

Clubtorque

The official publication of
MG Car Club Newcastle Inc.



MGs & Motorsport

July 2014

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

Membership enquiries:

Judith Rae

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Other enquiries

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phone **4943 6239**

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Cover: The ceremonial opening of the
Ringwood extension

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 - July 2014

Tues 01	MGCCN KEP Meeting Cobby Street 7:30p M
Thurs 03	MGCCN Working Bee Ringwood
Sat 05	Forster Day Run Invite
Sat 05	MGCCN STATE HILLCLIMB Rnd 6 Pr Ringwood
Sun 06	MGCCN STATE HILLCLIMB Rnd 6 Ringwood
Sun 06	WAC STATE Khanacross Rnd 4 Awaba 10am
Mon 07	MGCCN Magazine Assembly Cobby Street 7pm M
Wed 09	MGCCN Speed Panel Cobby Street 8pm M
Thurs 10	MGCCN Working Bee Ringwood
Fri 11	MGCCN Club Night Cobby Street 8pm M
Sat 12	MGCCN YDDC Ringwood M
Sun 13	MGCCN Clubrooms tidy up Cobby St 9:30am M
Mon 14	School Term Start
Tues 15	MGCCN Board meeting Cobby Street 7:30p M
Thurs 17	MGCCN Working Bee Ringwood
Sat 19	WAC Rallysprint Awaba 2pm
Sat 19	TSCC Tri-Challenge Practice Tamworth
Sun 20	TSCC Tri-Challenge Tamworth TC3
Tues22	MGCCN KEP Meeting Cobby St 7:30pm M
Thurs 24	MGCCN Working Bee Ringwood
Sat 26	JDCHR All British Day TBA
Sat 26	MGCCN Xmas in July Hunter Valley venues M
Sun 27	MGCCN Xmas in July Hunter Valley venues M
Sun 27	ARDC STATE Supersprint Rnd 4 SMSB Brabham
Sun 27	Mini CC STATE Motorkhana Rnd 4Nirimba
Thurs 31	MGCCN Working Bee Ringwood

Coming Events - August 2014

Sun 03	WAC Motorkhana Awaba 10am
Mon 04	MGCCN Magazine Assembly Cobby Street 7pm M
Thurs 07	MGCCN Working Bee Ringwood
Fri 08	MGCCN Club Night Cobby Street 8pm M
Sun 10	MGCCN Register Run TBA M
Sun 10	ARDC STATE Supersprint Rnd 5 SMSP GP
Sun 10	Thornleigh CC STATE Motorkhana Rnd 5 Nirimba
Tues 12	MGCCN KEP Meeting Cobby Street 7:30p M
Wed 13	MGCCN Speed Panel Cobby Street 8pm M
Thurs 14	MGCCN Working Bee Ringwood
Sat 16	AHRG Heart of the Hunter TR - tar TBA CC13
Sat 16	CSCA Supersprint SMSP
Sun 17	Family Day Ringwood??
Tues 19	MGCCN Board meeting Cobby Street 7:30p M
Thurs 21	MGCCN Working Bee Ringwood
Sat 23	KSCC STATE Hillclimb Rnd 7 Pr Kempsey M
Sun 24	KSCC STATE Hillclimb Rnd 7 Kempsey M
Mon 25	WAC STATE Khanacross Rnd 5Awaba 10am
Tues 26	MGCCN KEP Meeting Cobby Street 7:30p M
Wed 27	MGCCN KEP Nut and Bolts TBA M
Thurs 28	MGCCN Working Bee Ringwood
Sat 30	MGCCN Natter Night Cobby St M
Sat 30	MGCCN YDDC Ringwood M
Sat 30	WAC Rallysprint Awaba 2pm
Sun 31	MGCCN Hillclimb Ringwood M CC14 TS4

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

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Event Secretary: John Garroway

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MG Interclub

Steve Jones MGCCHR 4952 3486

David Walker MGCCN 4958 4941

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See Page 31

PRESIDENT'S REPORT

Well the extended track is up & running! The Tri challenge round run on the weekend of 21st -22nd of June I think I can safely say was a great success! We had full field of 70 starters with many more entering after the field was full so it is going to pay to get those entries in early. Most of the feedback I heard was very good with minor points raised for improvements so all in all a great weekend.

So on to the next event at Ringwood the state round of the hill climb championships on the weekend of 5-6 July. Another full field so let's hope it has the same result, happy competitors!

