

Clubtorque

The official publication of
MG Car Club Newcastle Inc.



March 2012



MG's & Motorsport

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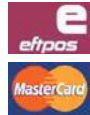
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Clubtorque

Official Publication of
MG CAR CLUB NEWCASTLE

Founded 1955 - MGs and MOTORSPORT

Club address:

PO Box 632, HAMILTON NSW 2303

Website address:

www.mgcarclub.com.au

Clubrooms:

Northcott Park, Cobby Street, Shortland

Monthly Meetings

2nd Friday of month 7.30pm

RINGWOOD PARK MOTOR SPORT COMPLEX

corner Italia Rd & Pacific Hwy, Balickera
(12km north of Raymond Terrace)

Membership enquiries:

Judith Rae

20 Barraba St, Whitebridge NSW 2290

phone **4944 7356**

Other enquiries

Contact the Secretary at the club address
or phone **4943 6239**

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Cover: Come and Try Day at Ringwood
(Bryn Baverstock).

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 Inc.

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Coming Events - March 2012

- Sat 3 State Hillclimb Round 2 - BLCC - Bathurst Esses.
- Sun 4 State Hillclimb Round 3 - BLCC - Bathurst Mountain Straight.
- Mon 5 **Magazine Assembly** - Clubrooms, Cobby St, Shortland. 7pm. M
- Fri 9 **Clubnight** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sat 10 **Young Driver Development Course** - Ringwood - see page 8.
- Sat 10 Touring Assembly - Fluffy Duck - AHRG. CC4, TA1, NTA1, R3
- Sun 11 **Hillclimb** - MGCC Newcastle - Ringwood. M, CC5, TS2, NTS2
- Sun 11 State Khanacross Round 2 - NDDC - Colo Park
- Mon 12 Rocker Cover practice - Clubrooms, Shortland, 7pm, see page 10.
- Tue 13 Rocker Cover Racing, MGCC Hunter Region, Lambton, 8pm, see page 7.
- Wed 14 **Speed Panel Meeting** - Clubrooms, Cobby St, Shortland. 8pm. M
- Sun 18 **Tri-challenge Hillclimb** - Round 1 - Kempsey SCC - Mt Cooperabung.
See page 15. M, TC1
- Tue 20 **Board Meeting** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sat 24 Rallysprint - WAC - Awaba. 4pm.
- Sat 24 Motorkhana (tar) - MGCC Hunter Region - see page 9. R4
- Sun 25 **Register Run**. Riverwood Downs, Upper Monkerai via Stroud, meet at Clubrooms at 9am, see page 10. M
- Sun 25 State Motorkhana Round 2 - Thornleigh CC - Nirimba.
- Sat 31 **Natter Night** - Louise and Allan Evans, 30 Condor Circuit, Lambton.
Phone 4957 2871. 6:30pm.

Coming Events - April 2012

- Sun 1 State Supersprint Round 1 - Mini CC - Wakefield Park
- 6 - 9 **MG National Meeting** - Hobart, Tasmania. M, R5/6/7, CC6/7/8
- Mon 9 Not the National Meeting - Wetlands, Shortland, see page 10.
- Mon 9 **Magazine Assembly** - Clubrooms, Cobby St, Shortland. 7pm. M
- Wed 11 **Speed Panel Meeting** - Clubrooms, Cobby St, Shortland. 8pm. M
- Fri 13 **Clubnight** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sun 15 State Hillclimb Round 4 - KSCC - Mt Cooperabung, Kempsey
- Tue 17 **Board Meeting** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sat 21 Rallysprint - WAC - Awaba. 4pm.
- Sat 21 State Supersprint Round 2 - NSWRRRC - Eastern Creek (North)
- Sun 22 **Hillclimb** - MGCC Newcastle - Ringwood. M, CC9, TS3, NTS3
- Sun 29 **Motorkhana** (dirt) - MGCC Newcastle - Ringwood. 10am. M, CC10, MK2, NMK2

Legend

M - Club Member	CC - Club Championship	TA - Touring assembly
N - NAMS	KC - Khanacross	TC - Tri-challenge
R - Register pointscore	MK - Motorkhana	TS - Tar Speed Series

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

THE BOARD

No phone calls after 9.00pm. Thank you

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No phone calls after 9.00pm. Thank you

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Darren Green 4945 4372

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Peter Robinson MGCCN 4933 8167

MG Interclub

Steve Jones MGCCHR 4952 3486
David Walker MGCCN 4958 4941

STOP PRESS

See website for Rose
Cogger's Social News

PRESIDENT'S REPORT

G'day Everyone,

Well I said things go slowly with bureaucracy! We have had another time consuming wait while the Water Board saw fit to ask for some clarifications on the report that was prepared for them. This has now been addressed and at the time of writing we have had no reply as yet.

