

Clubtorque

The official publication of
MG Car Club Newcastle Inc.



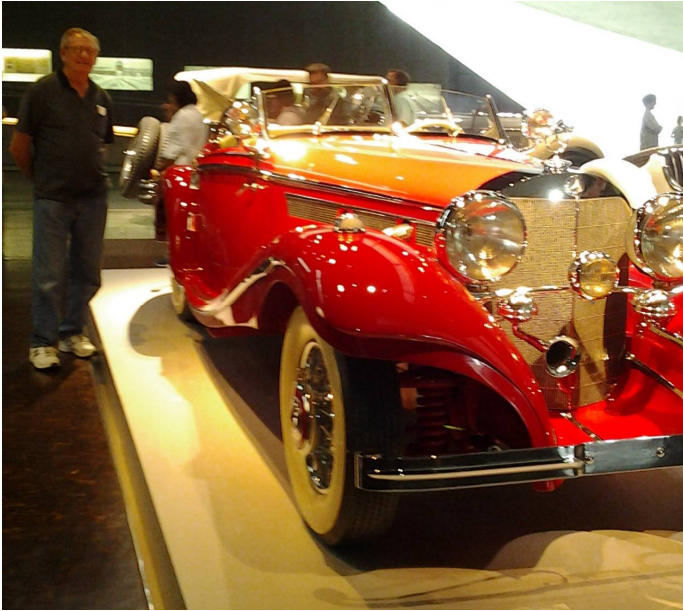
MGs & Motorsport

AUGUST 2017



Dennis Russell with wife Fay waiting for his run at Ringwood

Our travelling register captain Ken Mcleod taking in the Mercedes museum, or maybe this is the next merc to add to his collection!



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Clubtorque

Official Publication of
MG CAR CLUB NEWCASTLE INC

ABN 96 210 450 708

NSW Inc Assn Reg'd No Y0354245

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:

Alan Evans

0412170871 (Not after 9.00pm)

Email: membership@mgcarclub.com.au

Other enquiries

Contact the Secretary at the club address or
phone **0418 611 610**

CONTENTS

Reports

President.....	6
Trophy winners Ringwood	10
Register secretary.....	12
Social secretary.....	12
All British day.....	14
Land Panel report.....	19
Register captain.....	20
Club Captain	22

Information

Coming Events.....	2
Board	4
Editorial.....	10
New British sports car series	14
Article on MG ZT V8.....	16
Article Mitch Craig new car.....	24
Time for a laff	13
Young drivers.....	26
Classified Ads.....	29

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Coming Events - AUGUST 2017

Thurs 3		Dads Army	Ringwood
Sat 5	MGCCN	STATE Hillclimb Rnd 7 Pr A2	Ringwood M
Sun 6	MGCCN	STATE Hillclimb Rnd 7 A2	Ringwood M
Mon 7		Magazine Assy	2:00 pm Cobby St M
Wed 9		Speed Panel	7:30 pm Cobby St M
Thurs 10		Dads Army	Ringwood
Fri 11		Club Night	7:30 pm Cobby St M
Sat 12	MOCA	CSCA S'sprint Rd 5	SMSP Brabham
Sat 12	WAC	Rallysprint	Awaba Invite
Tues 15		Board Meeting	7:30 pm Cobby St M
Thurs 17		Dads Army	Ringwood
Sat 19	AHRG	Heart of the Hunter TR	TBA TR4 CC18 Tar
Sat 19	MGCCN	YDDC 6	Ringwood M
Sat 19	KSCC	<i>Tri-Chall HC Rd 3 Practice</i>	Raleigh Raceway
Sun 20	TCC	STATE Motorkhana Rd 7	Nirimba Tar
Sun 20	MGCCN	Khanacross	Ringwood M KC4 Dirt/Tar
Sun 20	KSCC	Tri-Chall HC Rd 3	Raleigh Raceway TC3
Thurs 24		Dads Army	Ringwood
Sun 27	MGCCN	Register Run ** New Date **	Gosford Motor Museum M
Sun 27	NSWRRC	STATE S'sprint Rd 5	SMSP – South
Sun 27	WAC	State Khanacross Rd 6	Awaba
Thurs 31		Dads Army	Ringwood

