

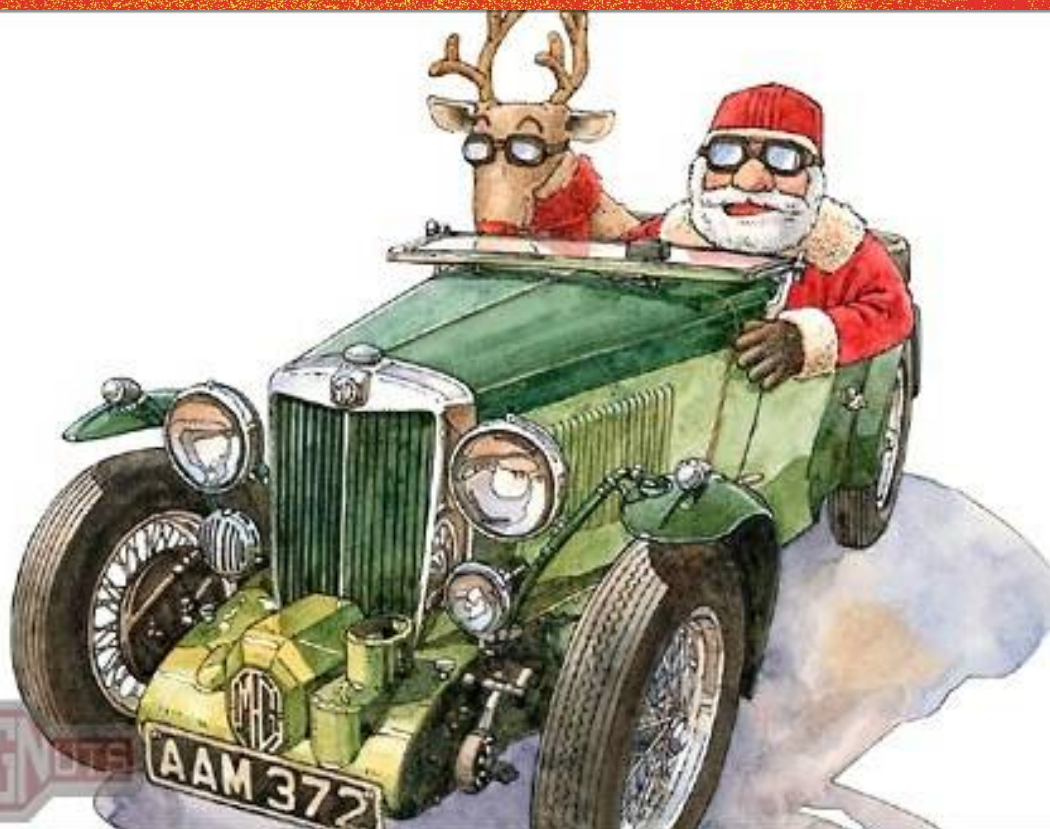
Clubtorque

The official publication of
MG Car Club Newcastle Inc.



MGs & Motorsport

DECEMBER 2018



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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:

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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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(M) 0408 562 748 (Not after 9.00pm)

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United Kingdom



Coming Events - December 2018

Sun 2	AHRG	Rego Run	TBA TR6
Mon 3		Magazine Assy	2:00 pm Cobby St
Mon 3	Wheels Skills Aust	HVG School	Ringwood
Thurs 6		Dads Army	Ringwood
Fri 7		Presentation/Xmas Party	6:00 pm Cardiff RSL
Sun 9	MGCCN	Club Rooms WB	Cobby St
Tues 11		Board Meeting	7:30 pm Cobby St
Thurs 13		Dads Army	Ringwood
Wed 19		School Term Finish	
Thurs 20		Dads Army	Ringwood
Tues 25		Christmas Day	
Wed 26		Boxing Day	

Coming Events - January 2019

Tues 1		New Years Day	
Wed 9	MGCCN	Speed Panel	8:00 pm Cobby St M
Fri 11	MGCCN	Club Night	7:30 pm Cobby St M
Tues 15	MGCCN	Board Meeting	7:30 pm Cobby St M
Thurs 17	MGCCN	Dads Army	Ringwood
Thurs 24	MGCCN	Dads Army	Ringwood
Sat 26		Australia Day	
Sat 26	MGCCN	Club Run	Murrays Beach M R1
Sun 27	MGCCN	Hillclimb A4	Ringwood M TS1 CC1
Mon 28		Extra Public Holiday	
Tues 29		School Term Start - East	
Thurs 31	MGCCN	Dads Army	Ringwood
Thurs 31		Bathurst 12 Hour	Mt Panorama

Coming Events - February 2019

Fri 1		Bathurst 12 Hour	Mt Panorama
Sat 2	MGCCN	YDDC 1	Ringwood M
Sat 2		Bathurst 12 Hour	Mt Panorama
Sun 3	MGCCN	Khanacross	Ringwood M KC1 CC2 Dirt/Tar
Sun 3		Bathurst 12 Hour	Mt Panorama
Mon 4	MGCCN	Magazine Assy	2:00 pm Cobby St
Tues 5		School Term Start	
		- West	
Thurs 7	MGCCN	Dads Army	Ringwood
Fri 8	MGCCN	Club Night	7:30 pm Cobby St M
Sun 10	WSCC	CAMS Club Challenge A2	Dapto
Thurs 14	MGCCN	Dads Army	Ringwood
Sat 16	WAC	STATE Khanacross Rd 1	Awaba ???
Tues 19	MGCCN	Board Meeting	7:30 pm Cobby St M
Thurs 21	MGCCN	Dads Army	Ringwood
Sun 24	MGCCN	Hillclimb A3	Ringwood M TS2 CC3 R2
Sun 24	WAC	STATE Motorkhana Rd 1 10am	Awaba ??? Dirt
Thurs 28	MGCCN	Dads Army	Ringwood