All the people involved, especially Dad's Army, are just itching to get a result so we can get on with it. I reckon we can build it quicker than it takes to do the paperwork. If I get any news before Mike the editor is off to the printer I will try to get it in the mag.

The more time I spend up at Ringwood the better the place looks. With all the work and upkeep done by the band of volunteers and with further improvements (subject to council), this will be a wonderful asset to the club in the years to come.

While on about Ringwood, what a great event the Come & Try Day turned out to be. Forty five starters, most of them newcomers, had a great day at this introductory hillclimb. Many people took the time to come up afterwards to say thank you for a good time, which puts a smile on the faces of the organisers.

I have had some feedback and a few suggestions on clubnights that we can give a go, but keep them coming. This Friday as far as I am aware will be a normal night but I am hoping to put together a 20-30 minute background film clip of funnies, mostly of a motoring theme. I had one sent to me this morning that cracked me up. I pinched the idea from the NAMS presentation night as it certainly got the crowd in a good mood.

For all you MG aficionados, don't forget the chance to visit the Hunter Region clubrooms in Lambton to participate in a bit of Rocker Cover Racing on March 13th (see Dave Walker for details). I have no doubt there will be a bit of rivalry involved so even if you don't have a car come along for support and a stickybeak. After having a sponsored drive at the Nationals last year and stuffing it up by running off the track in what turned out to be the fastest car there, I might not get a run, but you never know (how are you Scott).

Thanks to everyone who helps the club in any way, be it small or large, advertiser or benefactor. Your contribution in your club can only make us stronger.

Cheers Bryn

INVITATION TO ROCKER COVER RACING NIGHT

Extended by MGCCHR President Geoff Smith

To be held at MG Hunter Region Clubrooms

68 Elder Street Lambton

Tuesday night 13th March

Be there by 8pm for an 8:30pm start for a chance to test them out for the National Meeting

For more details
phone 0410 657 955

Practice on Monday 12th March at
MGCC Newcastle Clubrooms,
Cobby St, Shortland at 7pm



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Young Driver Development Course

Program & Format 2012

The YDDC Program for 2012 will embrace an expansion over the past years, with more general training and the introduction of specific training. The younger and less experienced students will concentrate on grass and earth surfaces whilst the senior and experienced students will have more exposure to sealed surfaces. Each day will be structured to be entertaining and enjoyable whilst still concentrating on the serious side of developing the skills of each student.

Contact Greg Hunter 0412 493 711 or Gregor Dickinson for further information.

2012 Events List

Saturday 10th March, Starting time 10.30am. Grass, Earth and Sealed surfaces. Normal training

Sunday 11th March, Starting time 9.00am sharp. Competition Event Hillclimb, only. Level 4 applies.

Saturday 19th May, Starting time 10.30am sharp. Grass, Earth and Sealed surfaces. Normal training.

Saturday 14th July, Starting time 10.30am sharp. Grass, Earth and Sealed surfaces. Normal training.

Saturday 11th August, Starting time 10.30 am sharp. Grass, Earth and Sealed surfaces. Normal training.

Sunday 12th August, Starting time 9.00 am sharp. Competition Event, Motorkhana, Grass or Earth surfaces.

Saturday 24th November, Starting time 10.30am sharp. Grass, Earth and Sealed surfaces.

Sunday 25th November, Starting time 9.00am sharp. Competition Event Hillclimb, only. Level 4 applies.

All events are conducted at Ringwood Park.



MG Register Series Tar Motorkhana

Marque Sports Cars/Sedans only

Conducted by MG Car Club Hunter Region

Saturday 24th March, start at 9:30am



Honeysuckle Drive
Wickham/Newcastle

Same place as last
year, now called
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For more details
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REGISTER NEWS David Walker

What a great morning for a Register Run. One of the few dry Sundays this summer with light cloud and a pleasant breeze. Sal's By the Lake was the perfect venue for a Sunday breakfast, staff smiling and helpful and plenty of variety on the menu at a reasonable price. A bumper roll up of 50 members and friends enjoying the new facilities at Speers Point Park. So many in fact, that I noticed our Mayor, Greg Piper arrive with several friends after a motorbike ride and quietly leave when he realised we had commandeered most of the tables.

