

# Clubtorque

The official publication of  
MG Car Club Newcastle Inc.



MGs & Motorsport

December 2013



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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**

Cover: Come and Try hillclimb at Ringwood  
(Jennifer Scarf).

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

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United Kingdom



www.cams.com.au

## Coming Events - December 2013

- Sun 1 **Annual Concours** - MGCC Newcastle - KEP. See page 8. M, R16
- Mon 2 **Magazine Assembly** - Clubrooms, Cobby St, Shortland. 7pm. M
- Wed 4 **Speed Panel Meeting** - Clubrooms, Cobby St, Shortland. 8pm. M
- Fri 6 **Club Presentation and Christmas Party** - Cardiff RSL Club. 6:30pm.  
See page 16.
- Tue 10 **Board Meeting** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sun 15 **State Khanacross** - Ansell Park

## Coming Events - January 2014

- Wed 8 **Speed Panel Meeting** - Clubrooms, Cobby St, Shortland. 8pm. M
- Fri 10 **Clubnight** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Tue 21 **Board Meeting** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sun 26 **Register Run** - Australia Day.

# Coming Events - February 2014

- Sat 1    **CSCA Supersprint** - Wakefield Park
- Sun 2    **WAC Motorkhana**. MK1, CC1
- Sun 9    **Young Driver Development Course** - Ringwood. M
- Mon 10 **Magazine Assembly** - Clubrooms, Cobby St, Shortland. 7pm. M
- Wed 12 **Speed Panel Meeting** - Clubrooms, Cobby St, Shortland. 8pm. M
- Fri 14    **Clubnight** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sun 16 **State Khanacross** - Hampton
- Tue 18 **Board Meeting** - Clubrooms, Cobby St, Shortland. 7:30pm. M
- Sat 22    **Natter Night** - Metford. See page 16.
- Sun 23 **Hillclimb** - MGCC Newcastle - Ringwood. M, CC2, TS1
- Sun 23 **State Motorkhana** - WAC - Awaba

## Legend

M - Club Member

R - Register pointscore

CC - Club Championship

KC - Khanacross

MK - Motorkhana

TA - Touring Assembly

TC - Tri-Challenge

TS - Tar Speed Series

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.

# THE BOARD

**No phone calls after 9.00pm. Thank you**

**PRESIDENT**

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vacant

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# THE BOARD

**No phone calls after 9.00pm. Thank you**

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## CSCA

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Event Secretary: John Garroway  
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## LAND PANEL

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4944 7356 home & fax  
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## CAMS Delegate

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## NSW Hillclimb Panel member

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## Tri-Challenge contacts

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

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## MG Interclub

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## Other Appointments

### Natmeet Co-Ordinator

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### Website Manager

Michael Potts  
webmaster@mgsclub.com.au

## HIRING OF

RINGWOOD HILLCLIMB FOR

PRIVATE PRACTICE

Suspended until further notice.

## **PRESIDENT Bryn Baverstock**

G'day all,

Here we are again at the end of another busy year for the club. When you look at the calendar we had six events at Ringwood and five at the clubrooms, and that was just for November.

The AGM being one of them of course. A few changes with only three positions not being filled on the night, and two at the moment are still available. If someone out there would like to try their hand at being the Register Captain for next year I'm sure Lesley and David would be more than willing to offer plenty of help and advice. The other position is for Event Coordinator. This entails looking after any changes in the calendar that might occur during the year, and towards the end of next year making up the new calendar for the year after. The position for magazine editor which Mike Cole has so ably run for the last three years has been taken on by Michael Potts, our website manager and who I'm sure will be helped by wife Valerie. Welcome to you both and thank you from the club.

Thanks again Mike for your three years of running the magazine. Other changes of board members were Martin Reeves taking over from Greg Hunter as Vice President. A personal thank you to Greg who has been a great help to me over the last two years. Col Bray has taken over the role of Rally Coordinator from Martin and we look forward to a good rally season. Steve Cromack has come on to the board as Director Assisting No.2 and Grahame Jensen has moved to Director Assisting No.1, taking over from Nicolas Correa who has moved to Adelaide temporarily. The final change was John Roach taking over the role of Club Captain from Mike Snow. This is a busy job keeping tabs on all the series pointscores for the year. Michael has really earned a rest this year. He has put in enormous amount of work for the club with not only the Club Captain job but filling in for the position of Event Coordinator, controlling and running the timing for Ringwood and KEP plus many other jobs too many to mention. Enjoy a well earned rest and hopefully get in some serious motorsport. Thanks again Mike.

On a lighter note, don't you just love the picture in last month's mag of two young blokes having a wee rest at the side of the road with their swag. Were they hoping for a lift?

By the time you read this the club will have been given an award from CAMS celebrating fifty years of recognition and of service to the sport. This is a great award for the club and shows up the history that the MGCC Newcastle has had from humble beginnings to the present day. I'm sure we will display this award with pride in the clubrooms. Come along to the next clubnight in January to see it on display.

Well that's about all for this year except to wish you all a very merry Christmas & a happy new year. It's going to be a busy one.

Cheers, Bryn





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**Mick Saide 0448 203 025**

# **MG CAR CLUB NEWCASTLE**

## **ANNUAL CONCOURS**

**Sunday 1st December at**

**The Plateau KING EDWARD PARK**

**Entries open 8.30am**

**Judging commences 10am**

**Variety of classes to suit all Club Members, a popular choice vote & Display Only option. Great for all cars on Historic Registration. Dust them off & join the fun.**

**PLEASE BE IN PLACE BY 9.30AM**

**Sausage Sizzle & drinks available  
Entry \$10 (includes comp sausage sandwich & drink)**

**Need more information**

**Fran Hodgson**

**Ph: 4946 9989 (AH)**





## Wanted

People who are interested in the Australian Hillclimb Championship that we have been given to run in November 2014.

We need possibly four or five people with organisational skills to start with who can plan the event.

So if you think you can offer the club the sort of skills needed, please email or ring any of the club executive to offer your services, or someone you think would be suitable.