The same subject Ringwood but a different slant to the usual stuff I go on about, working bees, events etc. when was the last time you came to Ringwood? I & the board would like to invite the club members to an open day at Ringwood just to see what you the club members actually own! The probable date is the 10th August which is a register run date, subject to weather we hope to have a BBQ style day with everyone having the opportunity to have a drive around the hill from about 10-

3pm. A good chance to bring out that special car & have day out at your own venue. At this stage nothing is set in stone but feel free to let me know any ideas or thoughts on the idea, I would really like to see as many members as possible make the effort even if you rarely go to any club events. More info to follow!

Speaking of member participation Col Bray put on a touring assembly/ road rally on the Saturday the 28th June but only six starters which for an organiser who put in a lot of hours & effort this was a bit of a blow I'm sure. So what's the answer? wrong time of year? Too much on? Would be interested in any comments to Col or myself as to the future of these style events.

Thanks to Martin Reeves for filling in for me last month & also putting together a magazine at short notice. As they say the best laid plans don't always work out just ask our editor Michael!

We have advertisers who support the club via the magazine & businesses who sponsor various events so when you need to spend a dollar don't forget to look after those who look after us!

Cheers Bryn



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Welcome New Members

Leo Frodl - Associate - Subaru Outback

Alex Frodl - Junior - Ford Focus

Andrew Potts - Associate - Nissan Skyline

Tim Van Der Landen - Assoc - BMW

Adam Berge- Assoc - Datsun Sunny

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

It's TYme in Canberra again

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Mark your diaries and keep an eye on the club website for details.

www.mgccc Canberra.org.au



Thursday Working Bees

Contact: Alan Bates 0412 280 093

or Doug Rae 0434 141 501

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FROM the pages of HISTORY by Judith Rae

Overall 1977 was a disappointing year with attendances in both Motorkhanas and Dirt Sprints falling off. 7 Motorkhanas were held at Nelsons Plains with competitor numbers varying between 3 & 17. The annual Motorkhana at Gloucester was cancelled and only one tar event was held at Tighes Hill TAFE car park.

The Register section of the Club had a noticeable upsurge of interest with Register Runs and numerous Processions and Parades. On a disappointing note was the first hint of dissension in Clubtorque between the Register and non Marque sections of the Club - a portent of things to come?

The first Motorkhana for 1978 attracted 20 competitors with victory going to Doug Rae in his Sprite. The 1st round of the State Hillclimb Championship at Silverdale had good entries winner being Barrie Garner.

The MGCC National Meeting this year was hosted by MGCC Western Australia. 9 club members made the long journey to Perth. Round 4 for the K-Mac Group 5 Motorkhana was conducted at Nelsons Plains and Phil Morley directed the Kloster Ford 400 Rally which was a great success.

32 people spent a relaxing weekend at Barrington Guest House and it was decided to book again next year. The Tom

Heard Tar Motorkhana Series was successfully held at Tighes Hill TAFE winner was Neville Lambert.

A special edition Clubtorque was produced to celebrate 21 years since the club became a sub centre of MGCC (NSW). The minutes of the first meeting were reprinted. A representative from Kloster Ford attended the Presentation Night and presented the prizes for the Kloster 400 Rally held last month. The Sponsor indicated their pleasure in being involved and intend making it an annual event.

The AGM was once again poorly attended with 4 committee positions left vacant including that of Secretary. The Mattara Hillclimb Working Bees had only a handful in attendance. An inter-club competition "Motor Games Weekend" was held between local clubs. It was most successful. The treasurer reported a bank balance of \$7736.93.

The Cabaret and Presentation Night was held at Waratah Mayfield RSL with Dave Atkins being named overall Club Champion and Chris Dodds receiving the David Huck Perpetual Trophy

King Edward Park was the venue for the Annual concours. With No Secretary being elected the Club struggled. Secretarial duties were shared between President Chris Dodds and Treasurer Dave Crabtree. .

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EDITORIAL

First of all, sorry to anyone who missed the last magazine. I had planned to complete the magazine whilst I was abroad on holidays, however, when the time came to open the laptop I had lugged halfway around the world I found the screen was broken and I couldn't put the magazine together. Thankfully, Martin Reeves and co managed to rally around to get a magazine together which, if you haven't seen, is available on the website.

What was I doing on holiday, I hear you ask. Well, I was ticking a few things off my bucket list, including a visit to Indianapolis for the Indy 500 and the Canadian Grand Prix in Montreal.

Indy was a real experience and the Americans sure know how to put on a

show. There was no lead up races, instead marching bands, celebs in helicopters and songs proclaiming the USA kept the crowd entertained before the call to "start your engines" and then the enthralling race was on.

