

Clubtorque

The official publication of
MG Car Club Newcastle Inc.



April 2012



MG's & Motorsport

WICKHAM SPARES

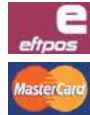
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Clubtorque

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: Michael Snow at Round 1 of the Tri-challenge at Kempsey (Philip Snow).

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 - April 2012

- Sun 1 State Supersprint Round 1 - Mini CC - Wakefield Park
- Sun 1 Motorkhana - WAC - Awaba.
- 6 - 9 **MG National Meeting** - Hobart, Tasmania. M, R5/6/7, CC6/7/8
- Sat 7 Motorkhana - WAC - Awaba.
- Mon 9 **MG Muster** - Not the National Meeting - Ringwood, see pages 8 and 12.
- Mon 9 **Magazine Assembly** - Clubrooms, Cobby St, Shortland. 7pm. M
- Wed 11 **Speed Panel Meeting** - Clubrooms, Cobby St, Shortland. 8pm. M
- Clubnight** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Fri 13 Travel talk by Sue Rigby of Jetset Travel Warners Bay, and John Davis of Classic and Sports Car Tours who organises rally tours in the UK, Europe, USA and NZ. See page 7 and 14.
- Sun 15 State Hillclimb Round 4 - KSCC - Mt Cooperabung, Kempsey. Practice on Saturday.
- Tue 17 **Board Meeting** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sat 21 Rallysprint - WAC - Awaba.
- Sat 21 State Supersprint Round 2 - NSWRRRC - Eastern Creek North
- Sun 22 **Hillclimb** - MGCC Newcastle - Ringwood. M, CC9, TS3, NTS3
- Sat 28 **Natter Night** - Lesley and David Walker, 29 First St, Boolaroo. Phone 4958 4941. 6pm. See page 14.
- Sun 29 **Motorkhana** (dirt) - MGCC Newcastle - Ringwood. 10am. M, CC10, MK2, NMK2

Coming Events - May 2012

- Wed 2 **KEP** - meeting at Clubrooms. 7:30pm. M
- Sat 5 State Hillclimb Round 2 - BLCC - Bathurst Esses (rescheduled)
- Sun 6 State Hillclimb Round 3 - BLCC - Bathurst Mountain Straight (rescheduled)
- Sun 6 CSCA Supersprint - Jaguar DC - Eastern Creek North
- Sun 6 Euro Day - MGCC Hunter Region - Lambton Park. See page 29.
- Mon 7 **Magazine Assembly** - Clubrooms, Cobby St, Shortland. 7pm. M
- Wed 9 **Speed Panel Meeting** - Clubrooms, Cobby St, Shortland. 8pm. M
- Fri 11 **Clubnight** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sat 12 **Touring Assembly** - Lake Macquarie Classic - MGCC Newcastle. See page 15. CC11, TA2, NTA2, R8
- Sat 12 Rallysprint - WAC - Awaba.
- Tue 15 **Board Meeting** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sat 19 **Young Driver Development Course** - Ringwood - see page 10.
- Sat 19 State Khanacross Round 3 - HDCC - Hampton
- Sat 19 **Natter Night** - Louise and Martin Reeves, Warners Bay.
- Sun 20 Register Run - Cooranbong and the Watagans. See page 8.
- Sat 26 Khanacross Day/night - WAC - Awaba. CC12, KC2, NKC2
- Sun 27 **Hillclimb** regularity/knockout - MGCC Newcastle - Ringwood. M

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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Darren Green 4945 4372

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Chris Seam 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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PRESIDENT'S REPORT

G'day Everyone,

Well here we go again. Another month has passed and still no official word at the time of writing on our hillclimb extension, but our planners tell me that council have received the water board ok and we should get approval very soon. Now being the half glass full sort of person I really hope I will have something positive to tell you by the next clubnight or I will put it up on the website as soon as we get something official.

Nice to see a good roll up at the Hunter club for the rocker racing. We have invited them to a return match at our clubrooms some time later this year. We have also invited the Hunter club to the MG Muster on Easter Monday, along with many others, so hope we get some good numbers. Mind you, it will be all over by the time you read this.

King Edward Park Hillclimb. As of the last KEP meeting I am very pleased to congratulate Nicolas Correa on taking on the position of event director for this year. A big challenge for someone fairly new to the club, so it would be nice if we offered to help rather than be asked.