## Thursday Working Bees

Contact: Alan Bates 0412 280 093  
or Doug Rae 0434 141 501

### CSCA 2013 season results/ placings

#### 2013 Club Championship

- 1st - Club Lotus
- 2nd - MGCC Newcastle
- 3rd - MG Sydney
- 4th - Sprite
- 5th - Jaguar
- 6th - Triumph
- 7th - Austin Healey
- 8th - Morgan

#### 2013 Class Results

The following MGCC Newcastle members received trophies in their respective classes:

- Paul Bower - 1st (Type 2 under 2L Modern)
- Ted Dial - 1st (Type 2 over 2L Modern)
- Kevin Edwards - 1st (Type 3 over 2L Modern)
- Laurie Movigilatti - 1st (Type 3 under 2L Classic)
- Grant Hill - 3rd (Type 3 over 2L Modern)

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## REGISTER REPORT David Walker

Another Grand Day Out for Wallace and his band of trekkers. After a week of heavy rain, Sunday 24<sup>th</sup> was fine all day with a maximum of 27C. Of the fifteen cars, only 5 MGs and at least Jeff, Rose and Bryn took the roof off. Some found it a struggle to be on time on Sunday morning. We lost John and Dian Porter to engine trouble on the trip and although there was a bit of road work which held us up, we managed to travel via Hexham, Cessnock and Broke - then a better driver's drive down to Wollombi. We passed all the motorbikes and on to Mulla Villa Guesthouse, where a warm welcome awaited, and were served instantly with fresh, limitless scones, tea and coffee on the verandah and under the umbrellas on the lawn. Fresh cream, home made jams and after morning tea a tour of the convict holding cells under the house. We got to play with chains and a leg ball weight and had a look through the guesthouse and marvelled at the 2 foot thick internal walls and the enormous fire place (one of 5) in the dining room. Mulla Villa is a convict built 1840 sandstone Magistrates House with 4 bedrooms (one with king size 4 poster bed) set in 100 acres- a rustic country environment. 33 people for our last Register Run for the year.

I have a few ideas to pass on to the next Register Captain and thanks to Lesley for much assistance or as a famous saying "to my wife, for her toleration of much fast motoring and more slow writing (Colin Campbell).

Thank you to everyone for your support.

B seeing you,

DAVID



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## **LAND PANEL Doug Rae**

In the last year a great deal has been achieved by the panel with Alan Bates overseeing the construction of our extensions to the hillclimb. Assisting him in a variety of jobs such as construction of 10 sumps, 8 head walls and the laying of over 100m of drainage pipes were Darrell and Jason Gregory, Bill Rowe, Eric Chandler, Rick Vincent and Bryn Baverstock.

We acquired 2 temporary sheds which have been positioned and levelled, and are in the process of being painted by Ken Short and Ken McLeod. As well we have had built a new equipment and storage shed to replace our rusty containers. Security gates have been built by Glenn Parsonage, who has also done a number of welding jobs as required. The shed has been organised and fitted out by Lyall Clarke and Paul Bower, our Maintenance man.

Whilst all this and more was going on we were assisting Michael Snow with the laying of conduit for our new timing and warning light system which now covers about 80% of the track.

As well the normal preparations for our hillclimbs were carried out such as cleaning toilets, sweeping the track, some mowing and keeping drains clear, with a few extra people helping such as John Finch, Jeff Newey and many others who dropped in throughout the year.

Special thanks must go to Rick Vincent and his hard working crew who have been assembling the tyre buffers.

Throughout the year dozens of jobs have been done by the panel, some recorded, some not, but a great deal has been achieved and on behalf of the club I thank you.

The containers are being cleared out ready for removal. Unfortunately a great deal of rubbish has been dumped over the years which is time consuming to remove and dispose of. If members have something they think is of use at Ringwood, could they please clear it with either Alan Bates or myself.

Doug Rae

Land Panel Chairman.





**JENSEN PARTNERS**  
**SOLICITORS**

Graeme Jensen has now established a new law firm, JENSEN PARTNERS and is the sole Principal of that firm.

Graeme has in excess of 35 years experience in the legal profession, having been admitted as a solicitor in New South Wales in 1977.

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Instructions in matters relating to other aspects of the law will also be accepted.

The office of Jensen Partners is located at Carrington and Graeme is available for home or office visits by appointment.

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## **SOCIAL NEWS Rose Cogger**

There was a good attendance of members at the November Annual General Meeting and Sausage Sizzle. Also, there was a lot of interest on the night in the extension to the Ringwood hillclimb project and a lot of catching up for members who do not attend regular Clubnights.

Next year there will be a movie night at one of the clubnights. If you have any ideas on what you would like to see and if you know of a guest speaker who members would be interested in hearing, please let me know.

The next clubnight will be held at the Cobby Street clubrooms on 10<sup>th</sup> January 2014.

In 2014 the first Natter Night will be held at Joy and Paul Bower's home at 11 Nathan Close, Metford on Saturday 22<sup>nd</sup> February 2014. More information on this in the February magazine.

I hope you all have a very happy Christmas with family and friends and that 2014 brings you great motoring and many happy memories.

Rose Cogger Collins 0413 222 828

Social Secretary

### **Presentation Night & Christmas Party**

**Venue: Cardiff RSL Club**

**Cost: \$26.00 per person**

**Date: Friday 6<sup>th</sup> December 2013**

**FROM the pages of HISTORY by Judith Rae**

In 1974 a sub committee was appointed to examine the feasibility to obtain permanent premises to use as Clubrooms. At the Committee meeting Pat Goulding reported on suggestions made by the State Hillclimb Advisory Panel on their concerns with aspects of King Edward Park Hillclimb course. These included Armco fencing to be installed at the Bogy Hole Corner. Competitors in the top marshalling area to be moved back from the Track, the existing Armco fence to be lowered and something to be done at the top of the hill to lower finishing speeds.

In the interest of safety the following were adopted. The course to be shortened by 15 metres to allow for increased braking after the finish line and the cars in the top marshalling area to be moved further away from the track. This of course meant new records were set. The Editor was requested to consider publishing Clubtorque on a bi-monthly basis. After discussion it was agreed that for a trial period Clubtorque be published Bi-monthly with a newsletter to be distributed on alternate months.

