



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

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

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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

2010 COMMITTEE

NO PHONE CALLS AFTER 9.00PM. THANK YOU.

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2010 COMMITTEE

NO PHONE CALLS AFTER 9.00PM. THANK YOU.

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Bill Pearson 4955 8505 (h)

MEMBER'S JACKPOT \$100



Come along for a chance to win.

BE IN IT TO WIN IT

(Financial Club members only eligible)

CLUB NIGHT FRIDAY 8TH JANUARY - 7.30PM

DECEMBER 2009 EVENTS DIARY

DATE	EVENT	TIME	POINTS
7 MON	MAGAZINE ASSEMBLY – Clubrooms, Cobby Street, Birmingham Gardens	7.00 pm	M
9 WED	SPEED PANEL – Clubrooms, Cobby Street, Birmingham Gardens	8.00 pm	M
12 SAT	PRESENTATION DAY – Clubrooms, Cobby Street, Birmingham Gardens	4.30 pm	
12 SAT	CHRISTMAS PARTY – Clubrooms, Cobby Street, Birmingham Gardens. Phone Rose for bookings. See advertisement p15.	7.30 pm	
16 WED	COMMITTEE MEETING – Clubrooms, Cobby Street, Birmingham Gardens	7.00 pm	M
24 FRI	SANTA COMES – Your place	11.59 pm	

JANUARY 2010 EVENTS DIARY

8 FRI	CLUBNIGHT - SPECIAL MEETING re constitutional change – Clubrooms, Cobby Street, Birmingham Gardens	7:30 PM	M
13 WED	SPEED PANEL – Clubrooms, Cobby Street, Birmingham Gardens	8.00 pm	M
20 WED	COMMITTEE MEETING – Clubrooms, Cobby Street, Birmingham Gardens	7.30 pm	M
24 SUN	HILLCLIMB – Ringwood Park	9.00 AM	M, C/C1 T/S1, NT/S1
26 TUE	AUSTRALIA DAY REGISTER RUN & CAR DISPLAY – Raymond Terrace	8:30 AM	M
30 SAT	NAMS PRESENTATION – Germania Club, Warners Bay	7.00 pm	
23 MON	DEADLINE FOR ARTICLES TO THE EDITOR – For February Newsletter		

Please contact the respective Panel Representative or Michael Snow to confirm that an event is still being conducted on the date shown above.

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

FEBRUARY 2010 EVENTS DIARY

DATE	EVENT	TIME	POINTS
6 SAT	CAMS PRESENTAION DINNER - Details - Doug Rae		
6 SAT	WAC TWILIGHT/NIGHT MOTORKHANA - waba	4.00 pm	N I/C N25/A1
6 SAT	CSCA SUPERSPRINT - Club Lotus - Wakefield Park		
6 SAT	NATTER NIGHT - Details to be announced		
7 SUN	REGULARITY HILLCLIMB - Ringwood Park	9.00 am	M,S/H1 N25/A2 N I/C
7 SUN	CHARITY OFF ROAD DAY - HVORRA	9.00 AM	
10 WED	SPEED PANEL MEETING - Club Rooms, Cobby Street, Birmingham Gardens	8.00 pm	M
13 SAT	JUNIOR TRAINING DAY - Ringwood Park. For details contact Greg Hunter	11.00 am	M
14 SUN	LADIES AND JUNIORS HILLCLIMB - Ringwood Park	9.00 am	M
17 WED	COMMITTEE MEETING - Club Rooms, Cobby Street, Birmingham Gardens	7.30 pm	M
20 SAT	STATE RALLYSPRINT - MGCCN - Ringwood Park	9.00 am	M NR/S1
21 SUN	REGISTER RUN - For details contact David Walker		M
27 SAT	DIRT MOTORKHANA - WAC -Awaba	12.00 pm	N/
27 SAT	NIGHT KHANACROSS - WAC - Awaba	7.00 pm	K/C1 NK/C1
28 SUN	STATE MOTORKHANA Rd1 - Nirimba		
28 SUN	NSW STATE HILLCLIMB Rd1 - Canberra		

MARCH 2010 EVENTS DIARY

DATE	EVENT	TIME	POINTS
6 SAT	NSW STATE RALLYSPRINT Rd 2 -CNSCC - Nabisac		
7 SUN	HILLCLIMB - Rd 2 - Ringwood Park	9.00 am	M, T/S2 NT/S2
10 WED	SPEED PANEL MEETING - Clubrooms, Cobby Street, Birmingham Gardens	8.00 pm	M
12 FRI	CLUB NIGHT - Clubrooms, Cobby Street, Birmingham Gardens	7.30 pm	M
13 SAT	NSW STATE HILLCLIMB Rd 2 - The Esses" - Bathurst		
13 SAT	KHANACROSS - WAC Awaba	12 pm	
13 SAT	"FLUFFY DUCK" TOURING ROAD EVENT AHRG - see Geoff Thomas (49570999) for details		M, R/T1
14 SUN	NSW STATE HILLCLIMB Rd 3 "Mountain Straight" - Bathurst		
14 SUN	REGISTER RUN - Details to be announced		
17 WED	COMMITTEE MEETING - Clubrooms, Cobby Street, Birmingham Gardens	7.30 pm	M
20 SAT	NATTER NIGHT - details from website		
21 SUN	STATE KHANACROSS RD 2 - MGCCN Ringwood Park		M K/C2
28 SUN	NSW STATE MOTORKHANA - SCC - Nirimba		
28 SUN	HILLCLIMB -MIMSC - Bulahdelah		
22	DEADLINE FOR ARTICLES TO THE EDITOR - For April Magazine		

LEGEND

M	Club Member	N I/C	NAMS Hunter Interclub Challenge
N	NAMS	S/H	Special Hillclimb Series
N25/A	NAMS 25th Anniversary Event	TC	Tri-Challenge
T/S	Tar Speed Series	M/K	Motorkhana
D/E	Dirt Event Series	K/C	Khanacross

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

MEMBERS WIN STATE KHANACROSS

Congratulations to Ken Duffy (buggies), and Ryan McShane (under 2 litre sedans), who both won their NSW classes respectively in this challenging series. Ken also finished second outright driving a car he built from scratch himself. The club is proud of their accomplishments at this high level of dirt racing.



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PRESIDENT'S REPORT

After the Annual General Meeting, I wish thank members for my re-election and welcome back an enthusiastic group from our current committee. New members to the committee include Joy Bower, Scott McGarry, Alan Bates, Michael Snow, Ryan Bates (youngest person that I can remember) and John Roach. I thank the outgoing members who have contributed

so well during their time.

This had left two positions vacant - Treasure and Editor. Since then Darval Thomas (one of Newcastle's leading Chartered Accountants) has stepped forward to be our Treasurer.

I wish to thank Gregor Dickinson, who has stood in as editor for the finishing of this magazine whilst Brad Smith was in China. At this time the Editor position is still vacant.

The sale of the Ringwood property had stalled as we could not come to a satisfactory arrangement with the Rural Fire Service regarding access/egress from the section of the property we were keeping. Italia Road Holding (IRH), at this time, was held up as reports, surveys, etc could not commence till they knew the "lay of the land".

Our negotiating team had an urgent meeting on Monday 23rd November 2009 with IRH and his planner. It was quickly realised that an alternate arrangement was needed to be put in place. After a protracted discussion, a deal which we thought was a solution was brokered.

This needed to be presented to an extraordinary committee meeting, arranged for Wednesday 25th November 2009. At this meeting the document was presented to the committee. After 2 hours of discussion, the sale of the property was voted on, and it was a unanimous decision to sell the property complete, with an additional \$77000 + GST to the original price.

This has allowed IRH to get his experts started on the various reports.

The, to be defined, Hillclimb area will be leased back to the Club for 99 years at a "Peppercorn Rate". This agreement is published in this magazine.

Beside the money value of the sale, IRH has agreed to make available the proposed skidpan for 6 weekend days, and the Short Course Race Circuit for 3 weekend days each year during the lease period.

Information/Questions will be answered by members of the committee at our Club Night on 8th January, 2010.

To all of the members and their families I wish you a happy, healthy and safe Christmas. See you in the New Year.

Remember, support the supporters who support your sport.

John Collins

Purchase of Hillclimb Land

Proposal as reviewed:

Italia Road Holdings to acquire additional 14 hectares

- Same rate, \$5,500 + GST per ha, therefore \$77,000 + GST

- The existing deposit and invoice paid will stand for this additional transaction

In return, IRH will:

- Offer a token rent for a 99 year lease, over the defined areas of the existing hill-climb and certain infrastructure

- This is for the MGCCN only and is not to be sold or handed over to any one or group without the permission of IRH

- This lease area will initially be fluid so as to allow for the proposed future development, although I don't see the need to move the existing hill climb cct, it may be just certain cleared areas to be set aside for rehab

- MGCCN will be responsible for the maintenance of their assets, the insurance of their assets and activities, the conduct and safety of their members/group and assets

- Must comply with rules, regulations and conduct, otherwise forfeited

- Undertake to build the proposed skid-pan over towards the already cleared gymkhana area

- My concern is noise for our neighbours, therefore approval.....