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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Contact

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Michael Snow 0432 772 044

Greg Hunter 0412 493 711

PRESIDENTS REPORT

2018 has been another strong year for the Club and we continued to do what we do, well. Our current membership has just gone past 560. We still have new MG Owing members coming into the Club which is great to see. Alan Evans has been kept busy with the Historic Cars registration system, he has advised that we currently have 131 cars listed with the RMS through our Club. I'm sure there are some very collectable cars amongst them, wouldn't it be great to see more them at our Club outings?

The 2018 Mattara Hillclimb was quite successful and should continue as our premier event. Several suggestions have been made that will be considered before the 2019 event.

During this past year, we continued to run motorsport events covering every club level discipline available to us. We were again involved in running a round of the CSCA Super-sprint Series in conjunction with MGCC Sydney. The Board have decided that we will not be involved in running an event at Sydney Motorsport Park next year. IF circuit Italia gets up and running in time, we will try for a date there late in the year.

Our round of the NSW Hillclimb Championship was moved forward from our traditional August date. This was reasonably well supported by Registered competitors and was bolstered by our members participation. We had the 3rd highest number of starters in any round of the Championship after the two rounds at Mount Panorama.

In addition to the above events, we have conducted the six rounds of the Club's Tar Hillclimb Series, and the MG & Clubman Cars Hillclimb a few weeks ago. Next year we are opening the event up to all "Sports Cars" from Groups 2A/2c and 2B/2F.

To say the least, this was again a busy year for the Speed Events Panel, and we must thank those who made it all happen, in particular, Steve McLeod for the work and commitment he has given to the co-ordination role.

Chris Fernance took over from Leo Frodl, and kept the effort going to see the Autotest events continue, and while the number of entrants was similar to last year, it would have to be said that there continued to be incredible value for money for competitors at these events. The motorkhanas saw good involvement from juniors coming through from the Young Driver Development Courses.

The CAMS Club Challenge 2018 event for NSW was also held at Ringwood. The 2019 event will however be held at Dapto on 10th February, so we will need to put together a Team for that.

The MG National Meeting was in Tasmania this year, the time and expense involved causing many of our regulars to give this one a miss. The 2019 Nat Meet should prove popular being centred around Mount Cotton in Queensland. I understand that over 30 people have already committed, but Fran Hodgson would like to hear from anyone else who might be thinking of making the trip North.

This year there has been 6 YDDC days conducted, and two motorkhanas where the juniors were particularly invited to participate. We thank Greg Hunter for the work he continues to put into this initiative.

PRESIDENTS REPORT

Greg and Bernard Corbett also ran one Touring Assembly during the year, which proved enjoyable to those that competed. Getting higher number of entrants to this discipline continues to be a challenge.

Our Concours event was held at the Club Rooms & Northcott Park. The event was promoted as a "Pride of Ownership" day, an opportunity to put your special car on display even if you didn't wish it to be judged. There were only 22 cars submitted for judging with only a few for display only. Obviously many are not proud of the "special" cars they own!

The Venue Hire of Ringwood has remained reasonably strong and is a valuable contributor to covering the ongoing costs of owning and operating the facility.

During this year the shade roof over the Training Room was completed and new air conditioners installed. The large shade shelter was erected in the main spectator area of the Hillclimb.

The major expense incurred at Ringwood this year was for our half of the cost of the shared boundary fence with Circuit Italia.

The crew that meet each Thursday at Ringwood, continue to carry out the routine tasks to maintain the facilities at Ringwood and do what they can to improve the venue for our members and visitors. The project list is regularly reviewed and re-prioritised as appropriate. Work on replacing the start line shelter has commenced.

The Club rooms have not received much attention, but continue to be a very important asset, being used regularly for various meetings and of course the monthly club nights.

On the topic of Club Nights, we have proved that guest speakers are a worthwhile addition to the agenda. In the year now ending we had four speakers attend. We will be arranging more for 2019, so if you have any suggestions, I would like to hear from you.

While on the topic of the social side of the Club, I must thank Christine Finch for the work she has put in during the time she has been on the Board and for the success of the presentation night last year. I'm sure the 2018 event will be equally successful.

Ken McLeod has again done a great job, organising very successful Club runs and the Christmas in July weekend at Scone.

At the AGM we saw 5 Board members, "retire". Three Life Members, (Greg Hunter, Doug Rae and Michael Snow) plus Rick Vincent and Bryn Baverstock, all have given so much over many years, and have decided the time for a well-earned rest is now. However, I know they will all still be active and contributing members of the Club, we all owe them!

The 2019 Board has a couple of new faces, which is great, plus 3 making a return after having had a break from Board involvement. There are still two vacant positions that we need to fill, they being Event Co-ordinator and Social Secretary, anyone interested? I would love to hear from you.

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PRESIDENTS REPORT

The club has had another strong year financially, while keeping Membership and Event entry fees at previous levels for some time.

While we do most things reasonably well, however there will always be ways to make improvements on what we do now.