The Clubroom Sub Committee reported that suitable premises were out of the financial reach of the Club at this stage. Peter Houghton and his Assistants conducted the second series of Advanced Driving Seminars. Mick Neilson was approached to run another Navigator's Course. The first night attracted 29 members. A suggestion was raised that the Club should hold a series of Scrutineering Courses. **(We certainly got the jump on CAMS with training)**, Sgt Smith of the Driver Training Range gave an informative lecture on the new **"Stop Sign Legislation"**

The Precinct Performance 500 Rally was conducted by Darval Thomas and centred around the Bulahdelah area. The Blood Bank attended the July monthly meeting **(this was a fairly regular event)**. Clubtorque resumed publication on a monthly basis.

The Mattara Hillclimb was organised by Dave Atkins, with the shortened course prompted by the State Hillclimb Advisory Panel making it safer for the faster cars to brake after the Finish Line. Some excitement was missing as a result of Murray Bingham's retirement from Hillclimbing. Barrie Garner took out FTD with second place to John Collins and third to Bill Stoddart both in Elfins.

**CLUB CAPTAIN Michael Snow**

MG Car Club Newcastle - Pointscore for each Series as of 20-Nov-2013

MG Tar Speed		CC			
NAME TS	Cat	TS total	events	Class Place	Class Name
Simon MacPherson		51	4	1U 1	Tp 1 u 2 ltr
Daniel Chandler		48	4	2O 1	Tp 2 o 2 ltr
Graham Orr		71	5	2U 1	Tp 2 u 2 ltr
Andrew Chandler		66	5	3U 1	Tp 3 u 2 ltr
Matthew Bates		47	4	4U 1	Tp 4 u 2 ltr
Lawrence Constable		48	5	5U 1	Tp 5 u 2 ltr
Martin Hobbins		80	6	G2A2CU 1	Sports Grp 2A/2C u 2 ltr
Glenn Parsonage		48	4	G2A2CU 2	Sports Grp 2A/2C u 2 ltr
Matthew Birks	J	46	4	JP 1	Jun Prod
Jeff Newey		90	6	MSU2 1	M/Spt u 2 ltr
Rick Vincent		74	6	MSU2 2	M/Spt u 2 ltr
Lyall Clarke		73	6	MSU2 3	M/Spt u 2 ltr
Andy Peters		48	4	MSU2 4	M/Spt u 2 ltr
Christine Waugh	L	39	6	MSU2 5	M/Spt u 2 ltr
Michael Potts		39	4	MSU2 6	M/Spt u 2 ltr
Wayne Lewis		32	4	MSU2 7	M/Spt u 2 ltr
Bob Millington		61	5	SVO 1	SV T4WD/4WS o 3ltr

**Khanacross**

Name	Cat	KX total	KX Events	Class Place	Class Name
Paul Martin		35	3	3U 1	Tp 3 u 2 ltr

**MGCCN Club Championship points**

Name	Cat	No of Events	Rank	Best 12	Count of Series	Placings
Jeff Newey		10	1	134	134	OR 1
Paul Martin		9	2	99	99	OR 2
Martin Reeves		8	4	88	88	OR 3
Rick Vincent		7	2	99	0	
Andy Peters		7	5	81	0	
Martin Hobbins		6	6	80	0	

2nd and 3rd place are still up for grabs, depending on the points from the Club Concours

**MGCCN Junior Club Championship points**

Name	Cat	No of Events	Rank	Best 12	Series Min	Placings
Alexander Reeves	J	8	1	88	88	J 1
Keith Hammond	J	6	2	72	0	
Matthew Birks	J	4	3	46	0	
Kaylah Martin	JL	2	4	22	0	
Reece Hammond	J	1	5	12	0	
Camryn Edwards	J	1	6	11	0	
Jarrod Woollard	J	1	7	10	0	
Melanie Wightman	JL	1	8	13	0	

**MGCCN Ladies Championship points**

Name	Cat	No of Events	Rank	Best 8	Series Min	Placings
Christine Waugh	L	6	3	39	39	L 1
Louise Reeves	L	5	1	61	0	
Kimberley Atkins	L	4	2	45	0	
Fran Hodgson	L	3	3	39	0	
Madelon Corbett	L	3	5	36	0	
Raechel Fraser	L	2	6	22	0	
Bronwyn Lewis	L	2	7	15	0	
Heather Wightman	L	1	7	15	0	
Amy Mrcela	L	1	9	13	0	
Maruecha Wightman	L	1	10	9	0	
Tahalia MacPherson	L	1	11	7	0	

The Ladies Champion is still open, depending on the points from the Club Concours





## Sportscar Spares Australia

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<b>Club Member</b>	<b>Ranking</b>	<b>Points Total</b>
Michael Snow	1	222
Doug Rae	2	143
John Collins	3	142
Bryn Baverstock	4	132
Rick Vincent	5	130
David Walker	6	128
Rose Collins	7	122
Andy Peters	8	105
Ken McLeod	9	94
Greg Hunter	10	92

**MG Lions Trophy**

<b>Name</b>	<b>Cat</b>	<b>Score Best 10</b>	<b>Rank</b>
Jeff Newey		134	1
Rick Vincent		87	2
Andy Peters		81	3
Lyall Clarke		73	4
David Walker		57	5
Martin Reeves		55	6
Alexander Reeves	J	55	6
Louise Reeves	L	50	8
Fran Hodgson	L	39	9
Christine Waugh	L	39	9
Michael Potts		39	9

**Register Series**

<b>Name</b>	<b>Cat</b>	<b>Ranking</b>	<b>Score Best 10 events</b>
Jeff Newey		1	113
Andy Peters		2	93
Lyall Clarke		3	65
David Walker		4	59
Rick Vincent		5	58
Fran Hodgson	L	6	57
Doug Rae		7	54
Darren Hodgson		8	51
Louise Reeves	L	9	50
John Collins		10	46



<b>T A Drivers</b>	10-Mar	29-Jun	17-Aug	16-Nov		Event	
Name	TA1	TA2	TA3	TA4	Best 3	Cnt	Rank
Bernard Corbett	11	15	11	10	37	4	1
Paul Martin	-	14	11	-	25	2	2
Martin Reeves	-	-	-	13	13	1	3
Louise Reeves	-	-	-	12	12	1	4
Bryn Baverstock	-	12	-	-	12	1	4
Colin Skelton	11	-	-	-	11	1	6
Ronald Fraser	-	10	-	-	10	1	7
Bill Rowe	-	8	-	-	8	1	8