This coming clubnight is about travel with a motoring flavour, so bring your cheque book. See the ad in the mag on the next page. From what I have heard it should be very interesting.

Look forward to seeing you all at some event or other

Cheers

Bryn



April Clubnight

Friday 13th April at 7:30pm

Northcott Park, Cobby St, Shortland

Sue Rigby of Jetset Travel Warners Bay (4947 1116), has arranged for John Davis of Classic and Sports Car Tours of Runaway Bay, Queensland, to give a powerpoint presentation on overseas classic car rallies which he organises in the UK, Europe, USA and New Zealand.

John is a car nut and will be in Newcastle for the clubnight on 13 April on his way to a rally in WA.

Web address: www.classicsportscartours.com

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REGISTER NEWS David Walker

The usual sign on and drivers briefing at the clubrooms with the mandatory instruction "if you think David is going the wrong way, then he probably is". Follow your navigator's instructions! I am really just exploring possible future venues.

Just in case the weather was unkind, Maccas at Raymond Terrace was the assembly point for latecomers and locals. A fine sunny day saw several go topless as we set off to the lunch venue at the Wilderness Café at Riverwood Downs. 34 adults, 2 children and a well behaved dog gave Phil (the wait person) a real work out and he rose to the occasion, particularly as there were several other tables on the verandah to serve as well. To give you an idea of how popular this place is, over the Easter Weekend there are over 900 holiday makers booked into the cabins, caravans, tents, bunk house and 4 star motel accommodation. Activities include bush walks, horse riding, platypus spotting, and a bush dance. Before lunch I spotted John Collins, John Porter, Darval Thomas, Doug Rae, and Jeff Newey in the bar deep in discussion with owner Chris Hall about his latest Peugeot restoration project - a 507 coupe I think.

As an aside, the MGZT on board computer showed fuel usage to be 7.1 L/100k for the 185 km round trip. Around town Lesley gets 10.8, a big difference to the constant stop start traffic light derby.

April is the MG National Meeting in Tasmania and this magazine won't be put together until Easter Monday. However I think the content may be on the website several days before that, so if you are reading that, don't forget our **MG Muster** for those not attending the Nat Meet this year.

Venue is Ringwood Park starting about 10am with lots of novelty events. Bring your own picnic or BBQ lunch (BBQs available to use) and a chance to race a Segway in the afternoon. The Segways are \$35.00 each to hire, but worth every penny in fun and exhilaration. We will motorkhana them and hopefully race in teams. We are hopeful that the Hunter MG Car Club will join us for the day so a little healthy competition will be great.

May Register Run is on Sunday 20th May, to Cooranbong and the Watagans. I thought we'd call in to the Elephant Shop on Freemans Drive where there is a large selection of amethysts, agate, crystals, onyx ware, rock and mineral specimens etc. and also the South Sea Islands Museum which contains an impressive and historical collection of South Sea Island artefacts such as an



enormous war canoe and items used by cannibals during human sacrifices. Take a picnic lunch or buy something at Cooranbong to eat for lunch at the Watagans and if the weather is inclement we'll find a café instead.

Xmas In July has 22 people already booked for the Katoomba weekend at the Clarendon Guest House / Motel. Be quick, only one room left.

B seeing you,

DAVID.

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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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 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.





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MG Muster

Not the National Meeting
meeting



Easter Monday 9th April 9am to 4pm

Picnic Day at Ringwood Park

Italia Road, Balickera

BYO food and drink, two BBQs available, some food, drinks, tea and coffee will be available for purchase.

Bring out your MG or historic plate car or just come in anything that moves!

Funkhana, sports tests, People's Choice car award, cricket.

Walking and driving tours of the Ringwood Hillclimb Complex.

Segways available to hire after lunch. Great fun! \$35 per half hour.

Contact Lesley on 4958 4941 or lwa04958@bigpond.net.au

Note that this event was listed in the March Clubtorque as being at the Wetlands, Shortland but now moved to Ringwood.



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SOCIAL NEWS Rose Cogger

The next **Clubnight** will be of interest to a lot of members, particularly those who are considering a trip overseas in the next couple of years.

