition will be available for those who wish to develop their skills further and timing will be provided.

The day will be fully catered with a Barista in attendance and a light lunch provided. If you would like to attend the Eastern Creek Race School please email me and I will send you a form to complete and return.

Please feel free to contact me if you have any questions or require any further information.

Cheers, **James Stuart - 0404 888 525 - james@drivingsolutions.com.au**

CHECK OUR WEBSITE FOR ALL TRACK DAY DATES - WE NOW ALSO OFFER
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SPEED EVENTS

Elsewhere in this magazine, you should find a letter from the Tamworth Sporting Car Club regarding the 2009 Tri-challenge

Championship opening event(s) at Tamworth on 2nd & 3rd May. In case you miss it, and you are already reading this column anyway, the relevant points are as follows –

* Free camping will be available at the track on both Friday and Saturday nights. If you haven't been before, facilities are very good. They have a large multi-purpose, new brick building with hot showers, a large kitchen and dining/entertainment room as well.

Saturday's Hillclimb. Scrutineering starts at 7.00am and the event will commence at 10.00am

Sunday's Supersprint. Scrutineering at 7.00am and event starts at 9.00am

The Club is hoping to conduct a free practice on the Friday afternoon if possible, for those who want to familiarise themselves with the track.

* Entry fees are \$110 for each event, and you can pre-register for the other two events in the Series by paying a \$20 deposit (deductible from the entries) per event as we did last year.

* Entries will be put on our M.G. Car Club website and we are limited to 45 entries from M.G.C.C.; 10 from T.S.C.C. and 10 from K.S.C.C.

* The presentation of last year's Tri-challenge Championship Awards will be

after the hillclimb on Saturday afternoon.

* A BYO B-B-Q will be held at the Clubhouse on Saturday night for those camping (or not). Bring a steak or some snags and a beer and the Club will provide tea and coffee. Cold cordials are available from their canteen as well. This is a great opportunity to meet and be entertained by some of Tamworth's "characters". In previous years, the Club has staged a "Pitstop" competition with a front R/h "corner" of a commodore complete with "suspension", hub, mag wheel & tyre, a rattle gun and a stop watch. It was great fun, although some competitors had sore heads the next day (only from the noise of course!!).

Please remember the classes for the Tri-challenge are the same as N.A.M.S. Tar Speed Classes. It would help everyone, if cars are entered correctly from the first event.

The NAMS rules are accessible at www.wac.org.au, select downloads. In particular use the Appendix 1 "Vehicle Type Check Sheet" at the end of the rules.

I am looking forward to seeing many of our members, old and new, at this event having a great weekend.

After my note last month regarding the performances of some of our ladies at the Ladies Day, it was not surprising to see Amy Mrcela win the 2nd round of the Tar Speed Series at Ringwood on 22nd March. Ed McCane was, however very close, and with Ray Bromley and Tracy Little (Amy's sister) closely following, it looks like some established 'stars' are in for a tough time at Tamworth.

Peter Robinson



FROM THE PUBLICITY DESK

You might note that in last Saturdays Herald our advertising of the driver training

course was not published - the Herald let us down again. It appears they are only interested in stories of members who competitively (or perhaps semi-professionally) compete in all forms of motor sport, so again I ask members to advise me if they are planning to compete in say a Targa event or a State round in any activity.

We will have to promote our website as our main advertising venue for coming

events, so hopefully this will be possible with some assistance from the website promotion team.

Finally, a reminder to all club members. Our club will be donating a cheque to the Leukemia Foundation next club night Friday the 3rd April. Please show your appreciation for all their caring work to this worth while cause by attending the presentation.

Keep your tyres hot

Rick Vincent

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boost'ED'

How much can you remember - easily ?

Recently I pondered why 100,000 people cram into a stadium for a AFL match and why my sporting

interest is predominantly with motorsport - what was the attraction and what allured me to motorsport instead of something else ? Why can't I sing or read music and be in a band, was it my fair skin that steered me away from surfing ? So I executed the "virtual" backup devices in my brain and started rolling back the years - gee there is a lot of data to process, the brain is a phenomenal data logger but how much really would I be able to recall ?