<b>T A Navigators</b>	10-Mar	29-Jun	17-Aug	16-Nov		Event	
Name	TA1	TA2	TA3	TA4	Best 3		Rank
Madelon Corbett	12	13	11	12	37	4	1
Paul Martin	11	-	-	10	21	2	2
Alexander Reeves (J)	-	-	-	13	13	1	3
Doug Rae	-	12	-	-	12	1	4
Gregor Dickinson	11	-	-	-	11	1	5
David Walker	-	10	-	-	10	1	6

## MG CENTRE OF SYDNEY

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# 2013 TRI-CHALLENGE POINTSCORE

## CLUB POINTSCORE 2013

After 4 Rounds

<b>KSCC</b>	149
<b>MGCC</b>	163
<b>TSCC</b>	78

## **OUTRIGHT 2013**

After 4 Rounds

<b>CLUB</b>	<b>COMPETITOR</b>	<b>Pts</b>	<b>PI</b>
KSCC	Allan Hindes	37	1
MGCC	Peter Robinson	28	2
KSCC	Dave Morrow	23	3
MGCC	Amy Mrcela	22	
MGCC	Kevin Edwards	20	
KSCC	Kim VonHoldt	16	
MGCC	James Pearson	16	
KSCC	Darren Read	12	
MGCC	Ed McCane	12	
TSCC	Alastair Bell	11	
MGCC	Beau Fernance	11	
TSCC	Matt Halpin	10	
TSCC	Alan Barnes	9	
MGCC	Kendall O'Connor	8	
MGCC	Adam Ford	8	
MGCC	Elizabeth Robinson	8	
MGCC	Brian Ford	7	
TSCC	Brad Stehr	7	
TSCC	Craig Albertson	7	
KSCC	Glenn Torrens	5	
TSCC	Bruce Worgan	5	
MGCC	Raymond Burgess	4	
MGCC	Peter Dickson	4	
MGCC	Tim Blake	4	
MGCC	Phillip Staszczyk	3	
MGCC	Reece Presland	3	
MGCC	Jason Gregory	3	
MGCC	John Collins	3	
KSCC	Shannon Barnes	2	
MGCC	Martin Hobbins	2	
MGCC	Larry Presland	1	
TSCC	Kees Van Der Horst	1	

<b>CLUB</b>	<b>COMPETITOR</b>	<b>Pts</b>	<b>PI</b>
<b>TYPE 1 U/2000</b>			
TSCC	Danny Baldwin	13	1
MGCC	Ian Fletcher	12	2
TSCC	Paul Turner	11	3
<b>TYPE 1 O/2000</b>			
MGCC	Georgia Holt	45	1
MGCC	William Holt	31	2
MGCC	David Walker	24	3
MGCC	Darren Hodgson	14	
MGCC	Simon Grierson	14	
MGCC	David Brown	10	
<b>TYPE 2 U/2000</b>			
MGCC	Graham Orr	38	1
MGCC	Chris Orr	20	2
MGCC	Nat Hails	18	3
MGCC	Glynn Elliott	14	
KSCC	Peter Leicht	13	
KSCC	Ben Richards	11	
MGCC	Daryl Elliot	10	
MGCC	Matthew Nicholson	8	
MGCC	William Holt (J)	6	
<b>TYPE 2 O/2000</b>			
MGCC	Steve Cromack	39	1
MGCC	Bill Rowe	33	2
KSCC	Craig Doyle	11	3
MGCC	Peter Kotz	11	3
<b>TYPE 3 U/2000</b>			
KSCC	Glenn Torrens	55	1
MGCC	Andrew Chandler	40	2
MGCC	Peter Dickson	36	3
MGCC	Richard Ashton	19	
MGCC	Jacob Robinson	17	
KSCC	Ron Swanson	10	
KSCC	Bernie Keast	8	
MGCC	Dan Robinson	7	
<b>TYPE 3 O/2000</b>			
MGCC	Kendall O'Connor	52	1
MGCC	Reece Presland	42	2
MGCC	Larry Presland	39	3
MGCC	Jason Gregory	14	
TSCC	Bruce Worgan	14	
MGCC	Luke Kable	10	
KSCC	Bernie Keast	9	
MGCC	Robert Marchese	8	
MGCC	Terry Hartman	8	

**TYPE 4 U/2000**

MGCC	Mitch Craig	37	1
MGCC	Daniel Smith	11	2
MGCC	Lincoln Hayes	10	3

**TYPE 4 O/2000**

MGCC	Ben Hall	40	
MGCC	Shannon Constable	29	
MGCC	Matthew Holt	26	
TSCC	Matt Halpin	24	
TSCC	Alan Barnes	23	
KSCC	John Fenner	22	
MGCC	Jack Holt	18	
MGCC	Raymond Burgess	14	
MGCC	Tony Lawrence	10	
MGCC	Phil Limbert	8	
MGCC	Glen Hall	8	
MGCC	Patrick Branston	7	
MGCC	Christopher Granger	6	
MGCC	Mark Constable	6	

**TYPE 5 U/2000**

KSCC	Allan Hindes	45	1
MGCC	Peter Robins on	29	2
KSCC	Dave Morrow	28	3
MGCC	Amy Mrcela	24	
KSCC	Kim VonHoldt	22	
MGCC	Elizabeth Robins on	18	
MGCC	Laurie C onstable	15	
MGCC	Ed McCane	14	
MGCC	Phillip Staszczyk	8	
MGCC	Darval Thomas	7	

**GROUP 2A/2C SPORTS CARS U/2000**

MGCC	Martin Hobbins	26	1
TSCC	Kees Van Der Horst	14	2
KSCC	Darren Read	12	3
MGCC	Will Parsonage	12	
MGCC	Keith Hammond	12	
KSCC	Dave Morrow	10	
MGCC	Dick Edwards	10	
TSCC	Andree Van Der Horst	9	
MGCC	Howard Maclean	9	

**GROUP 2A/2C SPORTS CARS O/2000**

TSCC	Ken Moffett	12	1
MGCC	John Collins	12	1

**TYPE SV, TURBO, 4WD & 4WS U/2**

KSCC	Rogan Dallas	12	1
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**TYPE SV, TURBO, 4WD & 4WS O/2**