Coming Events - SEPTEMBER 2017

Sun 3		Fathers Day	
Mon 4		Magazine Assy	2:00 pm Cobby St M
Thurs 7		Dads Army	Ringwood
Fri 8		Club Night	7:30 pm Cobby St M
Sat 9	MGCCN	Khanacross	Ringwood M KC5 CC19 Dirt/Tar D/N
Sun 10	SDMA	STATE Hillclimb Rd 8	Canberra Fairbairn Park
Sun 10		Village Fair	Broke
Tues 12	MGCCN	Mid Week Run	TBA
Wed 13		Speed Panel	7:30 pm Cobby St M
Thurs 14		Dads Army	Ringwood
Sun 17	MCC	STATE S'sprint Rd 6	Wakefield Park
Sun 17	MGCCN	Motorkhana	Ringwood M MK5 Dirt
Tues 19		Board Meeting	7:30 pm Cobby St M
Thurs 21		Dads Army	Ringwood
Fri 22		School Term Finish	
Sat 23	WAC	Rallysprint	Awaba Invite
	MX5		
Sun 24	Club	Private Hire Event	Ringwood
Sun 24	SCCA	CSCA S'sprint Rd 6	SMSP South
Thurs 28		Dads Army	Ringwood
		Mattara Private Practice	
Sat 30	MGCCN	Ringwood M	

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.

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Vacant

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RINGWOOD PRIVATE PRACTICE / TESTING

Limited availability on Thursdays

Or by appointment \$35

Due to changes in our CAMS Insurance, we are obliged to notify CAMS prior to the day.

Contact

Doug Rae 0434 141 501

Michael Snow 0432 772 044

Greg Hunter 0412 493 711

PRESIDENTS REPORT

What a big month July has been!

While I couldn't attend the last Club Night, I was told it was very successful, with the guest speaker keeping everyone interested in his presentation. The August Club Night will also have a guest speaker. I am sure he too will have some very important information for us. Don't miss this one, if nothing else, it could save you from making mistakes and being fined, just because you were unaware of the ever-changing rules. I can also confirm that the Chamberlain Backhoe/loader that has served us so well at Ringwood over the past 10 years has gone to a good home in rural northern N.S.W. and the money is in the bank! The end of an era for us.

The Club is now awaiting delivery of some brand-new equipment to do the work previously done by the Chamberlain. (and a lot more!) This machine will be much more environmentally friendly than the old one. NO OIL LEAKS!

I expect a big role up at the Thursday working bee on the 10th August, to witness the arrival of this new equipment.

Now back to member activity and events.

Greg Hunter and Russ Baldwin put together an interesting Touring Assembly and those that did enter, said it was a good day out, Thanks must go to both of these gentlemen, for the huge effort that goes into conducting one of these events, It is a shame that we still don't get good numbers attending.

Our annual Christmas in July gathering, while being different in format to previous years, was by all reports a great success. Good work once again, Ken.

The Club Championship Hillclimb on the 30th was, as usual, well supported and incident free. Some were wishing the weather forecast of a 27 degree day to actually happen, but it didn't! None the less, a good day was had by all.

As I write this, entries for our round of the Mantic Clutch N.S.W. Hillclimb Championship, have closed with a big field of 73. (By the time you get to read this it will be all over!) V8 lovers are in for a treat with a record number entered across several classes. However, the big battle of the day is likely to be between the Evo Lancer of Phil Heafey and the Nissan Skyline GTR R35 of Neville Shears. After 6 rounds, there is just 3 points between them for the Tin Tops trophy.

James Pearson will break the existing tie between he and Paul Finch in the 2B Prodsports over 1600 cc class. It is a shame that Paul is missing this event.

There will be a report and some photographs from the event in the September edition, I'm sure.

PRESIDENTS REPORT

Planning for the Mattara Hillclimb is progressing, with all key officials now in place. Unfortunately to date the number of people at the meetings has been less than we would hope. This is still the high-profile event of the year for us. We need to do that bit extra to promote the event and the club to the general public. This requires effort, and it should not fall to the same few overworked members of the Board. The work over the next few weeks is the arrangement of sponsorship, that is required for us to present a professional event to the motorsport enthusiasts of the region. I look forward to seeing you at an event shortly.

Yours in MGs & Motorsport

HAVE YOU BEEN LATELY?

IT'S CLUB NIGHT THIS FRIDAY 11th AUGUST 2017

COME & ENJOY A CHAT WITH FELLOW CLUB
MEMBERS ENJOY A TEA OR COFFEE WITH
SUPPER AFTERWARDS. ITS YOUR CLUB
ROOMS COME & ENJOY THEM

For the August club night Rose has organised Scott Holding a driving instructor who will give helpful tips on new road rules, modification rules and other information.

Scott was formerly in the Police Force in Sydney and has been an accredited driving instructor for 25 years and conducts senior driver assessment.