With a membership of around 560 and significant assets, our club has become a big organisation, so there will always be challenges to be dealt with.

I thank every member of the 2018 Board for their efforts throughout the year. I also thank the non-board members who have contributed in so many ways.

Finally, on behalf of myself and the Board, I wish everyone a Merry Christmas and a Happy New Year. Stay safe, enjoy the break and we'll be back in action in 2019.

Dave.

NEW MEMBERS

New members approved by the board to join the club: November 2018

GORDON BURNS – ASSOCIATE MEMBER – NISSAN SKYLINE

BRUCE CONDRON – FULL MEMBER – 78 MG ROADSTE

PETER SUNERTON – ASSOCIATE MEMBER

KIONA SUNERTON - ASSOCIATE MEMBER

TAHNI SUNERTON – JUNIOR MEMBER

WE LOOK FORWARD TO SEEING YOU AT A CLUB NIGHT OR EVENT SOON

11th January Club Night – Motoring and Motorsport Trivia Night.

Something a bit different to the normal Club Night.

The trivia is motoring and motorsport related.

Teams will be created by a lucky (or unlucky) numbers draw.

Teams will be made up of 4 or 5 members.

There will be a number of sets of questions.

Teams will be rearranged after each set of questions.

A correct answer will accrue one point for each member of the team.

At the end of the questions, the person who accrues the most points will be the winner. (Ties won't be broken.)

Come along and join in the fun, meet and work with other members, and learn what you may not have known!

Goolwa Motor Museum

By Michael Snow

On a recent visit to the Fleurieu Peninsula south of Adelaide, Chris and I found a very interesting car museum at Goolwa.

The owner is Michael Finnis, he has been involved with and passionate about cars since he was 10 years old.

Michael has also been an active competitor in hillclimbs, circuit racing and speedway. Michael's car collection spans the years from 1920s through to the 1970s with some rather unique examples in the mix.

Some other vehicles in the collection are a Morris 8 softtop, Austin A30 Panel van, Wiles Thomson (last of only 5), Willys Jeep, Austin 7 Tourer 1930, Zetta Lightburn, Honda 800, Jaguar Mk2 3.8, Jaguar Mk IV, Oldsmobile 1947, Packard Clipper 1954, DAF Model 44 1974, Chrysler Plainsman, Valiant Drifter Van, Valiant Pacer, Valiant Charger E37, Rambler Javelin 1972, Austin A40 Tourer (only 1 of 120 built), 1935 DeSoto, 1935 Singer Nine, Jaguar XK120.

Allard K1 Sports 1948

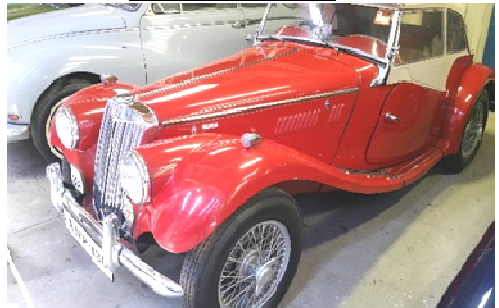


Allard K1 Sports Type 71K – Very early car from Allard factory, fitted with Mercury side valve v8 and three speed gearbox – imported by Allard enthusiast and racer Kerry Horan.

Fiat 1100 – 1953 ?



MG TF 1500 - 1955



MG A Mk1 1600 - 1960



Armstrong Siddeley Hurricane Drophead Coupe 1951



Restored by Jim Samuels in the 1970s and 80s with original trim and rare manual transmission.

Austin A90 Atlantic Convertible 1949



Found in shed at Tailem Bend South Australia, it has a power roof and power windows, built for the US market but was not accepted there.

Auto Union (DKW) 1958



3 cylinder 2 stroke, water cooled, 896 cc, 40 BHP, 80 MPH, 4 speed gearbox



Rare car built in Slough UK, originally right hand drive, one of only 72 built in the UK

Goggomobil Dart 1958 and Sedan 1958



Street Address is 45 Gardiner Street Goolwa 5214 Ph 08 8555 3338
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Jaguar MK V Drophead 1950

The car on the top left was sold new to a doctor in Melbourne, then owned by Bob Jane for 20 years and Dick Thurston from Pitstop Car Sales in Melbourne for more than 10 years, purchased in 1982, has done a genuine 63000 miles.



Jensen CV8 1964

Purchased in 1986 from Chateau Moteur after chequered history, fitted with Ford 400ci v8 and transmission, now fitted with correct Chrysler 383ci and Torque Flite transmission, 330 BHP, 137 MPH, 4 wheel disc brakes



Opel Olympia 1935

Shipped in Jan 1936 to General Motors Holden Australia, the vehicle was dispatched to Australia in right hand drive form for evaluation. Due to 2nd War War GMH did not proceed with the vehicle

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.

REGISTER CAPTAINS REPORT

Hi everyone. As there will not be a club magazine in January 2019, I am now taking names for the **AUSTRALIA DAY** breakfast brunch at Murrays Beach on Saturday 26th January at 10.30am sharp.

The last couple of years we have pretty much booked out the Lakeside Café at Murrays Beach and for this coming year I have made a block booking of the restaurant.

As I already have bookings for almost 20 people, it's important that you let me know of your intension to attend as soon as possible.

I look forward to hearing from you as soon.

I want to thank all those members who supported the Register Run program this year and I wish you and your families a happy and safe holiday season and hope you can join us again next year.