TSCC	Craig Alberts on	38	1
MGCC	Kevin Edwards	36	2
MGCC	Brian Ford	34	3
MGCC	Tim Blake	24	
MGCC	Beau Fernance	23	
TSCC	Alastair Bell	22	
TSCC	Brad Stehr	14	
MGCC	Adam Ford	12	
MGCC	Chris Weir	7	
MGCC	Cameron Baldwin	6	
MGCC	Brett Thomas	6	

**MARQUE SPORTS U/1400**

KSCC	Vaughan Thomas	12	1
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**MARQUE SPORTS O/1.4 - U/2000**

KSCC	Shannon Barnes	49	1
MGCC	Wayne Lewis	31	2
MGCC	Andy Peters	29	3
MGCC	Rick Vincent	22	
MGCC	Paul Abraham	21	
MGCC	Paul Bower	14	
MGCC	Michael Potts	12	
MGCC	Keith Hammond	12	
TSCC	Bob Rees	12	
MGCC	Phil Horn	10	
KSCC	Laurie Gallagher	9	
MGCC	Martin Reeves	8	
MGCC	Jeff Newey	7	
MGCC	Bronwyn Lewis	6	
MGCC	Alexander Reeves	6	

**MARQUE SPORTS O/3000**

MGCC	James Pearson	25	1
MGCC	Martin Reeves	11	2
MGCC	Matthew Holt	10	3

**JUNIORS - PRODUCTION VEHICLE**

MGCC	William Holt	37	1
MGCC	Alexander Reeves	15	2
MGCC	Keith Hammond	12	3

**LADIES**

MGCC	Georgi a Austin/Holt	45	1
MGCC	Amy Mrcels	24	2
MGCC	Elizabeth Robins on	18	3
TSCC	Andree Van Der Horst	9	
MGCC	Bronwyn Lewis	6	

## **SPEED PANEL Rick Vincent**

Hi Guys,

Well all Speed Events have now been completed for this year, and next year's events are being planned. Tar speed events will include six club hillclimb events, hopefully on the new track if members help out, two State two day events and of course the Tri Challenge at KEP. During November MGCC Newcastle will host the running of the National Hillclimb Championship at Ringwood, so it sure will be a busy year. I ask all members to please lend a hand with the running of these events by contacting myself or any board member.

Apart from all of the above events your club has been asked if the new Ringwood Hillclimb circuit would be available for members from the MG Car Club Queensland during April next year.

Just to advise competitors for next year's events that we encourage Pre Entries via [www.mecamsau.com](http://www.mecamsau.com) as this greatly assists with the running of each event. Payment is via credit card or PayPal, however no direct deposits. Using MEE assures competitors that their Entry has been accepted and reduces waiting time at registration.

Competitors in the State Round in July next year will be competing in classes as defined in the Supp Regs for all Ringwood events.

The following tentative dates have been requested by CSCA clubs for next year's supersprints.

- 1/2/14 - Wakefield
- 1/6/14 - SMP North
- 28/6/14 - Wakefield
- 16/8/14 - SMP - Full
- 25/10/14 - Wakefield
- 14/12/14 - SMP - TBA

As you know our club and MG Sydney combine to run an event, however no weekend circuits were available for next year, apart from weekday bookings. So I ask those competitors who normally compete if they are prepared to enter for a Monday event, possibly the 5/5/14. Should this be acceptable please notify myself, John Finch or Gregg Noonan.

I thank those members who assisted me with the running of club events during this year, and a special thanks to Michael Snow for his excellent recording of the timing results. We need to find a replacement for Michael, as he is having a well deserved rest during next year.

Merry Christmas to all members and their families.

Keep your tyre hot.

Regards

Rick

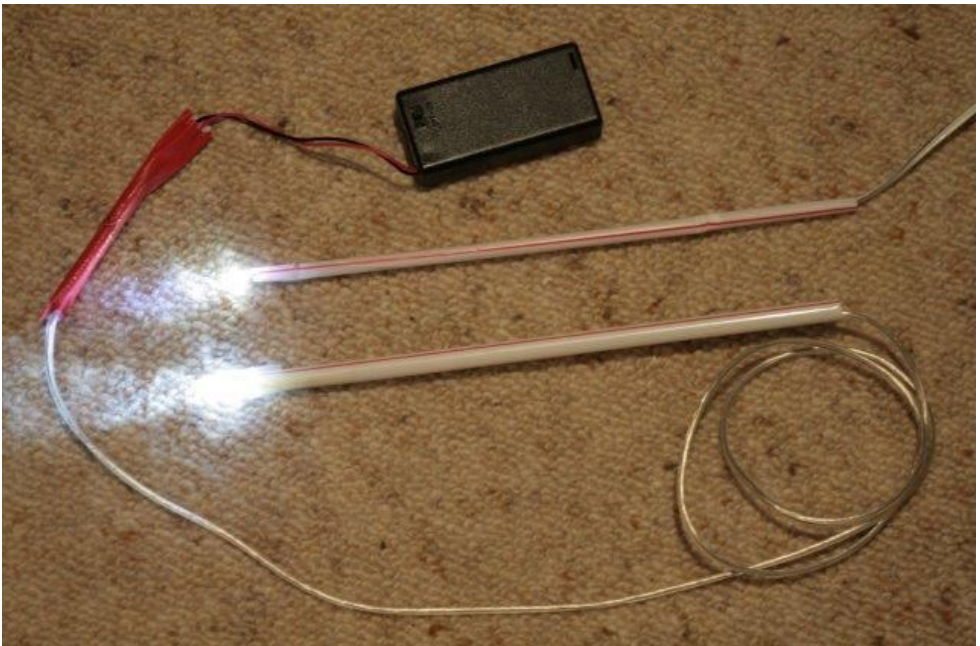
## A useful inspection tool

Problem: I'd bolted the flywheel on the old TR 3A but wasn't sure I'd got the dowels in. I tried wobbling it, prying it, belting it with a soft hammer and general fiddling but I still wasn't satisfied. I tried to look at it but I couldn't get my light pipe in and just eyeballing was impossible - too dark.

I had an idea and headed for Jayco, where I bought a bright 3mm white LED (ZDO 142) and a battery holder (PH9280). Then a bit of duplex wire and a drinking straw. Pass the wires through the straw, solder the wires on (positive on the long LED stem) and pull the LED back to the top of the straw. Stick in the batteries. *Voila!* A tiny light source on a stick that can go into small gaps to allow inspection of lots of internal parts - it fitted between the flywheel and block perfectly, it fits down a spark plug hole, could be useful inside a bell housing to look for bits (NB Mike DeBono). A larger, brighter version can be made using a 10mm LED (ZDO220) - a bit larger but much brighter.