- This skid-pan is the property of IRH

- Allow 3 x (super sprint / short cct) track hire days only, per year free of charge for the lease period

- Again MGCCN organised events only and is not to be sold or handed over.....

- To be agreed with event calendar

- Not accumulative

- Must comply with rules, regulations and conduct, otherwise forfeited

- Track hire only, other facilities, etc. not included

- Allow 6 x skid-pan hire days only, per year free of charge for the lease period

- Again MGCCN organised events only and is not to be sold or handed over.....

- To be agreed with event calendar

- Not accumulative

- Must comply with rules, regulations and conduct, otherwise forfeited

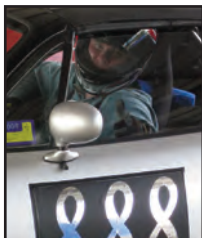
- Skid pan hire only, other facilities, etc. not included

v If the skid pan does not eventuate or till it is completed, these hire days will convert to a full track hire day

This will need to be boiler-plated by the solicitors for the protection of MGCCN and IRH / RR

This offer will need to be accepted within 21 calendar days.

As discussed, IRH has already started spending money and committed to further expenditure, the delay in the boundary realignment is causing delays with our DA studies. Any further delays are unprofessional and extremely frustrating.



boost'ED'

Melancholy best describes how I feel at the moment. Not only is the white flag out waving for me signalling my last publication as Editor before the chequered flag, but yesterday was the last ever CSCA Supersprint at Oran Park Raceway signalling the end of an era – even my MX5 has a tear in her headlight as she loves and performs well at this track (and is faster than Mal Roach's Escort). At least I still have the logged data and video footage to look back on. Oran Park is casualty during the war against urban sprawl – just like Amaroo Park. Wakefield Park may never be affected but who is to say that Eastern Creek will never be absorbed by the multiplying warehouses surrounding it? While we continue to create boring street circuits and don't support our existing purpose built circuits there is always the risk of extinction.

Yesterday was a great day – A bit overcast in the morning, 30 mins of very light drizzle then followed by an afternoon of sun; 105 cars and the day ran so smooth and seamless that there was opportunity to run 6 times if you wanted to. No major incidents, the usual excellent camaraderie between MGCCN members, as well as other CSCA club members, and everyone there for one purpose – to have fun (although some may argue it is purely to get away from their better half). Overall, for me, it has been a great year of supersprinting, entering the last round yesterday with a 10 point lead in my class. The CSCA series is wonderful for anyone wanting to step up from hillclimbing or similar, there is always a diverse range of cars competing – old and new – so there is plenty to look at and it is surprising how fast some of the older cars actually go. Compared to the NSW CAMS Supersprint series I chose the CSCA series only because I would be more competitive and not just running around at the back of the pack – personal choice really – but there are many series to get involved in. Whilst the feeling associated with winning is always pleasurable, all too often we forget the primary number one reason for participation is for enjoyment; a win or place is just the icing on the cake. When it is no longer fun and enjoyable then you know it is time to give it away.

As mentioned previously, this is my last publication on behalf of the MG Car Club Newcastle as the clubs Editor. Due to changing work and personal commitments I was unable to pledge my skills to another year at the editor's desk. You may be thinking that I am drafting this article quite early, but as mentioned last month, I will be unavailable in late November when this publication normally comes together so I am completing as much as I can to ease the burden on the people who will piece it together when the time comes – my sincere thanks in advance. I cannot depart from this position without briefly sharing this year's experience with the dedicated readers.

I nominated for the role knowing nothing about desktop publishing processes or software, layouts and printer, and even less knowledge of what goes on behind the scenes at the MG Car Club Newcastle. Frustrating, exigent, demanding and rewarding best sum up the experience this year – when you see the end result of Clubtorque in print or Smalltorque on the web, and the great feedback from members, it makes overcoming the challenges all worthwhile. In the second half of this year we pioneered sending electronic newsletters to our members that are created using Microsoft word in an attempt to eliminate the need for the editor to be competent at using commercial desktop publishing software, bring more up to date information to our members, reduce operating costs and help the environment, albeit in a small way. I have worked closely with our Webmaster to bring our Website up to date and have dipped our toe in the technology puddle and started a Facebook page for the club. As a club we have greatly improved our communication methods and presence in the “world wide web cloud” of exposure. As a visionary, and with the committee’s support I was able to introduce improvement via change in a very traditional club, which has benefitted and been appreciated by many members. Change is possible, embrace it and make it for the right reasons – don’t just assume that because tasks have been done the same way for so long that there is not a more modern or better way to deliver the service.

So what have I learned this year ? I have learnt new technical skills in desktop publishing, I have learnt it takes committed volunteers to make a successful club work, no matter how hard you try you cannot please everyone, there are people willing to help you if you need it, more members read the club publications than you think.

I have one final request as editor – please support my successor as you have me. Keep striving for improvement where you think it can be beneficial, and most of all, keep writing articles and features and sending them in – without articles from committee to keep members informed, and without interesting feature articles and pictures from members, there will be no content to make a newsletter or magazine and, like Oran Park, it will become just a memory.

Thanks everyone for a memorable year.

Brad Smith





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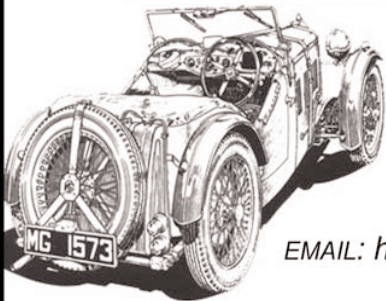
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Celebrating





SECRETARY'S REPORT

At our successful 2009 King Edward Park Hillclimb I was given the task of Venue Preparation Supervisor, I would like to thank the enthusiastic members and friends who attended each working bee. On the Armco erection day, 43 members and friends arrived and the Armco was up, level and tight by 3.30pm.

Well Done to all!!! The hardest job I had was organizing lunch and drinks for the whole team. Many thanks to all the workers for attending the working bees.

Our AGM has just been conducted and a new committee formed to lead our club forward in 2010. We have a good spread of existing and new members.

I would like to thank all our club members for trusting us to manage the clubs affairs for the next twelve months. I have enjoyed working with the 2009 Committee and thank them for the support they have given to me and I look forward to working with the new committee in 2010

A question from Safety Fast Magazine: I have a problem with the hood on my 1996 MGF. When we try to lower it, it appears to come up against a stop at about the half-way position and requires a fair amount of force to move it past this 'obstacle'. We are worried that eventually the frame will distort.

Answer..... This is a common problem caused by the hood bar retaining straps losing their tension. It's very easy to reach under the hood and just move the bar forwards as you fold the hood at which point the hood should fold down without restriction. There will be kits available to retension the straps so that this does not happen, but until then the very last thing one should do is to force the frame down. The frames are almost impossible to repair so find out the cause of the restriction and deal with it promptly.

I attended a special committee meeting last week, and the dream of a race circuit, skid pan and driver training facility at Ringwood Park looks as if it will become a reality in the not too distant future.

Merry Christmas and a Happy New Year to all. Enjoy the holiday season and I look forward to seeing you at our Christmas function.

Andy Peters



SOCIAL NEWS

November Club night included the Annual General Meeting which was well attended.

The Lucky Number draw with a value of \$450 was won by Greg Noonan. The prize now starts again at \$100 at the next Club night on Friday 8th January 2010.

2010 BUS TRIP

A bus trip is proposed for 24th October 2010 so keep this date in mind. The trip will be to the Sydney Motor Show, which has always been popular for club members and friends. You may wish to do some shopping or have a "bite to eat" at the local eateries.

Natter nights have been placed in the 2010 calendar so if you would like one at your home please let me know.

Everyone had a great evening at Helen & Bryn Baverstock's home on the 28th November besides the usual Garage Inspection; the inspection of the verandah tiling got the tick of approval.

A Merry Christmas to all and have a happy New Year.

Rose Cogger

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SOCIAL NEWS

PRESENTATION AFTERNOON

SATURDAY 12th DECEMBER 2009

TIME: 4.00PM

BYOG – SOFT DRINKS AND NIBBLIES PROVIDED

followed by

CHRISTMAS PARTY



TIME: 7.30PM DINNER COST \$20 per person

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NOTICE OF SPECIAL MEETING

Notice to All members of MG Car Club Newcastle Inc Extra Ordinary General Meeting of MG Car Club Newcastle Incorporated

will be held at the Club Rooms, Cobby Street, Birmingham Gardens on Friday
January 8th, 2010 at 7.30pm

Agenda:

- Proposed alterations to Rules and Objects
- Rule 5 (ii)
- Rule 9

A vote will take place to change our Membership Renewal Date from December 31st each year to March 1st each year.
(Currant membership will be extended to 28th February 2010)

Members are reminded of the following:-

Only Full Members are eligible to vote.

Members must be Financial to 31st December, 2009 to be able to vote –
Current Financial Membership Cards should be produced in order to obtain a Voting Paper.

Associate members are permitted to cast Proxy votes for a full member who is absent, only if the Proxy form is completed and posted to or handed to the Secretary prior to the commencement of the meeting

Andy Peters
SECRETARY

PROXY VOTING FORM SPECIAL MEETING 8/1/2010 Mg Car Club Newcastle Inc.