Calling all **Rocker Cover Racers**. Hunter Region MG Car Club has invited us to an interclub challenge with Rocker Covers on Tuesday 13th March, so we had better get in some **practice**. To that end the Clubrooms will be open on Monday 12th about 6:30/7:00pm. For those who enjoyed the fun at the Nat Meet last year but haven't yet developed their own racer, there will be Rocker Covers ready to run available for lease on the night (just speak to David).

The **March Register Run** on Sunday 25th will be to Riverwood Downs, a beautiful peaceful oasis at the foothills of Barrington Tops. The owners, Chris and Val Hall, are members of old when they had a collection of Peugeotts, but have now retired to a very special studio half way up the mountain. The menu on the verandah at the Wildemess Café looks delicious with prices ranging from a burger from \$8.50 to a main meal between \$12.50 and \$16.50. For those who have come with us on previous occasions you will know how special the grounds are and maybe if we are lucky we might even see the elusive platypus. Riverwood Downs is in Upper Monkerai via Stroud so we will leave the clubrooms about 9.00am. There will be a short stop for morning tea on the way and then a stroll before lunch after we arrive. Again I've promised numbers so an email or phone call will be appreciated. The road from the main road to the property may still be dirt - from memory about 5 klms.

The April Magazine Assembly is on Easter Monday, and we have some ideas for Easter so I'll talk about them now.

Last year we had a Segway experience with East Coast Xperiences at the Wetlands at Shortland. We had so much feedback about how enjoyable it was we promised to organise another. So in the style of a **Not the National Meeting**, again at the Wetlands, on Easter Monday, 9th April, the Segways will be available for team motorkhana and tour. The price is approximately. \$35.00 for a couple of hours of intense fun and a BBQ lunch to follow. We require at the minimum 22 starters to book, and I need names and to collect money in advance to avoid financial embarrassment.



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Mick Saide 0448 203 025

Well done to all those who replied to the email reminders which come out during the week prior to a Register Event. It gives us a boost to know numbers. If you know of anyone who would like to add their name, ask them to contact me on LWA049582@bigpond.net.au.

Plans are afoot for a Xmas in July celebration weekend in Katoomba at the Clarendon Guest House and Motel on 28th -29th July. All beds are queen sized and each room has an ensuite. A hot breakfast is included and the 3 course dinner in the theatre room is Yulefest themed with a dinner show featuring The Widowbirds who have performed around Australia alongside the likes of Powderfinger, Jon Cleary and many more greats. They will perform a collection of originals and Christmas tunes, and are a great fun band.

The price is \$326.00 per couple which breaks down to \$170 per room plus \$78 per person for dinner and the show. I have booked 10 rooms, so will need \$50.00 deposit as soon as possible to secure your booking, with the balance to be paid by 8th June at the clubnight. Please make cheques payable to MG Car Club Newcastle and subject to permission from our Treasurer, money will be collected by him. Expressions of interest would be much appreciated.

Have you joined our MG Car Club Newcastle Facebook page? Facebook? What's Facebook, I hear you say. My family (with 2 teenage granddaughters) tell me it's the only way to let others know the how, when, and what of your life. So look it up and become a Friend or if you receive a Friend request you know you've joined the in-crowd!

B seeing you,

DAVID



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REGISTER SECRETARY Doug Rae

The Training/Come & Try Hillclimb was very well supported with a full field of 45 participants and our 4 instructors were kept busy throughout the day with track walks and instructed drives before taking the trainees up the track in their own cars. Many thanks to the instructors of the day Peter Finlay, Greg Hunter, Lyall Clarke and Paul Bower who certainly made the day interesting and informative. After more instruction and review the trainees then drove the track themselves with input from instructors after each run. On the upside for the club, 21 L1 licences were issued and 10 new membership forms were handed out.

The success of the event was evident by the fact that we were refusing entries 3 days from the event with one from Canberra. Well worth running another event but some fine tuning will be required. Thanks to all the officials who helped on the day. I received several phone calls from participants stating how they enjoyed the day.

Don't forget the Rocker Cover Racing Challenge to be held at MGCC Hunter Region Clubrooms on Tuesday 13th March and issued by President Geoff Smith.

For those who enjoy tar motorkhanas, the MGCC Hunter Region event is coming up on Saturday 24th March at Honeysuckle Drive, Wickham. Don't forget only Sedans and Marque Sports Cars. This is part of the MG Register Championship.

Doug Rae



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**Round 1 Tri Series
17-18 March 2012**





Welcome New Members

Christine Chappell	Associate	Austin Healey
Anthony Waters	Associate	Holden
Stephen Butcher	Associate	F/V Stinger
Simon Greirson	Associate	Fords
Bruce Cope	Full	MGA
Craig Garbutt	Associate	Dodge Charger

We hope to see you all at an event in the near future, either competition or social.