You can also get light transporters, a light pipe onto which the LED clips but these didn't seem very bright. The good bit is that you can make this gizmo in a few minutes and for less than \$10 bucks. It seems like a very useful little gadget that is dead easy to make, is completely portable and can get light in anywhere.

Bill Revill



# Behind the Wheel

## Road Test

### NEW VEHICLE ROAD TEST REPORT

Test Vehicle: MG6-Magnette  
 Supplied by: MG Motor Australia Pty Ltd  
 Report by: Ernest Litera  
 Date tested: August 2013

#### SUMMARY

MG6 leads a new range of vehicles heading our way from SAIC, China's largest vehicle manufacturer and owner of the iconic MG brand. It competes in the tough small car segment against a multitude of highly refined, capable and well-presented small sedans, where it blends into the middle of the pack without offering a clear point of distinction, beyond its emotive badge. The MG6 is a reasonable if uninspiring vehicle, from a Chinese manufacturer, poised to expand and develop rapidly. While MG saloons are not new, these manufacturers shouldn't ignore the fundamental ingredients

#### STAR RATINGS

##### MG6-Magnette

Pricing	***
Equipment & Features	*** 1/2
Presentation	***
Comfort	****
Space	***
Noise	***
Performance	***
Economy	***
Handling & Braking	*** 1/2
Crash-testing (ANCAP)	****
Green Vehicle Guide	na
OVERALL	***

EXCELLENT ★★★★ GOOD ★★★ ACCEPTABLE ★★  
 FAIR ★ POOR <



that made the brand great in the first place.

#### MG6-Magnette

Morris Garages, aka-MG remains one of the most emotive brand names in the automotive world, despite its patchy presence in Australia since the demise of the MGB over thirty years ago. It's a

badge imbedded in our psyche as synonymous with open two seater roadsters thanks to decades of enthusiasts tuning and honing their performance into race winning sports cars. This legacy of MG founder Cecil Kimber, may have started with humble Morris vehicles crafted into more responsive machines for enthusiasts, but, and it's an important but, virtually from day one MG have also built five seater touring cars, saloons and coupes, the likes of which are not well known beyond enthusiast car clubs, and not all of them blessed with the MG mantra for spirited performance and crisp handling.

Once master of its sporting models, MG soon became just another arm of the sole destroying BMC/Leyland/Rover conglomerate, who commanded such brands as Riley, Wolseley and Mini and who gave us the term 'badge engineering' where shared models differed only slightly in presentation to go with their badge. In Britain, post the last Abingdon built ZB, MG sedans survived through the 80's with the FWD Austin Mini Metro, Maestro, and mid-size Montego sedans, while the 90's brought the more upmarket, Rover based and MG modified ZT and ZR saloons.



In 2005 the ailing MG/Rover group was acquired by the Chinese and in 2008 by Shanghai Automotive Industry Corporation, (SAIC) China's largest auto manufacturer. While enthusiasts had hoped for a resurrection of the modern rear engine F and TF roadsters, sold here between 2002 and 2005, SAIC were focused on the volume end of the market. Leading its return to Australia with the MG6 and currently scrambling to establish dealerships, parts and servicing facilities in the major centres, there's no escaping the fact that this is the tip of a very large iceberg. By this time next year MG Australia will have on offer the sports hatch MG3, a compact SUV rival for the likes of Nissan Dualis or Holden Trax, and a six speed auto version of this MG6.

For now, the new MG6 comes here in two body styles and one mechanical specification. You can choose between the five door hatchback 'GT', and our four door 'Magnette' sedan, a name first used for the original 1930s K1 Magnette saloon. While the styling is smart and modern there is little distinction from the wide range of current small sedans. The MG6 was designed and engineered for the international market at Longbridge in the United Kingdom, and while northern hemisphere cars are also assembled there, Australian delivered MGs are





completed and shipped directly from SAIC, with their rover 1.8 litre turbo petrol engine and five speed manual transmission.

There are three model levels for each body type, S, SE and TSE, with pricing ranging from \$22,990 to \$27,990 plus on road costs. At the entry point you get the same solid list of safety and exterior features as at the top, apart from tyre pressure monitoring, and all models receive a four star ANCAP safety ranking. Inside the entry models, obvious missing features compared to its opposition are cruise control, parking sensors and inexplicably Bluetooth phone connectivity. Top end models include these, as well as a long list of desirable MG accessories, without ticking expensive options boxes. Features such as the tilt/slide sunroof, rear view camera and parking sensors, electrochromatic rear view mirror, automatic dusk sensing headlamps, rain sensing wipers, dual zone climate control, power adjusted and heated front seats and a cabin trimmed in leather. The biggest gaps in specification are the lack of an automatic transmission in a market where at least 80% of buyers take that option, and the absence of mapping for the navigation system. MG's 6-speed dual clutch auto is undergoing extended durability testing for inclusion in 2014, along with full navigation, although retro installation of mapping in current cars remains questionable.

Physically, the MG6 Magnette sedan is in the same small car category as Mazda3 or Holden Cruze, and likewise it will comfortably seat four adults, or carry three children across the back seat, although it has only two child seat anchorage points. Luggage capacity in the boot is good, short, wide opening doors insure easy access and the usual 60/40 split-fold rear seat provides some load carrying versatility, despite not folding flat and limited by the structural parcel shelf. The boot is deep because regrettably this MG carries a space saver spare wheel, yet a full size wheel should fit.