I, being a member of the MG Car Club Newcastle Inc, Appoint

of

as my proxy to vote on my behalf at this meeting of the club.

I authorise the secretary of the Club to complete this proxy by filling in any blanks there may be within it on my behalf.

As witnessed by my handday of 20.....

Signed by said appointee

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SPEED EVENTS

I had an interesting weekend on 21/22 November – back at Ringwood. Owning a 7 day a week workshop doesn't give you much time off to keep up with any motorsport other than the few events that are carefully planned ahead.

On Saturday's Young Driver Development Training Day, I had the pleasure of assisting Greg Hunter in "sitting in" as an instructor with around 15 young drivers aged from 12 to about 18. Most were keen and enthusiastic to learn from us and some were also able to show us how much they knew! ... I learnt some interesting techniques on cornering that I didn't know.

Also on Saturday, almost new Club Member, Dave Durie came up for a shakedown run in his new (ex Jim Hunter) Group NC XU-1 Torana. As Dave found out, the Torana's gearing might possibly be more suitable for Bathurst or Phillip Island! I am sure that he will find it more at home at a track like Wakefield Park or even Tamworth. It was interesting watching Kevin Edwards' EVO run just before Dave's run in the Torana and to compare nearly 40 years development in two cars that are and were at the top of the game. One has an "old tech" high compression, triple webered motor that is music to the (older) ears of some, whereas the EVO is a modern, Hi-tech turbo, 4WD, "chipped" etc. rocket. Funnily enough, every time the Torana was started, it was surrounded by 16-20 year olds saying – "Wow, doesn't it sound fantastic!" Interesting! Sunday's last hillclimb of the year was well attended by nearly 60 competitors, even though it reached 42°C! All officials should take a bow for an excellent job done in very trying conditions. **Peter Robinson**

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CSCA WINNERS

Congratulations to Brad Smith who won class NM2A; Kevin Edwards winner of class NM2B and Mal Roach for 3rd in NM3A in the CSCA Supersprint Series. These happy chappies are pictured below. Paul Boland (2nd in NM3A) and John Tarran (outright winner & Class R2) also won trophies. Aaron Osborn, Ben Morley and Neville Gregory were class winners in the rounds.



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RALLY REPORT

I'm In Favour of Selling the Hillclimb to IRH because:

a) The Great Deal Negotiated by John, Doug & Bryn.
I'd like to sincerely thank the above trio for their thoughtfulness and advocacy on behalf of our club in this matter.

b) The Security and Guarantees of the Lease.

The "boiler plating" of the agreement by solicitors assures us everyone's needs will be looked after in the legal documentation. The future arrangement simply returns us to the situation before we bought this land when the hillclimb was on leased land. There's no reason to believe that won't prove as workable now as it did before, and this time our landlord has surrounding motor racing facilities.

c) The Lack of Any Other Achievable Option

We've had no shortage of good ideas and hopes, but every step we've taken towards examining the costs and planning requirements has shown them beyond our capability to achieve on our own. Even the cost of something as basic as a sealed motorkhana area proved prohibitive.

d) The Unanimous Decision of the Committee

A number of committee members did not vote in favour of the previous decision to subdivide our land. Others still had some reservations about it. But no-one spoke against this new 99 year lease. The mood this time was more one of excited anticipation and certainty. When I looked at our current committee members (with their depth of experience in motor racing and wide diversity and high level of business skills), and saw we all agreed this was the way to go, it gave me a great deal of assurance.

e) It Encourages Us to Seek a New Property for Dirt Events

We don't have to put resources into building a sealed motorkhana area – that's going to be provided for us. All this and not owning any land naturally prompts the club leadership to examine possibilities of a new property for khanacross and ralliesprint events. This has already been voiced within committee, and the advantages of having completely separate tar and dirt facilities are obvious. Obtaining new acreage and the security that comes when a club has such an asset are definitely within our reach.

NAMS and 2010

The finishing touches were put on competition rules for next year at the recent meeting of WAC and MG club delegates. They'll be on each club's website shortly so make sure you read the changes highlighted with shadowing. Not knowing the rules does not exempt them from applying to you or being enforced by local scrutineers. The quick checklist at the end has been updated and a column included for Marque Sports cars.

Rallysprints

Although we were never going to get a big entry field for our initial December "Red Mist" given it is now so late in the season, next year we'll be the very first state round then. I'd hope that positive word of mouth about what I think is a very exciting layout plus how we run the event will build it up as well.

NSW Khanacross Titles Favour Novocastrians

The State panel has released the 2010 dates and five out of the seven rounds will be in Newcastle. If you're ever going to try this higher level of dirt competition now's the time to start putting concrete plans in place to do it.

Excuse my excitement,
Bill Pearson



FROM THE PUBLICITY DESK

Hi Guys,

This will be my last report in the Publicity Role. The role will be taken over by Peter Robinson who has been a great help during the last couple of years.

The club received considerable publicity during the last twelve months, particularly during the KEP event, as sectors of the media were very supportive to retain this valuable icon for Novocastrians. Mention of THIS WILL BE OUR LAST ONE receives considerable condemnation, so I guess all the old guys will have to front up for more years to come installing the Armco.

On another matter regarding the Ringwood future development, the committee was faced with a real dilemma, concerning the boundary realignment of the car club hill climb area, and the IRH future land holding.

Following considerable negotiations with RFS and PSC it was resolved that the car club had a egress restriction in the case of a bush fire, so the only option was to sell the remaining 14 hectares to IRH, therefore eliminating of any future problems concerning the RFS.

The committee totally endorsed the IRH offer, as this acceptance opens the way for a possible approval process for their DA.

An information night will be arranged shortly to explain the very attractive IRH offer.

To all members I wish you and your families a very Merry Christmas and a great New Year.

Keep your tyres hot.

Rick "The Rocket" Vincent

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photos courtesy of PhotosnThings & Brad Smith.

With Oran Park due to close early in 2010 this is probably the last time that many our drivers will get to run there. Yes it's closure has been postponed a number of times but you should see how close the houses are to encroaching on the track! Amaroo Park, Catalina... and there must be others. Oran Park will soon be part of motorsport history.

DREAMS DO COME TRUE



For those who don't know me, I am Brad Goulding, son of long time MGCC members & supporters Pat & Maureen. Most of the 'experienced' car club members know of Pat & Maureen. Owners of the 1962 Nota Sportsman, an Austin A90 Atlantic convertible, MGA, MGB & other Nota's. Brother Jason works for Bradstreet Parts at Cardiff, and loves speedway. Prefers Speedcars, but is known to enjoy the Sprintcars and other dirt vehicles that can only turn left.

About 13 months ago – May 2008, a few guys from my work – I am a Police Officer in Sydney – did a trip to the USA for 3 weeks. Their trip included a week in Washington DC for the National Police Memorial Week, a 5 day commemoration of Police who lost their lives in the USA in the line of duty over the previous 12 months. These guys came back with glowing reports of the US, and it planted a seed. Work trip for 3 weeks, then some playtime for a couple of weeks after.

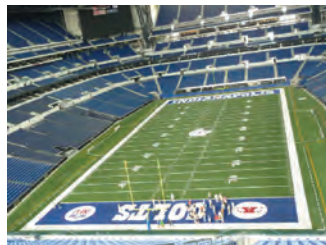
Just what was this holiday going to consist of? Art museums, historical sights, places of interest & statues? Nope. Race tracks, race cars, race museums, baseball & ice hockey games. Sounds good to me. And to Jase as well.

Jase arrived about the 16th of May, & I picked him up from DC on the 17th. I hired a Dodge Charger for 3 weeks. The car was the 3.5 litre V6 auto. Basically the same size as the Falcadore, and I think it's finished slightly better, even though it was the base model.

So, we left DC on the Sunday and we headed northish. The plan was to go to the Indy 500 via Pittsburgh. I wanted to see the National Football League (NFL) Hall of Fame in Canton Ohio. I love the NFL, more so than league, so this place was a given. It's also about 1 hour east of the Mid Ohio Sports Car Course, so there was another stop over, & Pittsburgh was the chosen route.

So, we headed east towards Morgantown West Virginia. 260 kays of billiard table smooth dual & triple lane freeways was one hell of a way to introduce us to the roads of the USA. Some of the NSW polities on their overseas jaunts should have a good look at the roads & transport systems in the US. Everything is so well signposted, designed & engineered. Have a look Mr Rees...you MIGHT learn something.

Anyway, arrived at Pittsburgh, looked around the baseball & football grounds (the Pittsburgh Steelers are the NFL champions), and managed to pick up a couple of tickets to the Stanley Cup ice hockey playoffs. Later that night we saw Pittsburgh beat Charlotte on their way to being 2009 Stanley Cup Champions. Nice start to the second part of



the holiday.