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TROPHY WINNERS RINGWOOD HILLCLIMB JULY 30TH 2017

Type 2 Under 2 ltr 1st in Class David Brett HARRIS 43 Honda Integra 46.03
 Type 2 Under 2 ltr 2nd in Class Harry HARRIS 53 Honda Civic EG 46.18
 Type 2 Under 2 ltr 3rd in Class Michael STARR 84 Renault Clio RS 172 47.75
 Type 2 Over 2 ltr New Record Steve WOODS 10 Renault Megane RS275R 43.22
 Type 3 Under 2 ltr 1st in Class Warwick BERGE 183 Datsun 1200 43.64
 Type 3 Over 2 ltr 1st in Class Reece ATTWOOD 510 Datsun 1600 44.11
 Type 3 Over 2 ltr 2nd in Class Michael WHITEMAN 219 Monaro CV8 44.91
 Type 3 Over 2 ltr 3rd in Class Daniel DALMAZZO 15 Holden Commodore 45.25
 Type 4 Over 2 ltr 1st in Class Patrick NAVRATIL 365 Nissan Silvia S15 42.14
 Type 4 Over 2 ltr 2nd in Class Scott HARRISON 111 Mazda MX5 43.24
 Type 4 Over 2 ltr 3rd in Class Mitch CRAIG 444 Suzuki Swift GTI 43.39
 Type 5 Under 2 ltr F.T.D. - 1st in Class Francesco MANGANO 82 Jedi Mk4 39.14
 Type 5 Under 2 ltr 2nd in Class Gerard VEITCH 179 Elfin X 40.35
 Type 5 Under 2 ltr 3rd in Class Darval THOMAS 55 JWS Pens HC2 40.71
 Sports Grp 2A/2C Under 2 ltr 1st in Class Raymond BROMLEY 71 Lucalia Clubman 42.34
 Marque Sports Classic Under 1.4 ltr New Record Ernst LUTHI 412 Renault Alpine A110 46.98
 Marque Sports Classic Over 2 ltr New Record Andrew FRASER 109 Corvette 44.57
 Marque Sports Classic 1.4 - 2 ltr 1st in Class Jeff NEWEY 48 MG B 45.70
 Marque Sports Modern Over 2 ltr New Record James PEARSON 151 Mazda RX7 41.26
 Marque Sports Modern 1.4 - 2 ltr 1st in Class Lyall CLARKE 51 MG F 46.14
 Marque Sports Modern 1.4 - 2 ltr 2nd in Class Michael FRASER 606 MG F 47.24
 Marque Sports Modern 1.4 - 2 ltr 3rd in Class Terry PERKINS 161 Mazda MX5 47.63
 Junior in Special Vehicle New Record Christian THOMPSON (J) 213 JB Clubman 42.30



Warwick Berge in the Datsun 1200



Darval Thomas in the JWS



Some of the action at the Ringwood hillclimb 30th July 2017



Francesco Mangano fastest man on the day



Oops!
Scott Harrison a bit sideways

Laurie Constable in the Hillman Imp



Mitch Craig in the "old" car



Lucas Holloway in the Nissan Silvia



Andrew Rigg in the Toyota Starlet

REGISTER SECRETARY REPORT

There was one more Historic Vehicle registered with the RMS through the Car Club this month.

Noel Saunders 1958 Morris Major

There were six Registration Renewals bringing the total number of Historic Vehicles registered through the club to 104.

If you have a vehicle coming up for registration renewal, or a first time Historic Registration, in September or October please contact Ted Dial on 0408562748 or 02 49562748.

I am going on holiday and Ted will be looking after the Register Secretary duties in my absence.

Allan Evans

SOCIAL SECRETARY REPORT



What an interesting Club night we had in July.

Thank you to CODE Cleaning products for a very informative presentation on the collection of cleaning aids they manufacture and recommend for all types of motor vehicles.

CODE had a great variety of goods and products on display with club members and guests being very impressed with the features of the cleaning goodies.

Make sure you attend the next **Club Night on 11th August 2017** as Rose has organised Ron Holding who is a driving instructor to come along and inform us of the new road rules which have been introduced over recent times. As many of us may not have studied the road rules of late this information may be very handy to members who attend.

Cheers

Chris Finch.

TIME FOR A LAFF

A gynaecologist had become fed up with malpractice insurance and paperwork, and was burned out.

Hoping to try another career where skilful hands would be beneficial, he decided to become a mechanic. He went to the local technical college, signed up for evening classes, attended diligently, and learned all he could.

When the time of the practical exam approached, the gynaecologist prepared carefully for weeks, and completed the exam with tremendous skill.

When the results came back, he was surprised to find that he had obtained a score of 150%. Fearing an error, he called the Instructor, saying, "I don't want to appear ungrateful for such an outstanding result, but I wonder if there is an error in the grade?"

"The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark. You put the engine back together again perfectly, which is also worth 50% of the mark."

