

# Clubtorque

June 2009

The official publication of  
MG Car Club Newcastle



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# Clubtorque

Official Publication of

## MG CAR CLUB NEWCASTLE (MGCCN)

### "MG's and Motorsport"

Founded 1955 - PO Box 3062, Hamilton DC NSW 2303

Website address: [www.mgcarclub.com.au](http://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  
(12km north of Raymond Terrace)

### Membership Inquiries

Membership Secretary -

Annmarie Harris

29 Wyndham St Greta NSW 2334

4938 7715 (h) or 0412 632 441 (mob)

### Other Inquiries

The Secretary – Andy Peters

PO Box 3062, Hamilton DC NSW 2303

Phone 4963 5380

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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](http://www.cams.com.au/go/nsw)



## 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:**

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 - [gregord@idl.com.au](mailto:gregord@idl.com.au)  
if you can assist at any of these events.

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## boost'ED'

It's a lovely bright and sunny Sunday morning, I have a hot cup of coffee in my hand, a sore neck from 1.6g's lateral force and I am frustrated that this weather did not turn out like this yesterday. It's the day

after the CSCA Supersprint at Eastern Creek and I am looking at a filthy MX5 caused by a minor over shoot into the quagmire that surrounds turn 2 – I know now what it is like to be a speedway driver. I'm not complaining, just disappointed in the weather because we all hope for a mid 20's sunny day every time we hit the race track don't we? I am lucky considering I only have to wash my car and it is ready for the next outing. Consider the fate of others, one serious off in to a wall, an engine bay fire in the pit garages caused by oil overflow, a big end knock early in the day for John Finch caused by Mal Roach being too fast and a major engine drama late in the day for John Garroway caused by oil dispersion after the dipstick went AWOL (- I also heard rumours Scott McGarry had an issue but this is still unconfirmed) – I have nothing to complain about. I hope we can get some of these guys back up and running again soon as camaraderie and social sledging make for an entertaining day.

From earlier columns you may recall my occupation is an IT Manager and with this comes good and bad experiences. Good in that you get exposed to rapidly changing developments in computers and technology, bad in that this exposure isolates you from being overly excited about technology because you see so much change and innovation that you realise that almost anything conventional is possible to implement or improve using technology either now or in 1-2 years time. However, recently I had an endurance session on a Nintendo Wii and I was instantly addicted. Technology has yet again made interactive game playing stimulating on a completely different level. Bluetooth wireless connectivity, remotes containing accelerometers and soon to contain gyroscopes – it really is something you should try and experience as the gaming skill no longer involves rapid key pressing and combinations but actually how you move your hand/arm/body in conjunction with the Wiimote for the desired result.

This experience reinvigorated my passion for technology and I pondered its impact in communication between people but also closer to home, technology and

motorsport. Most of us are aware of aftermarket programmable ECU's for performance upgrades, Dorian/Natsoft transponder and timing systems for event timing and a lot of us are already using GPS laptiming on our mobile phones at sprint and racing events, and more and more people have in car video camera recording systems (adhering to scrutineering and CAMS rules of course) for capturing the day's action and sharing the experience with others – James Pearson sent me a small video clip from Tamworth and it was a well put together item that I could not stop watching. You will read later in this edition about my experiences with a high-end data logger at the Eastern Creek CSCA Supersprint. No longer can we tell the story about the one that got away as a picture paints a thousand words and combined with recorded data this illustrates the lap or session – as it happened. Technology is venturing into many aspects of life and it is coming, faster than ever, to a regular activity near you.

Our own car club has a website that we use for communication with members and sharing experiences – don't be afraid to email [webmaster@mgcarclub.com.au](mailto:webmaster@mgcarclub.com.au) like you do me with pictures of events, articles and links to or very small video clips. We have the facilities (most of the time) to list them on our webpage and unlike the magazine, it can be published and updated more frequently than once a month so the news is always fresh and the pictures can be shared almost instantly. Perhaps we can look into self managed content and blogs on our webpage as well as other communication forums (N.B. I have reserved a Facebook page for the MG Car Club Newcastle in case we choose to go down this path, and someone in the club has already found it without the need to advertise it is there) but that is a completely different article, and when it happens more and more people will be surprised about the relationship between technology and every day activities and how technology can help us when embraced.

Finally, thanks everyone for bombarding my Inbox with pictures, articles and tid-bits for the magazine – it breached my storage quota of 100Mb. I have tried to publish as much as I can in this bumper edition, but don't let this deter you, keep the emails coming and we can keep creating bumper editions of Clubtorque.

**Brad Smith**

**Deadline for JULY Magazine submissions is MONDAY 22nd June 2009**

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

## 2009 COMMITTEE

NO PHONE CALLS AFTER 9.00PM. THANK YOU.

**PRESIDENT**

John Collins (Rose)  
 4961 1600 (w + fax)  
 4925 2867 (h)  
 0412 260 343 (mob)  
*jcdt@iprimus.com.au*

**VICE PRESIDENT**

Dennis Tynan (Christine)  
 4957 4529 (w)  
 0408 683 517 (mob)  
*dennis.tynan@hunterlink.net.au*

**SECRETARY**

Andy Peters (Shirley)  
 4963 5380 (club phone)  
 49634397 (h)  
 0418 476 808 (mob)  
*a.s.peters@internode.on.net*

**MEMBERSHIP SECRETARY**

Annmaree Harris  
 4938 7715 (h)  
 0412 632 441 (mob)  
*laharris86@bigpond.com*

**TREASURER**

Mike Cole  
 0403 022 351 (mob)  
*mjcole@tpg.com.au*

**CLUB CAPTAIN**

Kenneth Atkins (Kimberley)  
 0405 160 559 (h)  
 4956 8800 (w)  
 0407 377 710 (mob)  
*mgccnewcastle@gmail.com*

**PUBLICITY**

Rick Vincent (Lynne)  
 4945 5114 (h)  
 0418 494 663 (mob)  
*rick.v@bearingdynamics.com.au*

**EVENT CO-ORDINATOR**

John Finch (Christine)  
 4957 3123 (h)  
 0434 405 782 (mob)  
*jcfinch@bigpond.net.au*

**EDITOR**

Bradley Smith  
*editor@mgcarclub.com.au*

**REGISTER CAPTAIN**

David Walker (Lesley)  
 4958 4941 (h)  
 0417 675 075 (mob)  
*david.walker@fived.com.au*

**REGISTER SECRETARY**

Darren Hodgson (Fran)  
 4946 9989 (h)  
 0414 966 095  
*darrenh@idl.net.au*

**SOCIAL SECRETARY**

Rose Cogger  
 4925 2867 (h)  
 4961 1600 (fax)  
 0413 222 828 (mob)  
*rosecogger@hotmail.com*

**SPEED EVENT CO-ORDINATOR**

Peter Robinson (Noelene)  
 4933 8167 (h)  
 4933 8355 (w)  
 0411 487 640 (mob)  
*map@pacific.net.au*

**MOTORKHANA CO-ORDINATOR**

Bryn Baverstock (Helen)  
 4965 7137 (h)  
 0404 031 137 (mob)  
*bhbav@optusnet.com.au*

# 2009 COMMITTEE

NO PHONE CALLS AFTER 9.00PM. THANK YOU.

## RALLY CO-ORDINATOR

Bill Pearson (Brenda)  
4955 8505 (h)  
*redliner@exemail.com.au*

## LAND PANEL

Doug Rae (Judith)  
4944 7356 (h + fax)  
0434 141 501 (mob)  
*hooraedj@optusnet.com.au*

## COMMITTEE NO. 1

Mal Roach (Kathleen)  
4956 4008 (h)  
0414 495 799 (mob)  
*mkaelectrical@optusnet.com.au*

## COMMITTEE NO. 2

Ted Dial(Diana)  
4956 2748 (h)  
0408 562 748 (mob)  
*tdial@exemail.com.au*

## EQUIPMENT MAINTENANCE

Jim Gardiner (Luce)  
49 344 443 (h)  
0417 223 387 (mob)

## OTHER APPOINTMENTS

### NATMEET CO-ORDINATOR

Fran Hodgson (Darren)  
4946 9989 (h)  
*darrenh@idl.net.au*

### WEB SITE MANAGER

Michael Gigli

### CAMS DELEGATE

Doug Rae (Judith)  
4944 7356 (h + fax)  
0413 333 105 (mob)  
*hooraedj@optusnet.com.au*

### CSCA DELEGATE

John Finch (Christine)  
4957 3123 (h)  
0434 405 782 (mob)  
*jcfinch@bigpond.net.au*

### NAMS DELEGATES

Greg Hunter      4959 2716 (h)  
Bill Pearson      4955 8505 (h)

# MEMBER'S JACKPOT \$200



**Come along for a chance to win.**

## BE IN IT TO WIN IT

(Financial Club members only eligible)

CLUB NIGHT FRIDAY 12 JUNE 2009 - 7.30PM

# JUNE 2009 EVENTS DIARY

DATE	EVENT	TIME	POINTS
7 SUN	DIRT KHANACROSS (NAMS) - Ringwood Park		M,C N I/C
8 MON	MAGAZINE ASSEMBLY - Clubrooms, Cobby Street, Birmingham Gardens	7.00 pm	M
10 WED	SPEED EVENTS PANEL MEETING - Clubrooms, Cobby Street, Birmingham Gardens	8.00 pm	M
12 FRI	CLUB NIGHT - Clubrooms, Cobby Street, Birmingham Gardens	7.30 pm	M
14 SUN	REGISTER RUN - BREAKFAST AT DUCK'S CROSSING - Starting at Clubrooms, Birmingham Gardens		M, R
17 WED	COMMITTEE MEETING – MGCCN - Clubrooms, Cobby Street, Birmingham Gardens	7.30 pm	M
20 SAT	RALLYSPRINT (NAMS) - Awaba WAC		M,C N I/C
21 SUN	TAR MOTOKHANA (NAMS) - TBC		M,C N I/C
22 MON	DEADLINE FOR ARTICLES TO THE EDITOR - For July Magazine		
23 TUE	KING EDWARD PARK MEETING - Clubrooms, Cobby Street, Birmingham Gardens		M
27 SAT	JUNIOR TRAINING DAY - Ringwood Park	11.00 am	M
27 SAT	"NIGHT OWL" RALLY (AHRG - Geoff Thomas) - TBC		R/T
28 SUN	HILLCLIMB (NAMS) - Ringwood Park		M,C N I/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](http://www.mgcarclub.com.au)