It's a shame the Aussies had a rough time at Indy but it was the complete opposite in Montreal. It was surprisingly touching to hear the Australian anthem ring out over the circuit and I'm glad I can say I was there to see Dan Ricciardo win his first Grand Prix, he just shouldn't have kicked us out of the rooftop bar so he could party afterwards...

The deadline for the next magazine is Friday 25th July 2014.

Enjoy the mag - Michael

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AUSTRALIAN HILLCLIMB CHAMPIOPNSHIP NOVEMBER 2014

**Calling ALL members.
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Advertising in MG Car Club Newcastle Clubtorque Magazine

Our membership continues to grow and we are proud to be one of the most active motorsport clubs in NSW. We continue to promote motorsport and have in place training programs for junior drivers in hillclimbs and motorkhanas.

Our annual advertising rates for 11 issues are:

B&W	full page A5	\$220 excluding GST
B&W	half page A5	\$120 excluding GST
B&W	quarter page A5	\$60 excluding GST
Cover	Full page A5	\$300 excluding GST
Cover	Half page A5	\$160 excluding GST

Michael Potts
0423 199 457
editor@mgcarclub.com.au



RINGWOOD UPDATE

The weekend of the 21st and 22nd June was our first event utilising the new layout.

The simple fact that there was a full field of competitors was testimony in itself that the re-design and work was worth the effort.

The event Secretary was called upon to perform a task he had never experienced before, he had to reject entries due over subscription. I think that says it all.

At the end of the day the bulk of the comments were positive, there are a few problems that will be overcome with time.

However, work continues as we have the State Round to contend with next. By the time you read this it will also be done and dusted.

What I and the board would like to do is thank each and every

person who has contributed to the success of the reconstruction in making it what it is today, collectively it is believed that we have a venue that will allow the MGCC to carry on providing facilities to the members and the general motoring fraternity for many years to come.

At this point I would like to thank DAD's Army and their supporters for keeping on keeping on.

A Job well done.

Just a small note to let everyone know that, if John Howard had not removed the mandatory retirement age of 65 when he was Prime Minister, the extension would never have come about.

The average age for DAD's ARMY is 70.9 years.

Cheers

Alan

2014 YDDC DATES

5. Saturday 30th August, Starting time 9.30 am SHARP, Finish 3.00 pm.
6. Saturday 20th September, Starting time 9.30 am SHARP, Finish 3.00 pm.

LAND PANEL REPORT

We have finally secured both CAMS and the Department of Sports and Recreation licences and the track had as its first event our round of the TRI-CHALLENGE which from all accounts was a great success, also the first State Hillclimb round to be held on the new extensions will be run by the time you receive your magazine.

The club thanks Dads Army under the command of Captain Bates, Lieutenant Rae, Sargeant Gregory and Corporals Baverstock and Vincent for marshalling the troupe of volunteers who have worked very hard over the last 6 months to get us to this stage. More work still lays ahead with areas to be cleared, edges to be concreted, sheds to be painted and ongoing maintenance to be carried out.

We have moved over 100 tonnes gravel to back fill edges of track which were levelled by tractor and

hand, four hard days of work by dad's army.

The spectator mound has been de-rocked and some grass seed spread.

Work is progressing on the timing with some problems showing up, these have being attended to and the Tri-Challenge went without a hitch.

The pit layout is being addressed with a variety of options being considered.

The grounds were prepared for the Khana-Cross and Motorkhana but unfortunately the Khana- Cross was called off through rain.

A great deal of work is still required to prepare the venue for the AHC with finishing off some of the half done jobs that were put aside to finish the hillclimb.

Then it will be up to event organisers to run events to the standard the venue deserves.

Doug Rae Land Panel Chairman.

Trivia Spot

In the 1961 movie Blue Hawaii, Elvis sings from his open red 1960 MGA 1600 Mk I roadster. Elvis so liked the car he bought it for himself, and after changing hands once or twice, he re-acquired the vehicle, which is now at Graceland with his Lincolns, Cadillacs and Stutzes.





Lotus – a day in the English countryside...

By Paul and Trudy Carroll

About 160kms north east of London is the historic city of Norwich and just south of the city lies the quaint village of Hethel, a delightful rural region with lush green fields. Down Potash Lane, hidden behind the hedgerows, is a disused 2nd World War airstrip, now the test track and home of the Lotus Group. The location is picture perfect



and what lies within the facility is pure magic to the motoring enthusiast - Lotus Cars Production Facility, Lotus Originals Store, Lotus Engineering, Lotus Driving Academy and Classic Team Lotus, the latter being a whole area dedicated to preserving Lotus history and the racing cars of the past 60 years.