After a pause, the instructor added, "I gave you an extra 50% because you did it all through the muffler, which I've never seen done in my entire career".



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.

All British Day

At Riverside Park Raymond Terrace there were approximately 230 interesting cars ranging from Rolls Royce to a Trojan.

Even though the weather was overcast (but did not rain) there was a good crowd in attendance.

Michael Snow



Have to one of the best Morris Majors on the planet!

One of the Tarran family of cars, a Land Rover of course, this one a fire tender that did service with the Snowy Mountains Authority



A nice Sebring



Left A fairly rare TVR



Below Triumph TR6



Above A big Healey
Right Jaguar special
Below More triumphs
Right Daimler Dart



Thank Frankel it's Friday:

The unlikely V8 super saloon

The other day I found myself pondering the least likely car and engine combinations to make it into production. Cars like the Ferrari powered Lancia Thema 8.32 and the Volvo powered Noble M600 floated in and out of my brain, but the MG ZT260 hovered, settled and I've not been able to get rid of it since. So by all means think of this column as a short and hopefully mildly diverting way of losing a few minutes' downtime, but the truth is I'm mainly writing it in the hope it'll get that damn MG out of my head.



I find the car fascinating for two entirely separate reasons. One is how it drives and we'll get to that in a minute, but of no less interest is that it even got built.

Consider the facts. By 2003 MG Rover was on its knees. As you will remember BMW had bought Rover and in 1998 its CEO made the highly unorthodox move of launching the all new 75 with a barrage of criticism about Rover's productivity. He suggested Longbridge might be sold and even hinted that BMW might not be in it for the long term. There are credible authorities who will tell you that Rover in general and the 75 in particular never got over that assault from within. And it seems that said CEO, Bernd Pischetsrieder, was not kidding: in 2000 BMW did indeed jettison the MG and Rover brands to the Phoenix consortium (having already flogged Land Rover to Ford and kept Mini for itself) and I think it fair to say most authorities thought the newly named MG Rover Group would have its work cut out just to survive.

What did it do? Everything: it went touring car racing, it commissioned Lola to build it a Le Mans car and it turned some rather boring Rovers into some more attractive MGs called ZR, ZS and ZT, the last of these being a 75 with stiffer suspension and a body kit. But there was a perception that the 175bhp of the ZT's 2.5-litre V6 wasn't quite enough for it to command credibility as a proper performance car. So thought turned to what might be done about this. There must have been several options, the most obvious being to get more power out of the KV6 engine which, with four overhead camshafts and 24-valves was pretty under-stressed producing just 175bhp. It could probably have grown larger internally too, without significantly affecting its installation in the car.

But that's not what MG decided to do. In a move that seems bizarre when you first think about it, then ever more bizarre the harder you look at it, MG Rover decided to replace the 2.5-litre V6 with a 4.6-litre V8. From Ford. Except it wasn't as simple as that. Not by a very long chalk. The Rover 75 had been designed to accept only a limited range of transversely mounted small four and six cylinder engines driving the front wheels. The Ford engine could only be installed longitudinally and even if it could have powered the front wheels (which there'd never have been space to engineer) it would have led to catastrophic torque steer. So the car had to be converted to rear wheel drive. In engineering terms this is not that different to designing a car and then realising that what you actually needed was a boat.

The conversion involved not only throwing away the old engine and replacing it with the new but also doing the same to the gearbox, designing all new rear suspension from scratch, constructing an entirely new floor for the car and substantially modifying its actual monocoque. Then it was just a question of finding space for an engine nearly twice the size of the one for which it was designed, running a propshaft the length of a car never designed to need a propshaft, to a differential which had to be installed between the rear wheels without affecting the size of the boot. What I find so extraordinary is that MG Rover not only did it, but did do without affecting the look of the car in any way. If you want to tell an MG ZT260 from a standard ZT, you have to look for badges and quad pipe exhausts – and the same is true for the Rover version, which was simply known as the Rover V8. The interior was basically unchanged too, unless you count the fact that the driver's footrest had to be sacrificed to make space for the massive Tremec gearbox that went with the engine. The first time I drove one I initially thought it a simply enormous waste of time, effort and money. Normal 75s and ZTs rode beautifully but this one was merely adequate while the engine's voice was always present in the cabin even at a gentle cruise.