Tuesday we headed to Mid Ohio Sports Car Course and we saw a new Mustang being driven pretty hard on the track. They run a Mustang Challenge in the US, and have about 30 odd cars on the track. It runs over 8 tracks – Homestead, Mid Ohio, New Jersey Motorsports Park, Barber Motorsports Park, Miller Motorsports Park plus Laguna Seca and a few others. Like most one make series, it should be pretty close, with ability and not big wallets being the deciding factor. It's a pretty tightly organised series with limited improvements & control parts. The Mustang that we saw was pretty quick and sounded great with the 4.6 litre 3 valve V8 cracking along nicely. They cost 75k US, which isn't too bad considering they are a fully completed & set up race car.



So, from here it was onto Indianapolis. The motor sport capital of the world. We arrived late on Wednesday, and wanted to have a decent look around the whole place. Thursday morning Jase & I headed to the track. So, we get to the track, meet up with our friend Paige, and find that she has tickets for the Friday's practice, Indy Lites race plus access to the Indy Car Pits. Spent the day taking in the atmosphere, working out where things were, how to get from point A to B etc. The place is massive. Right in the middle of suburbia/industry. As we enter the facility, we see the current model Corvette pace cars. There are 4 of them scattered throughout the front office carpark, plus a few of the Chev Camaro pace cars. They both look brilliant in their silver & red colour schemes.

After a few hours walking around, Jase & I head south west to the Terre Haute action track. It's a half mile dirt speedway track 1 hour from Indy in the Wabash Valley. The race meet on was the Tony Hulman classic, a race for wingless & mufflerless sprintcars. It is part of the USAC race series. These cars are blindingly quick, noisy V8's that bounce & buck around the clay tracks. They are much better to watch than the winged sprintcars that run here, simply because they have no aero aids. A great nights racing from the sprinters, but there were no support categories and the races were a bit few & far between. Otherwise it was terrific.



About 10.30am Friday morning we head off to Indy for the Lites & practice. Expecting a small crowd & no traffic hassles, and being a 10 mile trip to the track, we thought maybe 35 minutes at most. How wrong were we? 95 minutes later we park our car & walk into the track. We watch the Indy lites from the pit garage roof tops, and although not the greatest viewing spot, it was a good spot to see the crews at work. Just a small Friday practice crowd of 50,000.

After the race, we decide to visit the famed Indy 500 race museum. First thing that shocked me was the price of admission. \$3.00. Yep. 3 bucks. Cheap at twice the price.

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 please)

Ringwood Hillcimb 22nd November - thanks to The Bates Family, Rose Collins



MG CONCOURS - Newcastle Foreshore Sunay 29th November



Photos, trophies, model cars & then the real ones, all placed in race eras. The earliest race car was a 1914 Marmon, looking great in yellow & brown and a straight 8 Duesenburg. A 1948 Alfa special looked stunning and a Mercedes W198 sports car



looked as nice as any Mercedes built. Side by side in a sports car display were a classic 1960 Maserati Birdcage, AJ Foyts 1964 Hussein Dodge Zerex Special, a 1957 Corvette SS special, a Porsche 935 K3 turbo and a Ferrari LM250. All different, all magnificent sports cars. There were plenty of other classic and controversial cars on display. The 1968 Lotus type 56 racer powered by a Pratt & Whitney turbine. One of those cars that you either loved or hated. A door wedge with wheels....

And then there were the original Indy type roadsters. Those built at home, in a shed by mates, for mates. Others factory racers. Big heavy looking cars, shaped like a cigar, with big 252 cubic inch 4cyl Offenhauser engines. Driven by the likes of AJ Foyt, Roger Ward & Johnnie Parsons, these cars looked at times agricultural, but were great looking machines. So many great cars and memorabilia. So that was in short, the museum. Apparently there are another 50 odd cars available to be on display at any one time. The owners of the museum alternate the cars throughout the year. That was a pretty special place to visit.

So on to Sunday and race day beckons. Up at 4, leave at 5, arrive at 6, sleep in the car till 10 then go into the track. The track is about 15 meters from the public roadways. A chain wire fence goes around 75% of the track. The food was ok – well, it almost gourmet compared to what Oran Park serves up. I see most nodding in probable agreement. The water was cold and the US beer is rubbish – more nods.

Jase & I had pretty good seats, which saw the exit of the pit area, the end of the main straight, turn 1, the short chute towards turn 2 and the exit of turn 2. The place was packed, as you would expect. But the crowd figures at the Indy 500 are never released to the public. The place holds between 300,000 & 500,000, depending on which website you visit. It does seat 257,000 fans, but with the motor homes, seating on the grassed banking, corporate suites etc, 400,000 is a reasonable estimate.

The race itself was not great. The overall experience was brilliant, and something that would never be forgotten. But the race was somewhat pedestrian. The teams & drivers are no doubt world class, but the biggest problem is that with control engines, tyres, chassis, aero packages it all becomes slightly pedestrian with little or no overtaking. I remember 10-15 years ago when Mercedes, Honda, Toyota, Ford, Chev were all engine suppliers at Lola, March and Swift were chassis builders. Racing was great. There was plenty of passing, variables and excitement which is now lacking somewhat in the series. I guess when the series split, and Indy Car almost died, something had to be done to unify the series. I guess I'd like to see more variety. But the event itself was great to witness. That can be ticked off the 'things to do list.

Tuesday morning we drove towards Bowling Green in Kentucky where the Chevrolet Corvettes are built. A pre booked tour (\$5 US) was arranged, and took a bit over an hour.

The current model Corvette is the C6. The tour started off where the chassis and drive train are married up on a conveyer, then suspension, wheels & tyres are assembled. Bodywork & electrics are the last bits that make it look like a car. It was a very good tour. Unfortunately no pics were taken. Following the Corvette factory tour, we did a tour of the Corvette museum. The vehicles that are on display are of extremely high standard. There was at least one Corvette model for each year of production, and some very special individual orders and factory race vehicles on display. From the first model – the 1953 C1 Corvette to the latest C6 and everything in between. There were lots of cars that I could have bought home. A 1963 Grand Sport with a 509 big block was by far the best looking car on display. Overall it was a brilliantly set up display. The cars on display were on loan by their owners, with only a few being owned by the actual museum. Even the slow Corvettes (165bhp) from the mid to late 70's looked OK, and I would have one.



Along the way there were the odd gems to be found by the side of the road. An old servo in Bowling Green had about 25 old cars & trucks parked on the sidewalk. An early 1960's F100, a 1959 El Camino, a '41 Ford ½ ton truck and a '51 Plymouth, just sitting there, waiting for someone to save them. All of the vehicles were unlocked – probably couldn't have been locked, but if you wanted to look over them after hours you did. The prices were a bit over the top for the cars, but they were great to look over.

I guess you can tell that this wasn't your average Church, historical building and sightseeing holiday. It was a boys own dream come true trip that wasn't half way through. On to Charlotte North Carolina. Some here may know that I have some contacts in the V8 Supercar paddock. Well these contacts have contacts with the Nascar fraternity. Namely TRD & Joe Gibbs Racing. These contacts came through with a full guided tour of Joe Gibbs Racing premises. JGR has sponsorship from Home Depot (Joey Logano), M&M's (Kyle Busch) & Fedex Express (Denny Hamlin) and are constantly running in the top 15 of most Nascar race meets. The tour took in the suspension shop, engineering & chassis shop, paint shop, aerodynamics jigs & the parts of the engine assembly shop. The size of the premises was something else. They have the room for 36 vehicles to be in any state of repair (or disrepair) at any one time. On the day that we toured the shop, three of the transporters – there's 9 of them, had left for Dover Delaware for the next Nascar race. There's a full time testing team that test at tracks where the Nascar circus don't race that year, plus the race team and a spare transporter that's on the road when the race team is coming back from the previous week. When you look at the V8 Supercar race shops, there's maybe room for 4 cars all up, unless it's HRT & they have room for there 4 cars plus 4 spares cars and bits & pieces, the Nascar teams are immeasurably bigger. We also had a look at the JGR



office's upstairs, and the trophies, memorabilia and pictures would be worth a mint. The tour was definitely something to remember. The team owner Joe Gibbs is also known for his coaching of the Washington Redskins NFL team, is a member of the NFL Hall of Fame

and has won 3 Superbowls when coaching the Redskins.

Whilst in North Carolina, we also visited the Penske Nascar race team (David Stremme, Sam Hornish Jr) & Kurt Busch – which holds up to 45 race cars – Red Bull Racing (Scott Speed & Brian Vickers) and Hendricks Motorsport (Jeff Gordon, Jimmy Johnson, Mark Martin & Dale Earnhardt JR). The display area's & workshops of Penske & Hendricks almost make the local Porsche dealer look average. Everything was so well set out, plenty of room between cars and all team cars lined up and presented immaculately.

More motorsport museums in the area were taken in, and although they are obviously Nascar themes, they were very well presented with dozens of different cars from different eras. The big muscle cars from the late 60's & early 70's in original trim were great to look at. Original Cale Yarborough & Richard Petty cars were plentiful at the museums, even if they only turned left, they were still race cars & still looked great. Overall, 4 or 5 race teams, 3 museums plus North Carolina being a great area made for a great stay.