Fast-rewinding through the years reminds me that yes, I participated in athletics, soccer and football at school. I attended tennis lessons and local competitions each Saturday and frequently played backyard cricket with my cousins in my grandfathers backyard.

More predominant memories though, albeit a little vague, revolve around my grandfathers garage full of mini's, the engine out of dad's race car on a stand in the garage, etched into concrete something along the lines of "AI - the fastest driver in the west- but Den is Faster", the pain of getting thrown off a Kawasaki mini bike into a fence while dad holds onto the out-of-control bike, firstly painting a go kart then thrashing it around in a local park or around the block near my house, collecting autographs at the "skids" or speedway on a Saturday night, Fun City Indy, watching HT Holden Monaros getting tuned ready for Bathurst at Hugo's Dyno Tune in Jesmond, building and rebuilding lawnmower engines, racing "psuedo" F1 styled cars against the clock at a purpose built facility at Blacktown, changing head gaskets on Gemini's, watching the ATCC rounds and especially Bathurst on television with my brother and father - suffering the ridicule of being the only Ford supporter in a Holden family after Dick Johnson became emotional on screen after hitting

a stray rock (thrown onto the track by Holden Fans).

What is obvious is I made the choice to follow and compete in motorsport, instead of other sports that I was exposed to. Like me, many fellow club members have also made this choice, and in similar circumstances, their friend, /relatives and children once exposed to cars and motorsport choose the automotive based path.

People who have made this automotive and motorsport choice as a hobby or interest, will either be new to the "game" who like me will have grown up with petrol in their veins. Either way we need to nurture these people - young or old, English or other marque and bring them into the family fold that is the MG Car Club Newcastle. They are part of your " team" so help them out and watch people flourish and grow in confidence knowing they made the right choice to follow cars and motorsport and to join our club. I see this behaviour already and want it to continue into the future so take the time to talk to someone you have never spoken to before at an event, share your car settings, ideas and track knowledge but most of all share stories of cars and motorsport from the past, the current and where the future is heading to.

My reminiscing also made me realise something else - some of my "virtual" backups in my brain , both historical and current, have failed and I have to admit - I can't remember everything. How much can you remember ? I know my brother has an exceptional memory for details as well as retention of knowledge - I guess I got the looks !

For the mag I need a checklist to ensure everything is included as it is a "voluntary" and part time gig, perhaps my race car also needs better documentation of settings and adjustments so I can remember all experiments I have tried and others can learn from my mistakes - time will fade these settings in my mind over time.

Brad Smith

Deadline for MAY Magazine submissions is NO LATER THAN MONDAY 20 APRIL 2009

(Please email pics separate to article rather than embedded into the article - this allows the pic to be printed well)

YOUNG DRIVER DEVELOPMENT COURSE – May 16

CONDUCTED AT THE RINGWOOD PARK MOTOR SPORT COMPLEX



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.

**MARK YOUR DIARIES FOR THE NEXT DRIVER DEVELOPMENT COURSE
SATURDAY 16th May.**

Starting time will be 11.00 am.

**Other dates for 2009
SAT 27th June and SAT 21st Nov
Starting time will be 11.00 am.**

For further information phone Greg Hunter 0412 493 711



RALLY REPORT

Wearing my hat of
NAMS Scorer, here is
a summary of the
NAMS Outright Scores

of the March 22nd Ringwood hillclimb:

NAMS outright Top Ten:

- 1) Ed McCane 22
- 2) Cyril Croker 19
- 3) Ray Bromley 18
- 4) Evan Van Leeuwen 15
- 5) Tom Clemens 14
- 6) Chris Giddins & Amy Mrcela 12 each
- 8) Bruce Antaw & Dave Carter 10 each
- 10) Leon Swan 9