Best wishes

Ken McLeod

Register Captain

EDITORIAL

G'day all,

As this is my last magazine after two years in the editors chair I would like to say a big thank you to all you good folk out there who have taken the time & trouble to supply articles, reports etc. (especially the jokes!) Although at times this job can be a wee bit stressful especially when things go wrong at the last minute. I can say I have enjoyed trying to bring information & things hopefully of interest to members.

Your new editor is not really new as Bob Millington was in the chair in 2016 & has again taken on the role for 2019. Thank you Bob!

Please send all & as much copy as you can to Bob as there is nothing worse than starting to put the magazine together & finding out you have nothing to put on the pages!

Bobs email is milling`@tpg.com.au

Once again thank you all for your help

Cheers

Bryn

FIESTA DIESELGATE DISASTER

“Fiesta” is a Spanish term for a festival, but the problem we had at Ringwood was far from a reason to celebrate. Someone had filled the young drivers’ training car petrol tank with diesel, with catastrophic consequences.

When filling our own cars up at the fuel station, we are all aware that we must concentrate on what we are doing, especially if we run a petrol and diesel car. It is so easy to get it wrong. Restrictors are now incorporated in the fuel tanks of modern cars but the Fiesta was filled from the wrong can.



On trying to start the car the following Thursday, there was an unhealthy banging noise from the engine which of course failed to fire up. As is normal with the Ringwood Dads Army team there were twelve different suggestions on what the problem might be – some of these were even sensible. Without any admissions of guilt from whoever did this, it was down to methodical reasoning, although the majority view was that diesel had somehow found its way into the petrol tank. Volunteers were sought to fix the problem. Paul Bower and I stepped up to the plate.

The petrol pump had stopped working so the first thing to do was to take a sample of fuel to see how pure it was. I put this sample in a plastic drinks bottle, and then vigorously shook it. It turned cloudy and frothy compared to a bottle of pure petrol which remained clear when shaken. The diesel/petrol faulty fuel was poured onto a hot metal plate outside the shed which had been heated by the sun. The faulty petrol mostly evaporated, leaving an oily residue. Pouring pure petrol on the plate next to the oily residue resulted in immediate evaporation with no residue. That test was conclusive enough for us! Next Paul carried out an engine compression test which revealed no compression on number one cylinder and number two was down a little. The rest were OK. Paul felt that the engine had probably fired backwards by pre-igniting the diesel element in the fuel which jumped the spring loaded camshaft belt causing the valves to hit the pistons. “Off with its Head” was the cry! Before this happened, we consulted the service manual which revealed we needed some special tools.

Being only a 'Pommie' amateur mechanic, the only special tool I had in my toolbox was a hammer. Paul was a bit more professional and he had some of the items necessary to get on with the job. The first special tool which we needed was a Stanley knife. We were surprised to discover that on these "modern engines", according to the manual, the only way to remove the camshaft belt alternator and air conditioning belts was to cut them off! There are no adjusters on these belts, as on our familiar classic cars. The next special tool was an 8ml female Torx socket to take the studs holding the exhaust manifold out of the head. Once all of the umbilical cords were removed from the head together with the fuel injection system, alternator etc, and the drain down of cooling fluid, the head was removed to reveal the damage.

A check of all of the valves revealed one bent inlet valve on this four valve head and, although the remaining inlet valves had hit the pistons, they were all potentially serviceable. All four of the pistons however had inlet valve dents in them, although they were not deep enough to raise concerns. The exhaust valves have smaller diameter heads than the inlets so did not contact the pistons.



Paul went down to see our fellow club member and Cardiff engine supremo, Kevin Pryce, to see if he would deal with the restoration of the head and valves. He willingly "volunteered" to do this work. He skimmed the head, machined the valve seats and the serviceable fifteen valves and provided a new number one inlet valve, all without charge. Thank you Kevin.



The head was assembled with the valves and buckets and refitted to the block. Setting the timing was a challenge because there were no familiar markings on the block crankshaft pulley and sprockets. The method used was to fit the camshaft belt, then lock the two camshafts with a special tool, insert a Ford timing pin into the block next to the crankshaft to secure the number one piston at top dead centre and then tighten the crankshaft pulley securely, by 90 foot pounds, followed by a 90 degree angle tighten.

Since there are no adjustments for the belts, a special tool was made out of stainless steel to force the belts over the pulleys. This was a three man job! Paul turned the crankshaft, I inserted the tool between the ribbed pulley and belt and Lyall used a length of wood to encourage the belt over the idler wheel. All this was a bit agricultural!

The fuel injection rail was serviced, the various electrical plugs inserted, cooling fluid topped up and the tank filled with fresh "petrol". The engine started with a bit of hesitation and then ran smoothly.

In the case of the American Watergate scandal, a perpetrator was identified but the Fiesta Dieselgate scandal remains unsolved !

Brian Redford

YOUNG DRIVER DEVELOPMENT COURSE

FIRST EVENTS FOR 2019

THE DATES FOR THE FIRST TWO YDDC TRAINING DAYS FOR NEXT YEAR
HAVE BEEN ALLOCATED

Saturday 2nd Feb and the second date is Saturday 13th of April.
Please be nice and early leaving ample time for the 9.00am start
BE ON TIME PLEASE

NOTE ALL Events are conducted at Ringwood Park Motor Sport Complex
Finishing time is approx. 3.00pm, for all events.

