

# CLASSIFIED ADS

Please notify when Ad is no longer required



**FOR SALE**

Pair of wet race tyres Yokohama A-006B 210/45VR13 (Japan), circumference 1825mm, suit 13x10 rims, little use, \$50, Mike 0403 022 351  
[mjcole@tpg.com.au](mailto:mjcole@tpg.com.au)

**FOR SALE** 1966 MGB Mk 1

Partly restored, has had most mechanicals reconditioned and all major rust removed. Needs re trim and paint to complete restoration. Currently on Club plates (NDVCC) \$9,500 ONO  
**Contact John Rix on (02)6541 0025**

**FOR SALE** Honda Accord Hatchback

15 years old. Rego expires 19/11/2010 Number Plate MG777.  
 Diane Lovett 9327 2277

**FOR SALE** 1974 TOYOTA CELICA

TA22- 18RG Twin Cam - 45mm Webbers—Spare engine—1 engine hole in piston—Spare car body (Good condition) - Spare Tyres & Wheels.  
 Car ready to Race \$5500.00 The Lot  
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 49515310 or 0438 483 515

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A pair of 45 or 48ml side draft webbers  
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Very good car manual with o/d ex usa total rebuild 1998 always garaged used for pleasure & club events fresh high performance engine Peter Burgess head, Piper cam, Weber carb. (SUs supplied) electronic points, electric fan, fire ext. near new goodyear tyres alloy wheels. Been to many MG Nat meets always performs well, good times at speed events now on club plates approx. \$100.00 for rego & green slip. This is not a concours winning car but will not disappoint the driver in you. **\$15,000**

**Phone 4965 7137 Bryn Baverstock.**

Pictures etc. on carsales.com.au

**FOR SALE**

2 x MGB gearboxes, no overdrive, not overhauled, good for spares, \$50 ea collect from Central Coast.  
 ph 4333 1374

**FOR SALE**

MGF 97. VVC, Red, 73,000km, New Tyres, One Owner, much loved and well maintained car. Registration until July 2011. \$15,000 ono. Phone Grant Duff 49734985, Mobile 0408640036.



# Clubtorque

Official Publication of

**MG CAR CLUB NEWCASTLE**

**PO BOX 632 HAMILTON NSW 2303**

**Founded 1955 MG's and MOTORSPORT**

**Website address: [www.mgcarclub.com.au](http://www.mgcarclub.com.au)**

**Clubrooms:**

Northcott Park, Cobby Street, Birmingham Gardens

**Monthly Meetings**

2nd Friday of month 7.30pm

**RINGWOOD PARK**

**MOTORSPORT**

**COMPLEX** Cnr Italia Rd

& Pacific Hwy Balickera

(12km north of Raymond Terrace)

**Membership Inquiries:**

Joy Bower 11 Nathan Close

METFORD NSW 2323

**Ph 4933 2346**

**Other Inquiries**

Contact The Secretary

at the above address or

**Phone 4963 5380**

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**Disclaimer:** The views & opinions expressed within Clubtorque are those of the individual or organisation and not necessarily those of the Editor of MG Car Club Newcastle Inc.

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

If you wish to place an AD in this column please Mail, Fax or Email to The Editor

## PRESIDENT'S REPORT

Another month has almost passed at time of writing. Developments with the sale of the property at Ringwood Park are still at a delicate stage and IRH still has their court action pending. A suitable outcome for the sale is still being brokered, trying to forge a deal meeting the committee's wishes.

I have been speaking with members of the Newcastle Highway Patrol about their visit at the club night this Friday 10<sup>th</sup> September. What has been arranged will be truly an eye opener, make sure you come.

The time is **NOW**, yes, we need your **NOTICE OF INTENT** to be an official at this year's Mattara Hillclimb weekend of 16<sup>th</sup> and 17<sup>th</sup> October. We know how many jobs there are and if there are insufficient volunteers to do them we should not be wasting time organizing the event.

We know that some will put their hand up as usual, however we need DEFINITE confirmation. Please phone Gregor Dickinson as he is keeping the "Register of Officials" - mobile 0413 595 755.

At the **DAYDAWN ELECTRICAL** Ringwood State Hillclimb the weather was almost perfect on both days. We had almost a full field. All competitors were able to have eight runs. (See report pages 16/26) we used our "Club Way" of trophies for the event, Glasses plus Result Cards. We will probably repeat that at Mattara as well as Prize Money through the field. Our new result time display received an 11 out of 10 score by competitors and officials. A great Trophy Presen-

tation / BBQ and excellent TV coverage on NBN everyone was euphoric.

Come Monday afternoon - crash to the depths of disappointment. Mike Snow discovered that some people, I dare say who probably attended the event, broke into the buildings and stole our display screens; operating computers, stand by laptop computers, canteen fridge, esky, drinks, and other equipment. In so doing they caused extensive damage to locks, doors and buildings.

It does bear witness to a thought I have: "Insurance is a necessary evil", but at times like this you say "thank heavens", needless to say, computers and other equipment won't be left at the track any more and will be using old second hand CRT televisions as display screen. Yes the ones that people give away these days and are worth nothing in the pubs.

Remember, support the supporters who support your sport.

John Collins.