NAMS Lady:

- 1) Sue Thomas & Tegan Meek 22 each
- 3) Bridget Jobber 19
- 4) Marea Semken &
Jamie Lee Meek 12 each

- 6) Teigan Clarke 10
- 7) Danielle Bartlett 9

NAMS Junior:

- 1) Dylan Grant 40
- 2) Ben Hall 33
- 3) Sam Evans &
William Swan 22 each

These scores place MGCCN members at the top of every NAMS Championship at this stage in the year. Time will tell if we can stave off the onslaught from WAC that will come with upcoming dirt events. History shows that to win these coveted awards a competitor usually has to compete successfully in at least two disciplines from tar, motorkhana and khanacross.

Bill Pearson

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HE SAID, SHE SAID - MEMBER PROFILE



Name: Dennis Smith (nicknames - "Big H" or "Old Stig")

Occupation: Operations Manager

Current and past significant cars: race - Mazda MX5 (borrowed from sons), past race - EH Holden Special speedway sedan, past road - Aintree Green MGB MkI (picked up from Waterloo Factory)

Current road car: VE Commodore Berlina

Preferred road car: Mazda 6 MPS

Favourite motorsport event/category: Speedway - Sprintcars

Most memorable motor racing experience: Spinning, almost out of control in my sons 300+ bhp turbo Mazda MX5 sports sedan at Winton

Best result in an event: 3rd in the Northern NSW Sedan Speedway Championship at Heddon Greta Speedway in 1972

Favourite racing driver: Craig Lowndes - a genuinely nice guy and a great ambassador for the sport

Favourite sport (other than Motor Racing): Tennis - watching and participating

I like to talk about (other than cars): Trucks or work or both at the same time

Favourite music/artist: Country and Western - Slim Dusty

I like reading: Newspapers, Motoring Mags, Heavy Vehicle transport and logistics publications

I like eating/drinking: McDonalds, Vodka Mudshakes, Coffee flavoured milk

Other interests and hobbies: Home keeping (gardening etc.), internet surfing

Other points of interest and activities: I enjoy getting involved in: both my sons motorsport activities, local community activities, nature activities, travelling (but I'm not a "grey nomad")

Want to profile yourself or another member ?

Email your answers to the above bolded questions, and a few pictures to editor@mgcarclub.com.au

ORAN PARK CSCA SUPERSPRINT

- MARCH 2009



Pics in this Page - Kirilee Smith



Pics - Kirilee Smith and PHOTOS n THINGS

Pics - PHOTOS n THINGS 0414 940 541

Common Tools Explained

To the uninitiated, the workshop can be an intimidating place, full of tools you may not know what to do with. To help, here's a helpful explanation of common tools and their uses.

DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted vertical stabilizer which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned Cleo calluses from fingers in about the time it takes you to say, "Oh sh*t!"

ELECTRIC HAND DRILL:

Normally used for spinning pop rivets in their holes until you die of old age.

SKILL SAW:

A portable cutting tool used to make studs too short.

PLIERS:

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER:

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW:

One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS:

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES:

Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH:

Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

TABLE SAW:

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK:

Used for lowering an automobile to the ground after you

have installed your new brake shoes, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG PINE 4X2:

Used for levering an automobile upward and off a trapped hydraulic jack handle.

E-Z OUT BOLT AND STUD EXTRACTOR:

A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

BAND SAW:

A large stationary power saw primarily used by most shops to cut good aluminium sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST:

A tool for testing the maximum tensile strength of everything you forgot to disconnect.

24-INCH SCREWDRIVER:

A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS:

See hacksaw.

PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER:

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

PRY BAR:

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER:

A tool used to make hoses too short.

HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

MECHANIC'S KNIFE:

Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DAMMIT TOOL:

Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs. It is also, most often, the next tool that you will need.

SOCIAL NEWS



Lyll Clarke, he took home \$100.