# JULY 2009 EVENTS DIARY

DATE	EVENT	TIME	POINTS
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
10 FRI	CLUB NIGHT – Clubrooms, Cobby Street, Birmingham Gardens	7.30 pm	M
12 SUN	HILLCLIMB - MG Challenge (NAMS) - Ringwood Park		M, C N I/C
15 WED	COMMITTEE MEETING – MGCCN – Clubrooms, Cobby Street, Birmingham Gardens	7.30 pm	M
18 SAT	NATTER NIGHT - Clubrooms, Cobby Street, Birmingham Gardens		M
18 SAT	RALLYSPRINT (NAMS) - Awaba WAC		M,C N I/C
19 SUN	ROOKIE HILLCLIMB DAY - Ringwood Park		
21 TUE	KING EDWARD PARK MEETING - Clubrooms, Cobby Street, Birmingham Gardens		M
25 SAT	CHRISTMAS IN JULY - Wisemans Ferry		
26 SUN	CHRISTMAS IN JULY - Wisemans Ferry		
27 MON	DEADLINE FOR ARTICLES TO THE EDITOR – For August Magazine		

## 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.*

# INVITATION EVENTS JUN/JUL 2009

DAY	DATE	EVENT
SUN	7 JUNE	NSW HILLCLIMB CHAMPIONSHIP - GRAFTON NSW
SAT	14 JUNE	CSCA SUPERSPRINT - ORAN PARK NSW
SAT	14 JUNE	STATE MOTORKHANA - AWABA WAC NSW
SAT	28 JUNE	STATE KHANACROSS - AWABA WAC 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](http://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

Thank you for your favourable response to the "yellow drop out" in last month's magazine. At the Club Night, after

you received the magazine, there was an extraordinary turn up with several members asking pertinent questions regarding the proposal concerning the future of the Ringwood property. All questions were answered by a panel of committee members, Greg Hunter and Darval Thomas from the finance panel and Grant Liddell from GLD.

Since then the parcel of land, which we are retaining for our own use, has been marked out and an application is being prepared for council to approve the realignment of one of the boundaries.

A professional Valuer has inspected the property and is preparing a report to enable us to finalise our proposal with the development company. It seems that our planning company, GLD will continue working for the developer to organise reports and the Development Application which is to be lodged with the council.

Both Grant and Greg, from discussions they have had with the development company, have told us that the facility will have better looking infrastructure than Wakefield Park.

An ongoing concern, of a small number of members, has been the fact that the club has Associate Membership. The reason for this stems from the basic fact that "the club is an **MG Car Club**". As an MG Car Club, it is affiliated with the MG Car Club UK and is invited to compete with other Australian MG Club to compete annually in their National Meeting. To be able to do this 75% of Full Members have to be owners of MG cars. The

other 25% of the Full Members make up members who have become committee members and those who have, as permitted in our constitution, have applied for full membership. This balance has to be maintained.

There are many interest groups within our club and I'm certain that most of us are having our interests satisfied, if you are not, you should be coming forward and helping out, so that your interest may be accommodated. It is from this wide diversification of interest groups that makes this one of the top clubs in NSW if not Australia. (It would be a funny world if everyone did all the same things).

In reality we are no different to other Marque clubs, such as MX5 Club or a Yacht Clubs etc., they all have similar rules in their constitutions. If you have any concerns, you are invited to attend our committee meetings and other panel meeting at which you are able to express those concerns and maybe able to organise something that appeals to yourself and friends.

This sort of mutual arrangement means the each of the interest groups are able to help each other out when each are compete in their own type of event. This is how we will be able to run a successful National Meeting in 2011.

Remember, Support the supporters who support you sport.

*John Collins*



## SECRETARY'S REPORT

The tri-challenge series first two events were held in Tamworth a couple of weeks ago. It was a great weekend with perfect

weather and motorsport on both Saturday and Sunday.

Some information I have found in the magazines we receive.....

### Classic Car Values are up....

We have seen these trends before and when we have a business and property recession and when interest rates are low then the smart money moves into art, antiques and other items that are in limited supply and are desirable by collectors. That's why we are seeing an increase in prices for MGs and other classic cars. As our government is printing more money so that we can reduce our debts to others we will see a rise in inflation, this in turn will see values increase further. I am not recommending that you cash in the family savings or sell the house to buy lots of classic cars - not at all. It's that now, if someone close says, "Why don't you sell the MG so we can eat, go on holiday, retrieve the wedding ring from the pawn broker etc," you can say, "No way, having the MG is better than money in the bank (true), the value will keep up with or beat inflation (also true) and we have a lot of fun with it too." If you can say this just as you leave the house, it's more effective and permanent

### MG6 was unveiled at Auto Shanghai in April....

The MG6 might be billed as a concept, but word is that the production version will be on sale in China later this year and at a dealer in the UK during 2010.

The wraps came off a new MG hot hatch for the first time since 2001 when the British marque's Chinese owners, SAIC Motor, chose Auto Shanghai to reveal the latest product to wear the famous octagon badge.

Also on the stand was the current line-up of MG models available on the Chinese market - the ZT-based MG7, the MG3 and the TF. But it was the new MG6 sporting fastback that stole the limelight This shares its underpinnings with the Roewe 550, which is based on the proven platform from the Rover 75. The MG6 is shorter and lighter than the Roewe 550 and, in 1.8-litre turbocharged form (likely to be the biggest seller in China), should crack 0-60mph in 8.5 seconds before reaching a top speed of around 130mph.

Although we did not have a chance to look under the MG's shapely bonnet, we know that it is powered by a slightly reworked version of Rover's K-series engine, now known as the N-series after its new production base in Nanjing. SAIC Motor is believed to be in talks with various European partners over a diesel engine supply deal - the company has Joint Venture Agreements with both General Motors and Volkswagen Group and both companies are rumoured to be in negotiation with SAIC Motor. The MG 6's announcement marks a potentially major breakthrough for China's automotive industry because the car has been specifically designed for export markets. Chinese buyers are notoriously conservative in their tastes -most choose saloons in preference to hatchbacks. However, the MG6 was styled and engineered in the UK by the team at SAIC Motor UK Technical Centre Limited, which recently moved from Leamington Spa to Longbridge. We understand that a clay

# SECRETARY'S REPORT

mock-up of the new model was unveiled to UK dealers at a meeting prior to the MG Heritage Festival and that their response was extremely enthusiastic.

### Further Definitions of a Classic Car....

It is one that pays tribute to the foresight, skills, dedication, abilities and expertise of automobile designers and production people in former years - and indeed largely acknowledges the tastes of the people who bought them. This to me applies to any car produced over 30 years ago - on a rolling basis. Which design is better than another is no different than the same question people faced when the cars were in production. Thank goodness there were different views then - as now. I think my MGB Roadster is beautiful - one of my friends thinks his TR is much prettier and better engineered. We are both correct of course. As far as mods or improvements made today to a Classic car are concerned this often assists in the preservation of the essence of that original design. If

improvements to a Stately Home (eg adding central heating) allows my children's children to admire a part of our 'cultural heritage' then I am all for it. There will always be differing views on how far one should go with 'improvements' to a classic car of course - and excellent car club debating material it is, over a pint or two naturally".

### Safety Fast! magazine....

Celebrates 50 years in print and in the April edition they have reprinted 3 articles from the original magazine along with some original advertisements.....very interesting and worth a read.

The register run to Stroud last Sunday was very enjoyable and the country side lovely and green a complete opposite to Victoria - I live in a great part of Australia.

Enjoy your motoring

**Andy Peters**





## **MG National Meeting**

**South Australia**

**Easter Weekend**

**2<sup>nd</sup> - 6<sup>th</sup> April 2010**

### **Bulletin 1**

A warm and friendly welcome awaits participants in the 2010 National Meeting to be held in Adelaide.

Adelaide and surrounding areas have much to offer from our sheltered white sandy beaches, shady parks, craft markets, side walk cafes to our three famous wine producing areas which are all within one hours drive of the CBD.

Registration, scrutineering and most of the social activities will be held at The Shores Function Complex, Military Road, West Beach, which has been chosen for its easy accessibility to near city and seaside accommodation.

The Concours is always a highlight of a National Meeting and everyone who brings an MG to Adelaide will be encouraged to display their car. The Concours venue has yet to be finalised.

The site for the Motorkhana is at the Big W Distribution Centre at Monarto; about three quarters of an hour drive East of Adelaide on the South Eastern Freeway towards Murray Bridge. The turnoff to Monarto is 16km Adelaide side of Murray Bridge.

Also on this day a social Kimber Run has been planned which will leave The Shores Function Complex and travel through the delightful Adelaide Hills. The Kimber Run will go through the historic township of Hahndorf where you can stop for a cup of coffee and other shopping. The Kimber run will end at the Motorkhana venue at Monarto; but opportunity will be given to visit the Monarto Wildlife Zoo, the world's largest free-range zoo, before returning to Adelaide.

Those who have attended the past Adelaide National Meetings or MG Challenge Events will be familiar with the Mallala Racing Circuit north of Adelaide. This famous track is used throughout the year for car, motorbike and truck racing and provides an excellent opportunity for the members who enjoy Sprint events. People who do not wish to participate in the sprint can enter a Navigational Competition Event, which may finish with lunch in the Barossa Valley. The world famous cellar doors can be visited or entrants interested in watching some of the Sprints can drive to Mallala after lunch.

Much thought and planning has gone into all Social Events. The theme party arranged for Saturday evening, 'Pirates of Abingdon', will provide a great atmosphere for fun and a great night out.

Monday night's Presentation Dinner will provide plenty of time to catch up with old friends while enjoying excellent dining and great music.

Tuesday's Farewell Breakfast will give the opportunity to reminisce on a great weekend, and farewell friends for another year.



## 2010 MG NATIONAL MEETING PROGRAMME

### Friday April 2

Registration & Scrutineering - The Shores Function Complex, Military Road, West Beach  
Noggin & Natter - The Shores Function Complex, West Beach

### Saturday April 3

Concours – Venue to be announced  
Theme Party - Pirates of Abingdon – The Shores Function Complex, West Beach

### Sunday April 4

Competition: Motorkhana – Monarto  
Social: Kimber Run - Tulip-style Navigation to Monarto via Hahndorf - maps provided  
Evening: Free time

### Monday April 5

Competition: Speed Event - Mallala Racing Circuit, Mallala  
Competition: Navigational Run – Adelaide and surrounding scenic routes  
Presentation Dinner – The Shores Function Complex, West Beach

### Tuesday April 6

Farewell Breakfast – The Shores Function Complex, West Beach  
Delegates Conference - The Shores Function Complex, West Beach

Adelaide has many different types of accommodation available – something to meet everyone's budget. We have made preliminary bookings at some venues with reasonably low to mid-range pricing, and are able to offer the facilities you require for the National Meeting. Bookings are to be made direct with the venue of your choice, bearing in mind that some have more suitable parking for trailers than others. Adelaide will be hosting other events during Easter 2010 and initial contact with your choice of venue for accommodation needs to be done as soon as possible as some places will only hold rooms for a limited time.