So, onto Dover for the Nascar race. Dover racetrack is a 1 mile banked speedway, and isn't a superfast track. Not like the super speedways of Indy, Daytona, Chicago Land or Lowes Motor Speedway. It's a biff & barge tight oval track, and from anywhere in the stands, you get a full view of the track. Jase and I arrived at Dover Saturday afternoon; motel was 500 meters from the track. Didn't want to drive to the track or rely on public transport on the Sunday, so we decided to pay the extra \$\$ for closer accommodation. In the end, the extra dollars were worth it. Plenty of restaurants close by, and the food – Delaware is famous for its crab & lobster, was pretty good. Well priced too. That was a bonus. \$20 for a main course was OK.

On the Sunday, the weather looked ordinary. It was overcast in the morning, but by lunchtime had cleared to a cracker of a day. A big but not packed crowd – 133000 were there to cheer on Marcos. Well, 2 of them were. No support races anywhere to be seen. No formula vees, no club cars, no marque sports car races anywhere. With the contacts made in Indy, we had race ticket upgrades for here. We got into the corporate tent of the Dave Ragan UPS Ford team. Free feed, drinks, program etc. We loved UPS for the weekend. We also had the option of going into the rear of the pits during the race, but the racing was that good, we stayed in the stands and watched it. And the racing was 1st class. I think it's better than the V8's here. More passing, more rubbing, the cars moving around a hell of a lot more and the 6 litre v8's revving their rings out at 9000 rpm is a great symphony. The last 20 laps saw a great dice between current champion Jimmy Johnson and crowd favourite & former champ Tony Stewart. Johnson won by a couple of car lengths, whilst Marcos finished on the lead lap in 20th. His car was not handling well at all, and it was pure good luck that he managed to finish where he did without hanging it off a wall somewhere. He's pretty popular with the fans, although there's not a lot of his merchandise out there, the fans have taken to him pretty well. And he's proving himself week in week out. The race itself, the meeting and whole atmosphere was something else. It's as good as Bathurst and Adelaide. I can only imagine what the Daytona 500 is like.

On the Monday we headed further north towards Philadelphia. We originally wanted to spend 3 days there, but when we arrived we had a look around & it was a dump. Nothing there excited us. It was grubby, cluttered & disappointing. The only place of interest was the Simeone Museum. And what a place of interest it was. The museum has some of the most beautiful and rarest sports cars in the world. When you enter the showroom, you are greeted by a 1950 Allard, a 1937 Supercharged Cord and a very rare 1964 Cobra Daytona Coupe. One of just 6 ever built, this car is in the original condition as it was last raced, at the 1965 Bonneville Salt Flats. There is a Vauxhall and a Bentley side by side, 2 original BMW 328's and a 1975 Alfa Romeo 33 TT 12 sports car from the mid 70's Targa Florio races.

The beauty of this museum is that although the cars are at arms length, the curators of the museum are very happy to talk about the vehicles on display. One of the mechanics invited Jase and myself into the workshop where there was another s/c Bentley, a GT6 Triumph (I won't say anything too negative about the Triumph – It's a favourite model of Jase's), a 100/4 Healey and a Jaguar SS. All in different states of mechanical repair, all cars have either some motorsport history or interesting previous ownership history.

Just about every major sports car manufacturer was represented in this place. C & D type jags in silver looked brilliant side by side, one of only 6 produced Peugeot Darlmat Lemans sports racers built in 1937/38 and then some Italian classics including a 1954 Ferrari 375MM & a 1958 Testa Rossa and a 1956 Maserati 300S. A psychedelic Porsche 917 with a paint scheme from the flower power days and a 1966 GT40 from Allan Mann racing plus a 1967 Mk IV. Aston Martin. Bugatti, Squire Roadster, Cunningham, LS1 Corvette and Plymouth Superbirds.

I asked Jase what 3 cars would he like in his shed, and the collection was so vast, so amazingly diverse, Jase couldn't decide on what 3 cars. I was the same. There were so many cars that you would only ever see on the internet, in old magazines, on old movie reels that were so nice, I don't know which one's would grace the garage. I know one would be the Alfa 33TT12, but the others, well, there were so many favourites for so many different reasons that you couldn't possibly decide on what the other 2 were. Well, not without driving each one for a month or so at a time to find out which one suits. That was the Simeon museum at Philly.

After leaving DC on the Wednesday, we went to NY in a Chev Cobalt. A truly horrible car. We had 4 days in NY which is a beautiful city, and did the touristy thing here. Broadway, Yankees game, Hudson River cruise and I spent some time with a mate from the NYPD Highway patrol. I spent some time with Tom in his HWP car – a 340 Dodge Charger. One HWP car of interest that these guys in NY have is a Crown Victoria V8 taxi. It's all painted up like a cab, lights, checkers, etc. but it's a fully functional HWP car. NSW surely aren't that sneaky.....

On the Sunday we flew to Vegas. I spent a few days there at the start of the 'work' tour, so the tourist side of things waited till now. Grand Canyon, the strip, casinos were all

visited, and the place is alive 24/7. We went to the Las Vegas Motor Speedway and these super speedways are huge. The Carroll Shelby museum which is opposite the speedway has about 30 cars in it. All Shelby's, varying from the AC289, Cobra 427 to the Shelby Hertz, GT500's and new Super Snake's, the drool factor was very high. There were a couple of Shelby oddities. A 1989 Shelby Can Am race car, which was a car built for a series that never really got off the ground mainly due to costs, a 1984 Shelby Dodge Omni and a 1987 Shelby Dodge Lancer. It is probably a bit like Brock doing the Lada.

On the way over to the Grand Canyon, we passed a fenced off area about 70 mile from Vegas. Chain wire fence covered about 5 acres of classic cars. Cars as far as the eye could see. Old cars. Something for everyone – like a licorice allsorts. Lots of 50's & 60's stuff, with a few mid 70's, German, & US cars and all were projects. 914 Porsche, Karman Ghia, 1969 Ford Torino, AMC Javelins, Jeeps, Datsun 2000 sports, plenty of Chev Corvairs, Pontiac Chiefs, Mercury XR7, Fairlanes & Nova's. Jase & I just looked and looked. All were for sale, and all were grossly overpriced. Dreams still cost nothing.

We still had a couple of days left in Vegas, so we took in the local Lamborghini dealer. There was the base model poverty pack Gallardo & the Murcielago, not 1 but 2 Bugatti Veyrons, plus the usual Porsche 911 turbo, Roller and Jag. The last place of interest that we visited was the Imperial Auto Collection at the Imperial Casino in downtown Vegas.



This collection really does have everything. Most of the cars are for sale, although at very big dollars, all were in excellent condition. Again, all the usual suspects were there – Ferrari, Porsche, Maserati etc, but also some very unusual & rare vehicles. A 1951 Talbot-Lago T26 Grand Sport which has one of the most stylish bodies, a 1961 Aston Martin DB4GT Zagato Lightweight, Bizzarini P538 Spyders, Alfa Romeo Bat 5, 7 & 9 were on display. Never heard of these before, but they really are great looking little cars. Lancia 037's, the Derek

Bell/Jackie Ickx Gulf Mirage sports car from the 70's world sports car racing era and a genuine Ford Escort RS200 Group B rally car were all sitting there, waiting to be driven, hard. Again there were the many US muscle cars on display. Not that I tire of these cars. Many are beautiful, some are ugly as sin. There were about 80 odd classic cars on display at the casino, as well as dozens of old jukeboxes, and all this for about \$10. The US really knows how to give value for money.

So, after 6 weeks for me, and a tick under 4 for Jase, it was time to pack up & come home. Thousand of pics and memories both on the laptop & in the head plus a sizeable credit card debt is what's left of the trip of a lifetime. Since returning home, the most stories have been told & retold, some are printable and others – well, what happens in Vegas, stays in Vegas. It's taken me 25 years of hard work to get there, and it was all worth it.

Dreams do come true.

PS . In 6 weeks away I only remember seeing one MG & no Notas

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STEERING A VEHICLE



The Team Leader was kind enough to assist me with some neglected driving skills on the Ringwood Track. He commented more than once on the way I held the wheel. So a little research and ...

The traditional method of steering taught is the “push pull method” - hands grip the wheel on opposite sides, usually 10 to 2. The hands alternate the grip, moving up and down the wheel at the same height. One hand pulls the wheel down to the bottom where it meets the other hand at 6 o'clock position. Changing grips, the opposite hand pushes the wheel to the top where the hands touch at 12 o'clock, ready to change again for the pull down; etc.

When the steering is turned to the desired amount, both hands hold the wheel opposite and at the same height as each other.

To straighten the wheel, reverse the procedure. The last hand to 'feed in' is the first hand to 'feed out'.

'Pull-push' steering is favoured for four main reasons:

1. It provides a better sitting position:
2. It provides better grip:

Pull-push steering is the only style that enables the driver to hold the wheel locked still while negotiating a bend. With either cross-arm or hand-over-hand styles, one hand would now be above the other and both hands pulling in the same direction. This situation is not conducive to holding the wheel steady.

3. It is smoother:

Pull-push is a natural, symmetrical hand movement which allows easy passing of the wheel from one hand to the other at the top and bottom of each stroke.

4. It is the most efficient method of steering:

No other steering style consistently provides half a turn of the wheel for each hand movement.