A lot of excitement took place last club night when once again the Lucky Number draw has been won, this time by

Good to see new members at the March club night, all keen to become involved in club events. It was an early supper due to the early start the next day at Oran Park for drivers and officials.

Andy Peters took along a DVD of images he took of the Top Gear Show at Acer arena to share with members. If you have any information that maybe interesting to members bring it along to club night, now that there is a sound and audio system it would be good to make use of it.

If you have guest speaker in mind for club night please let us know.

Next Club night will be held on **Friday 3rd April**, following that will be on Friday 8th May 2009.

Natter Night:

There was perfect weather with no cool breezes at the Natter Night held at Judith and Doug Rae's home. Members and friends congregated in the garden area and adjoining rooms for a most enjoyable evening.

Once again the food brought along was enjoyable and a great night for a barbeque.....no partakers of the "spa" idea, but a great idea for Judith and Doug to enjoy in both summer and winter.

Fran Hodgson brought along some "costume" items for the National Meeting in April so it looks as though this will be another happy and successful event....

Can we make the Theme Night our third success in a row?

Thanks to Judith and Doug for opening their home to members and their families

Next Natter Night will be on **Saturday 6th June** at the Club Rooms.

Have you heard about our.....

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Rose Cogger



CAPTAIN'S CORNER

MGCC Newcastle has seen 2009 kick off to a healthy start.

Firstly I must apologise for Captains Corner missing from the March Magazine. With Travel commitments and forgetting the cut off date to submit articles to the editor, I missed the deadline. I take comfort that as only 1 event had been run and won there was precious little to tell.

Lets take a look at the action so far.....

(Point score current to 23/03/09 minus the events of 21st & 22nd March)

Members Point Score

<i>Surname</i>	<i>First Name</i>	<i>Club Member Points</i>	<i>Position</i>	<i>No of Actions</i>
PETERS	ANDREW	34	1	14
COLLINS	JOHN	32	2	13
DICKINSON	GREG	32	2	8
RAE	DOUGLAS	30	4	11
WALKER	DAVID	26	5	12
ROACH	MALCOLM	24	6	7
COLE	MIKE	22	7	10
FINCH	JOHN	22	7	9
COGGER	ROSALIE	20	9	8
VINCENT	RICK	18	10	8

The MGCCN members have been actively hard at work already this year, with 143 members either having lent a hand or participated in events this year. We see by the point score that the usual work force is generously volunteering their time to get the year on track and under-way.

Outright Club Championship

<i>Surname</i>	<i>First Name</i>	<i>First Year</i>	<i>Total Champ. Points</i>	<i>From Best "x" no of events</i>
McSHANE	RYAN		28	2
PEARSON	BILL		20	2
CLEMENS	TOM		16	1
COTTON	RYAN	N11/08	16	1
NEWY	JEFF		16	1
STOUT	LEIGH	N02/09	15	1
VINCENT	RICK		15	1
CONSTABLE	MARK		14	1
DIPPER	BRENDAN		14	1

An interesting start to the year. Bill Pearson **not** on the top of the leader board or

CAPTAIN'S CORNER

the first time in a long time. A good start for Ryan earning himself bonus points to get himself an 8 point buffer on the reigning club champion.

Junior Championship

Surname	First Name	Total Champ. Points	From Best "x" no of events
GRANT	DYLAN	26	2
HALL	BENJAMIN	21	2
BROMLEY	LUKE	14	1
HAMMOND	KEITH	11	1
ROACH	ASHLEY	11	1
GRANT	BEAU	10	1

Another active start to the Junior Championship. A few 2nd generation racers and 2nd season competitors, I hope to see a chop and change for position in the most competitive of championships.

Ladies Championship

Surname	First Name	Total Champ. Points	From Best "x" no of events
SEMKEN	MAREA	13	1
THOMAS	SUSAN	12	1
BARTLETT	DANIELLE	11	1
JOBBER	BRIDGET	10	1

The ladies are also looking to be out to prove that their championship is far from dead. I look forward to seeing these and more names join in the fun.