Held on unsealed and sealed surfaces.
DOCUMENTATION COMMENCING 8.00 AM.
EVENT COMMENCING 9.30 am sharp

No late arrivals please be on time.

SPECIAL NOTICE FOR ALL YDDC STUDENTS

COMMENCING FROM THE FIRST EVENT IN 2019 ALL YDDC TRAINING EVENTS WILL ATTRACT AN ENTRY FEE OF \$ 20 PER DRIVER FOR CURRENT FINANCIAL JUNIOR MEMBERS. HOWEVER, THE CLUB WILL MAINTAIN ITS LONG TIME COMMITMENT TO THE JUNIOR PROGRAMME WITH FREE ENTRY TO CLUB COMPETITION EVENTS.

For NEW STUDENTS please note **ENCLOSED** footwear must be worn.

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, event confirmation can also be check by using the club's website, www.mgcarclub.com.au. If in doubt please call on 0412493711 or email Greg Hunter at gh.hunter@bigpond.com.au

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Anyone interested in representing MGCC (Newcastle) please contact Dave Atkins.

CLUB CAPTAIN'S REPORT

Hi members,

Below is the list of trophy winners after a very busy year of close competition. The Touring Assembly series has one event to be run in early December, & with position change still mathematically possible, it has not been included.

The Alan Bates trophy was closely contested again this year, with Wayne Lewis 1st, two points clear of Warwick Berge, with John Finch another two points back. A lot of the different classes, in various series, were hotly contested, so I will have the final point scores put on the website.

There is a couple of minor changes to the point score rules for 2019. In the Touring Assembly series, the outright positions will be used for the Driver & Navigator point scoring. Currently, if the field is divided into classes, then class position is used to determine points. Also, in the Tar Speed Series for 2019, a driver must **attempt** at least one official run to score points. Previously, the wording was drivers had to **complete** one official run to score points.

Hope to see you all back competing or volunteering in 2019,

Cheers Gregg

MGCCN 2018 TROPHY LIST

Mick Nielson Club Member of the Year	1st	Christopher Fernance
	2nd	David Atkins
	3rd	Libby Fernance
Chris Dodds Club Championship	1st	Steven Woods
	2nd	David Atkins
	3rd	John Finch
Judith Rae Ladies Championship	1st	Bronwyn Lewis
	2nd	Rose Collins
Paul Daley Junior Championship	1st	Christian Thompson
Alan Bates Hillclimb Champion		Wayne Lewis
Lions Club Trophy Champion		Wayne Lewis
David Huck Register Champion		Lyall Clarke
Tar Speed Series		
Group 2A/2C under 2 Litre	1st	Ray Bromley
	2nd	Kevin Akers
	3rd	Andrew Walker
Production Sports Classic 1.4 - 2 Litre	1st	Jeff Newey
	2nd	Matthew Whitworth
	3rd	Paul Whitworth

Production Sports Classic over 2 Litre	1st	Andrew Fraser
	2nd	David Atkins
Production Sports Modern 1.4 - 2 Litre	1st	Wayne Lewis
	2nd	John Finch
	3rd	Bronwyn Lewis
Production Sports Modern over 2 Litre	1st	James Pearson
Type 1 under 2 Litre	1st	Ian Fletcher
Type 1 over 2 Litre	1st	Jeff Schmitt
Type 2 under 2 Litre	1st	Harry Harris
	2nd	Adam Harris
	3rd	David Harris
Type 2 over 2 Litre	1st	Steven Woods
	2nd	Richard Grant
Type 3 under 2 Litre	1st	Warwick Berge
	2nd	Steven Brydie
	3rd	Tom Clemens
Type 3 over 2 Litre	1st	Matthew Granger
	2nd	Mark Granger
	3rd	Darren Lindsay
Type 4 over 2 Litre	1st	Rick Vincent
Type 5 under 2 Litre	1st	Damien Spinks
Special Vehicle over 3 Litre	1st	Matthew Landesmann
	2nd	Luke Kilby
Junior Special Vehicle	1st	Christian Thompson
	2nd	Thomas Alchin
Motorkhana Series		
Class B	1st	Chris Burrows
	2nd	David Atkins
Class C	1st	David Portelli
Class D	1st	Chris Iles
Junior Production	1st	Christian Thompson
	2nd	Dominic Portelli
	3rd	Nicholas Fernance

Khanacross Series

Class B	1st	Ian Fletcher
	2nd	Chris Burrows
Class C	1st	Rose Collins
	2nd	Terry Perkins
Class D	1st	Steven Woods
	2nd	David Atkins
	3rd	Russell West
Class E	1st	Andrew Fraser
Class G	1st	Troy Morley
Junior Production	1st	Harry Keil
	2nd	Hayden Little
	3rd	Nicholas Fernance
Junior Special	1st	Christian Thompson
	2nd	Connor Morley

An Invitation



"Rallye to Redlands"





*Photo Credit - Leigh Wright
Darling Downs Chapter*

2019

**AUSTRALIAN
GOLDEN JUBILEE
MG NATIONAL MEETING
QUEENSLAND**

19th - 23rd April

NEWS FLASH!!
Entries are limited!!
To Enter see the
"NEW"
MG National Website:-
mgnationalmeeting.org.au

MG Car Club Newcastle (MGCCN) Vehicle Rules for 2019

The Vehicle Rule Changes for 2019 are as follows.

Type 2: Modified Road Registered Vehicles:-Must be Road Registered, as per Definition.