Have you sent back your Membership Renewal yet?

The Club financial year started on 1st March 2012. If you have not paid you are unfinancial. If you are entering an event you require a current club membership and a current CAMS Licence. Check it out now.

Please advise any change of details. As per our club constitution if you are not renewing your membership a letter of resignation is required.

If your membership is not paid by the end of April you will no longer receive a magazine.

Autumn Sale

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120300BP4	WIRE WHEEL 14*4.5*60 CHROME MGB	SET4	1,421.97
120400BP4	WIRE WHEEL 14*5.5*72 SILVER	SET4	1,309.00
120405BP4	WIRE WHEEL 14*5.5*72 CHROME	SET4	1,872.20
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Sal's at Speers Point Park



Speers Point Park



Ron and Keith Hammond



Come and Try Day

EDITORIAL Mike Cole

Last year most of my PRB events fell on the last weekend of the month. My first event this year is on the first weekend of March, so I am trying to prepare the car and do the magazine at the same time.

My process was to do the magazine during the evening and the car during the day. But somehow the magazine is intruding into the day. So today was mostly taken up with the magazine, though I did lay out my new harness on the bed and carefully adjust the straps to match the old one.

So here I am on Monday evening checking everything, filling up small spaces and doing the last task - writing this article.

Next month will be even tighter. I have promised the printer that I will get the copy to him early Monday, and his early Monday is much earlier than mine. So no deadline exceptions next month. This will help him fit the printing into the week before Easter.

Photographs this month are from Bryn Baverstock, Rose Cogger, Gregor Dickinson, David Miller and myself.

Mike

Clubtorque is published monthly (except January) on the Tuesday before the Clubnight (which usually falls on the second Friday of the month). Publication on the website may occur earlier. The deadline for articles is the last Friday of the prior month, or two weeks before the Clubnight.

The deadline for the next magazine is Friday 30th March 2012.

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LAND PANEL by Alan Bates

Fellow Slaves,

Remember what I said about welcome to the new year? Forget it!

The rain has been relentless. As a result Doug Rae was required to wear scuba gear while working in the stormwater sumps. As he didn't have a licence for the gear, we gave him a long straw.

Anyway, the work is progressing and with luck, positive results will soon be evident.

When you get to read this the Come and Try day will have been done and dusted. The track preparation for the event was completed on time and on budget. Thanks to the weather gods and Dad's Army.

We need to look at some of the smaller equipment used for venue preparation. It might be an opportune time to buy a new whipper snipper and self propelled lawn mower. Like the workers, the equipment is old. Unlike the workers, we can replace the equipment with new stuff, thus allowing the workers to continue on their quest of venue preparation.

Remember, without the support of the club and the effort and support of the volunteers who turn up for the working days, very little would be achieved.

Cheers,

Alan



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CLUB CAPTAIN Michael Snow

Pointscores
Tar Speed Pointscore

Name	TS 1
Garry Christopherson	16
Paul Carroll	16
Graham Orr	15
Jeff Newey	15
Alex Elphinstone	13
Andy Peters	13
Gregor Dickinson	13
Jim Norris	13
Jacob Robinson	12
Keith Hammond	12
Martin Reeves	12
Peter Calman	12

Club Member Pointscore

Club Member	Ranking	Points Total
Michael Snow	1	30
Bryn Baverstock	2	24
David Walker	2	24
Greg Hunter	4	22
Judith Rae	5	20
Doug Rae	6	19
Alan Bates	7	16
John Collins	7	16
Rose Collins	7	16
Gregor Dickinson	10	14
Rick Vincent	10	14

Lions Trophy

Name	Rank Best 10	Points Best 10
Jeff Newey	1	15
Andy Peters	2	13
Martin Reeves	3	12
Lyll Clarke	4	11
Louise Reeves	5	10
David Walker	6	7
Bryn Baverstock	7	6

The Hillclimb on the 29 January had 38 competitors with 10 official runs.

The Motorkhana event 4th Feb at Awaba was not run due to being washed out.

Michael Snow

Thursday Working Bees

are held at Ringwood Park by Dad's Army on most Thursdays.

You are welcome to come & help.

Please bring gloves and a hat but ring first to check if we are there.

Contact: Alan Bates 0412 280 093

or Doug Rae 0434 141 501

PUBLICITY Peter Robinson

Noelene, Elizabeth and I recently attended the NAMS Presentation Night where the MG Car Club pretty well scooped the pool. Congratulations to all the winners. It was great to see Keith Hammond win NAMS Outright Champion, Tar Speed Champion and Junior Champion. Congratulations Keith, Ron and family for a great effort.