A quick thank you to the organisers of the first Hillclimb who were quick to let me know of required amendments to the results, before I had locked them in.

To all those who are good enough to lend a hand with events and working bees, please remember to sign on. Not only do you miss out on scoring points toward the members point score but signing on will cover you in the unlikely event an accident occurs.

I will hold off showing the individual event championships until there has been a couple of events run in each category.

Congratulations to all competitors. Thank you to all helpers.

Until next time,

Kenneth Atkins

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REGISTER NEWS

For our 2009 "Xmas in July", Lesley has booked 15 rooms at RETREAT @ WISEMANS. This

is an estate at Wisemans Ferry on the Hawkesbury River and we will be there Saturday 25th July, Dinner, Bed and Breakfast for approx. \$260 per double.

WE ALREADY HAVE EXPRESSIONS OF INTEREST FROM 17 COUPLES, so if we need to book more rooms, we need to do it NOW. Please confirm YOUR interest with a deposit of \$100.00 per room to our Treasurer – Mike Cole, as well as notifying me of your confirmed deposit by phone or email. This is always a fun weekend, the usual festivities include a male and female gift (value \$10.00) to be handed out by 'Santa' during the dinner.

The Register Run to Hawksnest was

again on a very hot day and attended by 6 of our members. I know, the turnout was a bit low because of the Supersprint at Oran Park but it will be on again next year and the reports of attendees made it another excellent motorfest run by The Tea Gardens / Hawkesnest Motor Club Inc.

The Register Run for April is to Geelong Victoria, that is the MG National Meeting.

On 17th May our Register Run will be to the Terra Cottage Gallery and Cafe at Stroud for morning tea. We will leave the club rooms at 8.45 am and should arrive about 10.30am. It is an all weather venue. More information next magazine.

"B" seeing you,

David Walker

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OZZIE MOTOR RACING ICONS

Part Four in a series

FRANK MATICH

Words and Pics: Bill Pearson

In an enduring 21 year racing career, driving cars mostly of his own design and built by a highly specialised team in his own factory, Frank Matich was six times Australian Sports Car Champion, 1962 Australian Formula Junior Champion, winner of the LA Times US Grand Prix, and twice Australian and once New Zealand Grand Prix winner. He also won the Australian Drivers F1 Gold Star Championship in 1972 in his Matich Repco open wheeler.

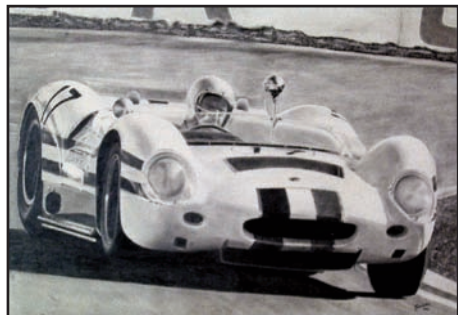
What set Matich apart from his motor-racing rivals was his passion to design and build his own racing cars and his experimentation with weight-saving composite techniques back in the 1970's.



Warwick Farm, all attempts to beat Matich proved futile yet again

1964 saw the start of the Tasman Championship Series incorporating four races in New Zealand on successive weekends, followed by a week's break and then the same format in Australia. The Australian Grand Prix and the South Pacific Championship at Longford also doubled as the first two rounds of the CAMS Gold Star.

The first local race was the Australian Grand Prix at Sandown where Matich was only beaten by Jack Brabham for pole. It was a very strong showing against the



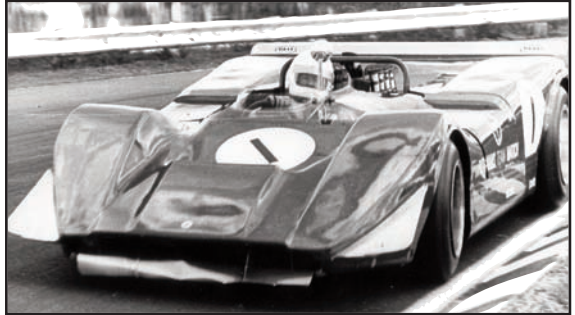
The Lotus 19B – a winning sports car for Frank.