For up to date information about the event, visit the 2010 National Meeting website: [natmeet2010.mgcssa.org.au](http://natmeet2010.mgcssa.org.au)

We look forward to being your hosts for the 2010 MG National Meeting.

MG Car Club of SA

Expressions of interest and enquiries:

Chairman  
Tim Edmonds  
Home: (08) 81770750  
Mobile: 0419 804645  
[natmeet2010@adam.com.au](mailto:natmeet2010@adam.com.au)

Registration Secretary  
Andrew Beattie  
Home: (08) 8388 7084  
[register2010@adam.com.au](mailto:register2010@adam.com.au)

Accommodation  
Mike Greenwood  
Home: (08) 83463577  
Mobile: 0412 701 850  
[mikeg@adam.com.au](mailto:mikeg@adam.com.au)



## SPEED EVENTS

Well! Tamworth was a great weekend wasn't it.

Two crisp, sunny days, a great little track that you can completely "overdrive" your self and your car with absolutely no risk to either.

The horizontal hillclimb was interesting and different to the regular lap dash/supersprint event. The Tamworth Club quietly admitted that with the two-event format, their entry fees were a bit steep. This obviously deterred some competitors from entering and numbers were down, particularly on Saturday.

Tamworth's Matt Halpin's local knowledge showed how to do it in the hillclimb by beating all the open wheelers with his Torana. The open wheeler drivers copped lots of "Driving like an old woman" comments from the Peanut Gallery (semi-retired ex-drivers!) as we struggled to find the right way around the track.

Some standout performances were Mark Constable in the near road-going Skyline, 3rd in Class and 12th outright. Scott McGarry (Type 2 under 2L) likewise, was on the pace from the word go, setting his fastest time on his second lap with all six runs within 0.81 of a second.

Darval Thomas lead a battle for honours in Marque Sports fighting off a determined Andy Peters, David Walker and a rapidly improving Marea Semkin coming to grips with the M.G.F. James Pearson shone in

Marque Sports over 2L with a tight bunch of Jim Norris, John Finch and Rick Vincent all within 4/10th of a second behind.

Unfortunately, as I write this column (27th May), I do not have any Super sprint results, so commenting on other competitors is from memory.

The "old women" open wheeler drivers reversed Saturday's results pushing Matt Halpin down to around 7th(?). Ed McCane won the day in his beautiful little Piranha beating your columnist by 5/100ths (for the second year running!). A bunch of other drivers were right on our tails with only 10ths and 100ths of a second separating Grant Cook, Ray Bromley, Alan Hinds, Amy Mrcela and Elizabeth Robinson. (Amy and Elizabeth kept themselves back a little, so that the male egos could have full reign!)

Ed and I were close all day and with both getting "advice" from those in the timing tower, we were under pressure. I had a spin in front of the Pit exit, much to Elizabeth's amusement until she discovered that we still had her number on one side of the car.

By the time you read this, the "Garage" Hillclimb will be run and won, so good luck to those competing.

The next Tar events are CSCA (Oran Park) 14th June, NAMS Hillclimb, 28th June.

**Peter Robinson**



# SPEED EVENTS



Peter Robinson's open wheeler in action at the Tamworth Tri-Challenge

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**TWISTS AND TURNS TOURING RUN – SETTING TO SIGN OFF.**

There are only a few key decisions that need to be made before setting an observation touring run.

Q1. What type of roads to use? Tar, Dirt, Rough, Smooth, Tight, Open, and so on.

Q2. How long should the event be?

Q3. How hard should the questions and observations be?

A1. Back roads and country roads tend to be less busy and offer more question opportunities, and smooth sealed roads tend to keep people happy. Let the Questions make your enemies!

A2. Long enough so that a fair amount of questions and observations can be included, but not too long, to prevent midnight finishes when competitors get lost during the first stage. Cough, Cough, Datsun 240Z, Chough.

A3. Woo hoo wahh haa haa ha.....

*(setting these events, is almost as much fun as competing).*

The competitors started at the club rooms with 9 teams entering.

Competitors were briefed on the general layout of the even. Two stages, consisting of basic navigation and observation questions, with no exact distance given on the questions, but the knowledge that they were located some ware between the direction just taken and the next route instruction. There were also 6 random photos, printed in no particular order, each with a question to answer. These could be found any ware between the start of stage one and the end of stage two. Just to keep competitors on there toes, there would also be an unknown quantity of **Route Check** boards along the way. Incorrect answers and missed observations would earn competitors one point. In these events... Less is more. Should 2 competitors score the same amount of points, their result would be decided by a tie breaker. A skill test, where drivers would drive toward a marked line on the road and in a single brake application, attempt to position the tip of their vehicle directly over the marked line. This was held at the end of stage one, on the Ringwood Hillclimb track. Morning tea gave teams the opportunity to chat & laugh. There were lots of disputes about the no wash zone, hidden rout checks and non existing photographed objects.

Even before zeroing at the start line competitors drove past a **RC** board. Trick 1. Questions and observations only exist between the start and end of stages.

Car 1, Gregory Voysey and Natalie Ison in the Hyundai Excel to the start line, and also the first and only to get caught by the trick RC. This was the first time the pair had ever entered one of these events and they looked nervously excited to get the event underway. Arriving at the end of stage one before officials, suggested that perhaps the observing part of the event might not be going to plan. Their result reflected this with a half way result 4 points more than their closest rival. The duo learning from their experience of stage one, for an equal 2<sup>nd</sup> best result in stage two, to finish up with a 7<sup>th</sup> place, and mile wide smile.

Second away was another first time pair, Andrew Ference & Vicky Top, in a nicely refreshed Toyota Sprinter. A some what shaky start, misinterpreting the route instructions and finding themselves, (*quote*) "a bit lost". They completed the first section a bit out of order but mid field in the results. Andrew then showed his hand at the skills test, pulling up just 68mm over the marker line, a result that proved golden. With the equal best result in stage 2, the tie breaker result earned them 2<sup>nd</sup> place. A brilliant result in just their first attempt.

Bernard & Madelan Corbett, would be third on the road. Bernard's steady pace from the start, earning him the sound off a following vehicles horn. The pair would score well in both stages to finish 4<sup>th</sup>. Bernard showed precision driving, in the skills test, stopping the BMW MCoupe just 22mm over the mark. This would be the best result at this test, setting an early bench mark.

Next was the team of 3. Shayne Murphy, Helen Baverstock and 2<sup>nd</sup> navigator Chris Tynan. The 3 heads are better than two theory, saw a mid field result of 5<sup>th</sup>, but big smiles and heckling rights over Bryn. I might mention that this team also called for the complaints department 9 times within 3 mins of finishing, but for my wellbeing..... I will leave that bit out.

This brings us to the interesting pairing of ex-club president Greg Hunter and reigning Club Champion Bill Pearson. No surprise that Greg pulled the big Landcruiser a respectable 89mm from the mark in the skills test. A result that would go un-used. The pairing proving ideal, with an outright 1<sup>st</sup> place. A single point victory over 2<sup>nd</sup> and 3<sup>rd</sup> places.

Now to the neat Datsun 240Z of Scott Warner & Tom Jones. One word. LOST. The Z arrived about one hour after the last of the main field. The stage one result was still somehow respectable but the geographic misplacement of stage one, must have rattled the team. A question and observation nightmare in stage two, saw the recipients of the wooden spoon. An unfortunate result, but still smiling.

Then we have the return of Brian Ford, navigating for son Adam, in the Toyota Celica GT4 (take II). The nightmare in stage two that haunted the Zed, also attached itself the Celica, finishing in 8<sup>th</sup> place. Hang on..... No..... It was the VIC rego. That's it, the car was disorientated... That will do....

Time for the masters of the observation run, to make their mark. Russ Baldwin and Ern Parsons, through down the gauntlet early with the best result in stage one, but a small trip up in stage two, and 167mm result at the tie breaker, landed the pair the final place on the podium with 3<sup>rd</sup>.

Last minute entrants Bryn Baverstock and Evan Baverstock, matched the Hunter/Pearson pairing at the end of stage one, only to catch the stage two gitters, ending there day in 6<sup>th</sup>.

The finish line back at the clubrooms, was a great spot for a BBQ, yarn and laugh. Many more discussions about tricky photos of similar fuel bowsers, and annoying road works that caused the cancellation of one question.

Congratulations to all those who competed. It was great to see the smiles and hear the laughs from all those who took part.

Thank you to all the people who gave up their Sunday to help with this event. David Atkins- secretary, Dale Powell and Doug Rae- stewards. A huge thanks to my wife Kimberley, for spending 2 weekends, assisting me with setting then running the event.

So... Did I get the formula right?

Good roads.. check. Controversy.. Check. Laughs.. Check.

I think I just might have.

Signing off,

**Kenneth Atkins** - Event make it happen.

#### Results

DRIVER	NAVIGATOR	VEHICLE	O/R Place
GREG HUNTER	BILL PEARSON	TOYOTA LANDCRUISER	1st
ANDREW FERENCIE	VICKY TOPP	TOYOTA SRINTER	2nd
RUSS BALDWIN	ERN PARSONS	FORD CORTINA	3rd
BERNARD CORBETT	MADELAN CORBETT	BMW MCOUPE	4th
SHAYNE MURPHY	HELEN BAVERSTOCK/		
	CHRIS TYNAN	HOLDEN BARINA	5th
BRYN BAVERSTOCK	EVAN BAVERSTOCK	MG	6th
GREGORY VOYSEY	NATALIE ISON	HYUNDAI EXCEL	7th
ADAM FORD	BRIAN FORD	TOYOTA CELICA	8th
SCOTT WARNER	TOM JONES	DATSUN 240Z	9th



## RALLY REPORT

### First Rallysprint of the Year

After the first WAC scheduled NAMS round got rained out it was great to be standing in the trees at the second meeting with my camera watching the boys tackle the re-surfaced Awaba track for the first time. Well actually it wasn't great. I'd have much rather been racing there in my Civic, but being half way through a complete front end reconstruction (the car – not me), meant I had to “enjoy” being behind the Nikon instead.

If you like watching the WRC on the telly you'd enjoy the real experience of standing in the trees to dodge the flying gravel as the top dirt guys in our state get sideways. The TV just can't capture the sound of a V8 Commodore howling in the forest or the explosions of turbo lag in the same way that makes the hairs on the back of your neck stand up. Ceramic clutches, brake pads and hi octane fuel burning make yummy smells you'll never enjoy in your lounge room. Nor will the dust get up your nose – but hey, nothing's perfect! Consider coming out to spectate at this real action right on your doorstep that's free. Next round is at Awaba WAC Park on Wilton Road just before the tip – Saturday 2pm 20<sup>th</sup> June.