Up front in our range topping TSE, both seats offer well-crafted contours with reasonable support, while soft leather and padding, proved particularly comfortable on long drives. These seats are heated and power operated, and drivers have six way





seat adjustments as well as both tilt and reach steering, for tailoring to individual needs. The seating position, the layout of fundamental controls and the primary instrumentation is good, but the execution of some functions at the wheel needs more attention to match its rivals. To begin with, the push in key operation is clumsy and disconcerting when a restart means removing and reinserting the key. The handbrake in our test car could not hold the car on a hill and is awkwardly located on the passenger side of the console. In addition there are many minor niggles with identifying functions in the row of secondary switches and dials linked to the centre dash computer screen. It all looks good but lacks simple efficiency in operation. The car would also benefit from better road lighting for country night driving. Enthusiasts will chuckle at discovering the 'lap timer' buried in the trip computer menu, but as an example of poor functionality it's useless for consecutive laps or regularity because of a delayed reset function! A centre console cooler box and hidden passenger seat storage tray are nice touches, yet the single cup holder is another example of poor design thinking, it's neither adequate nor appropriately located in the centre dash. On a check list the MG6 cabin appears to have all the desired occupant convenience features, however little thought has gone into their design, in terms of what owners want to carry and how they use them. Rear seating is also a nice place to be in terms of shaping, soft padding and sufficient space for the average adult. There are rear air vent outlets individual overhead lighting, recessed head rests for vision and storage pockets in both seat back and doors.

Powered by a 1.8 litre turbo petrol engine, an original Rover design, and delivering modest power and torque figures of 118kW and 215Nm the MG6 is a competent rather than exhilarating drive. Comparisons made with performance orientated turbo engines from competitors can be misleading as the MG6s turbo is designed to deliver a linear mid-range feel rather than blistering times.

### PRICING

List price	\$27,990
On-road cost	\$2944
Model price range	\$22,990 to 27,990
Metallic paint	Std
Warranty	36Months / 100,000km
Service intervals	6Months / 10,000km

### UNDER THE BONNET

Engine capacity	1796cc
Engine type	Turbo four cylinder
Max. power	118kW@5500rpm
Max. torque	215Nm@1750rpm
Transmission/drive	5-speed manual/front

### MEASURING UP

Kerb mass	1485 kg
Length	4652mm
Width (incl. mirrors)	2008mm
Height	1472mm
Wheelbase	2705mm
Tyres	215/50 R17
Spare wheel	space saver
Turning circle	

### UNDER THE FOOT      Seconds

0-60km/h	4.2
0-80km/h	7.0
0-100km/h	9.7
50-80km/h (3rd-gear)	5.7
60-100km/h (3rd gear)	7.6
0-400m	17.2
Stop. dist. from 80km/h	23.3

### AT THE PUMP

Overall – RACV test (litres/100km)	8.3
– variation	7.3 to 9.2
Green Vehicle Guide	7.5
CO2 Emission g/km	174
Fuel tank	63 litres
Fuel type	95-ron ULP

### UP THE BACK

Towing capacity (braked trailer)	1450 kg
Tow ball load	100 kg




For example our acceleration figures through the gears are comparable to an auto 2.0 litre Honda Civic Sport or 2.0 litre Mazda Maxx Sport. The MG6 is in its element on a sweeping country road where turbo boost and gearing combine nicely to deliver an effortless flow, rather than in suburban traffic where some drivers struggled with the gear shift quality and keeping the drive smooth. This is more of a reflection on how good contemporary manual transmissions and clutches are. As a daily drive our fuel economy averaged out to 8.3L/100km, with mid 7L/100km on the open road and closer to 10L/100km when driven enthusiastically.

A strong suit for the MG6 is its well-engineered chassis setup and competent ride and handling package. The car immediately feels planted on the road, soaking up all manner of uneven surfaces, aided by more forgiving 50-series tyres and delivering a solid insulated feeling in the cabin. Hydraulic power assisted steering may not comply with today's ultra-eco electronic trend, but it feels good in your hands with even loading as you roll into a corner and none of the

electric's on-centre vagueness. The car sits composed in high speed turns under load without skipping or wandering and delivers good balance and grip. Overall the MG6 feels solid and durable, but build and finish quality fall short of the high standards set by its competitors and things like the dull undercoat paint finish under the bonnet and boot do nothing to enhance that impression.

Melbourne and Geelong dealerships are currently being established and enthusiasts should keep an eye out for additional savings on early build cars, already starting to stockpile at MG Motor Australia.

*Ernest Litera* 





# Vehicles on Club Plates

Will all members who have vehicles on club plates (Historic Registration) fill in the attached form and return to me at the address shown.

**REGISTRAR MGCC Newcastle**  
**57 Kula Road**  
**MEDOWIE NSW 2318**

This will allow me to update the clubs records.

If you have more than one vehicle on the register, please photo copy the form and remit a separate form for each vehicle.

Thanks in advance.

Alan

## Registration Form

Surname;.....

Given Name(s);.....

MGCC Newcastle Membership Number;.....

Address;.....

.....

.....

## Vehicle Details

Plate No;.....

Make;..... Model;.....

Year;.....

VIN/Chassis Number;.....

Engine Number;.....

# Global Warming, Climate Change and Motor Sport

Are we all ecological vandals because we race cars?

The increased interest in global CO2 emissions has created confusion in many people's minds.

Some people stating that the climate science is wrong, and others agreeing with the science.

This unfortunately gives climate sceptics some false hope that the climate is not changing and that it is alright to do nothing and the whole thing will go away.

First let us look at some basics:

: The troposphere envelops the Earth and extends from the Earth's surface to approximately 15km above it. The troposphere contains all of the atmosphere and weather that makes the Earth so unique.

: By comparison the Moon has very little atmosphere and has daily temperature variations from +150C to -100C.

: Any change to the composition of the Earth's troposphere will allow more or less heat (from the Sun) to penetrate through to the Earth's surface and allow more or less heat to leave each night.

: Water vapour in the troposphere is the big one. Water vapour does allow heat to come through but reduces the amount that can leave.

: Everyone knows that an overcast cloudy sky means that the overnight temperatures will remain higher than normal. The water vapour in the clouds acts as a blanket and keeps the heat in.

: The troposphere keeps significant amounts of heat near the Earth. Without the troposphere the Earth's average temperature would drop from the current average of 14.5C to -18C.

What are the main components of the troposphere?

Water vapour, methane, nitrous oxide, carbon dioxide, CFCs, halons, ozone, dust.

What in the troposphere can we change?

: Apparently some breeds of cattle burp less amounts of methane than others and they are to be introduced into the national herd. There are concerted efforts to get us to eat less meat.

: We have reduced the amount of halons and CFCs. Remember the yellow fire extinguishers? Aerosol cans no longer contain CFCs and R12 has been replaced in air conditioners.

: Nitrous oxides are released by fertilisers and fossil fuels.