### **HIRING OF RINGWOOD COMPLEX FOR PRIVATE PRACTICE \$25**

**Please contact either:-  
JIM BAYLISS – 4982 8322  
JOHN COLLINS 4961 4961  
To arrange for  
keys and  
necessary Disclaimer**

# CAR PICS

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**FOR SALE**

**JWS Toyota (ex John Cooper, Ernie Shankelton) Chassis No. 023**

This car was built to order by well know race car builder, John Wright (John Wright Special) in 1987 for Ernie Shankelton. CAMS Log Book dated 1987. It was first raced on 5/4/1987 by the owner and campaigned successfully until 1991. John Cooper bought the car in December 2002 and competed until 2008.

Chassis: Aluminium tub  
Suspension: Pushrod/Rocker, coils, adj. dampers & roll bars.  
Brakes: Volvo/Ford

Engine: Toyota 2TG 1597cc. Built by Roy Goodman Racing Engines

Ivan Tighe cams  
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Usable Rev. Range 2,000 - 8,000 RPM  
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Gearbox/Transaxle:

Hollinger - similar to Hewland Mk9, 5 speed (gears interchangeable with Hewland), with limited slip diff

Body: Fibreglass

Wings: Fibreglass/loy

Wheels: 1 set 8 x 13 and 10 x 13 (brand new) 1 set 10 x 13 and 12 x 13 with Avons.

Trailer: Enclosed, lightweight, independent rubber axles.

John made many small improvements to the car and he and the JWS were a very competitive combination, always finishing within the top 3-4 outright at most events, including the Tri-challenge Series (2<sup>nd</sup> outright) and 2 Australian Hillclimb Championships at Bathurst and Mt. Cotton.

Lap times - Ringwood	30.61
Tamworth	38.09
King Edward Park	39.13
Kempsey	28.55

The car has been cleaned and tidied up, motor run and checked over and is a race ready proposition now.

Spares: Spares to be sold with car include, engine, head, another 2 sets of wheels, gearbox cases, exhaust system, drive shafts, fuel pumps, gear ratios, plus lots more.

Anyone considering this car and who has never driven an open wheeler, would be assured of receiving plenty of assistance, advice, coaching or whatever they required from Peter Robinson and other Club members, who competed with John and who know the car well.

To be sold in one package - \$22,500 and all near offers considered.

Photos of car can be viewed on Club Website.

Ring Peter Robinson for any details

(02)4933 8355 (w)  
0411 487 640 (m)  
(02)933 8167 (h)



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**MEMBERSHIP SECRETARY**

IF YOU HAVE MOVED HOUSE AND YOU STILL WANT TO RECEIVE YOUR MAGAZINE PLEASE LET THE MEMBERSHIP SECRETARY KNOW YOUR NEW ADDRESS. AS WE ARE GETTING QUITE A FEW MAGAZINES RETURNED.

If you are updating any of your details such as your current MG, or changes to your membership **such as your address** or renewing, please make sure you send it to my home address 11 Nathan Close METFORD 2323 ( Page 1 of the magazine) so I can attend to it immediately.

WHEN ENTERING AN EVENT PLEASE CHECK ALL YOUR PAPERWORK EARLY IN THE WEEK SO IF YOUR MEMBERSHIP CARD HAS BEEN HELD UP IN THE MAIL OR IF YOU HAVE MISLAID IT YOU HAVE TIME TO CONTACT ME.

**Joy Bower**



**Welcome New Members**

MICHAEL CASTLEMAN  
ASHLEY & MATTHEW BIRKS  
TRISRAM ROUSE  
JEFFREY CLARK  
SHAYNE MORROW  
JAMES PAYNE

SAN SOUCI  
FORSTER  
HUNTERVIEW  
MAYFIELD  
BALMORAL  
ADAMSTOWN

ASSOC  
ASSOC  
ASSOC  
ASSOC  
ASSOC  
ASSOC

Hope to see you at an event in the near future  
EITHER COMPETITION OR SOCIAL

# THE COMMITTEE

No Phone calls after 9.00pm. Thank You

**PRESIDENT John Collins** (Rose)  
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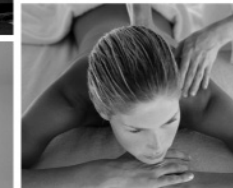
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**THE COMMITTEE**

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 darrenh@idl.net.au

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Chris Seams KSCC (02) 6562 7536  
Peter Robinson MGCCN 4933 8167**

**MG INTERCLUB  
Steve Jones MGCCHR 4952 3486  
David Walker MGCCN 4958 4941**

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**JACKPOT NOT WON LAST CLUB NIGHT.  
WHY DON'T YOU COME ALONG NEXT  
MONTH FOR A CHANCE TO WIN**