Ron has brought the Debron on from being just another Clubman to where it is today and complementing Ron's preparation and development skills, Keith has matured into a really good and certainly quick young competitor. At the first Ringwood Hillclimb this year, Keith set a new Juniors in a Special Vehicle record of 30.89, over two seconds faster than his time at the same event last year (33.07). The impressive thing about Keith's lap times is his speed in the downhill section which shows that the car not only handles well but is driven well. With a bit more bite or grunt off the start line, Keith would scare some the open wheeler drivers (like me!) at the State Round in August.

I thought it was fitting that Keith was the one that broke Elizabeth's long standing Junior's record set around ten years ago. Back then, Ron was a great help to us with the PRS when Elizabeth was a similar age.

I have been receiving lots of enquiries regarding the State Hillclimb Championship and the Tri-Challenge Series lately - looks like both Series will do well this year.

The State Hillclimb Championship kicked off on the 12th February at Canberra and as seems the case every year, lots of competitors weren't ready - so attendance was not huge. Tim Edmonson (Gould McLaren) won, followed by Doug Barry (Lola), and debuting his new Synergy Dallara was Ron Hay in third place. Ron's car is powered by a New Zealand built Synergy 2.4 litre V8 with Hayabusa motorcycle engine heads producing 300+ bhp. Ron has been helped greatly, particularly in the aero work, by Malcolm Oastler (ex Williams F1 Technical Director).

The second and third round at Bathurst Esses and then on the Mountain Straight course are set down for 3 and 4th March. With full fields of 94 each day, it looks like the championship is off and running. Elizabeth and I have entered both days and with rain forecast, it could be exciting for both of us.

The first Tri-Challenge round will be at Kempsey on 17/18th March and entries are out now (23rd February), so get going and enter. Last year's championship trophies will be presented at this event on the Sunday morning before the driver's briefing.

Hope to see you at one of these events.

Peter Robinson, Publicity Officer

IT'S ON AGAIN, THE "NOT-TO-BE-MISSED" EVENT OF THE YEAR!

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Cost: \$40 per crew (includes sausage sizzle at end of the event) NB \$10
surcharge per credit card payment on the day. Plenty of ATMs at
Warners Bay.



Come and enjoy a fun day of motoring around local back roads and good dirt roads through the Watagan forest. Get some dust on your MGs, rally cars, family cars etc...all cars and crew welcome bring along the family for a day of fun and adventure. Children most welcome!

If you do not want to go on the rally why not call in at the beginning or end of the event to see some great classic cars and have a yarn.

Join us for a sausage sizzle at our house at the conclusion of the event.

Run by MGCC Newcastle in conjunction with AHRG.

Enquiries phone Martin Reeves 0419 165 671



SPEED PANEL Rick Vincent

Hi Guys,

All you members that think we haven't enough Tar Speed Events listed for this year may be pleasantly surprised. There is a total of 33 events open for members to compete in. I was thinking we might try and arrange a weekend event at Morgan Park at Warwick, but we might have to put that one off until next year. For those members who would be interested in a supersprint at Morgan Park, please contact me, and I will see what I can arrange for next year. It really is an awesome track.

Last weekend 26 club members competed at Wakefield Park for the first round of the CSCA supersprint series. A special thanks to Gregg Noonan for his representation of our club at the Sydney Monday meeting to discuss the changes to the running of this event, which changed from quantity of laps to time on the track. After trialling 8 minutes track time, it was decided to reduce this to 6 minutes, which proved successful.

Next round will be at Eastern Creek on the 6th May.

CAMS have advised us that the life of fire extinguishers will only be accepted for three years from the date of manufacture.

Your club still requires more officials to assist with the running of events, so I ask all members who could assist if they could contact me regarding the next CAMS training session for the position of Club Chief. This will be conducted at CAMS Offices on the 10th March. This is an easy 6 hour course and covers the previous positions of Clerk of the Course and Steward for club events.

Seeing we are talking about training, your club will be conducting a Scrutineering Course on the 9th June.

Now that the new timing equipment is up and running, with a special thanks to Michael Snow for his assistance with this project, Michael would like to train a team of timers, so he can enjoy competing at Ringwood again. We require members to assist with timing of events, maybe for only an hour or so. It's very user friendly.

The Come & Try Day was very successful and the club gained new members. The next similar event, at this stage, will be held on the 18th November, and you never know it might be on the bigger track.

That's all from me for this month.

Keep your tyres hot

Rick

The Mark of a Champion

Keith Hammond

Motor sport enthusiasts can be a strange lot. We associate and compete with each other, sometimes socialise with each other, share information and advice about our sport, driving skills and vehicle preparation.