: Ozone is released from some household cleaners and some electrical equipment.

: Dust in the atmosphere is generated by extreme weather events and poor land management.

However water vapour is the major component and continues to increase. This is caused by an increase in surface evaporation.

The enhanced greenhouse effect caused by increased amounts of CO<sub>2</sub> in the troposphere reduces the amount of heat that can leave the Earth, therefore the temperature rises and water evaporates even faster.

However the increase in water vapour can be slowed by producing less CO<sub>2</sub>. Now when we as individuals use less fossil fuel energy we produce less CO<sub>2</sub> emissions and save money.

Because we have an interest in racing cars we are in a stronger position than most to act locally.

Our cars use energy efficiently, that is why they go fast, our cars convert energy efficiently, that's why they brake effectively, and our cars are designed to move through the air to reduce drag or increase down force to optimise performance. We know all of this stuff, we have hands on experience, and if we use our existing knowledge to use energy efficiently in our daily lives we will be acting locally to reduce CO<sub>2</sub> emissions.

If we intelligently modify our homes and workshops to use less energy, and choose efficient appliances we will emit less CO<sub>2</sub> and save money every day. Whether you believe in climate change or not you are actually practicing energy efficient techniques that are reducing CO<sub>2</sub> emissions now, and you know that they can produce results.

In the future we may all be driving electric race cars but right now you can be proud to say that you own and drive a racing car that is demonstrating energy efficiency to current and future generations.

"Think Globally Act Locally" has never been a more important rallying call than now.

When discussing climate change:

: Remember that horse racing uses much more fossil fuel than motor racing. Race horses practise every day, they and their feeds are transported in trucks.

: Do not confuse individual weather events with climate change: the climate is the long term view of weather patterns.

: When the International Panel on Climate Change (IPCC) talk about limiting global warming to 2 degrees, that is 2 degrees above the Earth's average temperature of 14.5C or nearly 14% increase.

: Global warming increases the variability and intensity of weather. Temperature extremes will be both higher and lower with wind, rain and storms of greater magnitude.

Rob Rowe, 2013

## EDITORIAL Mike Cole

This is my last magazine as next year the Editor will be Michael Potts. I will go through some of the changes that have occurred in my three years as Editor.

We used to print enough covers to last a year. Modern printers require less set up, so covers began to be printed monthly. This allowed the date and photo to be changed each month.

At magazine assembly, we used to walk around a table to collate a magazine. Then we obtained a collator. Now the modern printer is as quick printing in collated order as one page at a time. So our highly technical collating staff have had to be retrained. One less machine to depend on.

Distribution has changed too. We used to sort address labels into overseas, interstate and NSW. Now we further sort NSW into local and Sydney/country. By lodging at Warabrook Mail Centre there is a reduced cost for the local items, which is the majority of our delivery. Also we are now using envelopes, which removes our reliance on the photocopier.

Many thanks to the writers and photographers who have made the magazine possible. Thanks too to the magazine panel for their support at magazine assembly.

Photos this month are from Jennifer Scarf (Come and Try Day) and myself (Register Run).

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 31st January 2014.

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**2014**

## **MG CLUB CHALLENGE**

**7th - 8th JUNE**

### **ADELAIDE SOUTH AUSTRALIA**

The MG Car Club of South Australia is hosting the 2014 MG Club Challenge based in the famous Barossa Valley wine growing region over the Queens Birthday long weekend in June 2014.

The Challenge is a back to basics Motorsport Event and is open to all MG Car Club members in Australia.

The event comprises a Super Sprint at Mallala Motorsport Park on Saturday the 7th and a Hillclimb at Historic Collingrove on Sunday the 8th.

We have booked accommodation at the Lyndoch Hill Motel ( [www.lyndochhill.com](http://www.lyndochhill.com) ) which is 30 minutes to Mallala and 20 minutes to Collingrove.

Expressions of interest would be appreciated at this point forwarded to Bev Waters Ph: 08 8522 1940  
Or Email: [bev.waters@bigpond.com](mailto:bev.waters@bigpond.com)

**CLASSIFIED ADS****FOR SALE MGB mark 11**

Compliance 1971, owned since purchased brand new in Jan 1972, has had 2 total rebuilds in that time, for the past 5 odd years has seen not a great deal of the road, still has the original number plate - DWI 315, spare has the original tyre, basically original and in excellent condition, sits under covers in the garage, has just been registered to April 2014, has been a part of my life for the past forty odd years, only just recently it has occurred to me that maybe somebody else would get as much pleasure out of the car as I have had, seeking a good home where it will be looked after, original 155 odd thousand miles, serviced and maintained by my brother a mechanic, now at Regal Motors.

**Otto Scevak** [otto\\_scevak@yahoo.com](mailto:otto_scevak@yahoo.com)  
**0414 862 088**



performed all the upgrades with great success, recent work includes complete new engine, gearbox, LSD diff, everything you need to go racing, will suit the new Ringwood circuit with ease, contact Rick for a test drive.

**Rick Vincent 0418 494 663**

**FOR SALE MGF**

Yes Rick is selling his much loved F after everything has been modified to try and get the last of its 138 HP has resulted in winning the F class at the MG Nationals at Morgan Park, Warwick this year, so why sell it you may ask, I'm trying to make way for another sports car, who knows what brand, John Collins Dyno Tuning has





# CLASSIFIED ADS



## FOR SALE Enclosed Car Trailer

Dual axle, enclosed and secure, mech brakes, 6 new light truck tyres, elecwinch and ancillary lighting, capacity for 4.6m x 1.8m car, registered to May 2014, \$7,500 ono.

Dave 0421 375 551



## WANTED MG Midget

Basket case for restoration or race project, 66-74 model, not rubber bumper, anything considered.

Eric 02 4943 5171



## FOR SALE MG 1100

David 0417 675 075



## FOR SALE wheels

14 x 6JJ, pcd 4 x 100 or 114.3, offset 38P, sticky tyres, Falken RX06G 205/60R14, suit MX-5, set \$150.

Mike 0403 022 351

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**0407 497 844**

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# Sportsparts Pty Ltd

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for pre 1980 MGs*

- Specialists in original and reproduction MG parts for over 30 years.
- Buy your parts or accessories from us and get free and comprehensive advice on the best way to fit them.
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