many visiting international F1 drivers and their cars, something that would come to be expected from Matich. He poured on the pressure from the front, recording a new record of 57.7 on the fourth lap, but on the tenth lap it finally told. In a scene that was to be played out all too often when driving his BT7A, Matich proved to be blindingly fast, too fast for his machine. His car erupted in a dramatic cloud of smoke as an oil line erupted, spraying the

hot exhaust and half the circuit before he retired to the pits. In the end Stillwell won the championship with consistency and reliability, and Match lost it by a similar amount of unreliability.

In 1966 Frank got into a Mini Cooper S for the Mount Panorama enduro race – the Gallaher 500 as Bathurst was then known. He didn't finish, but recorded the fastest lap of the race at 3min.10sec (116.94 km/h). In a Mini!

In 1970, the Tasman Cup turned to F5000 regulations, and Frank Match imported a 1969 McLaren M10B open wheeler and had it fitted with a locally-produced Repco V8. He won the 1970 Australian Grand Prix, back-to-back Tasman Cup titles in it, and was challenging again in 1972. Today the car is owned by an enthusiast and still races.

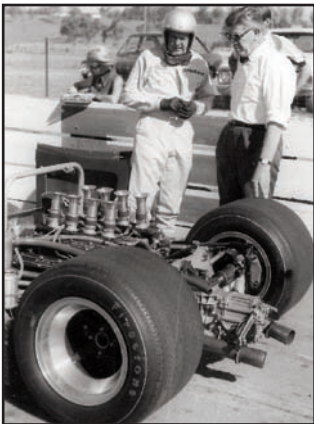


Frank roars the SR4 down through Mount Panorama's esses. How awesome would Bathurst have been in this car?

At this time Match was also Australia's leading "big banger" sports car developer, racing a number of Elfins and cars with SR2, 3 and 4 designations bearing his name.

These cars are now some of the most revered collectables of our historic racers. The "Traco Oldsmobile" as it was known was built by Elfin Sports Cars for Frank

Match but was powered by an Oldsmobile. When the National Motor Racing Museum at Bathurst displayed one of the last three Match SR3's in the world it was considered so valuable it was secured in a glass case. 3000 visitors created a record.

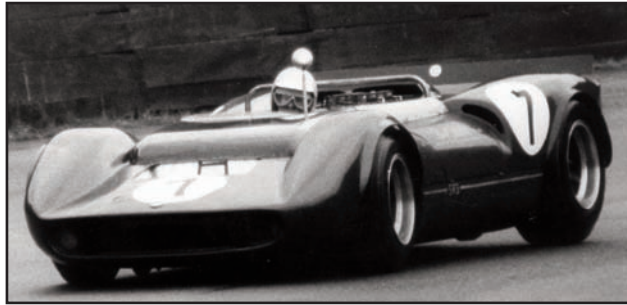


Match anticipates with Repco technical boffin Ron Tauranac how the new SR4 toy might go. No-one was disappointed. Those tyres are 460mm wide!

When Match test drove his penultimate SR4 monster secretly at Oran Park powered by Repco I was lucky enough to be there. He lowered the outright lap record by 1.5 seconds in its first session!