But then I got to a soaking wet Mallory Park and spent an afternoon in theory trying to keep up with works driver Anthony Reid in another one, but in reality becoming more and more obsessed with how much oversteer I could induce without actually losing control. I discovered perhaps the most delightfully balanced, endlessly playful saloon car I had ever driven. More than dozen years and perhaps a thousand car tests later, I still remember that day and still go online to see if there are any nice ones out there. The excellent howmanyleft.co.uk website says there are fewer than 100 still registered in the UK and nice ones are few and far between. But there's one for sale right now with fewer than 50,000 miles on the clock costing nine grand, and if I could work out what I'd do with it or where I'd put it, I'd be very tempted indeed. Looked at now the MG ZT260 seems something of a folly, but then many of the world's most interesting cars are. And sometimes I wonder if those who signed what would have been enormous cheques to pay for its development did so in the knowledge that the days of the company were probably numbered anyway. If nothing else, it ensured MG Rover when out with a thundering rear-driven V8 bang, not a fizzy little front drive whimper.

Andrew Frankel

Andrew Frankel has been racing cars for over 20 years and testing them for nearer to 30. He is senior contributing writer to both Autocar and MotorSport magazines, sits on the Car of the Year jury and was chief car tester for the Sunday Times for 15 years. He cites driving and writing as the only disciplines for which he has any talent and therefore considers himself vocationally employed. When he is not working he lives quietly in the Wye Valley with his family, a small and unimportant accumulation of cheap old cars and some sheep.

LAND PANEL REPORT

FAREWELL OLD FRIEND

Some of you may heard of the club purchasing a new tractor -back hoe this has come about after 6 months of investigation, the new tractor will be delivered in August. However, the Chamberlin which has done a tremendous amount of work over the 15 years that we have had it has been sold with the money offsetting some of the cost of the new machine.

Going back on some of the work achieved, the clearing of the bottom motorkhana area with some of the stumps being removed by the backhoe, a waterway pipped and backfilled, dug out the old septic tank and replaced with new one, rebuilt the transpiration area.

All of the drainage pipping for the extensions of the track were dug by the backhoe saving the club thousands of dollars.

The widening of the run off area between turns 6 and 7 and the start of remedial work on the access road.

Unfortunately the maintenance and repairs of the Chamberlin were getting beyond fixable also some safety issues were becoming apparent.

Doug Rae Land Panel Chairman





Louise the choirmaster leading the carol singers



Winners are grinner! Fran Hodgson

After a good lunch everyone looks happy!



Photos by John Porter

REGISTER CAPTAINS REPORT

What a great day we had on Saturday 15th July for the Xmas in July lunch at Mulla Villa historic homestead. It was a mild winters day and about half of the 32 starters met at the clubrooms for the hour and 15 mins drive to Wollombi via the Hunter Expressway while the rest of the group took a different route depending on where they lived and we all managed to arrive within 10 or 15 mins of each other. In her usual style Louise had set up the tables with tinsel and Bon bons, so we got into the Christmas spirit from the outset.

We were served with a beautiful meal (the steak was brilliant) and in between courses Louise brought out the Christmas Carols song book and she soon had us singing along. After dessert the 34 question Christmas quiz came out which was hotly contested but won by the team lead by Fran Hodgson on a count back.

As part of the lunch arrangement, we were later taken on an historic tour of the homestead where the convicts were housed when they were building the Great North road in the early 1800's.

We had a great day out in the country and I want to thank all those who attended for supporting this Register Run.

We now have a bit of a break while I am overseas, but 2 days after I get back we are off to the Gosford Motor Museum on Sunday 27th August. We have been to this venue before but we were invited back because they do change their cars over and there is always something new to see.

The plan is to make your own way to Gosford and meet and enter the Museum as a group at 11.00am. This way we will get the group discount. Allow an hour and a half for this journey.

Please email me of your intensions to join this outing and I will sort it all out on my return.

Ken McLeod
Register Captain
Tel. 02 49436239
Mob. 0408 682420

Is this the three wise men?
I doubt it they look lost to
me!



CLUB CAPTAIN'S REPORT

Hi all,

The major trophy results shown are as at 2nd August 2017.

The Christmas in July attendance is the only event that has not been added to the Club Member of the Year points core.

There has been a change in Tar Speed class for a couple of drivers for some earlier hill-climbs. The main effect can be seen at the top of the Alan Bates Memorial Championship. The class most affected is Special Vehicles Over 3L.

By the time you read this, I should have the progress scores for all the individual events/series, & their respective classes, on the website. If you have any queries with the points score, please contact me.