Trudy & I had a great reason for being there. To spend the day on the test track with the Driving Academy and inspect the production line where our Lotus Elise was built in 2009.

Lotus is unique in the motor industry, a small production facility where employees are enthusiasts, where cars are mostly hand built and the philosophy of the late Lotus founder, Colin Chapman, is still strong and proud. Lotus builds "raw sports cars", designed around

lightness and handling, with aluminium and fibreglass being their main components and with body panels that are bonded with space age glues, not bolted or welded together.

At the security gate, we were directed to the Driving Academy building, a former airstrip control tower, where we met 15 other enthusiasts mostly from Europe, all who had come for expert Lotus tuition. Needless to say, we got the award for travelling the longest distance to attend. Our drive cars were Lotus Elises, with a choice of left or right hand drive. Our 4 instructors were all Lotus engineers, people qualified to drive fast, who knew the Elise intimately. Our chief instructor was Martin Donnelly, retired Lotus Formula 1 driver, Lotus engineer, personal friend of the late Colin Chapman and a lovely



our driving became smoother and our lap times quicker. At the end of the day we swapped seats with our instructor, who demonstrated the Elise's almost limitless ability to grip the bitumen and corner fast - an opportunity for instructor pay-back!

After peeling off our racing suits, it was time to tour the factory, which

Irishman to boot.

Our Driving Academy programme included:-

- The Elise - its limits, roadholding & braking,
- The Test Track - plan ahead, its corners & braking points,
- The "Art of Driving Fast" - smoothness, assertiveness, concentration.

Each instructor teamed with 4 students, each of us having a 15 minute drive session every hour. The student drives and the engineer observes and instructs, taking time to analyse and perfect our driving style. As the day progressed, our confidence grew,



included all areas of the production line, from design to assembly, painting to detailing and final tuning to delivery. Interestingly, all cars produced at the factory are "track tested" before delivery. Current cars in production were the Elise, Exige and Evora, with each car available in various models. It is even possible to order "factory production race models" for "track use only" where

the factory will maintain the race car for you and have it ready for your “club track days”.

Finally it was off to the Lotus Originals Store to buy a gift or two (dozen) and view the current 2013 Lotus Formula 1 car, then being driven by Kimi Raikkonen.

The day ended far too quickly. We said goodbye to our new Lotus friends and drove out the factory gate and off into the English countryside knowing that our visit to Lotus was one day in motorsport we will long remember.....

For more about Lotus, its racing history and its production cars go to:-

Lotus Cars (UK) www.lotuscars.com

Classic Team Lotus (UK) www.classicteamlotus.co.uk

Lotus F1 Team (UK) www.lotusf1team.com

Lotus Cars (Australia) www.lotuscars.com.au

SSC Lotus Sydney (Australia) www.simplysportscars.com.au

Lotus Factory & Test Track - Potash Lane, Hethel (opposite Hethel Woods) - (Information @ Google Maps - satellite view.)

National Geographic Channel, Megafactories Series - LOTUS EVORA & FACTORY TOUR - (More information @ Google.)



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TRIBUTE

SIR JACK BRABHAM OBE 1926-2014

Much has been made of Sir Jack's achievement in becoming the only driver to win the World Championship in a car of his own make. But that is only part of the story, for he was also the man who was largely responsible for developing the rear engined Cooper which was to change the face of Formula 1 for ever. He went to Indianapolis in 1961 and shook the establishment; built not only his own Grand Prix challenger but also a succession of superb Formula 2 cars which allowed so many drivers to shine; and was competitive to the end of his long career. Bowing out at the age of 44 in 1970.

Jack has spent a number of years in the cut and thrust of midget racing on the cinder tracks of Australia, winning four successive titles between 1948 and 1951, before sticking to hill-climbs, taking the championship in 1953. That season Jack brought a Cooper-Bristol which was christened the Redex Special and began to clean up with it.

Jack competed at King Edward Park Hillclimbs in 1952 and 1954, with a fast run in 54; Jack broke the record with a time of 58.64 before second gear became inoperative, although still winning the event.