ROAD REGISTERED means registered for normal road use in New South Wales through the Road and Maritime Services or Historic Registration through a Car Club, or any other State within the Commonwealth of Australia by its interstate equivalent.

Current Registration papers will be required at Documentation check prior to an event.

Type 3: Improved Production Vehicles:-

To those it may concern please read (on www.mgcarclub.com.au) section 4.3.1 g)h) and i), regarding Supercharging (includes Turbo charging).

This section has been rewritten to simplify and bring the meaning clearly inline, as specified in Group 3J in the CAMS Manual Of Motorsport.

Note, No change will be required to vehicles currently complying with Group 3J, as per the current CAMS Manual Of Motorsport.



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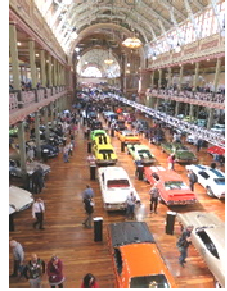
MGCC NEWCASTLE CONCOURS 2018 RESULTS

Name & class	Car	Other Makes - Sports	
MG Sedans Modern		Peter Spittaler	Ferrari 812
Doug Rae	MG6	Ken McLeod	Mercedes SLK200
Leslie Walker	MGZT	Gregg Noonan	Nissan 200SX
Dale Powell	MGZR	John Finch	Mazda MX5
		Paul Bower	Mazda MX5
MGB & Earlier		Other Makes - Historic	
Jeff Newey	MG TC	Darrell Walker	AH Sprite
Ross Adams	MGB 1968 Mk 2	David Wade	Clubman
David Walker	MGB 1966 Mk 1	Brian Redford	Bond Bug
		Allan Evans	Triumph TR7
MGF/TF		Best MGCCN member	
Darren Hodgson	MG TF	Jeff Newey	MG TC
Lyall Clarke	MGF		
Bryn Baverstock	MG TF		
Rose Collins	MGF	Best MG	
		Jeff Newey	MG TC
Other Makes - Sedans			
Ken Short	Audi A3		
Steven Woods	Renault Megane		
Joy Bower	Peugeot 307		



Motorclassica 2018

Melbourne



Motorclassica has now been running for nine years, and is the premier Australian International Concours d'Elegance and classic car show. While I am not a fanatical "show and shine" enthusiast, but more of a "conserve and use" classic car man, I do like to see a wide variety of vehicles from all era's, and can admire the skill and workmanship that goes into the restoration, preservation, and presentation of these cars.

For those reasons, attending Motorclassica has been on my retirement "to do" list, and Louise and I were able to fit it into our busy schedules this year.

Motorclassica is held over four days at Melbourne's Royal Exhibition Centre. The beautiful World Heritage Site-listed building completed in 1880, is situated in the stunning Carlton Gardens. Activities commenced on Thursday with "Tour Classica", a procession of vehicles from the South Bank of the Yarra River, through city streets to the Exhibition Centre. The procession, which was a very casual affair, was the only way to see all cars

and motorcycles in action. I was expecting to see an escorted convoy, not classic vehicles mingling with regular traffic, appearing in dribs and drabs and without any promotional advertising. What a missed tourism opportunity both for the organisers and the city of



Melbourne! We chose a good vantage point alongside a small park, in the company of a TV cameraman and four other motoring enthusiasts from New Zealand. As we were near traffic lights, we were able to take many photos as they often had to slow down, allowing us to also enjoy the engine sounds. That was it for Thursday's activities, after only a couple of hours, with the next three days of events held at the Exhibition Centre. We had pre-purchased tickets for two days, which allowed plenty of time to enjoy all exhibits.

The exhibition was not focussed purely on the concours competition, but had several themed exhibits, skill demonstrations, stage events and trade stands. This year's themed display marked the 90th anniversary of the Australian Grand Prix, 60 years since the launch of the Gogomobile Dart micro-car, a celebration of the history of Cadillac, Art deco styling and American muscle cars. There were also some Australian first new car displays including the re-launch of the Alpine brand, launch of the McLaren Senna, Lamborghini Urus SUV and Bullit version of the Ford Mustang.

On Friday we took advantage of the free inner-city trams and headed in for the 10am start. Approaching the Exhibition Centre from the city, we were directed past a semi-circle display of Ford Mustangs waiting to provide test drives through the city for interested motorists. Entry to the centre was through a screened off external courtyard featuring local car club and exotic vehicle displays set amongst trees, separated by straw bales. The extensive selection of exotic vehicles were from an up-market self-drive hire company. There were the latest McLarens, Lamborghinis, Ferraris, Porsches and Ford GT40 supercars, interspersed with a couple of choice classics. My favourite was a late edition Lotus Esprit, with its subtle classic lines set off by a bright yellow finish. No, I did not disappoint myself by enquiring about the hire price!



The MG Car Club of Victoria had a number of displays including an MG ZT rally car and a MK 11 Midget used for their young driver education scheme. The Mini Club of Victoria also had a wide variety of beautifully presented cars including Cooper's and S's, mini travellers, panel vans and a Moke. There was the longest line-up of Morris J vans that I have ever seen from immaculately restored to a very original, that looked like it had just called in from its delivery run.