Cheers, Gregg

Alan Bates Memorial Tar Speed (HC) Trophy

	Events	Rank	Points		Events	Rank	Points
				Paul			
Rick Vincent	5	1	71	Whitworth	5	14	55
Warwick Berge	5	2	67	Adam Harris	4	17	52
				Patrick			
Harry Harris	5	3	65	Navratil	4	18	51
				Joel Buck-			
Mitch Craig	5	4	64	land	4	19	50
				Andrew			
Dylan Gerrish	5	5	63	Ference	5	20	49
Lyall Clarke	5	5	63	Ryan Bates	4	21	48
				Michael			
Jeff Schmitt	5	7	62	Whiteman	3	22	46
				Mark			
Steven Woods	5	8	61	Granger	4	23	45
				Alex Frodl			
Jeff Newey	5	9	60	(J)	4	24	44
				Matthew			
Reece Attwood	4	10	59	Bates	4	24	44
Christian Thomp-							
son (J)	5	11	57	Grant Cook	3	26	43
				Chris			
Gerard Veitch	4	11	57	Fernance	4	27	41
				Matthew			
Doug Rae	5	13	56	Granger	4	27	41
				Darren			
Mark de Gioia	5	14	55	Lindsay	4	29	40
Matthew				Wayne			
Whitworth	5	14	55	Lewis	3	29	40

CLUB CAPTAIN'S REPORT

Mick Nielson Memorial Club Member			Chris Dodds Memorial Club Championship			
	Rank	Points		Events	Rank	Points
Michael Snow	1	114	Chris Fernance	11	1	125
Greg Hunter	2	88	Doug Rae	10	2	111
Chris Fernance	3	84	Steven Woods	8	3	99
Leo Frodl	4	82	Rick Vincent	5	4	71
David Atkins	5	77	Russell West	7	4	71
Kerry Woollard	6	74	Warwick Berge	5	6	67
John Finch	7	63	Harry Harris	5	7	65
Bryn Baverstock	8	60	Matt Whitworth	6	8	64
David Walker	9	58	Mitch Craig	5	8	64
Doug Rae	9	58	Paul Whitworth	6	8	64
Gregg Noonan	9	58	Dylan Gerrish	5	11	63
Steven McLeod	12	50	Lyall Clarke	5	11	63
Darrell Gregory	13	48	Jeff Schmitt	5	13	62
Jason Gregory	13	48	Jeff Newey	5	14	60
Ken McLeod	13	48	Reece Attwood	4	15	59
Rick Vincent	13	48	Terry Perkins	6	15	59
Alex Frodl (J)	17	42	Gerard Veitch	4	17	57
Lyall Clarke	17	42	Mark Granger	5	17	57
			Mark de Gioia	5	19	55
			Adam Harris	4	20	52
			Matt Granger	5	20	52

Judith Rae Memorial Ladies Championship				Paul Daley Memorial Junior Championship			
	Events	Rank	Points		Events	Rank	Points
Madelon Corbett	3	1	40				
Bronwyn Lewis	3	2	30	Christian Thompson	11	1	126
Raewyn Perkins	3	3	19	Alex Frodl	10	2	116
Raechel Fraser	2	4	17	Alexander Reeves	3	3	33
Amy Mrcela	1	5	16	Nicholas Fernance	3	4	32
Helen Baverstock	1	6	15	Jayedon Thompson	2	5	22
Leanne Woods	1	7	13	Taylor Gill	2	5	22
Yasmin Allen	1	8	9				
Rose Collins	1	9	6				

Recently had a chance to talk to Mitch Craig about his “new” car & here is his story on the car

Car originally built by Hulcraft Autos at Granville and booked in its current form on the 26/6/1983 as a Group B sports sedan.

The car was then purchased by John Taylor in 1986, who together with John Ramage ran the car in sports sedan races till 1999. John Ramage runs a race car fabrication business in Sydney still and is well known for the restoration of the John Goss blue Group C Hardtop Falcon and Elvis the STP VH group C Commodore. From 86 till 99 it competed in 39 log book entered races at Amaroo, Oran Park and others, including rounds of the Comalco Wunderlich and Toledo tools sports sedan series, and the Oran Park 6 hour sports sedan races.

In 1999 it was sold to Warren Aubin (who became Mayor of Bathurst) and then sold to Wayne Burden in May 2000.

In its early life the car was red/white and green, then dark and light blue. At this time the vehicle had open ended guards similar to DTM cars. The actual engine configuration in its early years is not actually known.

The vehicle became yellow, then yellow and green, then painted in its current blue by Wayne Burden as it was similar to his fleet of trucks.

The hillclimb history of the car is very well known to long time competitors. Wayne was a hard charger and won Australian Championships, State championships on multiple occasions and in doing so set every track record at almost every track it raced on. To give an idea of how hard Wayne ran the car some times include 46.8 on mountain straight, 36.7 King Edward Park, 26.84 Esses, 43.91 Grafton (still stands I believe after 14 years) and 23.97 at Huntley. Some of the records have only been beaten by some AWD cars competing in sports sedan classes.