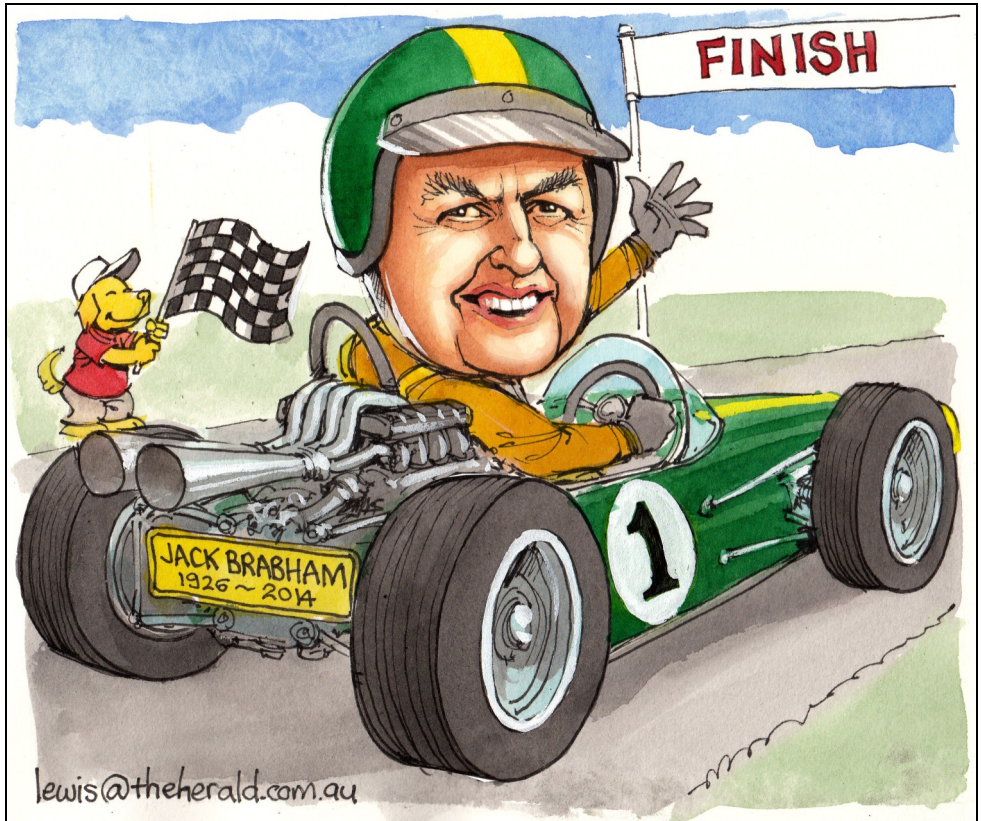
Eager to proceed, he moved to England in 1955 and soon joined the Cooper Team, making an early Grand Prix

debut in the "Bobtail" special. Although he drove a Maserati 250F in 1956 taking third places in the Aintree 200 and the Vanwall Trophy at Snetterton, Jack spent most of the season racing Cooper's 1500 cc sports car, while developing the Formula 2 car which he was to use to such great effect in 1957.

In 1958 Moss won the Argentine GP with Rob Walker's little Cooper proving that the car could be a serious contender, and Jack persevered with the works machine, steadily honing the ground-breaking design on a race-by-race basis. He took occasional national wins, for example in the London Trophy and the Gold Cup, before the start of two golden years in 1959-60 when the Cooper proved, if not always unbeatable at least very reliable, and Brabham won his first two world championship titles taking seven Grand Prix wins in the process. Other victories included

the Brussels and Pau GPs in 1960, and the International Trophy in 1961, the year the team's fortunes began to slip.

In 1962 Jack branched out on his own, using a Lotus as a stop-gap whilst his first Brabham was completed. It was late in the season before the BT3 appeared but this simple space frame car was very effective, soon taking World Championship points and a second place in the non-title Mexican GP. For 1963, Jack signed Dan Gurney to drive for the team and with such a fine driver



Cartoon courtesy of Peter Lewis and the Newcastle Herald

on board he sometimes took a back seat, but his delight on the occasions when he beat the lanky Californian was obvious. Although Jack did not manage a championship win with his Brabham in the 1.5 litre formula, he scored a number of non-titles victories, including races at Solitude and Zeltweg in 1963, and the International Trophy and Aintree 200 in 1964. In addition, he was very successful during the winter trips down-under for the Tasman series and in the newly introduced Formula 2, where he took four first places and two seconds in seven 1964 starts. It was at

the International Warwick Farm meeting that I first spoke with Jack whilst he was unloading the F2 car from the open type trailer. Interesting enough being towed by a Holden EK of FB station wagon.

Brabham's finest season was 1966, when he won four championship Grand Prix with the ultra-reliable Repco-engined car to secure his third title, in addition to the F1 International Trophy and Gold Cup races, and no fewer than ten Formula 2 events in the Brabham-Honda. For 1967 reliability paid dividends once more; Jack took a couple of

wins but Denny Hulme won the title for Brabham before heading off to drive for McLaren. The Repco success was Ford power for 1969 and signed Jacky Ickx, but still won the International Trophy and had another crack at Indianapolis, which ended in retirement with ignition troubles. In 1970, Jack's final year, he was quickly out of the traps with a run-away victory in South Africa before enduring the headache of losing a win at Monaco on the last corner when pressured into a mistake by Rindt. He also led the British GP until running out of fuel on the last lap, with Rindt once again the beneficiary.