There was a great variety of vehicles on display in the courtyard area, including European and Japanese classics. The Australian Electric Vehicle Association had a line up of modern EV's, a BMW I3, Chevrolet Volt, Mitsubishi Imev and a splendid father and son conversion of a 90's Ford Capri that they had driven to the venue. At the far side of the courtyard was a display of rally cars from the Historic Rally Association promoting the Targa Floria Australian Tribute touring event. This event is for classic cars produced between 1907 and 1976. There were some true 80's classics including the Audi Quattro, Nissan Skyline and Ford Escort. However, the one missing for me was the Lancia Stratos.

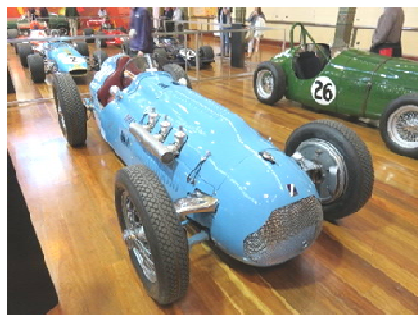


It was more than one hour before we even moved inside the building, having first enjoyed a coffee from a 50's era Citroen van resembling a corrugated iron shed on wheels. We then sat on a straw bale to enjoy both our coffee and the cars.

On entering the Exhibition Building, we were directed upstairs past the trade and tourism stands. From the first-floor balcony, we could see the cars in all their glory, as well as admire the structure and intricate paintwork of the glorious building. There were plenty of trade stands to hold the interest of enthusiasts, plus companies promoting European motoring tours such as a Mediterranean cruise calling into the Monaco Grand Prix. Motorcycles were also displayed upstairs with predominantly old British bikes, BSA, Triumph, Velocette and Norton. I particularly liked an immaculately restored Ariel Square Four. The next exhibits were what I would describe as modern cult retro motorcycles, American Harleys and Indians with their abundance of glittering chrome, not really my thing. There was a nice classic Harley Davison in the display but when I asked a salesman about its age and history, he did not have a clue. He was obviously, not an enthusiast. Across the walkway was a was a display of modern retro Royal Enfield motorcycles, now made in India.

They have modern re-creations of iconic English historic designs including a Continental GT "café racer" that I used to lust after in my teens. Next, we came to the first of the themed car displays, which were a diverse collection of micro cars celebrating 60 years since the launch of the Gogomobile Dart. There were superb examples of the familiar BMW Isetta bubble car, a Messerschmitt and the Peel P50 like Jeremy Clarkson drove through his BBC office. New to me, however, was a 1913 Peugeot Bebe, arguably the original micro car, designed by Ettore Bugatti, featuring a 4-cylinder 10hp motor driving through a 2-speed gearbox. Having negotiated the upstairs, we proceeded downstairs to the main exhibits. We came out at the display of historic racing cars celebrating 90 years since the start of the Australian Grand Prix. A few of the racing cars were behind a rope barrier, but unexpectedly all remaining cars were able to be inspected closely. I was delighted

to see a Talbot Lago, the original of my childhood dinky model that now resides in my home car display cabinet. Another surprise was to see an MG open wheel GP car. I will have to quiz Jeff Newey about that one.



Moving out into the main exhibit area, I was amazed by the outstanding display of vehicles. There was everything from exotic European cars to a 70's Saab 96 family sedan. The feature display of muscle cars from the American big four; Ford, Chrysler, American and General Motors would excite any enthusiast. They were however outclassed by the most outrageous (only in America) Plymouth Road Runner Superbird, with its huge rear spoiler and droop snoop nose.



Next up was the exhibit celebrating the Art Deco design era. Beautifully crafted automotive art works with flowing lines which definitely featured design before function. The names of the manufacturers were as exotic as the vehicles; Bugatti, Hispano-Suizo and Delahaye. I was taken with a bright orange Delage sports coupe.

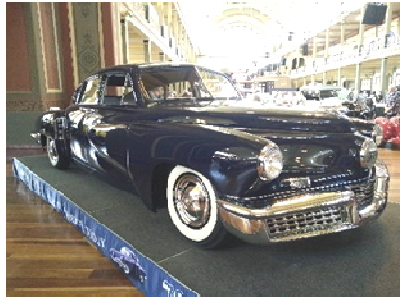


The next display featured Cadillac, which I originally considered to be “oversized and over the top”. However, two of the exhibits were very interesting, a 1908 Model S single cylinder 10hp chain drive two-person buggy and a huge immaculate 1930 V16 open sedan with canvas top. Things were getting a bit overwhelming and we decided to have a seat in front of a small stage and listen to the guest speaker, Alan Jones, talk about his racing career. As I had recently read his autobiography (kindly loaned by Lyall Clarke), it was interesting to hear his personal anecdotes elaborating on sections from his book. As there was still plenty to see, we finished our rest, and headed for the exotic cars from all eras; Ferraris, Lamborghinis, Mercedes, Jaguars, Le Mans cars and Ford GT40 race cars. The list goes on, and so could I! As we had a two day ticket, we decided to head back to our apartment, as we could see any cars we missed, on our last day.



Continued next page

I particularly wanted to have a good look at the Tucker 48. This rare car (one of only 51 built), was one of the first modern post war designs with advanced, if not fully, developed specification. It featured a flat six water cooled rear engine mated to a pre-select automotive transmission, all round disc brakes and independent suspension. It even had electric operating windows which were impressive for 1948. The car's demise was brought about by some concerns over reliability and issues obtaining funding through the share market. Tucker was taken



to court by the American Securities Comm. on suspected fraud charges. It is considered that the fraud allegations were stirred up by the big three American manufacturers, fearful of competition. Tucker was eventually fully exonerated but unfortunately the damage was already done.