The Gemini I am told was the first sports sedan to run imported Avon slicks in hillclimbs, forcing other competitors to run the same. Wayne told me that he actually ran uncut wets as slicks, which he said were “quite sticky”

Wayne sold the car to Kurt Woodward of Bathurst in 2009, who used it sparingly, but changed a lot of things and I purchased the car in 2015



Once I returned home with the car and a huge inventory of spares, wheels (including Mawers) , body moulds etc a major rebuild began with the help of Shane Brandon , of 3 Eleven Motorsport at Medowie . (Shane was crew chief and engineer of a 2 car BMW Super Tourer team)

A rebuild of the entire front suspension, uprights, steering, brakes, fuel system, gear shift and driveshaft's and entire rear end was carried out over 10 months , including the addition of a set of beautiful MCA gold coilovers, after Shanes consultation with Murray Coote, and the car now (or was) is incredible to drive.

I'm amazed at the speed the car gets off the line and the grip of the new Avon slicks (which I had to sell a child for) is more than I can use at the moment, and the unboosted brakes are quite incredible when warm (that's why people see me stopping hard coming up to the start line up as I have no brakes when cold !!) I cannot drive the car as fast as it CAN actually go.

Some details that are known by a few :

Space frame chassis - 15 x11 Avon Slicks - Lockheed Girling Group C 4 piston fronts
 Lockheed Girling twin piston rears - Muncie M21 close ratio 1969 box
 Gibson driveshaft - Banjo rear end full spool - 4 link rear end with roll centre adjustment
 Holden 186 engine - Brough race engines custom crank - Spool rods
 Ross pistons - Duggan head -Solid lifters -Roller rockers—Big Compression
 Drinks Avgas - Motec M48 ECU
 Tiny flywheel with triple plate AP clutch (please don't park close in the line up... clutch is either in or out !! and I have no handbrake !!!!)

A recent steering failure at Ringwood saw the steering rack seize in the housing and the car go wide and hit the wall. Some bodywork is all that is needed now and the car I'm sure will be back for the Mattara hillclimb.

Mitch Craig



YOUNG DRIVER DEVELOPMENT COURSE

DATES AND INFORMATION FOR 2017

NOTE ALL Events are conducted at Ringwood Park Motor Sport Complex
Starting time 9.30 am Finishing time is 3.00pm

DATES REGULAR TRAINING EVENTS

Held on Sealed and unsealed

Event Six / Sat 19th Aug

INTRODUCTION COMPETITION DRIVING “MOTORKHANA”

One event only 29th of October Starting at 8.30 am Sharp, no late arrivals please.
Minimum age 12 years

INTRODUCTION COMPETITION DRIVING “KHANACROSS”

One event only 26th of November Starting at 8.30 am Sharp, no late arrivals please.
Minimum age 12/13 years, only with approval of the YDDC Panel.
Helmet must be worn, and clothing and foot wear to Speed Event Regulations.
In-car instruction will be available on both the COMPETITION days above.

SPECIAL NOTICE FOR ALL YDDC STUDENTS

**DUE TO A SHORTAGE OF DRIVING INSTRUCTORS IT IS NECESSARY FOR ALL STUDENTS
TO ADVISE AND CONFIRM THEIR ATTENDANCE 6/7 DAYS before the dates LISTED
ABOVE-----FAILURE TO ADVISE COULD LEAD TO THE EVENT BEING OVER SUBSCRIBED-
---IN WHICH CASE YOU COULD MISS OUT----**

**IT WILL BE A MUST TO ADVISE BY SMS, EMAIL MESSAGE BANK OR LAND LINE 6/7
DAYS BEFORE THE EVENT DATES SHOWN ABOVE.**

It's possible that above programme can change during the year, please check the
above list, it will be updated as soon as changes come to hand.
However it is not always possible to meet the Club Torque magazine deadline, please
confirmation if in doubt, call me on 0412493711 or SMS or email Greg Hunter at
gh.hunter@bigpond.com.au

YOUNG DRIVERS COURSE REPORT

The previous Junior Driver Development Course held on Saturday 22nd July was another great day with amazing weather which saw both the students and some new instructors being put through their paces.

The drivers were split into three groups. The beginners and inexperienced drivers took to the quarry to learn some basic skills which involved numerous tests such as the slalom, reversing and emergency braking. Later on in the day they progressed to the pit area to practice driving on the tar so that they could get a better understanding of their cars and how to drive them safely. These skills will help these drivers in the future both on and off the track. They finished off the day by putting these newly learnt skills to the test with a lap around the hillclimb track.