### NAMS Score Summary After May 9<sup>th</sup> WAC Motorkhana:

As predicted the outright contest now shows WAC drivers in first and second since dirt events have come into play, but our young guns retain those same positions in the Junior's trophy.

#### Outright Top Ten:

- 1) Cyril Croker 40
- 2) Evan Van Leeuwen 25
- 3) Ed McCane 22
- 4) Ken Duffy, Dave Carter & Bruce Antaw - all on 20
- 7) Ray Bromley & Bill Pearson - 18 each
- 9) Leon Swan 16
- 10) Tom Clemens 14

#### Junior Top 5:

- 1) Dylan Grant 61
- 2) Ben Hall 52
- 3) William Swan 32
- 4) Shaun Grant 31
- 5) Sam Evans & Keith Hammond - 22 each

Ladies Top 5 - remains unchanged

### Arse Over Award

This is the trophy nobody wants either for themselves or any fellow competitor - especially when he's a good mate. However it does bring with it a certain notoriety, perverted admiration, and a garage full of repairs. The processes the driver goes through are remarkably

## RALLY REPORT

similar to the stages of grief: disbelief, anger, self recrimination, loss & acceptance. This is probably because something we love has either momentarily or at worst permanently "died", even if it's only a bloody car!

So hang in there Ryan McShane, who well and truly tipped his 2.0 litre Honda Civic over at this month's WAC night khanacross. You have "graduated" from being this club's current Junior Champion into an elite club which so far several other Redliners have come **extremely** close to joining on several occasions! It's worth noting that having a full roll cage almost certainly saved Ryan from serious injury.



Excuse my dust,  
**Bill Pearson**

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## FROM THE PUBLICITY DESK

Hi Guys,

This is a report that flowed on from last month being such a full month of great activities, it sure has been busy with all the development meetings, and of course the Nationals which was a great success particularly the Mount Laura Hill Climb, which proved challenging and a good win for John Collins in the MG F class, just as well Rose wasn't there to see her shopping car being thrashed, also as a point of interest I stopped of at Marulan Driver Training Circuit near Goulburn on my return from the nationals, the 1 km circuit was a lot of fun, particularly the of camber hairpin maybe the members who visit Wakefield could call in for a fun day, not suited for open wheelers though.

Great to see the large turn out of members last club night and the public interest it will bring to the Ringwood Development project, Im very anxious to start promoting this exiting event for our club in the near future.

Members who listen to radio station 2NC may pick up on an article I wrote promoting our Young Driver Training Days. The article high lighted the benefits of the training that Greg Hunter provides our youth of today and hopefully members for tomorrow.

For those members who visit our website will see more information about our club and all events as your club is moving towards building the website as the major source of information to all members and the public, this will be updated on a regular basis and not relying on the magazine for past results and information.

For any member wishing to use the website for advertising purposes please contact me for approval by the committee.

Keep your tyres hot.....

**Rick Vincent**

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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 27th June.**

**Starting time will be 11.00 am.**

**Other dates for 2009**

**SAT 21st Nov**

**Starting time will be 11.00 am.**

**For further information phone Greg Hunter 0412 493 711**

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## REGISTER NEWS



“A Grand Day Out” on the Register Run to the Terra Cottage at Stroud on 17th May. We left on

time, didn't WD on the way there (even though I led the way), the day was fine and sunny and arrived with 30 fellow club members in a wide variety of cars, including 8 MG's. Very enjoyable coffee, tea with cake and scones, jam and cream in a relaxed atmosphere, wonderful fish pond, and all the browsing any lady could want with the rooms packed with all manner of gifts and collectibles.

The night before we had a group at our home at Boolaroo for a combination Geelong National Meeting post mortem / natter night / and preparation for our own 2011 National Meeting. Much speculation on classes at National Meetings, it seems many clubs feel there are too many.

The next Register run is for Breakfast at Ducks Crossing Resturant at Burton Road, Eleebana. Once again we are requesting you let me know how many you are bringing so we can let the staff at Ducks Crossing know. This is an Eco tourism concept with cottages for overnight stays, a beautiful waterfall and ponds with (of course) lots of wood ducks swimming around. You might like to check it out at [www.duckscrossing.com.au](http://www.duckscrossing.com.au) . Breakfast includes a \$10.00 option

which gives you bacon and eggs (done in several different ways) toast and coffee or juice. The Big Breeky is \$18.00 and lots of choices in between. We are booked in at 8.30 so leave the clubrooms at 8.0am.

TECHNICAL ITEM. At the Geelong Nat Meet the Frazers MGA lost a front wheel on the way to the Hillclimb (well done to Andrew for the car control and no accident), I recently heard that earlier this year an MGA from Victoria also lost a right front wheel. Same fault. The thread inside the spinner was very worn. It seems that 1.8mm thread overlap is required.

NEWS ITEM From the Chinese owners of M.G. rights, a new Rover based car named ROEWE which means: Honour and Prestige in Chinese and also stands for Taste, Science and Technology.

“B” seeing you,

**David Walker**



Roewe 750

## Young Driver Development Programme

So far this year we have conducted four training days with a fifth set for Saturday 27th June and the final day for this year will be held in November. On Saturday 27th June, the group will experience a “trial” class room type theory lesson which will be conducted in the club rooms, utilizing the big display screen, the lesson will start at 9.00am and finish at 11.00 am. After the lesson we will make our way up to Ringwood Park for more practical training.

The partial confinement of training days in the first half of the year has been very successful, so much so, that all students have shown rapid skills growth in a short period of time, not previously experience. Students that started with us back in January are now endorsed to compete in a Hillclimbs.

Next year consideration will be given to conducting the program over an even shorter time frame.

During the training day held last month another two new students, Nicolas Cowan from Watanbbi and Camryn Edwards from Blaxland, yes, “as in Blue Mountains” joined the group. Both young men appear to be very good drivers in the making, it will be interesting to watch their development

in the future.

During last year we experience a serious short fall of officials, but this year with regular help from Gregor Dickinson and Mal Roach we have began to train our own officials. History illustrates very few club members have shown interest in the Training Program, except the guardians of the students.

Encouragement and recruitment of the Fathers, Partners, and Grandfathers has resulted in an abundance of help. People such as David Grant, Alan Bates and Glen Hall have acquired CAMS Officials licenses and are now taking an active roll in not only YDDC days but are moving on to gain up-grades to higher CAMS Officials accreditation.

Congratulations to Luke Bromley, son of Ray, who is the subject of a nice piece of journalism in the current CAMS Magazine issue 158, page 27, if you are interested. The article illustrates Luke’s enthusiasm for Motor Sport, and maturity beyond his young age.

Many students and members have asked questions regarding the CAMS rules regarding age limits for Juniors in competition.

I can confirm that the minimum age for single car speed events ( Hillclimbs) is still 14 years in New South Wales because of conditions set by the NSW Dept. of Sport, Recreation and Racing, in other states the minimum age is 12 years.

opportunity for us to negotiate with them regarding the minimum age policy for Hillclimb Training, although I do not expect any change until next year.

Regards,  
**Greg Hunter**

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## SOCIAL NEWS



The May Club Night saw 60 members attend, some to learn more about the Ringwood Park

Development. There was also a great deal of Natter from those members who attended the MG National Meeting in Geelong.

The Lucky Number draw stands at \$200 with no winner at the last club night.

Next Club Night will be on Friday 12th June 2009 with **guest speaker Col Bray** a recent competitor in the **Targa Tasmania**....Col will "fill you in" on this thrilling annual event and for those who think they may like to participate Col is bringing along some pictures so you can see some of the "hair-raising" thrills.

By now the winners of the "Tug Boat" raffle will have spent some time on a tug in Newcastle Harbour and will probably have a few tales to tell at the next club night. I'm sure they would have enjoyed this very worthwhile experience.

**NATTER NIGHT**

The May Natter Night was held at **Lesley and David Walker's** home for a delicious supper. This was a chance to catch up

with members who attended the 2009 National Meeting and discuss the pros and cons of it.

It was also good to have a meeting to discuss arrangements that need to be organised for the 2011 National Meeting which is to be held in Newcastle....

Thank you to Lesley and David for inviting us to their home for a very enjoyable evening.

**The next Natter Night** will be held at the Cobby Street Club Rooms on **SATURDAY 18th JULY 2009**

starting time 6.30PM....Bring along your favourite soup, stew or curry and desert and sample the warmth of the club room.

**Rose Cogger-Collins**



"PERHAPS THIS WILL BE THE YEAR WHEN WE WILL ACTUALLY GET A SPEEDING TICKET"

TRI-SERIES CHALLENGE - TAMWORTH



Pics - James Pearson

Pics - John Finch

## APRIL KHANACROSS - RINGWOOD



## MAY RALLYSPRINT - AWABA



Pics - Bill Pearson

## STROUD REGISTER RUN





### National Meeting Changes.

**The following is important for all members who have attended a National Meeting or harbour an inkling to attend an National Meeting in the future. This is an issue where I am actively canvassing vigorous and robust debate and where I am describing some ideas and proposals put forward by other MG Car Clubs for consideration. There is another National Meeting delegate's meeting planned in a few months time to make decisions about the way forward.**

There has been recent discussion at National Meetings regarding some fundamentals of the meetings. Some people have mused about the long term viability of the annual, long weekend structure in the current economic climate. Some are concerned about the ability of the smaller clubs to successfully coordinate and run an event as extensive as the National Meeting. There has been discussion re costs and expenses and of course value for money. The good news is that there are Host Centres locked in for the next 4 years at least so perhaps the concerns about the continuation of a yearly event have been postponed.

Hosts for Future National Meetings:

2010: South Australia – Geelong

2011: Newcastle – Newcastle

2012: Tasmania

2013: ACT (? Goulburn) or if not Qld will take on the meeting.

But certainly numbers have decreased from the heady days of ten years ago when centres could expect 600 – 700 people to come along. 400 is more likely. A meeting of 500 is doing very well. Personally I don't believe that changing the Nat Meet to a bi annual event would change these figures. Some people will go every year regardless, like a pilgrimage. Others go for the location and plan holidays. Darren & I (between us) have only missed 3 events in the last 26 years (2 to WA and 1 to SA when I really couldn't face the idea of the Hay Plains with 2 children under 9yrs in the GT).

The aim of National Meetings is supposed to be about those with a common love of the marque coming together to enjoy and compete in our MGs. It is not supposed to be about making profit but it should also not cause the host club to run at a loss.