*(Financial Club members only eligible)*

**CLUB NIGHT FRIDAY 10th September at 7.30PM**



## SEPTEMBER EVENTS DIARY 2010

Date	EVENT	Time	points
5/9 SUN	TAR HILLCLIMB –MGCC Ncle. Held at RINGWOOD Contact Rick Vincent 02 4945 5114	10.00 am	C/C T/S N M R
6/9 MON	MAGAZINE ASSEMBLY. MGCC Newcastle. Held at Clubrooms Cobby St Birmingham Gds	7.00 pm	M
8/9 WED	SPEED PANEL MEETING -MGCC NCLE At Clubrooms, Cobby St, Birmingham Gardens	8.00 pm	M
10/9 FRI	CLUB NIGHT- MGCC Newcastle. Held at Clubrooms Cobby St ,Birmingham Gardens	7.30 pm	M
11/9 SAT	TAR MOTORKHANA–MGCC Hunter Region to be held at Honeysuckle Ph Steve Jones 4952 3486	9.30 am	
15/9 WED	COMMITTEE MEETING - MGCC NEWCASTLE. Held at Clubrooms, Cobby St, Birmingham Gds <b>BE PROMPT</b>	7.30 pm	M
19/9 SUN	REGISTER RUN – TBA PLEASE CHECK DAVID WALKERS ARTICLE IN NEXT MONTHS MAGAZINE		
19/9 SUN	STATE KHANACROSS RD6 –WAC. Held at Awabawac Contact Darren Green 4945 4372	10am	KC/CC N/IC
19/9 SUN	TORANAFEST 2010–Newcastle Foreshore opp Tugs For inquiries ph 0423 207 755		
23/9 THU	NATMEET MEETING AT CLUBROOMS CONTACT FRAN HODGSON 4946 9989	7.30 pm	M
26/9 SUN	NSW HILLCLIMB CHAMPIONSHIP RD 8–WSCC Held at DAPTO		
26/9 SUN	DIRT MOTORKHANA–MGCC Ncle. Held at Ringwood Contact John Roach 0422 558 278	10.00 AM	M/K M N
29/9 WED	KEP ORGANISING MEETING–MGCC Ncle. Held at Clubrooms. Contact Gregor Dickinson 4959 5755	7.30 pm	M

PLEASE CHECK KING EDWARD PARK  
WORKING BEE DATES page 31

Please contact the respective Panel Chairman or Michael Snow to confirm that an event is still being conducted. Also check the website as late cancellations do happen.

KING EDWARD PARK 2010  
WORKING BEE DATES

**EVENT HELD SAT /SUN 16TH & 17TH OCTOBER 2010**

Please confirm your attendance and check details with the nominated person mentioned below. Arrangements can alter depending on weather & working conditions. Please check the website for any alterations **REMEMBER THE MORE WORKING BEE'S ATTENDED THE BETTER YOUR CHANCES OF HAVING YOUR ENTRY ACCEPTED.**

**TUE 21st SEPT STARTING 6:30 PM**  
Repair and sort armco nuts and bolts at Phil Limbert's Med-Eng Systems, 3/22 Ironbark Close, Warabrook. Contact Alan Bates 0412 280 093

**FRI 24TH SEPT STARTING 5:00 PM**  
Load armco and posts at Ringwood Park Complex. Contact Alan Bates 0412 280 093

**SAT 25TH SEPT STARTING 8:00AM**  
Erect armco in KEP, bring shovel, gloves, and large shifting spanners. Contact Alan Bates 0412 280 093

**SAT 2ND OCT STARTING 8:00AM**  
Complete armco erection, level and tighten. Contact Alan Bates 0412 280 093

**FRI 8TH OCT STARTING 7:30PM**  
Officials Information Night at Club-Rooms. All Officials should attend. Contact Gregor Dickinson 0413 595 755

**SAT 9TH OCT STARTING 8:00AM**  
Fill Sandbags and place in position on track. Contact Gregor Dickinson 0413 595 755

**FRI 15th OCT STARTING 8:00AM**  
Collect barriers, spectator fencing, garbage drums and other KEP equipment from Ringwood . Contact Alan Bates 0412 280 093

**FRI 15TH (cont) Start Track set-up,** erect spectator fencing, tents, marques, etc. Contact Gregor Dickinson 0413 595 755

**SAT 16TH OCT SHANNONS MATTARA HILLCLIMB**  
Rd 9 NSW Hillclimb Championship  
**6.00am** Finish Track Set up, place barriers in position. **8.00 am** Officials briefing at Pinch exit area. Senior Track Official Kenneth Atkins 0407 377 710

**SUN 17TH OCT NEWCASTLE CHALLENGE HILLCLIMB**  
**6.00am** Finish set up track, place barriers in position. **8.00am** Officials briefing at Pinch exit area, Senior Track Official Dave Atkins 0403 091 139

**MON 18TH OCT STARTING 8.00AM**  
Remove spectator fences, garbage bins, clean up park, all equipment returned to Ringwood Park for storage. Contact Alan Bates 0412 280 093

**SAT 23RD OCT STARTING 8.00AM**  
Empty, remove and clean up sand bags. Contact Alan Bates 0412 280 093

**SAT 30TH OCT STARTING 8.00AM**  
Dismantle and remove armco back to Ringwood Park Complex. Contact Alan Bates 0412 280 093

**PLEASE COPY THIS AN PUT IT ON THE FRIDGE**

# EDITORIAL by Judith Rae



be enjoying himself with the technology (that is before someone nicked it) seems it was more than the competitors that were taken with the equipment. Father, Darryl likes to man the top flag point, as well thanks to Lindsay Chaff who mans the gate each year.

Special thanks to the officials that volunteered their time for the State Hillclimb held at Ringwood on 1st August. Paul Bower was in charge of the scrutineers including Jim Bayliss, John Gibson, nice to see Pat Goulding. Many of the competitors turned up on Saturday to be scrutineered and have Private Practice.

With everyone's help the day went off very smoothly, the weather was perfect what more could you ask for.

Thanks to everyone for getting their reports in early this month, you can have a longer break now.

Till next month

We can always rely on the Gregory Family to pitch in and give us a hand, and it is much appreciated.

Jason was most helpful working with Michael Snow on the new timing system and seemed to

Articles can be submitted by mail, fax or email and must be a Word Doc. Letters to the Editor no more than 1 A5 size page.