There was only one driver in the intermediate group so he went down to the lower motorkhana paddocks to learn some more advanced car control. In order to prepare for future motorkhana and khanacross events he was taught a much enjoyed skill – The Handbrake Turn. By the end of the day he had it mastered and you could barely keep him out of the car or the car off the dirt. An amazing turn around for a young student that was nervous at even the thought of being behind the wheel just six months ago.

The advanced students took to both the training room and the hillclimb track. In the training room they studied some more advanced topics such as Understeer and Oversteer, how to find the apex, and the fastest racing line through a corner. Out on the track they put this knowledge to the test and their level of car control was obvious to all with the way they were throwing their cars through the chicanes and around the corners. These drivers aren't afraid to try and go quick or push the limits of their cars.

The next Junior Driver Development Course will be held on Saturday 19th August which will be the final regular training day for the year. After this they will have another two training events which will be held at a Motorkhana and Khanacross where they can compete against the clock and each other.

Chris Fernance





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.

Jensen Partners adopts a practical approach to the law and is committed to the use of plain language and regular communication with clients in servicing their legal needs.

Graeme Jensen has particular expertise in the following areas of legal practice:

Residential and commercial conveyancing, including major strata and land developments;

Commercial leasing;

Corporate and business law;

Criminal law, including Court appearances in the Local, District, Supreme and High Courts.

Litigation;

Wills and Probate;

SMF acquisitions and borrowing; and

Liquor licensing, including new grants, transfers, boundary re-definition and breaches.

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.

For assistance please contact Graeme on 0419 279 959 or visit our website at www.jensenpartners.com.au

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Suzuki DRZ 250 2010 model 2540 ks New tyres intermediates (road and dirt also a set of dirt tyres 90 % good) \$4000.00 ono . Rego 24th May 2018

CLASSIFIED ADS



MGB Group "Sb" Historic Log Book

This race car was built from a bare shell and has been meticulously maintained since by Bob Rowntree. This car is one of the fastest Group "S" MGB's in Aust. The engine has just recently been refreshed Jan 2017 with new , camshaft, brass oil drive gear, high flow head, ceramic coated inlet manifold and big bore ceramic coated extractors with no expense spared. and has just been Dyno tuned, ready to race. The car also has straight cut close ratio gearbox, with English competition spec. overdrive.

The car has recently been corner weighted . Winner of class in Group "S" HSRCA Enduro 2014. Included is a spare set Superlite wheels with brand new AO50 Yokohama tyres, numerous spares including springs, roll bars, shocks, aluminium bonnet,brakes, filters etc. The package has 3.9 & 4.1 diff ratios and Quaife LSD.

Laps Eastern Creek in 1.51.2, Wakefield Park in 1.10.4 This car is presented at a very high standard and is located in Sydney.

Price \$24,000 Colin (M) 0477 17122 Ph.0246556770



MGB Mk1 registered with the Canberra MG Club under historic registration No. 464. The car is a very early example of the Mk1 built in Australia and the engine and body compliance plate are both stamped number 2108. We believe the car was assembled in late 1964 and has a five bearing engine, pull door handles, roll bar and comes with its original soft top and tonneau cover. We have had the Nurberg White MGB for 17 years and appear to be the second owner. The MGB Mk1 has been well maintained and has been preserved in its original condition with low mileage of 37,505, registered in May 2017 (NSW registration). We also have an original customised hardtop that has never been used and other extras. There is also an additional new/unused soft top, tonneau cover, skirt and used ribs available. We would prefer the car to be sold to another MG enthusiast if possible. Genuine buyers with offers around the \$18,000 mark. If anyone in your club is interested in acquiring a unique original car please contact us at: netteandme@hotmail.com M & A Hillier

1967 MGB

\$16,000 ONO

Built for Targa NZ.1850cc.
Close Ratio Gear Box CAMS
Compliant full or half roll
cage. CAMS log booked.

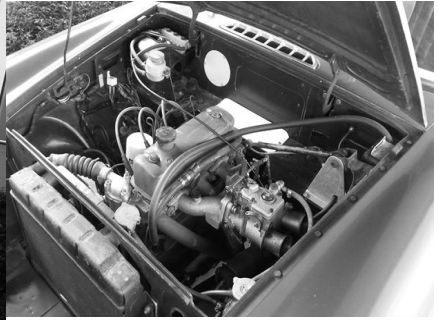
4.6/3.9 LSD's. Balance Bar

brake adjuster. Lots of Extra's (Original Seats, Hard & Soft top, Motors, Heads etc) Would comply with group SB



Contact Phil Horn - 0412020207

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Advertisers Index

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MG Centre of Sydney.....	9
George Price Towing.....	9
Sportscar Spares Australia.....	29
Jensen Partners	28
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