Upon his retirement Brabham sold up and walked away from racing to spend more time on his other interests, but the sport would not let him go. His three sons, Geoff, Gary and David, all became successful drivers in their own right, and the 'old man' was often seen at many Australian Grand Prix and Tasman Revival events, usually driving a Brabham BT in demonstration events.

QUOTES & NOTES

Whilst putting this Tribute together I can across many quotes and notes from Jack's life, written by those who were at the face of motor sport during Jack's career. I feel it is an appropriate time to share the with you. GH

'You have to have quick reactions, in effect; you are living on your reactions. It was good training ground for the rest of my career. The tracks were just oval circuits, and the car was virtually out of control all the time.' Jack Brabham on

his days in midget racing in Australia

'When I first came over, there were a lot of jokes about my driving style and the way I hung out the tail of the car like a midget racer on a cinder track.' Jack Brabham 1971

'He seemed to have forgotten that he was no longer on a dirt-track in Australia and insisted on coming round the corners sideways in a power slide,' Stirling Moss on Brabham's F 1 debut at the 1955 British Grand Prix

'He was one of the few very complete racing drivers the world has known. Others may have received more acclaim, but few more success', Graham Hill 1971

'He was a damn good driver because he used his nut. Later when Bruce McLaren joined the team, what Bruce didn't know, Jack taught him. They were both good engineers. They could set up the cars and they didn't mind getting their hands dirty and working on them. John Cooper

'Few can equal Brabham in race-craft. he is a master of Grand Prix tactics'. Louis Stanley 1965

'His style may not satisfy the purist, but it is ruthlessly effective. The car always under control. Few men have such a knack of nursing an ailing machine'. Louis Stanley 1966

'I decided to have a bit of a go at the press for labeling me the old man of motor racing. They were giving me a hard time. My wife Betty went off shopping and brought me a false beard and

I got hold of a jack handle. Just prior to the start of the race I went out to the car with the beard, leaning heavily on the jack handle. I just had to win after that.' Forty year old Brabham making his point before the 1966 Dutch Grand Prix. Brabham duly won and went on to clinch his third world championship.

'Jack could give the impression that he was a bit vague at times. He was quite good at that, particularly with anyone who wanted to talk about money! But he knew exactly that he was doing and in which direction he wanted to travel' Denny Hulme .

'Driving the car in the race is only a small part of winning a championship, perhaps twenty per cent, or even less. Jack Brabham, clinching his third title, 1966

'Here was a man, potentially a world beater, having to trundle round circuits with an engine that could have been in a museum' Dan Gurney in 1965 on the Brabham BT11.

'We looked at the existing cars from end to end, slimmed and pruned everything to the minimum, used our cast uprights all round and generally spent a lot of time designing just enough car to do the job. The amount of thought and time that went into producing a car as simple and light as that was tremendous' Ron Tauranac remembering the Brabham Repco BT 24 in which Denny Hulme became world champion in 1967

'I had forgotten how much easier they were to drive. You could really chuck those cars about. It isn't half as easy to



JB unloading the F2 car a Warwick Farm in 1964, I am talking to Jack whilst a friend took the photo

get out of trouble today as it was then.' Denny Hulme driving a 1966 Brabham Repco in a pre-race parade before stepping back into his McLaren M23 for the 1974 French Grand Prix

'The Cooper is fantastic. You can do anything with it and still recover control.

The car was pretty badly designed from the cockpit point of view. The pedals were immediately behind the radiator. The brake pedal, clutch and the accelerator pedal were that hot I could barely keep a foot on them." Jack Brabham enduring an uncomfortable ride to the world driver's championship in the 1959 Cooper-Climax.

'Although the Lotus was smaller and lighter, the Cooper was always quicker

in a straight line, much to Colin Chapman's amazement and disappointment'. Jack Brabham

'Fangio threw that Maserati round the Nurburgring like no one I've seen before or since' Jack Brabham's view of Fangio's epic drive at the 1957 German Grand Prix

'I was almost at the stage of collapsing at the wheel, so I broke all the wind-screen away with my hand to try to get some air. Every car I got near showered me with bricks and stones. I was coasting into the corners rather than braking, because my feet were so badly burnt that I could hardly put any pressure on the pedals. When the race was over I had to be lifted out of the cockpit.' Jack Brabham struggling to finish third in the 1959 French Grand Prix at Reims, a race run on such a hot day that the road was breaking up.