Because I was then only the cameraman's assistant I missed out on a ride in the "passenger's seat" with a movie camera. This was a divine and rare experience the value of which was completely wasted on my senior colleague, who returned to the pits with a seriously black eye after the Arriflex camera smacked him under acceleration with several "G's". However I

will never forget the ear shattering sound of the SR4 roaring past me at race speed only inches away at Bathurst a few weeks later when I got close enough to

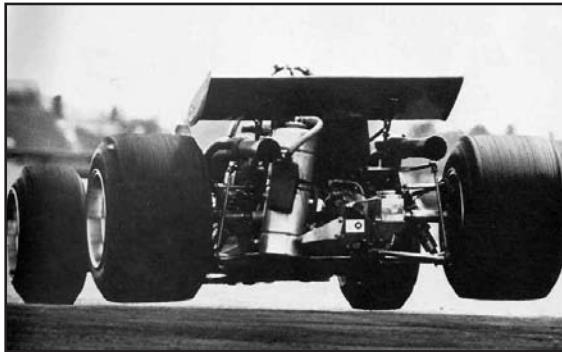


The Match SR3 in the rain at Catalina – Katoomba in a class of its own.

it at race speed to fill my standard camera lens. What a pity it was that the Can Am style sports race cars failed to continue in Australia.

When Matich retired from the motor-racing scene more than 20 years ago he initially used his inventive spirit and engineering skills

to build luxury boats. Then in the early 1990s with the design of light weight safety helmets for bicycle riders he developed Armacel technology into a large plastics innovation company. He is now one of Australia's most respected inventors and executive business men.



You're not supposed to get air in a M10B McLaren.



SHUTTER SPEED

Been to an event recently - you may have been snapped by a fellow member

Send your pics to the editor (maximum picture file size 1Mb)

This months Pics thanks to Bill Pearson and Rose Cogger



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LAND PANEL REPORT

Equipment problems caused loss of time at one of our midweek working bees with a

flat battery in the backhoe and a flat rear tyre on the tractor.

We had previously replaced the 2 front tyres ourselves, but the larger rear one was beyond us, so a tyre fitter was called in to repair it.

The area behind the canteen has been piped into a sump and a levy wall built of rocks and back filled with soil. Unfortunately this all had to be done by hand.

Before the Junior Training Day some of the Junior's and their Fathers raked the gravel traps and swept the track which I am sure the Ladies appreciated for the next days event. Congratulations to the junior team for their efforts.

Just think of the progress we could achieve if the 50 or 60 competitors who roll up to events they obviously enjoy, could perhaps contribute 1 day a year to the upkeep of the track.

A further site line has been cleared and after discussion with Grant Liddell, we have decided to peg out the conceptional circuit ; pencilled in for April 25th which is also Anzac Day, so the work will not start till 10.00am.

All members , especially with an interest in this motorsport complex development, are invited to this working bee.

See you...

Doug Rae

THE NEXT WORKING BEE



SATURDAY 25 APRIL

**Please contact
Doug Rae on 0434 141 501**

To be held at:

**RINGWOOD PARK MOTOR
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The main goal for this day is to peg out the conceptional circuit for the proposed development - want to see it for real then come along and help!!

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Greg Hunter on 0412 593 711
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LETTER TO THE EDITOR

2009 Tri-Series Challenge

The 1st & 2nd Rounds of the 2009 Tri-Series Challenge will be held at
Oakburn Park in Tamworth on the 2nd and 3rd of May.

Camping will be available at the track on both Friday and Saturday nights
with hot showers available.

Saturday 2nd May:

Will be a Hillclimb format
Scrutineering from 7.00am - Competition starting at 10.00am.

Sunday 3rd May:

Will be a Lapdash format
Scrutineering from 7.00am - Competition from 9.00am.

- * Entry will be \$110.00 for each event - Total \$220.00
- * You can also pay an additional \$20.00 per event to pre-register for the other 2 rounds of the Tri-Series - Total \$40.00.
- * Entry criteria will be the same as previous years
(ie. First 45 entries from MGCC; 10 entries from TSCC; 10 entries from KSCC)
- * If entries are not filled from a club more entries will be accepted from a reserve list from the other clubs.

We are endeavouring to get a Friday afternoon free practice for those who can make it up early, but this will depend on CAMS.

The presentation of the 2008 Tri-series awards will take place after competition on Saturday.

Regards,

Matt Halpin.
President TSCC
Matt@halpinplumbing.com.au



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 Email editor@mgsclub.com.au

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