One of the major expenses is trophies. The number of classes has grown over the years as new models have come onto the market. We are also seeing less entries in some of the classes catering for the older models. There is also a new breed of Nat Meet attendee, those who are more than content to go on a social run or the Observation Rally rather than have their fix of adrenaline rush through speed. But with the speed event options now split into 2 and running the same number of classes for both events, the aspect of vigorous competition is certainly reduced. (In Geelong, all but 8 entries in the Observation Run won a trophy).

**So inevitably the discussion has turned to the notion of less classes or less trophies.**

#### Less Trophies Option:

This won't be too foreign to MG Newcastle members because we have already adopted a similar approach in our competition events:

6 or more cars: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

4 – 5 cars: 1<sup>st</sup> & 2<sup>nd</sup>

Up to 3: 1<sup>st</sup> only

There is no talk of changing the point scoring system just the awarding of trophies.

#### Less Classes Options:

This is a much more complicated and potentially far reaching discussion. There are 2 Options being discussed. The first looks likely to be implemented in Adelaide next year regardless of the outcome of the second option.



**Option 1: Less classes in the Observation Run.**

Success in the Observation Run is not dependent on model of car or engine capacity. Therefore it is proposed to have 3 classes for the Observation Run, in the same way that the Outright Concours classes are currently organised. I believe that SA intends to run with at least these reduced number of classes for the Observation Run.

Pre MGA

MGA – 1980

MG Moderns (i.e. post 1980)

**Option 2: Less Classes for All events depending on number of entries**

This option is the most complicated but potentially makes the most impact on the number of trophies issue.

The proposal is to first have the classes in very broad model groupings and then to divide the classes out into more specific models as the number of entrants in each subset reaches 6 or greater.

e.g. A "TC" would enter under T Types with "TDs" and "TFs" and then when 6 "TCs" had entered they would be able to compete as a "TC" class.

I have seen a rough hand sketch of some groupings but I think there would have to be a change in the lettering applied to the rolled up classes in case that class didn't split out into its potential subsets.

I have the original documents that I can forward to people via email if you are interested in reviewing this further. I have added some of my own lettering to the groupings below to better illustrate this point. I can understand why the move to review classes has been put off for so long – it really opens a mine field of changes:

Class A: Pre War MGs as the first subset, (if 6 or more could split into)

(A)A: Pre War Touring MGs      (A)B: Prewar under 1000cc (& not in class A)

(A)C: Prewar All MGs over 1000 (& not in class A)

Class B: T Types:

(B)D MGTC

(B)E: MGTD

(B)F: MGT

Class C: MG As

(C)G: MGA Roadster (single cam) (C)H: MGA Twin Cam (C)I: MGA Coupe

Class D: MG Bs

Class D1: MGB Mk 1s that then split into

(D)J: MGB Mk1 (Pull out door handles) (D)K: MGB MK 1 (Push button door handles)

Class D2: MGB Mk 2s & Later that then split into

(D)L: MGB Mk2 (D)M : MGBL & Later (D)N: MGB Rubber bumper

Class E: MGBGTs

(E)O: MGBGT Mk 1 & 11

(E)P: MGBGT BL & Later

(E)Q: MGBGT Rub bumper

Class F: MG C& V8s

(F)R: MGBGT V8 & Costello

(F)S: MGC GT & Roadster

(F)ZA MGRV8s

Class G: MG Midgets and FWDs

(G)T: MG Midgets

(G) W: FWD (1100 & 1300) & MG Metro

Class H: MG Ys and Magnettes

(H)U: MGY Saloon & Tourer

(H)V: MG Magnettes ZA – Mk 4

Class I: MG Specials

(I)X: Specials Pre MGA

(I)Y: Specials (post TF)

(I)Z: MG Super Specials

Class J: MG Fs

(J)ZB: MGF

(J)ZC: MG TF (Modern)

Class K: Modern MGs over 2000

(K)ZD: MG ZR

(K)ZE MGZS

(K)ZF MGZT

(K) ZG: ZTV8

Class L: (ZH) Rolling Chassis (Concours Only)

Now in the Concours, we would probably end up with the same number of classes as we currently have, as most people enter the Concours whether they intend to do the Speed Event or the Observation Run (unless of course you are Rick Vincent who only feels a need for speed). So numbers are over 6 for most Concours classes (except probably for pre war cars).

For the Speed Event you might end up in a joined class e.g. of MGB Mk 1s (Classes J&K together) if there weren't 6 of each entered in that event. I guess the most you would end up with is 10 in the class because as soon as 1 group had 6 then a separate class would form (which may mean that some classes still end up with less than 6 if there are only 2 subgroups in the larger class grouping OR would you have to wait until you got 6 in each component to separate it out?) Is this still making sense?

One of the issues I see is that the host club won't know how many classes they have until the end of registration and it could be different for each event of the Meeting. This makes ordering trophies and planning a bit problematic. What if a class has 6 entrants and then one of the entrants turns up in another car and changes their registration due to misadventure with the car they had planned to bring. That could mean a class composed for 6 becomes 5 and should be combined and a class where there were 5 might now have 6 because of the change and will need to be separated out.

This is also one of the reasons why we have flexible class groupings set out for our own Concours because we never know which cars are going to turn up and I have always tried to avoid the trap of saying we will definitely have e.g. an MGB Mk 1 class if only one Mk 1 B turns up and then wins the class by default. (I always try to have at least 3 cars grouped together so that we can form a class)

#### Where to from here:

It was moved in Geelong, that there be an interim Delegates Meeting held in the second half of this year to progress some of these ideas. Given the impact on trophy organisation for 2010 it was decided to not hold up the discussion for the next scheduled delegates meeting (which would be after the SA event).

I have other documents that I can email to interested people that details a breakdown of entries by class by event by year for the past 10 years. It is very interesting reading.

So I am looking for feedback over the next couple of weeks so that I can present our Club's views. You can call me or email me on [darrenh@idl.net.au](mailto:darrenh@idl.net.au).

Also included in this Month's Mag is the First Bulletin from Adelaide with information on the 2010 National Meeting. Contact me if you would like to be listed for accommodation information.

Cheers

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## MOTORKHANA NEWS

G'day,  
Time to write  
another few notes  
for the magazine -  
trouble is the info.

always seems to be just to early or just to late to be relevant to any days we're are having! That's my excuse for missing the last deadline anyway!

Having said that please make use of the club website for up to date information as to whats happening nearer dates of competition.

Well we had the khanacross on the 26 April and for once the weather was good to us and even dust wasn't the usual menace. Couple of the tracks had wet bits but they seemed to just add to the fun. Entries were down a bit, 27 drivers with Ken Duffy taking out the No. 1 spot. We had four juniors with Ryan Bates taking out first spot on the day.

Next day out is the dirt Motorkhana at Ringwood on May 23 but it will be all over by the time you read this.

Also, on Sunday the 7 June we have a Khanacross at Ringwood not sure if you'll get the Magazine in time but look on the web site!

On Sunday the 21 June we are having a tar motorkhana at the Sandgate Markets. Will be a bit tighter due to the amount of room we have to play on but

we have to be thankful we will have somewhere at all.

Saturday the 20 June WAC are running a ralliesprint at Awaba and if you haven't seen one, go and have a look - it's well worth the effort (or even better have a run!). They have good spectator points, hot food etc.

Bill Pearson is organising a ralliesprint for August at Ringwood so go to Awaba and get revved up for Ringwood!

One last thing, a big thank you to all the people who come and help out at these events - they will not happen without you. It would be nice to see a few new faces helping out! Don't be shy ring me or just turn up you will be made welcome I can assure you!

Results for 23rd May Dirt Motorkhana held at Ringwood Park:

OUTRIGHT & CLASS WINNERS TROPHIES

1st outright & 1st in class - BILL PEARSON

2nd outright & 1st in class - KEITH HAMMOND

3rd outright & 2nd in class - RYAN McSHANE

1st in junior class - KEITH HAMMOND

Cheers  
**Bryn Baverstock**



## CAPTAIN'S CORNER

The month of May has now passed. Time to take a look at the outright championships, and this month we take a look at the Motorkhana championship, now that 3 events have been scored.

*Competition Pointscore Results Up to and Including 24/5/09*

### Junior Championship

Surname	First Name	Total Championship Points	From Best "x" no of events
GRANT	DYLAN	64	5
HALL	BENJAMIN	59	5
GRANT	BEAU	22	2
HAMMOND	KEITH	22	2
BARTLETT	DANIELLE	18	2
BROMLEY	LUKE	14	1
FRASER	PAUL	11	1
ROACH	ASHLEY	11	1
GRANT	SHAUN	9	1

I must apologise to the juniors. A, lets say, small error on my behalf saw a competitor not being scored for an event. Oops..... Thankyou to those who picked up the mistake and reporting it to me quickly. The corrections have been made and we have a championship that sees Dylan and Benjamin still competing hard for the crown, and have now formed a point's gap on their ever keen competition.

A second change can also be noted from last month. Danielle Bartlett has moved from the Ladies Championship to the Juniors Championship. Danielle has joined the club as a junior member and actively competing at the Motorkhana championship. The WAC events saw her classed in the ladies, but as per the How It Works, has been re-scored to the Junior C-ship alongside her fellow junior competitors. All the best to Danielle in her quest to give the boys a run for their money.

### Ladies Championship

Surname	First Name	Total Championship Points	From Best "x" no of events
THOMAS	SUSAN	43	4
SEMKEN	MAREA	38	4
HODGSON	FRAN	35	3
JOBBER	BRIDGET	21	2
BAVERSTOCK	HELEN	9	1
MURPHY	SHAYNE	9	1
TYNAN	CHRISTINE	9	1

The ladies championship has grown, with 3 new faces joining the pointscore table. Helen, Shayne, and Chris, teamed up at the Twists and Turns event. The shiny new Barina looking good on the skills test track. Will we see it take the line at a future Hillclimb? Bryn and Dennis should keep an eye on the car keys. Will the MG and Porsche turn up with new faces behind the wheel. I have my doubts, but I am happy to be proved wrong.

### Outright Club Championship.

Surname	First Name	Total Championship Points	From Best "x" no of events
PEARSON	BILL	70	6
NEWY	JEFF	66	5
CLARKE	LYALL	63	5
PETERS	ANDY	57	5
McSHANE	RYAN	51	4
BAVERSTOCK	BRYN	49	5
COLLINS	JOHN	42	3
THOMAS	DARVAL	41	4
VINCENT	RICK	41	3
COLE	MIKE	39	4
POWELL	DALE	34.5	3

# CAPTAIN'S CORNER

PEARSON	JAMES	34	3
WALKER	DAVID	34	3
HODGSON	DARREN	33	3
COTTON	RYAN	32	2

Well.....what can we say. I knew it wouldn't be long before the always consistent, always competitive Master Pearson hit the top of the leader board. There is no doubt that Bill will throw down the gauntlet. There are still plenty of names on that board who can pick it up. Remember, only the best 12 events are scored for the outright championships. Besides I believe secretly Bill would prefer to be challenged for the crown.