NOTE: It is understood that in driving there are other issues of more importance than steering, however new drivers have to learn some form of steering. Why not learn the best there at the outset? This means it won't be necessary to unlearn bad habits later.

However, when racing, particularly with cars that have very direct steering, “push pull” can be far too slow and it may be necessary to cross hands - or so I have been told.

Too many things to learn!

Ed.

CONCOURS RESULTS

MG T & Y Type

1	Ron Taylor	MGTC	MGCC NSW
2	Gavin Fry	MGTC	MGCC HR
3	Peter Fogarty	MGY	MGCC NSW
4	Peter Finlay	MGTC	MGCC N'cle

MG A & Magnette

1	Maldwyn Davies	MG Magnette	ZB MGCC N'cle
2	Peter Wilson	MGA	MGCC N'cle
3	Alan Beatty	MG Magnette	MGCC N'cle

MGBs & GT

1	Scott MacKenzie	MGB Mk1	MGCC N'cle
2	Annette Peters	MGBL	MGCC N'cle
3	Jeff Newey	MGBGT	MGCC N'cle
4	Phil Dale	MGB	MGCC HR
5	George Quinn	MGB R/B	MGCC HR

Display Doug Rae MG Midget David Walker MGB Mk 1

MGF

1	Lyall Clarke	MGF	MGCC N'cle
2	Andy Peters	MGF	MGCC N'cle
3	Rose Coggar-Collins	MGF	MGCC N'cle
4	Gordon Fraser	MGF	MGCC N'cle
5	Ross Thomas	MGF	MGCC N'cle
=6	Darren Hodgson	MGF	MGCC N'cle
=6	Darval Thomas	MGF	MGCC N'cle

MG Moderns

1	Fran Hodgson	MGZS	MGCC N'cle
2	Fran Hodgson	MGZR	MGCC N'cle
3	David Walker	MGZT	MGCC N'cle
4	Doug Rae	MGZR	MGCC N'cle

Racing Cars

1	Bill Pearson	Elfin	MGCC N'cle
2	Dylan Grant	Honda	MGCC N'cle
3	Brenda Pearson	Honda	MGCC N'cle

Other Marque

1	Eric Marshman	Bentley	MGCC N'cle
2	Susan Thomas	Mazda RX8	MGCC N'cle
3	Anthony Slater	Mazda MX5	MX5 Club
4	Peter Robinson	Torana	MGCC N'cle
5	Dave Durie	Torana	MGCC N'cle

Outright Winner Maldwyn Davies MG Magnette MGCC N'cle

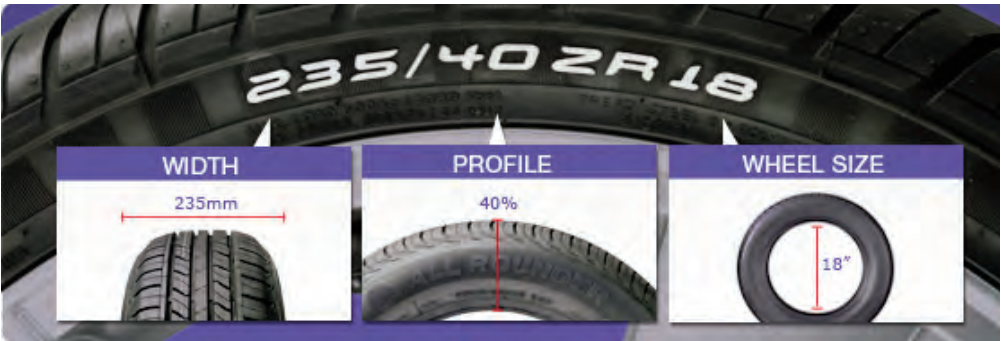
Thanks to the many helpers braving the heat, wind & dust to put up tents, man the entry, judge the classes, cook the barbecue & drive in extra cars even though they didn't enter their own cars, Judith Rae, Dale Powell, Bryn Baverstock, Paul Bower, John Collins, Pat Goulding. Next year we'll try for sunshine without wind.

Fran Hodgson

TYRE TORQUE

Few of us give enough attention to those small pieces of rubber that links our vehicle to the road. Despite rapid advances in tyre technology, they remain an areas of vehicle maintenance that is often ignored.

How much do you know about your tyres?



Width: Tyre measured in millimeters from the two widest points.

Profile: The aspect ratio of the tyre, which is the height of the sidewall as a percentage of the width.

Wheel size: Diameter of the wheel rim the tyre is designed to fit, measured in inches.



Photos courtesy Bob Jane T Marts - www.bobjane.com.au

Tyre Torque (continued)

How do I tell age of a tyre?

All tyres are produced with a serial Tyre Identification Number that shows the date of manufacture of a tyre. Old tyres are hard and offer less grip.



The last three digits (for tyres made pre 2000) or four digits (for post 2000 tyres) of the serial TIN indicate the week and year that the tyre was made. For example, picture above shows a tyre made in the 37th week of 1995.



Above, tyre made in 12th week of 2004.

Many tyre companies warrant their tyres against manufacturing and material defects for five years from the date of manufacture. Authorities are now advising against the use of tyres that are more than six years old due to the effects of ageing.

Bob Jane's website gives the following tips about tyre maintenance:

1. All tyres slowly deflate over a period of time, therefore tyre pressures

should be checked every 2 weeks.

2. Tyre pressures should be checked when they are cold. Your vehicle's recommended tyre pressures are located on a placard usually on the inside edge of the driver's door.

3. Although the minimum amount of tread required for a car to be roadworthy is 1.6 mm, it's wise to replace tyres at 2 mm, as wet-weather grip is diminished when there is only a small amount of tread.

4. To check tread depth, put a match head into the tread grooves, and if any part of the head shows above the grooves it's time to replace the tyre.

5. Regularly check tyres for wear such as tears or bruises on sidewalls as well as embedded objects like nails or stones as they may lead to a puncture.

6. To keep water and dirt out of tyre valves replace missing tyre valve caps.

7. Don't forget the spare!

8. Regular wheel balances ensure your tyres run smoothly on the road which helps to improve your vehicle's control, especially in wet.

9. Wheel alignments and rotations maximise the life of your tyres by ensuring your tyres wear evenly.

10. Match the same tyre treads on the same axle. Different brands grip differently which can cause handling problems if mismatched.

**ADELAIDE 2010 NATIONAL MEETING**2-6th April 2010 Website: natmeet2010.mgca.com.au

It is now 4 months until the National Meeting. Adelaide is quite a distance from Newcastle but with the potential of laps at Mallala it could be an adventure.

It is important that we have people there to promote our 2011 event. With only a few members making the trip it is not too late to register. I'll have to hand back some of the motel rooms in the new year if there aren't any more takers. The theme for next year is Pirates. This should be a lot of fun.

The 5 cars (& families) getting ready to represent the club are John & Rose Collins (MGF), Andy & Shirley Peters (MGB), David & Lesley Walker & James Pearson (MGZS), Dale Powell (Midget) and myself (MGZR). Once again the call of Bathurst is strong and Darren will be heading that way with the Trophy F.

While a lot of information on the Nat Meet will be able to be downloaded and is available on the internet, registration will not be on line. It should be open soon. Thanks to Lyall Clarke & Darren for representing our club at the recent Delegates meetings. There was a commitment by those present to the continuation of National Meetings on an annual basis. Hosts for future National Meetings are 2010 SA, 2011 Newcastle, 2012 Hobart, 2013 Queensland, 2014 Canberra.

Existing class structure will now combine like models into super groups to be split again as more cars in each of the subgroups enter. e.g. MGBs as the super group to be split into Class J, K, L, M, N etc as 6 of each sub group enter.

Next year SA club intends running only 3 classes in the Observation Run. Tie-breaker events may become more important – the more cars you get in the class. Trophies will be based on the number of cars at the Concours with 6 being required for a 'full class', 2 cars up count towards the individual perpetual awards. Certificates will be used for minor class placings.

We still need people to be involved in the registration process for 2011– a very important part of the organising team. Contact David Walker or myself if you are interested. Meeting dates for next year will be published on web site very soon.

Attend a National Meeting I'll guarantee that you'll return again and again.

Cheers

Fran Hodgson

Proposed New Classes

New Class	Old Class	Description
Pre-war	A	Pre-war touring MGs - Vintage S,V & W. Four seat Magnas & Magnettes. Tickford TAs & TBs
	B	Pre-War all MGs under 1000cc inc supercharged
	C	Pre-war all MGs over 1000cc inc supercharged & cars not in Class A
T Series	D	MG TC
	E	MG TD
	F	MG TF (Pre MGA)
MGA	G	MGA Roadster (Single Cam)
	H	MGA Twin Cam
	I	MGA Coupe (Single Cam)
MGB	J	MGB Mk I (Pull out door handles)
	K	MGB Mk I (push button handles)
	L	MGB Mk II
	M	MGB BL & Later
	O	MGB GT Mk I & Mk II
	P	MGB GT BL & Later
	N	MGB Rubber Bumper
	Q	MGB GT Rubber Bumper
V8 & C	R	MGB GT V8 & Costellos
	S	MGC GT & Roadster
	ZA	MG RV8
Midgets & FWD	T	MG Midget
	W	Front Wheel Drive & MG Metro
MGY & Magnettes	U	MGY Saloon & Tourer
	W	MG Midget ZA to Mk IV
MG Specials	X	MG Specials (Pre MGA)
	Y	MG Specials (post TF)
	Z	MG Super Specials
MGF & MGTF	ZB	MGF
	ZE	MGTF
Z Series	ZD	All MG models after 1st Jan 2000 other than Fs
Chasis	ZC	Rolling Chassis

BULLETIN NO 4

November 2009

The supplementary regulations for the 2010 National Meeting have been sent to CAMS and we hope that in less than a month we will be able to publish them, and the registration form, on the web site. This bulletin provides information arising from the Special Delegates Meeting held in Sydney on October 24th 2009.