Ken McLeod has arranged for John Davis of Classic and Sports Car Tours of Runaway Bay, Queensland, to give a powerpoint presentation on overseas classic car rallies which John organises in the UK, Europe, USA and New Zealand. John is also a car nut (surprise) and will be at the clubnight on Friday 13th April 2012 at the clubrooms, Cobby Street, Shortland.

Come along and get some ideas on how you can make your trip more exciting. Hope you can make it as this looks like being a very interesting evening.

The next **Natter Night** is on Saturday 28th April 2012 at Lesley and David Walker's home at 29 First Street Boolaroo and they can be contacted on 4958 4941.

Commencing at 6.00pm, bring along food for a barbeque, a dessert and BYOD. Also bring along your fold up chairs. I'm sure there will be a inspection of David's large garage on the night and that is worth a look.

The May Natter night is to be held on Saturday 19th May 2012 at Louise and Martin Reeves' home at Warners Bay. Further details in the next magazine.

Rose Cogger

Social Secretary 0413 222 828

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.

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

MARTIN'S

**LAKE MACQUARIE
CLASSIC**

**TOURING
ASSEMBLY**

Saturday 12th May 2012

Start time: Meet 8am for
scrutineering and paperwork

Starting and ending at 418 The
Esplanade, Warners Bay



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





Welcome New Members

John Noonan	Associate	Citroen
Ian Emslie	Associate	Nissan Skyline
Philip Staszczyk	Associate	Formula Vee Stinger
William Garland	Associate	Falcon XR8

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

Changes to magazine distribution

This will be your last magazine if your membership is not paid by the end of April.

If you elected to receive your Clubtorque magazine from the website you will no longer receive it by mail.

Check the website after magazine assembly night for information about whether it has been released and how to download it.

Some people did not answer the question re their magazine. If you wish to change the way you receive it, please contact me so I can adjust the details.

Judith Rae Membership secretary 4944 7356

REGISTER SECRETARY Doug Rae

The re-registrations have been drifting in, mostly from older members, those who normally registered their cars at our annual Concours.

An interesting night was spent at the Hunter Region clubrooms with the Rocker Racing being good fun, especially when the top two were from our club. I am sure this will be covered elsewhere in the mag.

The DA appears to be reaching finalisation and about time, as Dad's Army are getting restless and busting to start work.

If anybody requires information on putting a car on Historic Plates contact me by either email or phone but remember the vehicle must be 30 years old or more.

Doug Rae

Register Secretary

Correction

The March issue of Clubtorque was available on the website before the printed copy was mailed to members. It was at this time an error was identified.

Unfortunately in the article written by me "The Mark of a Champion - Keith Hammond", a first draft had been forwarded to the editor by mistake. It contained several misleading facts.

The corrected article was distributed in the mail-out and the website adjusted accordingly.

However, it contained an error in stating that Keith Hammond had won the MGCC Newcastle Junior Club Championship, which is not correct. In fact Dylan Grant won the Junior Club Championship for 2011.

There certainly was no intent by me to wilfully mislead the facts.

Greg Hunter

EDITORIAL Mike Cole

I haven't been overseas for while, apart from New Zealand, which is closer than Western Australia.

So I check out all the offers and usually there is something that doesn't fit.

Then the Grand Prix sponsor had a sale for May. Not too cold, I hope. I had a good fortnight spare between magazine commitments and the PRB Series.

Now the ARDC has brought forward the meeting by a week and all my planning seems pointless.

Anyway I will be away for magazine assembly in May. I took on this responsibility two years before I became editor. I think enough people know what goes on that you will get your post in May.

If not, send me an email. No point in ringing. I could be asleep.

Photographs this month are from Rose Cogger, John Fraser, John Porter and Michael and Philip Snow.

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 27th April 2012.

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Riverwood Downs



HR motorkhana



LAND PANEL by Alan Bates

Fellow Slaves,

The year moves forward, but unfortunately we can't stop the clock.

Things are progressing at Ringwood. Track preparation has not been severely impacted by the weather, fortunately.

Drainage work is progressing, with our next major project the raising of the track in the stopping/turn-around area. This will allow the vehicles with minimal ground clearance the opportunity to come to Ringwood and compete.

A new gate has been installed in the pit area. When finished this garage will be reserved for the medical services vehicle. If needed the track will be easily accessed without being impeded by vehicles in the chute or on the start line.

Many thanks to the Ladies Auxiliary for the kind donation of the much needed equipment.