## Motorkhana Championship.

<u>Surname</u>	<u>First</u>	<u>Total</u>	<u>Round 1</u>	<u>Round 2</u>	<u>Round 3</u>
<b>Class C</b>					
McShane	Ryan	34	11	13	10
Pearson	Bill	25	12		13
Dipper	Brendan	14		14	
Leask	Joshua	12			12
Tucker	Mark	11		11	
Shephard	Mick	9		9	

### **Class D**

Pearson	Bill	11		11	
---------	------	----	--	----	--

### **Class F (FWD Specials)**

Antaw	Bruce	22		11	11
-------	-------	----	--	----	----

### **Junior (Production.)**

Grant	Dylan	43	14	14	15
Hall	Ben	35	13	13	9
Grant	Beau	33	11	11	11
Bartlett	Danielle	25	9	9	7
Grant	Shaun	16			16
Bates	Ryan	13			13

### **Junior (Specials)**

Hammond	Keith	33	11	11	11
---------	-------	----	----	----	----

A healthy competition emerging for a couple of class honours. The call from Bill to compete in Class D in one event, has seen him fall behind Ryan for the Class C title. This points gap might see the reigning Champion settle for 2<sup>nd</sup> in class. (Bill settle??? Yea right!).

Also, plenty of activity in the Junior ranks. 6 competitors resulting in 14 entries over 3 events. A fantastic representation from the MGCCN Junior members. Congratulations to all.

A final message to all competitors.

Not one of the championships is over. There is not one person on any of the leader boards who couldn't cause a stir amongst the current leaders.

The years will pass after you take the title. The memories will fade a little, the trophies will tarnish. But your name will be on that honour board for all to see, every time they walk into those clubrooms. You will see it, and the memories become clearer, and you will think to yourself..... can I go again?

Is that printed name worth the commitment? I'm not telling. Have a go, and experience it for yourself.

Until next time

**Kenneth Atkins**

## Fresh Look for inside the car Dash Painting

Even if your car's interior isn't showing signs of age, one of the most cost-effective and dramatic enhancements you can make is to paint the dash. Don't just masking off the stereo and A/C vents and slopping on a few coats of paint with a brush. The process is fairly involved but worth it if you do it properly. Here's an overview of what's required.

### Color and Prep

Note that if the colour used on the interior is the same as the exterior, it keeps the theme of the car consistent. A complementary colour could be used as well, but be careful that it doesn't clash. One of the most common mistakes is a mismatched or odd colour combination. Paint jobs that peel and flake also ruin the effect. The key to success here is good prep work. It's tedious, but it's the most important aspect of painting. The actual paint spraying goes pretty quickly by comparison.

When working on the parts outside of the car (don't even think about doing this without first removing them from the interior), start with a thorough cleaning with lacquer thinner to remove any and all dirt, oils and vinyl dressings. The surface then needs to be roughed-up a bit with a scouring pad and some paint-prep gel, so the primer adheres properly. A special plastic primer is also required that has more flexing agents than conventional primer. This gives the coating a bit of "give" for covering pliable material.

### Paint and Check

After the paint has been applied and dried, go back over it carefully to inspect for any minor specks in the surface. Since the dash pieces are always within close view, you'll want a flawless surface. Remove any small particles with fine sandpaper and then buff the surface smooth with a polishing wheel and compound.

Although this dash-painting job sounds a bit challenging or time-consuming, the good news is that it's not very expensive. So if you're up to the challenge, painting the dash yourself can be a pretty cost-effective treatment, considering the big difference it will make in appearance.

### Step 1



The first step is to remove the major dash components from the vehicle.

### Step 2



Where possible separate any pieces that will be getting a coat of paint.

### Step 3



Remove from the dash any mechanical or electronic components that could be damaged during the painting process.

### Step 4



Clean all traces of dirt and grease during the prep stages. This is the most time-consuming aspects of any paint job.

**Step 6**



Tape off any areas that are to be left un-painted.

**Step 6**



Use a scouring pad and a paint-prep gel to rough up the surface, so the primer and paint adhere properly. This step must and should be done thoroughly, or the paint will peel over time.

**Step 7**



Using a paint sprayer, apply a special primer specified for plastic parts.

**Step 8**



After the primer dries, spray on the Colour 2 cotes is best.

**Step 9**



Small imperfections are more noticeable on a painted dash, so they will need to be colour-sanded back.

**Step 10**



Give the sanding marks a hit with a buffing wheel and polishing compound.

**Step 11**



Carefully replace the painted parts back into the interior and reconnect the all components.

**Step 12**



Enjoy the dramatically different look of the dash compared to the original.



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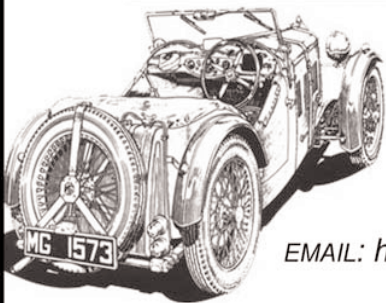
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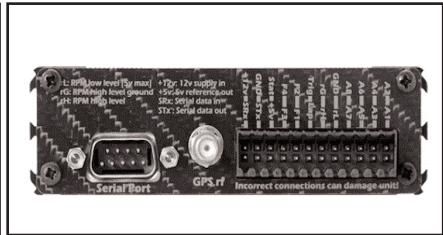
*Celebrating*



## Have you Measured your Performance Lately ? Technology in Motorsport - Words and Pics Brad Smith

My brother has a saying that goes along the lines of "you can't measure what you can't record" and by this he refers to improvement - how do you know if one car setup is better than another, or you are driving to your maximum ability ? I have used lap timers before, and the most common comparison for a racetrack is each individual lap time - but is this enough to really gauge what areas need improvement ? Most of us get out of the car after using our "seat of the pants" measuring devices and exclaiming how fast the lap was only to be disappointed when the official times are posted. So how do we easily capture information that we can analyse to find to good and bad sections of the lap, and how they relate to the car or driver ? With a data logger of course.

At the recent CSCA Supersprint I had the opportunity to test drive a high end data logger for club motorsport competitors from Race Technology - the DL1. The DL1 is a state of the art, highly robust, compact "black box" data logging system. Put in the simplest terms, it stores a wide range of vehicle data for later analysis on a computer - the system does not include an in-vehicle display, although there are products from Race Technology which provide this function if required.



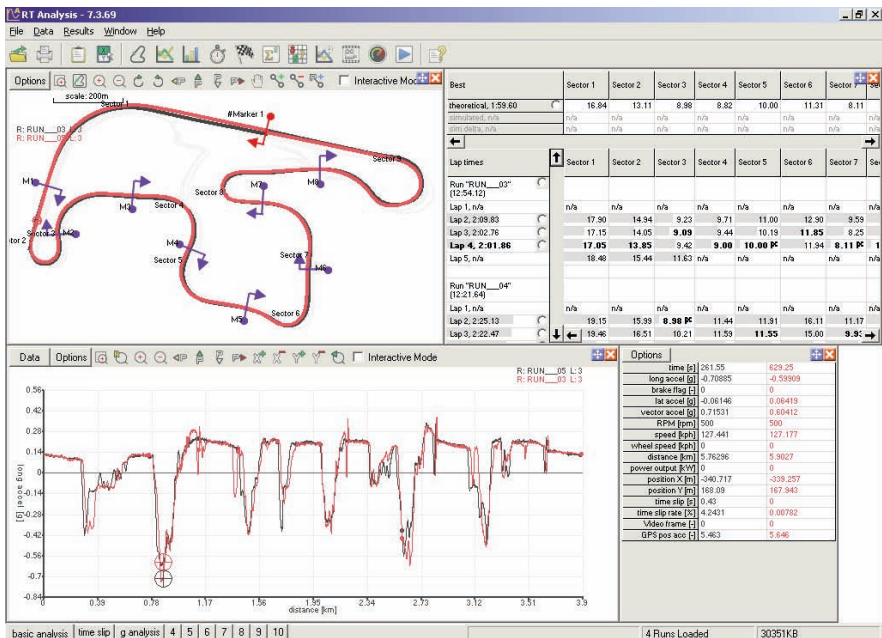
The DL1 can store data from a number of sources including its built in high accuracy GPS and accelerometers, wheel speeds, shaft speeds, engine speeds, temperatures, pressures, lap times, sector times etc. The data is sampled 100 times per second and then stored onto the compact flash card in a format that the computer can read. It is quite a compact unit at 110mm x 75mm x 30mm and weighing approximately 200g. The Race Technology Analyser software if installed on a laptop computer can then load and process the data and allow analysis of all aspects of the data, from lap times to speeds, temperatures, suspension movement, etc. during the day of the event - in my case after each session.