PROGRAM

Plans are well in place for a great weekend here in South Australia. The program provided in Bulletin 3 has not been changed. However, there are likely to be less social events in 2011 and beyond.

CLASSES

It was decided not to make major changes to the classes used at the 2009 Geelong National Meeting. The classes to be used for the concours, super sprint and motorkhana in 2010 will follow this decision. The observation run will have three classes, pre MGA, post TF to 1980 and post 1980.

Classes of sufficient size may be split at the organiser's discretion.

AWARDS

In classes where there are more than five cars a first place trophy and second and third place certificates will be presented. In classes where there are four or five cars a first place trophy and a second place certificate will be presented. In classes where there are less than four cars a first place trophy will be presented.

There will be a new perpetual trophy presented to the centre judged to have the best web site. The Geelong Club is currently writing the criteria to be used.

CATERING

Do you have a special dietary need? You will be able to tell us about it on the registration form.

A meal will be provided at the conclusion of the Observation Run. The cost of this meal will be included in the registration fee for competitors. There will be a small charge for this meal for social entrants.

The Kimber run will conclude at the motorkhana venue at Monarto. There are several options available to purchase meals within easy driving distance.

ACCOMMODATION

The owners of the accommodation advertised on the web site have been advised that any block bookings still vacant at the end of November can be used by people who will not be attending the 2010 National Meeting. If your accommodation has not already been arranged make your bookings soon. If you need help, get in touch with Mike Greenwood. (Home phone: (08) 83463577, Mobile phone: 0412 701 850, e-mail: mikeg@adam.com.au)

Visit the 2010 National Meeting website, natmeet2010.mgccsa.org.au

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made BEFORE entry to Ringwood Park Motorsport Complex is authorised.

**For further information please contact
Greg Hunter 0412 493 711 or Dennis Tynan 0408 683 617**

Membership Secretary's Report

I have been elected Membership Secretary for 2010. I am looking forward to a busy year as we have over 500 full & associate members. At our most recent committee meeting it has been proposed to change the membership dates from 1st January to the 1st March each year. This, of course, is subject to ratification at a special general meeting at our club night in January 2010 for acceptance, & to alter our club constitution. I will be endeavouring to get all renewal forms out ASAP after this meeting. I realise you might be wondering why we are changing this arrangement, I feel it is better that we move memberships away from the Christmas season for both you, the members & the more efficient management of the memberships.

Important Notice

If you are a current club member & only wish to compete at events conducted by MGCC Newcastle, your current membership will be accepted up until the 1st March, 2010 after which time you must have rejoined the club.

If you wish to compete in an event not conducted by MGCC Newcastle before 1st March 2010, please contact me & I will issue an interim Membership card to carry you through to the 1st March, 2010 by which time, hopefully your renewal will have been paid & processed & you will have received your new card which will take you through to March 2011.

Please give me sufficient notice if you intend entering an event so that I can process your request, please don't leave it till a couple of days before an event

I can be contact by PH: 49332346 (evenings)

Email: pbandjoy@bigpond.com

Address: 11 Nathan Close Metford 2323

Looking forward to the continued growth of the MG Car Club Newcastle.

Merry Christmas you and your family

Joy Bower

WELCOME TO OUR NEW MEMBERS



Nathan Grant

Associate

Dale & Daniel Keywood

Associate

Rian Humphries

Associate

Stephen Arnold

Associate



Treasurer's Annual Report

I am pleased to present the unaudited Balance Sheet and Income and Expenditure report for the year 1st July 2008 to 30th June 2009 for the MG Car Club Newcastle Incorporated.

The audit reports for the years ended 30th June in 2007 and in 2008 are now available.

This year's reports show annual income being \$136,018.01 and annual expenditure being \$145,502.96, resulting in a loss of \$9,484.95.

As a result total assets have fallen to \$587,666.89.

In July 2009 we received recovery of the reported Planning expense as part of the agreement to sell some land to Italia Road Holdings. This effectively turns the loss into a profit, which can be attributed to the 2008 Mattara Hillclimb and interest income. The 2008 Mattara Hillclimb was poor as expected, but interest income increased due to larger cash holdings and luck with term deposits.

Capital purchases during the year were the display fridge and the TV and PA. The Motorplex debt has been expensed. The new Sundry Debt is for overpaid GST.

The 2009 Mattara Hillclimb returned to healthy spectator numbers and profit, but next year's report should be dominated by the sale of the land, which has always been reported at cost.

I would like to thank the club for the opportunity to be their treasurer for the past five and a half years and I can recommend the job to anyone wanting to learn how the club works.

Mike Cole
13th November 2009



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MOTORKHANA AND KHANCROSS

G'day,

This is the last magazine for the year & it seems to have been a very busy one to. Apart from the usual round of events to run we have had the ongoing saga of selling Ringwood to facilitate the building of a tar circuit. This last round has seen us agree to sell the whole area & lease back the hillclimb which I think will be a very favourable outcome for the club. I have been looking all year for suitable areas for tar motorkhanas & if this sale can finally solve our problem on a permanent basis I, for one, will be very happy.

It was disappointing, to say the least, that the markets withdrew permission to use their tar venue. They now have to use the parking seven days a week so that's another area gone, so keep looking. In the meantime, even with the best intentions, I expect it will be a year before we see a m/k area at Ringwood.

The dirt m/k we ran in place of the markets was, as usual, dusty! We only used two areas as the quarry is getting just a bit too rocky & dusty, (I know it always was!) but it seemed to work ok, Doug & team seem to make it bigger & better every time we go there.

Winners on the day were Michael Snow, Bill Pearson, Leone Swan 1,2,3. with William Swan taking out the juniors. It's great to see so many juniors out there - nine of seventeen. I know it doesn't please the bean counters, but we will get them later!

As you probably know by now I am not going to be the m/k-khanacross person on the committee for 2010 so I will take this opportunity to introduce John Roach who has taken the job on for next year. He tells me he is getting a dirt car as you all seem to be having too much fun in the dirt - only way to go!

Doing this job for the last few years I have had a lot of help from a lot of people, so a few thank yous to close - Doug Rae, Lyall Clarke, Eric Chandler & all who help to maintain Ringwood. They are there just about every week keeping the place looking good. Bill Pearson for his work on the tracks & keeping records for the trophies. Have you ever met someone as keen on dirt events as Bill? The timekeepers & officials who I have conned, begged & found at the last minute to help at events without you it don't happen. Rose Cogger, for turning up & every event big or small & supplying food & sustenance to the many, including feeding the officials for events I have run out of her profits of the canteen. For this I thank you. To those I haven't mentioned by name thank you for your help over the years.

So on to 2010. It seems I will be the vice chairman in charge of vice (I know it's corny but I had to get it in somehow) so lets hope the road is smooth & the club can go from strength to strength for the year 2010.

All the best for next year

Bryn Baverstock

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JOPOFOTO

LAND PANEL REPORT



Over the last couple of months I have been trying to acknowledge the many people who have supported me and the club through the many jobs that have been accomplished at the Ringwood Motor Sport Complex. If I have forgotten someone I apologise, my memory is not what it use to be, and I certainly appreciated and enjoyed your support. As you probably know by now I am standing down from Land Panel Chairman after 7 years, and Alan Bates has been elected to the position. He is a bit younger than me, then again everyone is a bit younger than me, and shows enthusiasm for what we are trying to achieve. Just to keep up with the maintenance is a big enough job as well as taking on new projects. I have taken on the position of Equipment Maintenance so I can still be involved.

The re-alignment is close to being finalised and being involved in the process has been a long and frustrating task, especially dealing with Government Departments. When we know exactly how much land we have left we can plan a lot better.

On the work side, water has been transferred to our toilet tanks from the reserve tanker, as the levels for the toilets were down to 1/4 full. Just to explain for those people who might be opening the toilets, there are taps at the tanks to be turned on before attaching the pump terminals, and it would work in reverse when shutting down, this is to stop any water loss due to leaking of cisterns.

Mowing and slashing and some clearing will be done before the last hillclimb of the year, and road work for our Rallysprint needs to be attended to. The extensions to our Motorkhana ground was well received with 6 events being run. The advantage of the cleared area allowed larger and more complicated events to be set up, which suited some but not everyone. Also the dust is a problem that will need to be addressed.