We can know each other for long periods of time, establish excellent friendships, become great mates.

And yet, apart from our car club generated interests, we sometimes know very little about each other's life and in particular other sporting interests.

For example, Jason Gregory. How many of us know that Jason is a 1st Grade Cricketer?

Another such member is Keith Hammond, our 2011 Junior Club Champion.

Keith's success in 2011 whilst competing as a Junior is outstanding, winning not only the MGCC Newcastle Junior Club Championship. Other successes include

- NAMS Championship
- NAMS Junior Championship
- NAMS Tar Speed Series Champion & Junior Tar Speed Series Champion
- NAMS Motorgames 2nd placed Junior
- NAMS Motorkhana 3rd placed in Series.

Keith is the second of three sons of long time club member and past member of Newcastle Motor Racing Club, Ron Hammond.

Father Ron is a self employed, semi retired motor mechanic, and his workshop is littered with a collection of race cars, some of which are destined for supersprints this year.

Keith started to attend hillclimbs with Ron at the age of 6 years. From these years he has vivid memories of being chased out of the Ringwood pits by then Clerk of the Course, Dave Atkins.

In time he entered the MGCC Newcastle Young Driver Development Course program, the very day after his 12th birthday, and so the bug had bitten for motor sport.

But, let's go back to 2005. At the age of 10, Keith started in the sport of Boxing, having his first amateur fight at 11 years old, in the under 32kg division. Since that time Keith has had 21 amateur fights under the watchful eye of local coach, Greg Tindal.

Three times he was successful in winning the Australian Golden Gloves Championship and twice in winning the NSW Central Title Belt. There have been other successes, a Silver Medal in the Australian Amateur Titles.

Keith started competition swimming at the age of 11. He is current Clarence Town Club Champion and is holder of the 50 metre Butterfly record.

The following is the script of Keith's acceptance on receiving the NAMS Championship Award.

"At the last event Bill Pearson congratulated me and shook my hand. I thought it was for winning the hillclimb series. But when the results came out I found out I had won the NAMS Championship outright.

"This was a surprise because I hadn't been watching the outright pointscore and didn't think I was in for a chance. In the end there were only a couple of points in it. I was lucky.

"The last motorkhana was washed out and throughout the year Bill and Dylan had turns beating each other. This also worked in my favour. I've had a lot of fun competing and the winning isn't too bad either.

"First I'd like to thank the officials that give their time. They stand in the wind, sun and rain, they breathe in the fumes and dust and put up with us for no pay. Most of them never compete themselves, just so these events can run.

"Next I'd like to congratulate the competitors for their sportsmanship. They will always lend a tool or part and give a helping hand.

"I'd especially like to thank the MG Car Club for sponsoring the juniors. This may not be popular with some club members. But as a result many good juniors are starting to appear and this will secure the future of Newcastle motor sport.

"Last of all I'd like to thank my wonderful dad. For building and preparing the cars, taking us to the events and I'd also like to thank mum for putting up with us.

"Thanks everyone."

The day after this presentation Keith started his first day of work as an Apprentice Plant Mechanic. A very remarkable young man.

Sometimes, Keith is the butt of joyful ribbing around the pits because he does not smile a lot during a competition. Ron said this same concentration and focus by Keith is displayed in boxing and well as swimming. However after the pressure is off and the competition is over, Keith returns to his happy self.

Many great sportsmen have this trait including the late Ayrton Senna.

GH

Newcastle Feb 19th 2012 - Hillclimb day at Ringwood

I couldn't resist the opportunity to have a run at the MGCC Newcastle Ringwood facility. I have been a spectator at other times and found it a very picturesque setting to spend a quiet Sunday.

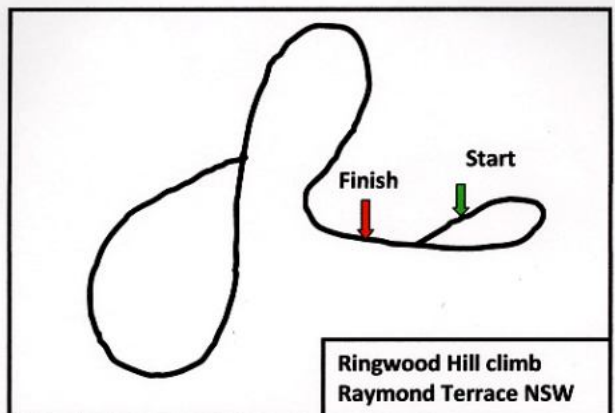
Our MGF Registrar Peter Finlay is also a member of MG Newcastle and they invited MG Sydney to attend a Come and Try day at Ringwood. Well, why not, particularly as the \$25-00 cost seemed spectacularly inexpensive. So I signed up and sent off my completed form and \$25-00 - an early bird as it turned out as I was allotted No 1. With the renewal of my L2NS CAMS licence due I took the opportunity to apply for an upgrade to L2S to enable me to run in further competition if the opportunity arose. Please send us a Cardiologist report, they replied, so we can assess your fitness. This was good as I also got to see my Cardiologist report as well - nothing scary. Licence duly arrived and now I can run in events that require a crash helmet.