A new access road to the spectator area is proposed and should be available for use in the not to distant future. By relocating the road it will allow us to increase the size and useability of the dirt motokhana area.

Don't forget, 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

Tar Speed Pointscore

NAME	Cat	TS1 CL	TS1	TS2 cl	TS 2	TS total
Paul Carroll		M/Spt u 2 ltr	16	M/Spt u 2 ltr	16	32
Garry Christopherson		Tp 2 u 2 ltr	16	Tp 2 u 2 ltr	15	31
Jeff Newey		M/Spt u 2 ltr	15	M/Spt u 2 ltr	15	30
Graham Orr		Tp 2 u 2 ltr	15	Tp 2 u 2 ltr	14	29
Martin Reeves		Tp 1 u 2 ltr	12	Tp 1 o 2 ltr	16	28
Andy Peters		M/Spt u 2 ltr	13	M/Spt u 2 ltr	11	24
Lyall Clarke		M/Spt u 2 ltr	11	M/Spt u 2 ltr	13	24
Keith Hammond	J	Jun Spec	12	Jun Spec	12	24
Peter Calman		M/Spt o 3 ltr	12	M/Spt o 3 ltr	12	24
Alan Bates		Tp 4 u 2 ltr	11	Tp 4 u 2 ltr	11	22

Khanacross Pointscore

Name	Cat	KX1 cl	KX 1
Martin Reeves		1U	12
Alexander Reeves		JP	11
Brian Lester		3O	11
Garry Christopherson		1U	11
Michael Snow		5U	11
Peter Houghton		3U	11

MGCCN Junior Club Championship points

Name	Cat	Rank	Best 12	CC1	CC5	CC3
Keith Hammond	J	1	24	12	12	0
Camryn Edwards	J	2	22	11	11	0
Alexander Reeves	J	3	11	0	0	11

MGCCN Club Championship

Name	Cat	Rank	Best 12
Garry Christopherson		1	42
Martin Reeves		2	40
Paul Carroll		3	32
Jeff Newey		4	30
Graham Orr		5	29
Andy Peters		6	24
Lyall Clarke		6	24
Keith Hammond	J	6	24
Peter Calman		6	24
Alan Bates		10	22
Camryn Edwards	J	10	22
Christopher Orr		10	22
Kimberley Atkins	L	10	22
Wayne Edwards		10	22

Club Member	Ranking	Points Total
Michael Snow	1	50
David Walker	2	40
Bryn Baverstock	3	36
Greg Hunter	3	36
Judith Rae	5	34
Doug Rae	6	33
Rose Collins	7	32
John Collins	8	30
Alan Bates	9	26
Gregor Dickinson	9	26
Andy Peters	11	24
Ken McLeod	11	24
Rick Vincent	11	24

Register Series

Waiting for Fluffy Duck TA Results

Name	Cat	Ranking	Score	Best 10 events
David Walker		1		25
Lyall Clarke		2		23
Andy Peters		3		20
Louise Reeves	L	4		16
Jeff Newey		5		15
Darren Hodgson		6		13
John Fraser		7		12
Fran Hodgson	L	7		12
Doug Rae		7		12
Jan Clarke	L	7		12
Judith Rae		7		12
Ken McLeod		7		12
Louise Clayton-Jones	L	7		12

The Hillclimb on the 11th March had 44 competitors with 10 official runs.

The Motorkhana event originally scheduled for 4th Feb at Awaba has a new date of 1st April 2012.

Michael Snow

Club Captain

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

SPEED PANEL Rick Vincent

Hi Guys,

I hope all members who drove to Kempsey last Saturday and Sunday the 17th and 18th March for the first round of the Tri Challenge enjoyed the track improvements and as a result the quicker times .

Saturday practice proved a challenge due to the predictable rain. However a dry track for the main event on Sunday resulted in some really quick times for the 30 entrants. With no incidents, the fourth run was completed by 1pm.

An extra two runs were planned resulting in Dave Morrow achieving the fastest run of the day at 26.357. The usual dual between Matt Hapin from Tamworth Club and our Peter Robinson was extremely close, with Matt being quicker by 0.011 seconds.

Following the March board meeting it was resolved to change the Supp Regs for Ringwood events concerning the running order of all competitors. The wording will show the following:

Entries will be accepted in order of receipt for Pre Entries.