As far as maintenance, the Ram on the tractor has been fixed, with a new part being supplied by Andy Peters. However a slight loss of water indicates the water pump may need replacing. We have had the tractor for 8 years and over that time it has done a great job for the club and as such deserves a bit of TLC. We are proceeding with our hazard reduction program in accordance with Rural Fire Service Regulations and will soon be nominating an Emergency Assembly Area in case of evacuation from bushfire.

See you.....
Doug Rae

OUR HALL NEEDS PAINTING

Andy Peters would like to talk to anyone interested in professionally painting our hall

THE NEXT WORKING BEE



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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



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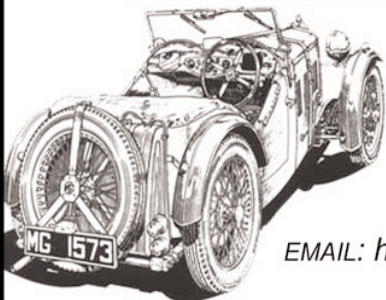
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Celebrating



MG SPECIALS - featured at the Nationals

Buchanan MG

Buchanan Pontiac special built 1950s by Peter De Mac in Adelaide on a Morris 10 chassis with Pontiac V8 engine. It had a metal hardtop coupe style body with steel roof grafted on which was actually derived from a VW Beetle.. Without cutaway wheelarches at the front. One of six bodies built this way. Owned by Dave Murray, SA. Now on MGB chassis



Wal Mitchell leading John Reaburn at Phillip Island 1961

"John Kinsella" Buchanan MG Special

Built 1957 by John Kinsella in Linfield, NSW. Road registered NSW APR769. Owned by Mike Gehde, QLD



Information from
<http://www.buchananmotorcompany.com/Buchanan%20MG.htm>

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

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<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.

For Sale

1984 Sigma 2.6, 5 speed manual.
This little car is just perfect and would suit the most fastidious buyer.
Power steering, 4 wheel disc brakes, factory a/c, Pioneer Cd, "Super Lite" alloy wheels, new tyres, lowered Kings springs, 4 brake discs.
Ph Peter Stringer 49658080

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



CAPTAINS CORNER

THE END.

.... that may have been premature. Nearly there I tell myself while looking back on what has been one of the most “interesting” years in my time as a member of the club.

Firstly congratulations to the 2009 committee. We had to make some big decisions this year. Not all of them were unanimous decisions, and some have been less than popular with some of the members.

I think we would all agree that the final BIG decision was a very welcome one. To have a unanimous decision to not only secure the club's most utilised venue, but allow the best possible opportunity for the club to have access to a premium motorsport venue and become financially secure for many years into the future, pleased us all. I am of course referring to the sale of Ringwood and 99 year lease back of the Hillclimb venue, and the additional perks that have been made in the deal. As one of the outnumbered younger generation members, it felt good to be able to make a firm, informed decision on something that will provide the club with such a strong future and financial strength.

This year 273 of the MG Car Club Newcastle took part in at least one of the many events held by the club.

A huge thanks goes out to all of those people who volunteered their time to assist in the running of both competition and social events. Without the help of all of these people the club would not function.

At this point I would like to announce the winner of the Club member of the year award But I can't. The points are so close, and there are still half a dozen sign on sheets that I have to obtain from the event organisers.

I will announce those in the top 4 standings. Andy Peters, John Collins, David Walker & Gregor Dickinson. One of these hard working individuals will be the 2009 Club member of the year. The outright championship has been a 3 way battle. The final standings have come down to the last event of the year. Bill Pearson has again made a strong bid with his attack on the title. Banking 18 championship events to give him by far the most number of events competed in this year. Coming into the final event, the concourse, Bill had banked himself a healthy total of 158 points for his best 12 events. Nipping at his heels was Ryan McShane with 157 & Lyall Clarke with 156, both of who had at this point just banked their 12 contributing scores. To those not familiar with the Pointscore rules, this would sound a little confusing, so to sum it up – (there are 22 events

CAPTAIN'S CORNER (continued)

on the outright calendar, but only your best 12 results count toward the final total). Both Bill and Ryan held an 11 point event as their next lowest score to drop, but Lyall was in a strong position with a 10 point score as his next lowest.

Come the day of the Concourse there were 2 nicely presented cars from both Bill and Lyal, but a noticeable absence of Ryan. With both Lyall and Bill in separate classes the results were handed in. Both men (at this point with no remaining fingernails) had won their respective class. However with the greater Class capacity Lyal received a boost of 5 bonus points to Bill's 2 resulting in a Score of 16 points to Lyall and 13 to Bill.

The final top 10 Club Championship standings are:

Surname	First Name	Total Points	From "X" events
CLARKE	Lyall	162	13
PEARSON	Bill	160	18
McSHANE	Ryan	157	12
HODGSON	Darren	139	11
PETERS	Andy	133	12
NEWAY	Jeff	116	9
SNOW	Michael	100	9
WALKER	David	93	9
COTTON	Ryan	89	6
CLEMNS	Tom	74	5

Congratulations to Lyal Clarke, Bill Pearson, and Ryan McShane, the top 3 competitors for the 2009 Club Championship.

This year we had 13 juniors score points toward the 2009 Junior championship. The battle for the crown of 2009 Junior champion was between Dylan Grant and Benjamin Hall for the Paul Daley Memorial Trophy.

With such large numbers of competitors in the Junior class Dylan was able to bank a small buffer of points over Benjamin by mid year. A consistent banking of bonus points saw Dylan maintain his lead to be crowned the 2009 Junior Champion. I congratulate and greatly respect the commitment of both of these fine up and coming competitors. With Dylan competing in 16 events and Benjamin 15, they take the unofficial 2nd and 3rd place for the most number of championship events competed in by an MG Car Club Newcastle member.

CAPTAIN'S CORNER (continued)

JUNIOR CHAMPIONSHIP

SURNAME	FIRST NAME	TOTAL POINTS	"X" EVENTS
GRANT	Dylan	167	16
HALL	Benjamin	155	15
HAMMOND	Keith	95	18
BATES	Ryan	76	6
GRANT	Beau	52	5
BARTLETT	Danielle	45	5

LADIES CHAMPIONSHIP

Surname	First Name	Total Points	From "X" Events
HODGSON	Fran	97	9
THOMAS	Susan	66	6
SEMKEN	Marea	55	5
JOBBER	Bridget	21	2
BAVERSTOCK	Helen	9	1
MURPHY	Shayne	9	1
TYNAN	Christine	9	1

Congratulations go to Fran Hodgson. Fran made her run after 5 events had already been run and won, but committed herself to the remainder of the year to take the crown as Ladies Champion.

I congratulate all competitors on their respective awards. Thank you to all officials and event organisers for your superb efforts in 2009.

I take this opportunity to wish the 2010 Committee all the best next year, as I hand the reins of Club Captain over to Scott McGarry.

Signing out

Kenneth Atkins

TOURING ROAD EVENT SERIES

DRIVER			NAVIGATOR		
BALDWIN	Russel	1st	PARSONS	Ern	1st
MITCHELL	David	2nd	MITCHELL	Dylan	2nd
FERENCE	Andrew	3rd			

CAPTAIN'S CORNER (continued)

MOTORKHANA SERIES

CLASS A			CLASS G (RWD Specials)		
WALKER	David	1st	SNOW	Michael	1st
CLASS C			JUNIOR (Production)		
PEARSON	Bill	1st	GRANT	Dylan	1st
McSHANE	Ryan	2nd	HALL	Benjamin	2nd
CLASS F (FWD Specials)			JUNIOR (Specials)		
ANTAW	Bruce	1st	HAMMOND	Keith	1ST

KHANACROSS SERIES

Type 2 Under 2000cc			Type 5 Under 2000cc		
PEARSON	Bill	1st	SNOW	Michael	1st
Type 2 Over 2000cc			Type 5 Over 2000cc		
LEWIS	Todd	1st	DUFFY	Ken	1st
Type 3 Under 2000cc			JUNIORS		
McSHANE	Ryan	1st	GRANT	Dylan	1st (countabck)
			HALL	Benjamin	2nd (countabck)

TAR SPEED SERIES

Type 2 Under 2000cc			Type 3 Under 2000cc		
COTTON	Ryan	1st	CLEMENS	Tom	1st
VOYSEY	Gregory	2nd	McSHANE	Ryan	2nd
STOUT	Leigh	3rd	INGHAM	Peter	3rd
Type 3 Over 2000cc			Type 4 Over 2000cc		
BURGESS	Ray	1st	PEARSON	Bill	1st
SV Over 2000cc			Type 5 Under 2000cc		
GIGLI	Michael	1st	BROMLEY	Raymond	1st
EDWARDS	Kevin	2nd	MRCELA	Amy	2nd
CS1 (Road Tyres)			CS2 (Race Tyres)		
PARSONAGE	Glenn	1st	MACLEAN	Howard	1st
WALKER	Andrew	2nd	HALL	Grant	2nd
Marque Sports 1401-2000 cc			Juniors		
CLARKE	Lyll	1st	GRANT	Dylan	1st
NEWAY	Jeffrey	2nd	HALL	Benjamin	2nd
Ladies					
THOMAS	Susan	1st	HODGSON	Fran	2nd