Requirements for the training day were neck to ankle cotton clothing, enclosed footwear with leather uppers - no nylon joggers - and a crash helmet - loaners were available. If you wish to run in competition events then you also need a blue triangle to indicate the location of the battery, a fire extinguisher and a helmet that complies with AS1698 or better. Check Schedule B of the CAMS manual if you have one.



This is the Ringwood circuit - some 500 metres long - and it is a great challenge for everyone. The day was well structured to give participants a good grounding in manoeuvring their cars safely around the circuit.

First up was a walk around the track where we were able to get a close look at the surface and the corners



involved. We were also given a run down on the best lines to take and the run off areas available.

Next we took a trip around the track with an instructor in a saloon car so that we could have a look from a driver's perspective. Then we used own cars, accompanied by an instructor, to try it for ourselves and get a feel for the surface and altitude changes.

Solo time was the next phase and we were observed by our instructors who were placed at strategic points around the track. They then provided feedback to us on the points needing tidying up. So it was an excellent format for all involved. We ranged from rank novices in a variety of cars to the more experienced in some very nice machinery.

From the view of a rank novice it was a very interesting day and I was glad that I had been to Marulan on our driver training days so that I had a feel for where to point the car to the best advantage. On a 500 metre hillclimb



everything happens very fast and you need to be quick on your feet to get it right. The circuit has some intimidating bits like Armco fencing and track edges that can affect you unless you are very focused on the job. The MGF works well here and apart from the start we used 2nd gear only for the entire journey. At the quickest point on the circuit you are heading for the Armco at a seemingly breakneck speed and I tended to back off far too early as I also did on the descent into turn 5 (2 on the way up). It became clear that I could brake a lot later than I did. Peter Finlay gave me some good feedback on my steering technique (your hands are all over the place) and I tried to modify my 1950s tractor driving style with a limited amount of success. Lyall Clarke gave some tips for the start - run your revs up to 3500 and drop the clutch - URRK... I had visions of fried clutch plates and broken axles. It works but you really need to drop the clutch and not try to ease it in - that definitely results in a slipping clutch and a fried clutch smell in the cockpit.

Without doubt I have a long way to go before I am up to speed and I have planned my next outing and decided to take it easy and concentrate on my steering wheel technique and cornering accuracy. Getting that right should improve my times - like all things it is only continual practice and constructive feedback that refines your capabilities.



Peter Fogarty was the star turn of the day in his Y Type although it is probable the instructor had some white knuckles for a bit. This car was no shrinking violet. It went very quick and from the outside looked like it handled pretty well also. The day was a great success with 46 entries and 21 Come and Try licences issued and for the Newcastle Club, a number of new members wishing to join up.

If you haven't given Ringwood a go before, then look out for the next Come and Try day - if nothing else it is a very pleasant spot on a lazy Sunday.

Arthur Scarf



Tech Torque

More on tyres, you might say. When searching around looking for another interesting Tech article I found an interesting piece of history, which I thought you may be interested in reading.

In 1889, the Dunlop Pneumatic Tyre Co Ltd was formed in Oriel House in Dublin, in Westland Row, to acquire and commercialise John Boyd Dunlop's patent for pneumatic tyres for bicycles.

This was the period of great demand for bicycles, and Willie Hume had created a publicity storm by winning seven out of the first eight races in which the pneumatic tyre was ever used, both in Ireland and England.

Commercial production began in late 1890 in Belfast, and quickly expanded to fulfill consumer demand.

After losing a patent battle to the assignees of an earlier pneumatic tyre patent filed by inventor Robert William Thompson, Dunlop assigned his patent to William Harvey Du Cros in return for 1,500 shares in the resultant company, and in the end did not make any great fortune by his invention.

In the early 1890's Dunlop Tyre established divisions in Europe and North America. In 1893 a branch office was opened in Australia.

Although the pneumatic tyre was successful, Dunlop had financial difficulties, and had to sell its overseas operations.