This means all financial members who Pre Enter and check in prior to 8.30am will be allocated at the head of the field except for double entered cars. Competitors who Pre Enter save \$10 on the entry fee and greatly assist officials with the running of the event.

Just as a reminder, the next Ringwood hillclimb will be on the 22nd April, and the Regularity hillclimb will be on the 27th May. I hope all members are enjoying the improvements to Ringwood as there is a lot more to come.

Keep your tyres hot.

Regards

Rick

CAMS NSW Officials Training Calendar

MAR	10th (Sat)	Club Chief	Sydney	Sports House
MAY	2nd (Wed)	Communication Up-Skilling	Sydney	Sports House
MAY	5th (Sat)	Event Assessor (ASC)	Sydney	Sports House
MAY	5th (Sat)	Bronze Scrutiny	Sydney	Eastern Creek Raceway

2012 TRI-CHALLENGE POINT SCORE

CLUB	COMPETITOR	Pts	PI	CLUB	COMPETITOR	Pts	PI
TYPE 1 U/2000				CLUBMAN CARS - REGO			
TSCC	Perry Burrow	12	1	KSCC	Leroy Day	12	1
TYPE 1 O/2000				JUNIORS			
KSCC	Peter Anderson	12	1	MGCC	Rodney French	12	1
TYPE 2 U/2000				MGCC Chris Orr			
KSCC	Peter Leicht	14	1	LADIES			
MGCC	Graham Orr	12	2	MGCC	Trudy Jacobs	13	1
MGCC	Jack Holt	10	3	MGCC	Marea Semken	11	2
MGCC	Ben Hall	9		MARQUE SPORTS U/2000			
MGCC	Chris Orr (J)	8		MGCC	Paul Carroll	14	1
MGCC	Andrew Ference	7		MGCC	Trudy Jacobs	12	2
TYPE 2 O/2000				MGCC Graeme Semken			
KSCC	Darren Read	14	1	MGCC	Marea Semken	9	
KSCC	Michael Parker	12	2	OUTRIGHT			
MGCC	Steve Cromack	10	2	After 1 Round			
KSCC	Craig Doyle	9		CLUB	COMPETITOR	Pts	PI
TYPE 3 U/2000				KSCC	Dave Morrow	12	1
MGCC	Peter Dickson	13	1	TSCC	Matt Halpin	11	2
KSCC	Ron Swanson	11	2	MGCC	Peter Robinson	10	3
TYPE 3 O/2000				KSCC	Matt Huxley	9	
MGCC	Larry Presland	13	1	KSCC	Darren Read	8	
MGCC	Kendall O'Connor	11	2	MGCC	Kevin Edwards	7	
TYPE 4 O/2000				MGCC	Larry Presland	6	
TSCC	Matt Halpin	12	1	KSCC	Michael Parker	5	
TYPE 5 U/2000				MGCC	Kendall O'Connor	4	
KSCC	Dave Morrow	14	1	MGCC	Paul Carroll	3	
MGCC	Peter Robinson	12	2	KSCC	Leroy Day	2	
KSCC	Tom Hackett	10	3	MGCC	Steve Cromack	1	
MGCC	Michael Snow	9		CLUB POINTSCORE			
MGCC	Rodney French (J)	8		After 1 Round			
TYPE SV, TURBO, 4WD & 4WS O/3				TSCC		17	
KSCC	Matt Huxley	13	1				
MGCC	Kevin Edwards	11	2	MGCC		34	
MARQUE SPORTS U/1400							
KSCC	Vaughan Thomas	12	1	KSCC		41	

NAMS / MGCCN Championship Tar Speed Series
Round 2 Ringwood on 11 Mar 2012 - Provisional Results - Outright