Deadline for OCTOBER Magazine  
Wednesday 22ND September



**DEEPEST SYMPATHY TO  
THE HODGSON FAMILY  
FOR THE SAD LOSS OF  
DARREN'S FATHER**

## OCTOBER EVENTS DIARY 2010

Date	EVENT	Time	Points
4/10 MON	MAGAZINE ASSEMBLY. MGCC Newcastle. Held at Clubrooms Cobby St Birmingham Gardens	7.00 PM	M
5/10 TUE	KEP ACCEPTANCE NIGHT - MGCC Ncle at clubwooms Contact Gregor Dickinson 4959 5755	7.30 pm	
8/10 FRI	CLUB NIGHT- MGCC Newcastle. Held at Clubrooms Cobby St Birmingham Gardens	7:30 pm	M
13/10 WED	SPEED PANEL MEETING -MGCC Newcastle Held at Clubrooms, Cobby St, Birmingham Gardens	8.00 PM	M
16/10 SAT	Rd 9 NSW Hillclimb Championships-MGCC Ncle. Held at King Edward Park		
17/10 SUN	Newcastle Challenge Hillclimb-MGCC Ncle. Held at King Edward Park		
17/10 SUN	CSCA SUPERSPRINT-TSOA Held at Wakefield Park Contact John Finch		
20/10 WED	COMMITTEE MEETING - MGCC Newcastle Held at Clubrooms Cobby St Birmingham Gardens PLEASE BE PROMPT	7:30 pm	M
24/10 SUN	BUS TRIP TO MOTOR SHOW organised by Rose Cogger Time schedule for day in October Magazine		
29/8 SUN	TWILIGHT MOTORKHANA KNOCKOUT - WAC Held at AWABAWAC Contact Darren Green 4945 4372	2PM	
31/10 SUN	KHANACROSS MGCC Ncle-Postponed from 15/8 Contact John Roach 0422 558 278		K/C M N /IC

**PLEASE CHECK  
KING EDWARD PARK  
WORKING BEE DATES  
LISTED ON PAGE 31**

**L E G E N D**  
C/C Club Championship M Club Member R Register pointscore  
N Nams N25 Nams Anniv T/S Tar Speed Series D/E Dirt Event Series  
M/K Motorkhana / Khanacross RT Road Touring Series  
N /IC Nams Interclub MG /IC MG Interclub T/C Tri-Challenge

**ATTENTION**

The latest versions of Club Calendars (Release 8) is on the MGCC Newcastle website. If anyone does not have access to the Club website please request a printed copy from :-  
 Michael Snow (H) 02 4020 3008 or (M) 0432 772 044  
 The NAMS point scores are also available on MG Car Club and Westlakes Auto Club websites. If you do not have access to these websites contact Michael Snow for a printed copy.

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**SOCIAL NEWS by Rose Cogger**

Don't forget to purchase your tickets in the red and black jacket great for "open toppers" on a cold day and the Lucky Number prize now stands at \$150.

The next Club Night to be held on Friday 10<sup>th</sup> September will have Highway Patrol Officer John Sedden as the guest speaker and yes he will have a Highway Patrol car there for your viewing, this I'm sure will prove to be an interesting night.

The October Club night will have a representative, Michael Guest (International Rally Driver) from Pirtek as the guest speaker to talk about Rallying and their products. Pirtek will be a major supporting sponsor for the Shannons Mattara Hillclimb on 16<sup>th</sup> and 17<sup>th</sup> October 2010, providing a Ford Focus for the Clerk of the Course vehicle.

You are welcome to bring friends along to the Club Nights as well. An enjoyable August Natter Night was spent at Alan and Louise Evans home at Lambton. Even

though the weather was cool we were made very welcome and kept warm inside with some very inviting nibbles and deserts. A thank you to Alan and Louise for inviting members and friends to their home.

The annual bus trip to the Sydney Motor Show is getting close and we still have 3 seats left on the coach. This is always a very enjoyable day with plenty to do once we arrive in Sydney. On the way home we will be stopping for dinner so should return at approximately 8.30pm at the Club rooms.

The Christmas Party this year will be held on Saturday 11<sup>th</sup> December, don't forget to mark this date in your diary....further details will be published in the October magazine.

Rose Cogger  
 Social Secretary - 0413 222 828

**REGALIA**

There is a small supply of T Shirts, caps, scarves and stickers available at very reduced prices. These are for sale at Club Night's the second Friday night of each month.

**Annual Bus Trip**

Still a few seats on the bus trip to the Sydney Motor Show on

Sunday 24<sup>th</sup> October. Deposits required now  
 Please contact me if you will be attending.



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## REGISTER NEWS by David Walker

Thanks to all those who have supported our Register Runs. We have the most diverse region in Australia but when the decision comes on where to go, it all seems difficult.

If anybody has suggestions, they would be most welcome. Usually we leave the Club Rooms about 9.00 - 9.30am on a Sunday and look for a drive of about an hour and sometimes for more interest, everyone follows David. (Surprising the places we've seen following David). Can be for Breakfast, Morning Tea or Lunch.

It seems the khanacross set down for 19 September is not on so we will use this for our run to the pub at Paterson for lunch.

We will leave the club rooms at 9.30am and stop at Macca's at Hexham to regroup and pick up stragglers.

Leave there at 10.30am for the run to Paterson.

No details on the August run, as our editor is off overseas and this report needed to be in before the 22<sup>nd</sup> August.

However I'm sure all those who went enjoyed themselves and I'll give a run down of both events next month.