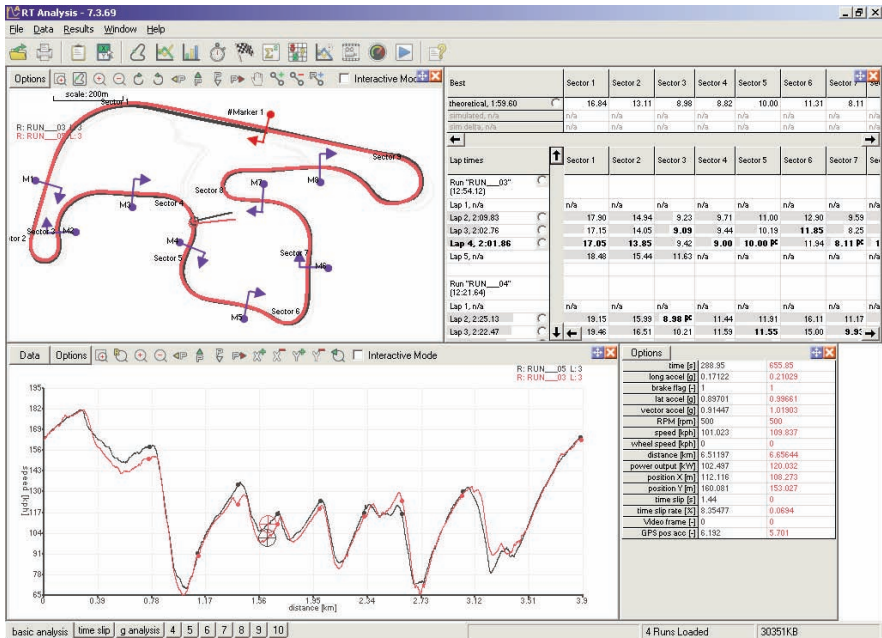
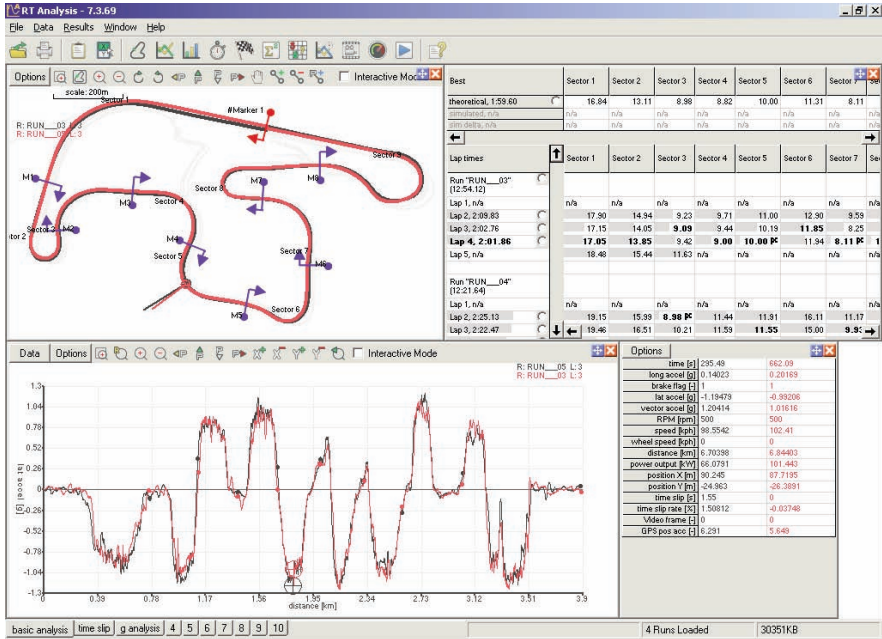
The DL1 data-logger I was using was a 20Hz GPS receiver model with 2g accelerometers. On the day we used the DL1 in its simplest form, that is using the GPS track mapping functionality inconjunction with the onboard accelerometers - limited setup time before the

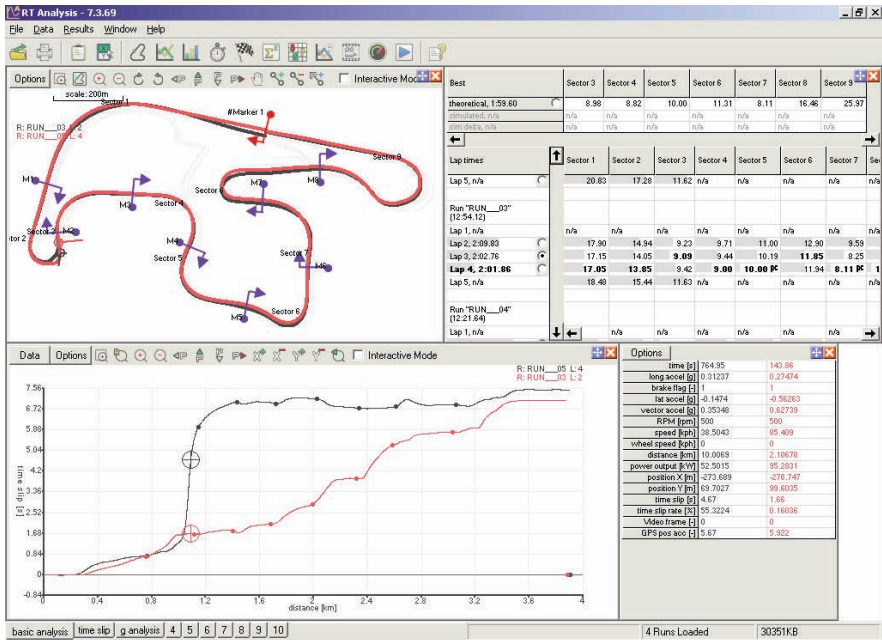
event meant we could not adequately connect various other sensors required for optional wheel speed, temperature, brake switch etc. but you will see in the following pictures how much data we were actually able to record and how we could analyse each lap looking for improvement. Connection was easy with the unit (in my scenario) requiring on a constant 12v power source and the external GPS antenna to be mounted in clear view of the sky using its magnetic base. The logging can be started manually using the button on the case, or connecting an external button or it can be set to auto start and stop based on a certain parameter like over 20Km/h for instance. Configuration of the device also was quite simplistic, requiring a laptop to test for GPS data and to zero the accelerometers once the vehicle was on a level surface - as I previously indicated - we were using the DL1 in its most simplistic setup.

After each session the data would be downloaded onto a laptop from the DL1 and we would analyse G-force, laptimes and track maps and look for inconsistencies or simply a driver not hitting the brake pedal hard enough or late enough. Below are some examples of the data we were analysing for each lap.

In the above 4 pictures you can see how we looked at 2 different laps and we compared Longitudinal G force for braking points, Lateral G Force for corner acceleration, Speed, and time slip comparison. You can move the cursor on the track map for it to correspond with the X-Y graph at the bottom. On the cursor on the track map you will also see small "tell-tales" showing longitudinal and lateral forces at a quick glance. We compared each variable against distance but can also compare against time if required. The last picture







shows time slip and you can see where I went "speedwaying" off the track and lost a substantial amount of time - about 10secs.

Now I know you are all asking the one question - how did I do ?

Well taking into the fact that the weather was inconsistent there was enough data to find 2 similarly dry laps to compare with one another. (the data set for my car for Eastern Creek was limited as this was the first time using the DL1 in this car on this track so we could only compare times of the day and not from any other events.) Also considering new tyres for the event etc. I gained approx. 1.5 to 2 secs just in braking and cornering analysis - theoretically the DL1 thinks there is another 2 seconds in it for me.

The Race Technology DL1 is available from Meridian Motorsport for around the \$1395 mark for the base unit but remember you can option the device to suit your needs.

Remember these are a very powerful logger and we have only looked at basic functionality and have gained improvement. If you are serious about your racing and sprinting without a doubt they are very handy tool - and you can overlay data onto your incar video footage with the right tools.

Thanks to the team at Meridian Motorsport [www.mmsport.com.au](http://www.mmsport.com.au) for making the unit available for this event and my brother for his assistance with the analysis on the day.

# OZZIE MOTOR RACING ICONS

Last of this series

## ALLAN MOFFAT

Words and Pics: Bill Pearson

Canadian born Allan Moffat moved to Australia with his parents in the early 1960's as a college student. Throughout the 70's he rose to become Ford's main racing driver in Australia and delivered Touring Car Championship titles in 1973, 1976, and 1977 as well as Bathurst wins in 1970, 1971, 1973 and 1977.

In 1984, driving a Mazda RX7 he took his fourth ATCC title, while in 1986 he won the first round of the only World Touring Car Championship at Monza driving a Holden Commodore. In 1987 he returned to the Ford fold with a Sierra. It was in this car that he drove his last race in Australia, the Tooheys 1000 in 1988. He competed in various international events, including Le Mans and Indycar.

It's a little-known fact that he briefly studied politics in Melbourne. "In 1962 I was given a marketing cadetship with Volkswagen Australia on the condition that I do a degree. I'd always been interested in politics so I enrolled in economics and politics at Monash University." The deal was the cadets were supposed to turn up at university at 4pm twice a week. That didn't happen a lot in Moffat's case, he admits, because that same year he bought his first car - a Triumph TR3A - and decided to race it at Calder.



*Moffat shows how it's done - side by side down Conrod.*



*Moffat over powers Australian touring car racers & packs in the crowds.*

"It was my road car as well. I'd bought it on hire purchase, so I couldn't race it at two meetings in a row in case the insurance company was checking the programs and noticed my name turning up all the time," he says. Racing soon took over from his studies and Moffat received a letter from the chancellor suggesting he not return for the second year of his degree. He now wishes he'd kept that letter because it changed the direction of his life.

He returned home to Toronto and in 1964

drove over the border to watch the Indianapolis 500 race. While sitting in the grandstand he decided that he too would become a professional driver. With his trademark determination he worked his way into Ford's racing team in Detroit and won the American Trans Am Championship outright in a Ford Lotus Cortina. By 1968 Allan was one of the test drivers for the new Ford Mustang Trans Am.

However despite his impressive list of racing accomplishments both here and overseas, this man will always be remembered above all else as the driver of what remains the most recognised racing car in Australia. It exploded into view like a brilliant red starburst, was like nothing ever seen before, and would rock Australian motor sport to its very foundations.



*Capturing Moffat coming over Oran Park's dogleg backwards is something I'll never forget.*

The time was April 1969, the place Sandown and the car was a 1969 Trans Am Mustang. It would go on to win 101 of its 151 race starts. Geoghegan, Jane and Beechey's Mustangs were all home-grown specials, but Moffat's was purpose-built by the Ford factory to win the Trans Am championship in America. The Trans Am Mustang became Moffat's signature car, and how he got it is a story in itself.

At the end of 1968 Moffat returned to Australia on the promise of a deal to race one of Bob Jane's Mustangs. He had helped Jane acquire an ex-Shelby team '68 Trans Am Mustang, and had proposed that he should drive Jane's older Mustang while Jane drove the new car. Moffat says Jane at first agreed but then later reneged leaving him without a drive and an irate Moffat returned to America at the end of 1968 to lobby his former employers for a Trans Am Mustang to race under his own team banner. At best he hoped to get a discarded '68 car, but instead was given a brand new car, one of just seven fully race-prepared '69 Trans Am Mustangs built by Ford that year.



Allan Moffat OBE

"I sat in a motel room in northern Detroit for four days waiting for the phone to ring to tell me yes or no," Moffat related. "Then I got the call to go to pick up the car. It was the greatest thing that ever happened to me as I was virtually penniless at the time. I had a return ticket in my pocket and enough to keep me going for a couple of weeks but that was it." Moffat and the Mustang came to Australia on the same Qantas jet, Moffat upstairs - his Mustang downstairs in the cargo hold.

Coca-Cola's help wasn't anything like as much as his rivals imagined, just \$9000 for the first year. The money didn't

come from America as everyone thought, but was made up of contributions from each of the Australian Coca-Cola state bottlers. With no business venture of his own to support his racing it was necessary to race for appearance and prize money to make ends meet and Moffat and the Mustang could be found at a race track almost every weekend. At one point he raced 17 weeks in a row to get the money to keep going.

Moffat raced the Mustang through to the end of the Improved Production Touring car era at the end of 1972 when the rules were changed to Series Production. He then ran it as a Sports Sedan for the next two years until it became clear that to remain competitive it would have to be radically modified. He chose not to and retired the car in 1975.