Place	No.	Driver	Club	Car	Class	Time
1	81	Francesco Manganò	MGCCN	Jedi Mk4	Tp 5 u 2 ltr	29.52
2	16	Keith Hammond	MGCCN	Debron RH75	Jun Spec/ClubSR aceTrs	31.14
3	33	Grant Cook	MGCCN	Elfin	Tp 5 u 2 ltr	31.53
4	900	Peter Calman	MGCCN	Mazda RX7	M/Spt o 3 ltr	32.19
5	117	Camryn Edwards	MGCCN	Locost C/M	Jun Spec/ClubSR aceTrs	32.58
6	55	Darval Thomas	MGCCN	JWS Pens	Tp 5 u 2 ltr	32.70
7	78	Jason Gregory	MGCCN	Mazda RX7	Tp 3 o 2 ltr	32.92
8	171	Wayne Edwards	MGCCN	Locost C/M	ClubSRaceTrs	33.01
9	99	Rick Vincent	MGCCN	Mazda MX5 Turbo	M/Spt o 3 ltr	33.51
11	87	Glenn Parsonage	MGCCN	GRP Terrapin	Tp 5 u 2 ltr	33.53
10	114	Paul Carroll	MGCCN	Lotus Elise S	M/Spt u 2 ltr	33.53
12	1	Paul Bower	MGCCN	Mazda MX5	Tp 1 u 2 ltr	33.58
13	115	Wayne Allen	MGCCN	Dice FV	Tp 5 u 2 ltr	33.70
14	777	Garry Christopherson	MGCCN	Ford Escort	Tp 2 u 2 ltr	33.88
15	54	John Finch	MGCCN	Datsun 260Z	M/Spt 2 - 3 ltr	33.90
17	178	Leigh Stout	MGCCN	Toyota T18	Tp 3 u 2 ltr	34.11
16	666	Alan Bates	MGCCN	Nissan Pulsar	Tp 4 u 2 ltr	34.11
18	86	Denis Russell	MGCCN	Kelly Suzuki	Tp 5 u 2 ltr	34.26
19	68	Michael Snow	MGCCN	Jackson Special	Tp 5 u 2 ltr	34.44
20	44	Jeff Newey	MGCCN	MG B	M/Spt u 2 ltr	34.45
21	61	Graham Orr	MGCCN	Honda Civic	Tp 2 u 2 ltr	34.60
22	51	Lyal Clarke	MGCCN	MG F	M/Spt u 2 ltr	34.68
23	201	Kimberley Atkins	MGCCN	Subaru WRX	SV T4WD/4WS o3ltr	34.74
24	136	Andy Peters	MGCCN	MG B	M/Spt u 2 ltr	34.80
25	57	Larry Presland	MGCCN	Nissan 180SX	Tp 3 o 2 ltr	35.42
26	141	Trudy Jacobs	MGCCN	Lotus Elise S	M/Spt u 2 ltr	35.52
27	401	Michael Wallin	MGCCN	Toyota Celica RA40	Tp 3 u 2 ltr	35.53
28	11	Simon Nichols on	MGCCN	Mazda Astina	Tp 2 u 2 ltr	35.55
29	5	Bryn Baverstock	MGCCN	MG F TF	M/Spt u 2 ltr	35.71
30	227	Martin Reeves	MGCCN	MG B	Tp 1 o 2 ltr	36.06
31	30	Danny Bujna	MGCCN	BMW 318is	Tp 2 u 2 ltr	36.15
32	95	Daniel Chandler	MGCCN	Mazda MP3	Tp 1 o 2 ltr	36.15
33	40	Andrew Wallin	MGCCN	Toyota Celica RA40	Tp 3 u 2 ltr	36.33
34	142	John Fraser	MGCCN	MG ZS	Tp 1 o 2 ltr	36.36
35	62	Christopher Orr	MGCCN	Honda Civic	Jun Prod/Tp2 u2 ltr	36.55
36	77	Graeme Semken	MGCCN	MG F Trophy	M/Spt u 2 ltr	36.68
37	88	Marea Semken	MGCCN	MG F Trophy	M/Spt u 2 ltr	36.69
38	781	Robert Stout	MGCCN	Toyota T18	Tp 3 u 2 ltr	36.75
39	410	William Garland	MGCCN	Ford Falcon XR8	Tp 3 o 2 ltr	36.79
40	214	Paul Fraser	MGCCN	MG ZS	Tp 1 o 2 ltr	36.85
41	26	Nat Hails	MGCCN	Nissan Silvia	Tp 2 u 2 ltr	37.35
42	21	Mark Waters	MGCCN	Holden VY	Tp 1 o 2 ltr	37.53
43	151	Ian Emslie	MGCCN	Nissan Skyline	Tp 1 o 2 ltr	38.68
44	20	Bill Van der Veen	MGCCHR	MG B	M/Spt u 2 ltr	39.80



April 2012



Euro Motor Fest

MG Car Club
Hunter Region



Sunday 6th May 2012

Entry from 8.00am Elder St entry Lambton Park

\$5 per car with presentation at 1.00pm. BBQ and Drinks available

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KEP EVENT DIRECTOR Nicolas Correa

This is the first of what I hope will be many columns over the next few years as I have proudly accepted the position of Event Director for the MG Car Club Newcastle King Edward Park Hillclimb. I will provide updates on the running of this year's event, while providing tantalising tidbits of the ideas that the committee and I have for the future of this iconic event.