'It wasn't until I'd stopped rolling that I realised where I was. I sat up in the middle of the track and found myself looking straight into the radiator of Masten Gregory's car! He came belting out of the corner straight for me and this made me wake up. I was off that circuit pretty damn quick." Jack Brabham as he was thrown out of his Cooper when it hit a telegraph pole and rebounded on to the

circuit at the 1959 Portuguese Grand Prix in Lisbon.

'It must have been the first time the new world champion was escorted to the line by a motorcycled escort' Jack Brabham running out of fuel on the last lap and pushing his Cooper across the line in the 1959 United States Grand Prix at Sebring.

'I thought, "I'll have to stay in the tramlines all the way to the depot, wherever that is.' Jack Brabham, his car caught up in the tramlines on the second lap of the 1960 Portuguese Grand Prix at Oporto. He managed to extricate himself after his unscheduled detour and recovered to win the race and clinch the title for the second successive year.

'I guarantee we drove every lap under a different set of circumstances because of rain showers on different parts of the circuit. You would come to rivers running across the road. We were sliding all over in mud and water.' Jack Brab-



Greg at Speed-on-Tweed in 2009, the last time he saw Sir Jack

ham winning in the wet in the 1966 German Grand Prix at the Nurburgring

'It was a real old-fashioned dice I had with Jack. He was throwing everything in the bloody book at me, stones, grass, and dirt, just everything.' Chris Amon recalling his battle with Jack Brabham at the 1967 British Grand Prix. Amon finished third, one place ahead of the Australian whose cause was not helped when both of his wing mirrors fell off.

"I never drove quicker than I did on the day, but I couldn't have won if Jack hadn't made that small mistake. He braked too late, thinking that I was actually closer than I was, and he lost it because he was on the right-hand side of the road to stop me going through on the inside and he found himself on the "marbles". Jochen Rindt snatching victory in the 1970 Monaco Grand Prix. Jack Brabham had been leading into the final corner on the last lap but made a mistake while lapping Piers Courage and slid into the straw bales, allowing Rindt through to win.

IN CLOSING, I last saw Jack at the Speed-on-Tweed event in early September 2009. During the event we were

pitted close to Jack and a friend of his, who was running a big Sports Car, of memory it as a Matich SR 4. He was happy and content waving and acknowledged the interest of the spectators as the crowd passed up the access road way. Needless to say my hard working pit crew of Mal Roach and the late Gregor Dickinson, were continually AWOL, yes, I would find them down the road chatting to Jack, but unfortunately Jack at this time was very deaf.

They reported back "if you want to have a conversation with Jack, you have to talk face to face as he then knows you are taking to him and with lip reading it helps him understand what you are saying," so very sad.

Greg Hunter

28th June 2014

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- Once you have entered and payment has been received by the Event Secretary, you then will be accepted into the event with a confirming e mail, press **Save**, should your e mail address change, update via **My Details** again press **Save**
- Last step, of course you still need to provide your CAMS Licence and Club Membership Card at registration.

Should you have any issues please contact Rick Vincent – 0418 494 663, or in my absence Michael Snow - 0432 772 044.

HAPPY RACING THROUGH – MEECAMSAU.COM

SPEED PANEL

Well if you weren't at the first event at Ringwood on the 21st & 22nd June, you certainly missed out on one hell of an event.

Commencing with Saturday the Practice Day of the second round of the Tri Challenge Series, every competitor who entered was anxious to try out the new extension, which really did sort a few out, particularly coming down the hill, through corner seven then onto corner eight, and over the finish line and of course, STAND on the brakes.

All of these features were emphasized by Alan Bates during his walk the track on Sunday prior to the event, apart from a few small happenings over the finish line, all 73 competitors loved the track and anxious to come back for the State Round, and of course the AHC event in late October and early November this year.

The biggest surprise on the Sunday was the quantity of spectators, the hill was standing room only, so many positive comments regarding the layout of the track and being so close to the action and feeling safe behind concrete barriers, full credit to those members who gave so much of their time, in producing such a valuable club asset it's a credit to Dads Army.

Kempsey Sporting Car Club gaining the first four outright positions which is quite an achievement, on a new track the best time of the day was of course

Dave Morrow at 38.77.

We of course have the State Round at Ringwood on the 6th July so it will be interesting to see if the 38.77 can be reduced.