'B' seeing you

DAVID.

**TAR MOTORKHANA**  
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**At Honeysuckle 9.30am**  
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## SECRETARY'S REPORT by Andy Peters

The MG Car Club Newcastle held Round 7 of the NSW State Hillclimb Championships on Sunday 1<sup>st</sup> August, and received many accolades for our new timing and display system/setup, I have to admit I did feel pretty proud to hear all the great comments about our new display system.

Monday 2<sup>nd</sup> August I made an emergency trip to Ringwood Park after work with the works camera in toe; to survey the damage and destruction as some person or persons had broken into the new Secretaries Office, the Club Canteen, and Timing Office and emptied us out. I even had time off work to sort the paperwork out, with the quotes that needed chasing up, searching through photographs to prove to the Insurance Company that these items were actually there. Today we meet with the insurance assessor on site to discuss our insurance request. The amount of work these people caused me and in particular the members of the Thursday working Bee are very considerable.

The whole MG Car Club owes a very large "Vote of Thanks" to the Thursday Crew for the work they have done, and the extra work they now are required to do, because of the break-in and loss we have suffered. If there are some retired gentlemen out there who would like to help, it would be most welcome. We received a message from Argorace, and thought you may like to know about this:-- "Just wanting to let you know to check out our website" [www.argorace.com.au](http://www.argorace.com.au) for our heavily discounted prices on MGB conrods. Please pass this info on to anyone you feel may be interested. Multi set purchases will offer a further discount. Phil Kaal Managing Director Argo Engineering & Marine. This is our the busiest time of the year, so I would like to invite you along to the Mattara Hillclimb meetings and Working Bees as they come along. (Meetings see below-Working Bees Page 31). See you all soon ANDY

### 2010 SHANNONS MATTARA HILLCLIMB

To be held at KING EDWARD PARK

Sat 16th/Sun 17th OCT Meeting Dates -

Wed 29<sup>th</sup> Sept & Tue 5th Oct (acceptance night)

HELD AT CLUBROOMS COMMENCING AT 7.30pm

PLEASE COME ALONG AND HELP OUT-THERE IS PLENTY TO DO  
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## PUBLICITY by Peter Robinson

### What a top weekend!

For those of you who weren't there, the State Hillclimb on 1<sup>st</sup> August was a great showcase for our Club.

With the new, amazing timing system in operation, 240v power and lights everywhere, quite good and solid pit areas after all the rain through July, and a day that went like clockwork; the reaction from the State Hillclimbers and visiting circuit racers was amazement.

Standing at the display area was a real treat, watching the visitors realizing just how good our new system is and what info it can provide. Having the split times on the screen just near your competitors times, opened the eyes of some experienced hillclimbers as to just where they could or could not catch their opposition, what their theoretical time was and in which sector of the track they needed to improve. The information has been with us for a long time, but how it was presented to us was the impressive bit.

With 58 entries including 15 open wheelers with a welcome return of multiple Australian Champion, Peter Gumley, it looked set for a great day. After a record July rainfall, organizers were very concerned about the state of the pits and some people considered it should be called off late in the week before. However, by mid-day Saturday, things were drying out rapidly so that Practice could start on a slippery and dusty track. By Sunday morning, apart from some seepage across the top of the loop, conditions were good although many of the visitors found the track slower than last year. The only one of the regular State competitors

who got anywhere near last year's times, was Tim Edmondson who pulled out a flyer later in the day to set a new class record and cement his 2<sup>nd</sup> outright to Peter Gumley.

Two MG Club members, Elizabeth Robinson and Francesco (Frank) Mangarno, seem to disregard the slippery conditions of the track by recording their fastest ever times 200<sup>th</sup> of a second apart in 7<sup>th</sup> and 8<sup>th</sup> outright (30.50 and 30.52).

Junior club member, Ryan Bates (part of the Amazing Bates Family who all seem to help the club and club members at every opportunity) was given a drive Michael Snow's Jackson Special Buggy. Ryan excelled in the conditions, throwing the car around to score a time of 33.64 and had a big thrill at the end of the day, due to some of the frontrunners not competing, by having a run in the Top 10 Shootout. Heath Campbell was a welcome visitor although probably not so welcome to Ben Durie after a very close fight between those two and Colin Mayman with Heath in first, Colin 2<sup>nd</sup> and Ben 3<sup>rd</sup> in class but all within 0.3 of a second!

The Club's thrust will now be directed to the King Edward Park Mattara weekend in October, particularly now that we have been granted the final round of the State Hillclimb Championship. Although we will have some officials running in the CSCA event that weekend and will need extra helpers, all other indicators point towards a bigger and better weekend than last year's. Sponsors are coming in, including naming right sponsor, **Shannons Insurance**.



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## HELPLINE Q&A

In association with the MG Owners' Club Workshop



K-series has a bad reputation for head gasket failure, but it is neither inevitable nor terminal.

### Why do so many MGF head gaskets fail?

Q. I hope you can help me. I have been considering the purchase of an MGF as a second car, having wanted an MG for a few years now. I must admit however that I am now getting cold feet after reading a number of articles about head gasket failures. One article stated that this was caused by a design feature with the thermostat positioning causing hot and cold water to alternate when the engine is cold, stressing the engine and causing the gasket failure. Any car I buy is likely to do few miles, spend much of its time in the garage, and not come out in the rain. When it does, however, I suspect it will do mine or my wife's daily commute (on nice fine days) and is likely to do more than its fair share of cold miles. Is the head gasket issue something to be concerned about? Should I be thinking of an MGB instead? I was hoping for something a bit more modern as my mechanical expertise is limited. Any guidance would be appreciated.