My family has always loved the Hunter Valley. On one of our holidays I was watching the tv when the sports report came on the news. I was transfixed by fast cars zooming up a steep hill next to the beach. What a great place to have a race, I remember thinking.

Fast forward to a glorious sunny day in late October 2006, enjoying my birthday (hint hint) in King Edward Park and experiencing the hillclimb for the first time.

Fast forward again to 2010, I've been around the world while my friends have been having babies and a few of them came along to see the race. It was very interesting to see the hillclimb from a family's perspective. I overheard many times things like "my dad used to bring me here to see the cars and now I'm bringing my kids and they love it".

It's 2011 and I've finally moved from Sydney to Newcastle permanently. First item on the agenda is my MG Car Club membership and second was putting my hand up to be a marshal at the hillclimb. Where else in Australia can you find a motoring event in such a beautiful location? Where can you see a motor race so close to the centre of a major town? How many other events in Australia have this much history and heritage? And with this much community support?

There is no doubt in my mind that the event foundations are solid. I have taken on the responsibility to drag it, kicking and screaming, into the 21st century. As competition grows for people's leisure time and money, the pressure is on to provide more bang for people's buck. As financial, environmental and regulatory issues increase so business principles, better planning and preparation is required to streamline operations. And, most importantly, as the average age of the usual suspects who organise, set-up and run the event grows ever higher, then more effort will be put into bringing new people through to fill these positions into the future.

Now, all I have to do is find a way to control the weather.

Regards

Nicolas Correa



MGF Coil Spring Conversion. Peter Finlay

A delightful little car in most respects, our MGF Trophy 160 rode like a billycart. My friend from Newcastle, Lyall Clarke, told me that the harsh ride of this model was due to the 16" low profile tyres but a sagging left hand side suggested that one or both of the Hydragas cylinders had leaked their nitrogen suspension medium and had caused that side to drop to give a very über lowered appearance.

HN681 down on her heels before the conversion.



New Trophy 160 rear bellows are offered on EBay for \$A695 plus \$115 for a 5 litre container of Dragon's Blood- ethylene glycol and water - with which to recharge the system. Plus \$65 to have the suspension refilled and re-pressurised. So that would have been \$875 just to fix one side of the car. Where was I going to source a front unit was the second question. And you can bet that the other side would have died soon after, about doubling the cost.

An email to Dean Goddard (dean@ukmgparts.com) at Brown and Gammons in England revealed that they could supply a coil spring and non-adjustable damper conversion- BGF 7004- for £662 plus £125 freight. Total \$A1193 plus GST equals \$1312.

Brown and Gammons conversion kit.



Two disadvantages would have been: 1. The coil springs are contained in sealed canisters preventing replacement or up-rating of the spring down the track and 2. The dampers were non-adjustable.

The obvious solution became readily apparent, to buy the Australian ensemble developed by Stuart Ratcliffe at The MG Centre of Sydney in conjunction with Murray Coote (former Australian rally champion) of MCA Suspension. I had seen this set up displayed at the 2011 MGCC Concours day and during visits to Stuart and Sally's workshop at Granville where the car had been taken in a vain attempt to restore the car's ride height recently.

I bit the bullet for the \$1760 including GST for a complete kit which included adjustable Gaz dampers and elected to do the installation at home.



The components of one corner set.

Surveying several websites on the subject (<http://www.the-t-bar.com/en/forum/54-how-tos/29848-fitting-mgf-coil-conversion-kit-aus-version>) and a DVD of the workshop manual armed me with the general idea of the task. That plus the explicit instructions supplied with the kit was enough to give me the confidence to proceed. In hindsight it might have been easier on this ageing body to have commissioned Stuart in order to save a day and a half grovelling around on the garage floor. If nothing else I now know how to do the job.