A significant disposal was the sale of the Australian division in 1899 to a Canadian consortium, which incorporated it as the Dunlop Pneumatic Tyre Company of Australasia Ltd.

Since then, Dunlop Australia has not been associated with the parent company, except for a 25% share of Dunlop Australia owned by the British company from 1927 to 1984.

As a result, the right to the Dunlop brands in Australia and New Zealand has had different ownership than those in the remainder of the world.

Initially the company subcontracted manufacture, but by 1902, it had its own manufacturing subsidiary, Dunlop Rubber Co Ltd, in Birmingham, England.

In 1900 the company started production of tyres for motorcars. The company continued its expansion, and in 1918 production started at a new plant in Birmingham, known commonly as Fort Dunlop because of the fortress-like appearance of the main building.

By 1920 the company had selling subsidiaries or divisions in South Africa, South America, the Netherlands, Belgium, Italy, Denmark, Sweden, Spain and India,

manufacturing operations in France, Japan and the USA, and rubber plantations in Malaya and Ceylon.

Still on tyres, the first radial tyre designs were patented in 1915 by one Arthur W. Savage, a successful tyre manufacturer and inventor in San Diego, CA. Savage's patents expired in 1949. The design was further developed and widely commercialised by Michelin in 1946.

Because of the advantages, it has now become the standard design for essentially all automotive tyres.

Interestingly, the steel wires in radial tyres become magnetic with use, and as they rotate a significant alternating magnetic field is created. It is quite measurable with an EMF meter close to the wheel well when the car is moving and is a spectrum of harmonic strengths from 10 to several hundred Hertz.

Until next time,

Timmy Tech Torque

HIRING OF RINGWOOD HILLCLIMB FOR PRIVATE PRACTICE \$25

Please contact either John Collins, Peter Robinson or Alan Bates to arrange for keys and necessary disclaimer.

See page 4 and 5 for contact details.

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Fran Hodgson 4946 9989 (AH)



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Malcolm 0418 462 005 or 4981 1552

FOR SALE MGB LE

Black limited edition by British Leyland, USA model 9/1979, electronic ignition (Petronix), twin 1.75 SU carbys, unleaded fuel, BMC tuned inlet manifold, high compression pistons, overdrive, full engine rebuild, new carpet and interior, repainted, new hood and tonneau cover and windscreen, reg. MGB 79L NSW 6/2012, \$18500 ono.

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Bob Nelson 0408 434 911

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MG TC wheels and Excelsior tyres 5.50 x 16", 1 pair, centre-laced-63 spoke, excellent condition, new 2-pack paint, tyres used one weekend only from new, \$1,000 ono. **XPAG engine**, complete with twin 1 1/2" SUs and both manifolds, top-class motor built on Wolseley 4/44 block and head with TD sump, includes TC and TD front plate and flywheels, GM rear seal conversion, details available on request, sundry spares incl. pistons & starter, serious sensible offers considered. **TC bonnet**, 4 panels with 3 hinges, grey primer, offers. **Electronic 123 distributor** suit BMC-A & B, some UK, Ford, XPAG (key drive and gears included), self contained, connects to coil. 16 advance curves, Bosch cap and rotor, brilliant, used for a few km in my TC, \$500. **MGF parts**, hard-top shell, transmissions: manual 1 unused and 2 used + one unused CCV, calipers and discs, interior trim & carpets, hoods & bows, water hoses, cables, cyl head (bare), suspension uprights/hubs, boot lids, available as a bulk lot or individually, parts have been sorted and cleaned.

**Peter peterfinlay07@optusnet.com.au
0417 279 277**

FOR SALE

Kumho Ecsta Road/Race tyres 205/45/16, previously used for circuit racing and are about half worn, about 9 years old now, used on my WRX for hillclimbs and sprints, about 10 left at the moment, \$10 each.

**Ben 0409 467 136 or 4966 1659 or
email benm4343@gmail.com**

CLASSIFIED ADS



FOR SALE 1950 TD

Chassis 4481 XPAG 4828, very good condition throughout, club plated 33689H to 08/12, recent brakes overhaul and engine tune, always garaged, located in Forster, \$27,000.
Greg White 0428 139 003



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Martin Reeves (on behalf of Iris May) 0419 165 671

June 2012, odometer 92,133km, one owner, full service history, always garaged, manufacturers hard-top included, 2 door manual 5sp 1.8L, near new tyres, 16" alloy wheels, leather seats, steering wheel and trim, wood panelling, 6 stack cd player and radio, central locking (remote/keyless), airconditioning, alarm, dual airbags, power steering, power windows, situated in Bowral NSW, price \$13,500 ono.

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