## Young Driver Development Course Conducted at Ringwood Park 20/11/10 Learn to be a competent driver

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

Driving instruction is on a one to one basis, with instructors approved by 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 entry forms to give permission.

A scrutineering (safety check) will be carried out on all vehicles 30 mins before the advertised start. Vehicles must be in a safe and roadworthy condition, though it does not have to be road registered. Single seat and dedicated competition vehicles (Buggys) are not permitted without the

approval of the Chief Instructor. Safety apparel required is neck to ankle cotton-based clothing with long sleeves. A safety helmet in good condition and thin soled shoes are preferred.

Drivers of open topped sports cars must wear gloves and goggles or a helmet with a visor. Cars should also be equipped with a fire extinguisher and seat belts in good condition.

Entry for junior members of MGCC Newcastle is free.

Entry for junior members of other car clubs is \$11.

Minimum requirement is a CAMS L1 (Come & try licence (\$25) which is a one day licence, but a CAMS L2SJ junior licence is available on the day for the lower cost of \$15 this licence is valid for 12 months.



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**Dates for 2010**

**20th NOVEMBER**

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A, If the Head Gasket Failure (HGF) situation with the K-series engine in the MG F was simply related to a single item, then this discussion would not be taking place. Unfortunately, the issue is far more complex and involves a number of elements within the engine that can all contribute to the failure of the original head gasket design.

In very simple terms, the problem is that too much heat is retained inside the engine, especially on the exhaust side. This then sees temperatures in the actual alloy of the block and head rise to a level that can cause the elastomeric sealing strips (a silicone-like material) bonded to the single stainless steel head gasket shim start to suffer. These sealing strips keep the coolant and the oil in the places where they should stay, and it is when these fail that coolant can get into the oil, oil can get into the coolant or sometimes coolant can escape outside the engine.

The thermostat and its position is not a design flaw, and many different engines operate with the same format. Neither is the way in which the thermostat operates a major issue, although the later TF pressure relief thermostat does offer tangible advantages in responding to coolant pressure changes as well as temperature changes, which assists in the more rapid movement of hot coolant from the engine.

The original gasket is not specifically weak either as it is successfully used on many very powerful competition engines with up to 300bhp and operating at 8500rpm. But it does suffer from slow degradation from the hundreds of heat cycles it goes through when the temperatures get just that little bit too high under certain operating conditions - competition engines may get harsher treatment, but the engine is frequently stripped for examination and so problems never have time to develop.

Of the many hundreds of failed gaskets I have seen, the failure for 98% of them has been with the elastomeric strips degrading and displacing on the exhaust side of the head, where the higher temperatures will be found.

Other issues affected only the early 1.8-litre engines, where you could also get a little too much movement of the head on the block which added stress to the sealing strips. A change to steel locating dowels in 2001 (a change included on every replacement gasket I have seen since) helps reduce this movement which is called 'head shuffle', so that should no longer be an issue.

The headline discussion related to the MGF HGF started not too long into the MGF production period and accelerated quickly with a much too high incidence of HGFs. There were a number of issues that added to the failure rates, and most were dealt with in production and following failure. However, the big publicity did not come specifically from the actual failure rate (far too high though it was), but from the poor way Rover dealt with the problem - or rather failed to deal with it.

With well over 1200 HGF details collated over the years, it is interesting to note that cars were affected in their early years, and the bulk were pre-1999 cars which failed in the 20k-30k mile window, usually between November and April (and during or immediately after cold snaps). 1999 and 2000 saw an improvement in the early frequency of failures, and then another improvement in 2001 that coincided with the steel dowels I mentioned.

Early TFs until mid-2003 failed at much the same rate as late MGFs, then the introduction of the pressure relief thermostat made - and still is making - a positive impact. This has considerably extended the point at which failures are occurring, helped in recent years by the facts that the cars are well past the initial problem period, have longer periods of reliability after

repair, cover lower than average mileages and there being a much greater use of a new gasket design that appeared from 2005.

2004 also saw the standardization of a coolant low level warning system which, whilst not preventing or delaying HGF, does provide early warning of coolant loss and allow the driver to prevent more serious damage.

The original gasket design was known as the SLS (single layer steel shim) design and the new one is called the MLS (multi-layer steel shim) design. As the title suggests, the new design is made up of several steel layers which have an embossed shape. Unlike the SLS design with the bonded elastomeric sealing strips, the MLS design has nothing to become displaced so simply can't suffer from the failure that accounts for that 98% of the failed gaskets I have viewed.

The MLS design is a Powertrain (MG Rover) one Unknown to most is the fact that Powertrain had started building engines with this gasket and a new uprated lower rail at the base of the engine into which the long through bolts (often incorrectly called head bolts) screw into. These modified engines were supplied to Land Rover for the last Freelander 1.8 models, but there was no song and dance about this. The same uprated engine specs were to have been very soon introduced to MG and Rover engines, and would have also been to the new Euro IV certified standards, but the company collapsed before this started.

Land Rover were certainly convinced, as soon afterwards they introduced the MLS gasket as the only approved replacement gasket for their Freelander 1.8 models of all ages, and withdrew the original SLS designed gasket. This obviously encouraged many MG enthusiasts to follow suit and change their gasket to the MLS design, either as a precautionary change or when it became necessary.