After setting the car on stands and removing the wheels, I elected to start at the nearside front as it seemed slightly easier to get at the components than at the

rear. The plastic wheel arch liner was removed. Tip: if you plan to do this exercise yourself make sure you have a supply of replacement scrivets and a powerful impact wrench on hand. The plastic scrivets become distorted with age (like me) and tend to have a mind of their own when the time comes to replacing them. The impact wrench is an essential item for persuading the idiotically-designed top damper nuts to release. On this subject it might be as well to apply a liberal amount of WD-40 for a week or so to each of them before tackling the job.



One of the damper top mount nuts and shaft. The enemy.

Despite warnings of dire consequences I carefully released the 400 psi pressure of the Hydragas system on the nearside by pressing in the pin of the Schrader valve located in the front compartment of the MG. A rag over the valve persuaded the luminous green fluid to drain into a bucket without coating the car and me. Yes, I wore safety glasses.

That done I was free to demount the front cylinder. Along with the fluid line, four bolts, two of which are retained by nuts, were undone and the cover plate was removed. Prior to starting the job I just happened to have a spare set of these

plates which came to me in a bulk lot of MGF spares. A slot to enable adjustment of the ride height was cut into each of these plates and a dab of paint protected the raw edges made by the hacksaw and grinder. Neat.



Modified spring unit retainer showing the added slot to facilitate ride height adjustment.

The new "top hat" spring retainer, stylishly turned from a billet of aluminium, was fitted into the locating plate. I noted that the front springs are longer and wound from a slimmer wire than the rears. The adjuster, consisting of a spring base plate and threaded section, was fitted over the pivot joint. The opportunity to lubricate this pivot was taken and a liberal coating of camshaft installation grease, supplied with the kit, was applied to the threads and spring base to ease the pre-tensioning and adjustment of the spring under partial load.

I set up the gap between the spring base plate and the treaded section at the recommended 14mm with a vernier caliper so that the pre-load achieves the desired ride height. Two screwdrivers, with their ends removed, are supplied with the kit and these are used to rotate the spring base plate components. I did this before the cover was refitted but Stuart warns that this could result in "having a face full of spring". Point taken.



Setting the pre-load and initial ride height. Easier done before replacing the cover but a bit risky..

Then the cover was refitted and I tackled the job of removing the top mount of the damper. This is where the fun started. Despite my careful preparation of the nut

with WD-40, it proved annoyingly recalcitrant. The puny flats on the end of the damper rod were hopelessly inadequate. They allowed the 7 mm open-ended spanner to round them off all too easily when some limited force was applied to retaining nut with a spanner awkwardly applied in the limited space. No joy. So out came the big gun. Gaye



slipped down to Coates at Auburn and hired a 3/4" drive 240 volt hammer driver with a stout 14 mm socket. Zip, zip the nut was released, the damper slid out and the new unit, set to 10 clicks was installed. At least it looked pretty.

Now onto the rear. I removed the fibre closing panel and the engine bay access panel (a task in itself) as the spring unit has to be lifted up to removed from this corner. All went well until the impact wrench proved rather too enthusiastic for the damper top nut which promptly stripped. Some dreadful butchery followed using an angle grinder to remove the top of the damper shaft. I took care to relocate the nearby petrol supply line and to stop up the holes so that the petrol would not be ignited by the sparks which were soon to fly. What I didn't do was separate the O2 sensor leads and I paid for my omission by managing to partly sever the plastic connector and one of the wires. Dumb. Fortunately, I was able to recover from this act of stupidity by soldering up a jumper wire.

The debris was blown out with compressed air and I fitted the new damper. By now I was getting smart and had no difficulty replacing the units on the offside. The front was the most accessible and everything just jumped into place.

With the MG back on her wheels, a quick ride height check was performed and I found that three corners were at the required 350 mm measured from wheel centre to mudguard edge. The right rear was 5 mm lower. A run around the block showed a pleasing improvement in ride, even as I drove over the first bump at the end of the driveway.

The ride height was still too low so I popped off the wheel and turned the spring adjuster up by 5 holes. Bingo, it was just the right amount and a rule of thumb suggests that moving the adjuster by one hole moves the ride height by 1 mm.

Even with a limited amount of local driving the improvement in ride is outstanding. Anyone need a used pair of Trophy160 Hydragas units complete with pressure lines?

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Peter peterfinlay07@optusnet.com.au
0417 279 277

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Katharine 0431 220 852



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