As a person Allan Moffat brought professionalism to our tracks. Insisting on carrying the Coca Cola logo on his car was what forced CAMS to at last officially allow advertising on race cars – one of the most significant changes in Australian motor sport. I recall Moffat as being the first driver to make sure he put a sponsors hat on for a post race interview and mention them all by name. This was very unusual behaviour here in the late sixties, but now it's what everyone expects.

He also engineered what is remembered as one of the most famous moments in Australian motor sport history, and still regarded by many as Ford's finest hour. Moffat did something never seen before at Bathurst which provided an absolute demonstration of the crushing victory of the Ford Dealer team in 1977.

By the mid-point of the race, Moffat and Bond led by over six laps from the rest of the field, however Moffat's car encountered brake problems and had to slow, allowing Bond to catch up and be in a position to snatch victory. Obviously on team orders, Bond allowed Moffat to stay barely in front on the last lap, the pairs side by side formation down Conrod Straight being one of the most enduring Bathurst images of all time.

In 1978 he was quite rightly awarded an OBE for his services to our sport.



*A macho, successful, true V8 muscle car raced by a de-facto Yank villain.  
What wasn't to enjoy and admire*



# SHUTTER SPEED

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

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This months Pics thanks to John Finch, James Pearson, The Bates Family, Peter Robinson



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# JOPOFOTO

# LAND PANEL REPORT



Firstly one wonders how accurate History is! Because it is written and rewritten sometimes fiction become fact.

Jack Brabham competed at King Edward Park Hillclimb in 1952 in a Cooper Bristol known as the "Redex Special". This was one of 2 such cars in NSW, the other owned by Stan Coffey which was called the "Dowidat Special", sponsored by a Tool Manufacturing Company. These cars regularly competed against each other at various circuits including Mount Druitt, which comprised of a World War 11 emergency landing strip with a loop joining both ends. As a teenager I was a regular visitor to the Mount Druitt venue as I was living in Sydney at the time.

It is interesting to note the Bristol Motor was a BMW derivate, acquired as restitution from World War II. Also I suspect that CAMS had no input into regulations regarding advertising on cars as it was in its infancy and did not have the power, as most events were run by the magazines of the ERA, as I remember competing regularly in "Modern Motors" events.

Hope this clears up some of the facts in Bill's article. Sorry Bill because of my age I have a long memory.

But I digress, back to Ringwood, we have progressed to PLAN C.

PLAN A  
being that we just do nothing.

PLAN B  
We design and do it ourselves.

PLAN C  
is to sell the property and let someone else do it.

PLAN C was passed by committee last month. Our working Bee on 25th April which we were to peg out a circuit was altered to pegging out a proposed boundary re-alignment, which will run 200 metres parallel to the western boundary and give us a section of land above the hillclimb, the Hillclimb itself, half the quarry and a Motorkhana area approx, 60mts x 150 mts.

The potential to do improvements with the monies from the sale are boundless.

Currently more retaining wall is being put in place adjacent to the official's car park. Mowing is continuing despite the rain. Filling and levelling to joining the 2 Motorkhana areas saw 10 loads of gravel dumped and spread, as well the Motorkhana ground is being prepared for an event on 23rd May.

Working bees going on during the week if you have any spare time please contact me on 0434 141 501 we have plenty of work to do.

***Always ring before you come up sometimes due to weather or other commitments it may be called off.***

See you.....  
**Doug Rae**

## THE NEXT WORKING BEE



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# WELCOME TO OUR NEW MEMBERS



May 2009

Joshua Leask	Assoc	Andrew Fernace	Assoc
Todd Lewis	Assoc	Kevin Heuston	Assoc
Andrew Wallin	Assoc	Ronald Puller	Full
Michael Wallin	Assoc	Carmel Puller	Full
Christopher Bunt	Assoc		



## XMAS IN JULY WEEKEND 25<sup>th</sup> & 26<sup>th</sup> July

The Retreat at Wiseman's, Wisemans Ferry.

As we had more bookings than booked rooms, we contacted the good people at The Retreat at Wisemans and they kindly let us book a few more rooms for our Xmas in July Weekend.

So, if you hadn't made up your mind back then, but would still like to come to our Premier Fun Weekend away, please give your \$100.00 room deposit to Mike Cole A.S.A.P. and let me know so I can add your name to the list.

Dinner, Bed and Breakfast for 2 is \$254.00 and the Retreat boasts award winning chefs at the Riverbend Restaurant, and for those intending a longer stay, there is a 9 hole golf course, Massage and Beauty Salon, Exercise room, Games room and a 25m saltwater pool.



DAVID



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- Make-overs
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- IPL treatments
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# CLASSIFIED ADS

If you wish to place an ad in this column please email the Editor.

**For Sale**

MGB Mk1 1963

06/09



Ferrari Red, 6" wires, Overdrive gearbox, 9.5/10 in all departments, Reg: MGB 630 Fully rebuilt/restored 1996, (history and pics come with car).  
Car was formerly owned by Ron Crome/MG car club member, Comes with MGB 630 plates and Monogrammed soft cove.  
Current owner: purchased from Ron aprox 5 years ago the car has been cared for by lady owner and has covered perhaps 1000km per year. The owner now has career and family demands that mean the car isn't getting the driving and TLC it deserves. So here is your chance to purchase a high quality much loved collectible Mk1 that is in outstanding condition in every department.

Owner contacts:

Vickie Vance - 02 6332 5050

vickie@vickievance.net

For those with a hankering for a treechange and the opportunity to live at the home of motorsport in Australia take a look at

<http://www.uniquecarsandparts.com.au/classifieds/index.php?a=2&b=1896>

**For Sale**

MORRIS-COOPER 'S' Mk2 Parts.

06/09

- Radiator (new)
- Guard/Body trim (new) X 2.
- Headlight ass; LUCAS X 2
- Headlight chrome surrounds (as new) X 2
- Tailight lenses original (as new) X 2
- Tailight lenses (repro;) X 2
- Interior light ass;
- 1/4 pane window gasket (new)
- Disc brake pads (new) 1 pair
- F/R override bars X 2
- Glass front park lenses X 2
- Park lenses chrome surrounds X 4
- Mk 2 Bonnet badge w/wo surround
- MORRIS COOPER Boot badges (new)
- Ram Flo air cleaners X 3
- 165/70 HR 10 Bridgestone Tyres X 2 (new)
- 165/70 HR 10 B/S Pattern Tyres X 2 (Retread)
- Wide steel rims X 4.
- Contact: Col Stewart- Phone (02) 49486450.

**Wanted**

05/09

MAG WHEELS - 13"x6" 100mm PCD  
"Cheviot Hotwires" from a Gemini would be ideal - but anything considered  
Contact:  
Lawrie Constable  
4932 4499 or 0427 121 929 before 9pm

**Ads will only be published in two successive magazines. If after this time the item has not sold you must notify the editor if you wish the ad to run for a further two magazines. Wording and accuracy of ads are the sole responsibility of the submitting members.**

**NOTE: Classifieds will be posted monthly on the club website [www.mgcarclub.com.au](http://www.mgcarclub.com.au)**



# CLASSIFIED ADS

**For Sale**

06/09

1994 Series 6 RX7



The car is very standard and hasn't had any major crashes. The roll cage is a Bond kit that I installed. It also has-

Surge tank with external fuel pump, Diff cooler, Reduction drive water pulley, Aluminium radiator, Speed cut eliminator, It has standard suspension, engine and computer, the turbos were new about 5 race meeting ago.

Last time we used it was in a 1hr enduro event. It was blowing a bit of smoke after that, and now blows quite a bit at idle. The spare engine we have is a little fumey at idle and could be used for short uses. We believe both engines need new oil seals. The spares list- 4 front bumpers, 2 rear bumpers, 1 rear boot lid, 2 bonnets, 2 LH doors, 1 RH door, 3 rear wings, Complete SP exhaust, 2 sets of front seats, 2 sets of interior panels, 1 set of tail lights, 1 set of head lights, 1 fuel tank, 1 dash, 1 steering collum and wheel, 1 complete wiring harness, 1 ECU, 1 Gearbox, 1 Starter motor, 3 clutches and pressure plates, 1 car set of callipers, 1 front intercooler, 17 brake rotors, 20 wheels, 2 sets of Michelin wets. Other bits and pieces like intercooler ducting, dash ducting, windscreen, wiper arms, brake booster, many turbo housings and parts etc.

Price: \$16000 neg for the lot.

Please let me know if you have any questions.

Cheers Ben Morley

Ph/Fax: 02 4954 7560- Mob: 0409 467 136 - Email: benm@iconmotorsport.com.au

**For Sale**

06/09

1968 MGB Mk II with Overdrive

British racing green; chrome wire wheels; 25,000 miles approx.; Weber carburettor; extractor exhaust; with bills and invoices, spare wheel, servo-assisted brakes, s.u. carburettors. This car is in excellent condition and certainly one of the best in Australia.

Offers over \$20,000

Please call me on 0412 625350 if you require any further information.

Regards, Tronn Alstergren (Goulburn, NSW)

**For Sale**

05/09

1969 MGB GT

-British Racing Green  
-4 Speed with overdrive  
-Small Rollbar with harness seatbelts  
-Well maintained, no rust, CD player  
-Back seat removed to make flat rear deck  
Very regrettable sale.....

\$16,000 (serious offers considered)

Contact: Annmaree 0412 632 441

**For Sale**

05/09

MGA SOF TOP

Including metal bows, fair condition.

Best offer.

Phone Kym on 43530378 or 0437268201

# LETTER TO THE EDITOR

The Jaguar Drivers Club Hunter Region is holding our Annual Display Day on 25th July, 2009, in Foreshore Park, Newcastle.

With such a prestigious location, offering terrific exposure to the public, we would like to invite your Club members to join with us, and other local British Marque Clubs, to make it an All British Day event.

The area offers attendees to either have a picnic lunch on the grass, or alternatively there are numerous food outlets close by on Queens Wharf. Other attractions close at hand are historic buildings, and for the spouses, David Jones and the Hunter St shopping Mall.

To allow us to prepare for the day and plan the area layout, could you please let me know your Club's interest, and approximately how many cars would attend.

We have enjoyed meeting your members on other event occasions, and look forward to an enjoyable day together admiring "The Best of British" and catching up over refreshments.

Warm regards

Ian Hissey - President Jaguar Drivers Club Hunter Region

president@jaguarhunter.org.au

www.jaguarhunter.org.au

**Annual Display & All British Day**

**Foreshore Park Newcastle**

Display from 09:30

Spread a picnic lunch

Ladies enjoy Shopping in the mall

or sample Queens Wharf Food outlets

Visit Heritage buildings

**Saturday 25th July 2009**

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