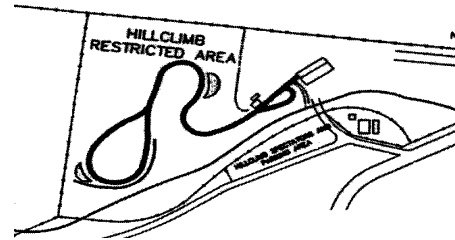
Precautionary gasket changes are best done when a cambelt needs changing, as at this service the coolant should be changed too. As this involves common work towards head removal, it helps to reduce overall cost of the change, just as the advice is to also change the water pump as that is driven by the cambelt. (Belt tensioners on early cars and all VVC engines are best changed too, but not the post-1999 non-VVC engines, which have a better tensioner.)

The above details may seem a little OTT for the question, but the bottom line is that with the original SLS gasket there will be a need to change it somewhat earlier than would be normal for most other cars. Even when a gasket is changed for an SLS and the job done properly I would expect the car to be able to do between 50% and 100% more miles than it did before the first failure. So the failure frequency is not as great.

You will hear though of some owners suffering a series of failures close together and throwaway comments that when the gasket blows, the engine is scrap and needs to be changed. That is nearly always utter trash, and I have seen a number of seriously melted engines that I would not have considered recoverable, put back into reliable service. Obviously though it is best not to go there to start with!

So during your search you really need to have the HGF issue in your mind and question owners to find out any history. Recent repairs present potential problems, as I always like to see at least 1000-1500 miles since an HGF repair to ensure no residual problems remain. If a car is reputed to not have had any problems (whatever age it is), then if the mileage is in the 30k-45k band and it is a pre-53 plated one, then I think you need to budget for doing a gasket change sooner rather than later before it is forced

## LAND PANEL by Alan Bates



When you get things nearly finished somebody has to come along and destroy everything. I think that just about sums up the events of Sunday the 1<sup>st</sup> of August.

I have said to a few of the club members that it was a team effort that got us there, it will be a team effort that brings it all back together again. This time we will be a bit smarter and not give the scum bags the opportunity to come in and remove that which we have worked so hard to achieve.

All work on the event secretaries building has ceased and will remain so until we have assessed the situation and decided on an appropriate course of action.

As you know the weather gods were very kind to us and the weekend of the 31<sup>st</sup> July 1<sup>st</sup> August was brilliant. Competitors and spectators alike were impressed with all the work we have done. This in itself is a reflection of the people who attend not only the advertised working bees but the unofficial ones on the Thursday. (Shed Day)

Painting continues and very little remains to be done. Rain continues to fall and much of the programmed work is constantly being deferred. One day the rains might stop and we will be able to properly get on

with our preparation and maintenance.

If all fails there will be a call for all like minded club members to come to Ringwood and assist in the building of an Ark. This time we will leave the mosquitoes and fly's behind.

**Because of the postponement of the Khanacross from 15th Aug to 31st Oct, the possible working bee to prepare for this event clashes with KEP working Bee on 30th to pull down Armco. This means the preparation will have to take place during the week by Dads Army and anyone else who has some spare time. Please ring me if you can help.**

Until Then! Cheers Alan



**THE NEXT OFFICIAL  
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RINGWOOD PARK WILL  
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6th November  
PLEASE BRING GLOVES  
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BEES (check page 24)  
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# SHANNONS MATTARA HILLCLIMB

## HIGH OCTANE THRILLS

**THIS HILL HAS HISTORY**  
**53rd Hillclimb at King Edward Park**

**Saturday 16th October 2010**  
**SHANNONS MATTARA HILLCLIMB**  
 Rd 9 NSW HILLCLIMB CHAMPIONSHIPS  
 TOP DRIVERS FROM THROUGHOUT THE STATE

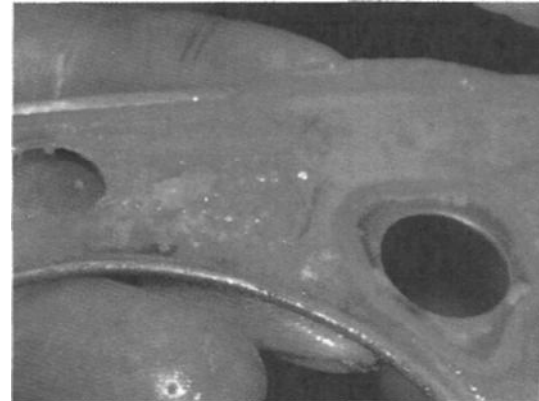
**Sunday 17th October 2010**  
 HUNTER CHALLENGE HILLCLIMB  
 Between local & surrounding Car Clubs

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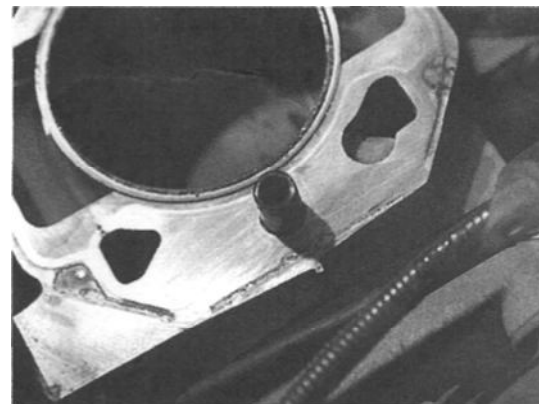
upon you.