The CSCA revheads were at it again at Wakefield Park on the 28th June, having a good run in the freezing conditions, hard to get the tyres hot with such a cold track, but all competitors enjoyed the Saturday event, finishing in the rain or finishing in the paddocks what do you reckon Gregg ???

Now for those members who haven't embraced the benefits of registering their details within MEE (Motor Event Entry) I will layout the procedures that are required in a separate page for this months article, the main benefits to each competitor is once you have entered and PAID for the event, you are assured of a start when your entry has been accepted with a confirmation E mail, its that simple.

We have a lot of events coming up soon and of course we require officials, so please contact me if you can help in some way.

A special thanks to all those members who assisted with the Tri Series, particularly Darrell and Jason Gregory they are awesome.

Keep your tyres HOT.

Regards,

Rick.



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FOR SALE 1970 MGB MK 2

Overdrive
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 Original wire wheels refurbished
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Michael Keegan 02 4329 1221 (Gosford)



been crack tested and passed) I also have a set of 13 x 7 mini lites as well

- Engine 1950 CC with original single DCOE 48 Weber (all rebuilt)

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Pete 0411 88 23 23 or email pwowen@hotmail.com

FOR SALE 1967 MGB Mk1

Roaster Race/Competition Car - full bare metal nut and bolt restoration
 Chassis number 3701
 Originally developed by Matt Pintar in NSW.

The car qualifies for a Group T Log book and the existing log book has been validated with CAMS.
 Interesting points of note are:

- Original MG factory close ratio straight cut gear box (All rebuilt)
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FOR SALE 2002 MGF

6-speed steptronic dual auto/manual gearbox, 105,000km. Top end overhauled. Rego to Feb. 2015, sienna gold
 Reluctant sale by second lady owner
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Rob (02) 6557 6400 (Forster) or 0412 314 426

FOR SALE 1968 MG Midget

69,000 miles

I have owned it for past 10 years.

Currently just out of Rego but would register it for new owner.

Car has been resprayed (original colour) at some point (before I owned it) and looks tidy. Two small rust blisters on rear guard (been there for last 10 years without growing) no rust elsewhere. Extractors and larger diameter exhaust fitted, otherwise no modifications.

Chrome bumpers in good condition with all mounting hardware are present and could be easily refitted if desired. Rear wheel splines are getting cliky.

Original tonneau in good condition. Soft top is a replacement unit with a small repair needed (press stud torn out x 2) otherwise in great condition.

Vehicle is located in Lake Macquarie.
 All offers considered over \$8000 Contact on mobile

Don Ware 0404841156



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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
0414 862 088

FOR SALE 1966 MG1100 sedan

2 tone paint green and cream
12/5/14 rego on club plates not transferable
\$4100 ono
Dale 49477766 or 0429450548

FOR SALE 1968 MG Midget

white 1275 cc
cam, extractors ,5 speed gearbox,
motor balanced
owned since 1990
bare metal respray & motor rebuild
1994
rego to 3/2015
\$9500 ono
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FOR SALE Maserati

1988 one owner 30,000km...recent total check-out ...bargain at \$16,000

Chris sms 0412381333

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\$3000
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FOR SALE MGF - 99A

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 MG Nationals Morgan Park Warwick April 2013

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Rick Vincent 0418 494 663

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MG TF 1955 Wire wheels

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FOR SALE MGB

Back to bare metal (sand blasted) 2 pak respray which included some new panels, 12 volt battery, leather seats 1972 model with 1974 interior Electric overdrive Kenwood CD player New Toyo tyres MGB-74B plates

Neville McCauley 0411557822

\$17,000ono



FOR SALE 1973 rubber nose MGB

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THE BOARD has decided to resume limited Private Practice on the Ringwood Hillclimb.

Starting time will be 9.00am till 3.00pm.

The practice day will be conducted in conjunction with the Young Driver Development Course.

Those wishing to use the track will take advantage of being able to complete documentation, pay the fee of \$25 dollars at the track without the problem of picking up keys etc.

You will no longer have the responsibility for the security of the property.

The toilets will be available use

You will be expected to provide your own pit crew to carry out manual timing or any assistance you may need throughout the day.

Please don't expect any assistance from the YDDC team, except in an Emergency, as they will be committed to the training programmed.

The track time will be managed to give both the YDDC and the PP participant's fair and equal access to the hill.

Under NO circumstances will you be granted the use of the new track extension until works are completed, and the Government and CAMS approvals and track licenses are in place.

During Practice days the Crossover and adjoining intersections will be closed with tyre barriers.

Any attendance at Private Practice should be confirmed by a phone call to Greg Hunter on 0412493711.

Greg Hunter