Finally, I don't simply talk about the cars but have been an active owner for 10 years, starting with a dealer demo MGF with 2000 miles from 1999-2002 with no problems. That was changed for a new TF160 that I then had for nearly two years before relenting and selling to a friend who had asked for first refusal, again with no problems.

In 2006 I bought another, this time a 2001 MGF, with 34k miles and which I changed the gasket for an MLS one, noting that the original SLS gasket was showing signs of stress and would not have lasted too much longer. Interestingly, just today I have seen the mileage on this one click past 70k, and I do not anticipate any issues with it for many more miles.



These orange elastomeric sealing strips on the SLS gasket are almost always involved in head gasket failure.



Plastic locating dowels did not help, and all replacement gaskets should come with new metal dowels instead.

**ROUND 7, STATE HILLCLIMB CHAMPIONSHIP  
RINGWOOD PARK, 1<sup>ST</sup> AUGUST, 2010**

**Alan Barlow - NSW Hillclimb  
Website Editor.**

Heavy rain in the lead up to the weekend had the locals worried but Clerk of Course, John Collins reached up his sleeve and pulled out two perfect sunny days for Round 7 at Ringwood, just north of Newcastle on 1<sup>st</sup> August. A good field and a strong contingent of open wheelers at the front could only mean a great event for competitors and spectators.

Defending champion, Tim Edmondson has been "Forced" (pardon the pun) to enter the spare car after damaging the Gould earlier in the year. The opposition hasn't had it all their own way either with Peter Gumley cracking the crankcase in the SCV at Grafton and Doug Barry forced to wave his magic wand after an off before at Mt. Cotton.

Gumley set the early pace in the Wortmeyer SCV until a shattered supercharger drive stopped him on the start line and threatened to put him out of the game. Peter and crew quickly replaced the damaged pulley and calmly soldiered on (with reduced boost) to take FTD of 28.3s - just three tenths off the outright record.

Edmondson (Force PC) gave chase, with local driver Peter Robinson (PRS Ford) breathing down his neck. The pair traded places all day, Edmondson pushed to setting a new class record in order to nudge Robinson back to third outright. Doug Barry manhandled the Lola F3000 around the tight layout to grab the next spot with Steve Moxon (Axtell Suzuki) and Ron Hay (RH Honda) both managing the im-

possible - dead heating into fifth outright!

Elizabeth Robinson (co-driving dad's PRS Ford) gave a talented display to be next quickest ahead of Francesco Mangano (Jedi Mk4) and Searle Courtright (co-driving the Axtell Suzuki). There was a welcome return for Malcolm Oastler (Ferrabusa) after a serious "off" earlier in the year and Stuart Inwood (Nissan GTR) managed to break his class record and continues to keep an iron grip on the Top Tin Top award.

A new record also to Billy Jones (RX7), Joanne Bell has moved ahead in the Ladies Class and Andrew Frost was not only the quickest registered Junior but claimed the up to 1300cc Sports Sedan trophy as well.

**Editor's Notes (Alan Barlow)**

*A disappointing footnote to the weekend. The MG Newcastle crew did a great job, and the new timing setup was something to behold and worked a treat. Unfortunately, unauthorised visitors Sunday evening, removed the expensive equipment and the club must be quite devastated. If anyone knows or hears of anything contact the club, police are investigating.*

*I know he's a local but Peter Robinson was smooth as silk with nothing wasted in gaining third outright. Can't be a bad teacher either as young Elizabeth was also very smooth in seventh outright.*

*Peter Gumley also appeared to have it in a string in the later runs. Very economical with just a hint of power oversteer but no time wasted on*

**Training Day**



**TOBIE MORDUE**

**Natter night**



**LADIES NATTERING**



**EDWARDS FAMILY**



**MEN NATTERING**



**MEEK SISTERS**



**HOSTESS LOUISE & CHRIS TYNAN**



**Local drivers in State Round**



**DENNIS ROOHAN**



**RYAN BATES**



**MAREA SEMKEN**



**LAURIE CONSTABLE**



**DENNIS RUSSELL**

sideways motoring. Peter also thanked the repair crew after replacing the blower driver pulley, even said he was looking forward to coming back next time as long as Tim Edmondson "doesn't bring that mongrel Gould".

Bad Luck to Team Barnes who had an engine quit spectacularly. Just in time for Neil Farr to record the event with his camera.

**From NSW Hillclimb Website**



Scott Carroll from **DAYDAWN ELECTRICAL** the major sponsor presenting outright winner trophy to Peter Gumley

The **BARNES TEAM** having a spot of bother



**NEIL FARR** (Gundy) Chatting with the locals Doug Rae - Rose Cogger-Collins Bryn Baverstock and David Walker

**DAYDAWN ELECTRICAL NSW HILLCLIMB at RINGWOOD**



**MATT HALPIN**



**TIM EDMONDSON**



**PETER ROBINSON**



**DOUGLAS BARRY**



**PETER GUMLEY**



**FRANK MANGANO**



**AMY MRCELA**



**ANDREW FROST (Junior)**



**SEARLE COURTRIGHT**

**OUTRIGHT RESULTS**

- 1st Peter Gumley
- 2nd Tim Edmondson
- 3rd Peter Robinson
- 4th Douglas Barry
- 5th Ron Hay
- 5th Steve Moxon
- 7th Elizabeth Robinson
- 8th Frank Mangano
- 9th Searle Courtright
- 10th Malcolm Oastler