It was now time for us to check out the new car launches. These included McLaren Senna, Ford Mustang GT Bullit, Lamborghini Urus SUV and the Alpine A110. Both the McLaren and Ford were new derivatives of existing models and although they were very fine vehicles, they were of little interest to me. As the Lamborghini SUV was huge and attracting a lot of interest I could not get close enough to fully inspect it. The



The new Alpine A110 looked to be a splendid small sports car, but it was upstaged for me, by an original historic rally prepared A110, that I used to watch fly through the British forests during my younger days.

My dear wife, who had been very patient, was now catching up on social media in the lounge area, while I visited the Live Restoration Theatre. This was where a group of industry experts, TAFE teachers and students were demonstrating skills involved in car restoration. I watched a tradesman use a hammer and dolly to knock the final form into a rear fender that he had generated from scratch. I cast my eye over the components of a stripped old flat head side valve V8 engine and could plainly see where its description originated. Finally, I enjoyed a conversation with one of the experts brought in from retirement to demonstrate his skills. We discussed the joys of having worked in the automotive industry, the satisfaction of hands on restoration and how interest in all things automotive, never leaves you. I would thoroughly recommend anyone visit Motorclassica, and I would suggest purchasing a two day ticket, as there is just too much to enjoy in only one day.

Allan Evans

TIME FOR A LAFF

Two cowboys applied for the job. One was gay and the other a drunk. She thought long and hard about it, and when no one else applied she decided to hire the gay guy, figuring it would be safer to have him around the house than the drunk. He proved to be a hard worker who put in long hours every day and knew a lot about ranching.

For weeks, the two of them worked, and the ranch was doing very well.

Then one day, the rancher's widow said to the hired hand, "You have done a really good job, and the ranch looks great. You should go into town and kick up your heels." The hired hand readily agreed and went into town one Saturday night.

One o'clock came, however, and he didn't return.

Two o'clock and no hired hand.

Finally he returned a round two-thirty, and upon entering the room, he found the rancher's widow sitting by the fireplace with a glass of wine, waiting for him.

She quietly called him over to her..

"Unbutton my blouse and take it off," she said.

Trembling, he did as she directed. "Now take off my boots."

He did as she asked, ever so slowly. "Now take off my socks."

He removed each gently and placed them neatly by her boots.

"Now take off my skirt."

He slowly unbuttoned it, constantly watching her eyes in the fire light.

"Now take off my bra.." Again, with trembling hands, he did as he was told and dropped it to the floor.

Then she looked at him and said, "If you ever wear my clothes into town again, you're fired."

One day my housework-challenged Husband decided to wash his Sweatshirt. Seconds after he stepped into the laundry room, he shouted to me, 'What setting do I use on the washing machine?' 'It depends,' I replied. 'What does it say on your shirt?'

He yelled back, ' Brisbane Broncos !'

And they say blondes are dumb...

My wife and I were sitting at a table at her high school reunion, and she kept staring at a drunken man swigging his drink as he sat alone at a nearby table. I asked her, "Do you know him?"

"Yes", she sighed, "He's my old boyfriend. I understand he took to drinking right after we split up those many years ago, and I hear he hasn't been sober since.""My God!" I said, "Who would think a person could go on celebrating that long?"

And then the fight started...

My wife sat down next to me as I was flipping channels.

She asked, "What's on TV?" I said, "Dust."

And then the fight started...



BULLETIN #2
THE GOLDEN JUBILEE MG NATIONAL MEETING
2019 - REDLANDS QUEENSLAND
OCTOBER 2018

It is time to start planning your trip to Queensland for the 2019 National Meeting.

Our dedicated Committee has been hard at work overcoming what initially appeared to be almost unsurmountable obstacles, and this has caused us to adopt some significant changes to what was proposed in Bulletin # 1

The Queensland Licensing Laws do not allow the service of alcohol on Good Friday unless it is in conjunction with a meal in a part of the premises that is ordinarily set aside for dining. This has meant that the proposed venue of the Noggin and Natter did not comply, and so the search was on for a licensed restaurant that could accommodate us. The Alexandra Hills Hotel Conference Centre (which was already chosen as a venue for the Farewell Breakfast) could satisfy this requirement.

How does this affect you?

Well, the maximum number that they can legally accommodate in their largest function room is 350. This means our numbers have to be capped to 350 overall. This has also caused changes to other venues. While some of the venues have altered, the traditional functions have not, however. It's full speed ahead from now on.

We recommend that you register early so as not to miss out. Registration will be open before Christmas holidays so keep an eye on our new Nat Meet website for details mgnationalmeeting.org.au

Venue Details:

Friday 19th April	Registration and Scrutineering	Alexandra Hills Hotel Conf. Centre
	"Time Line of National Meetings	Alexandra Hills Hotel Conf. Centre
	Noggin & Natter plus Rocker Cover Racing	Alexandra Hills Hotel Conf. Centre
Saturday 20th April	Concours de Elegance	GJ Walter Park, Cleveland
	"Time Travellers" Night &	Alexandra Hills Hotel Conf. Centre
	Concours trophies presentation	

Sunday 21st April	Hillclimb (Speed Event)	MGCCQ's Hillclimb, Mt. Cotton
	Observation Run	Redlands and surrounding area
Sunday Night	Free night	

NATIONAL MEETING 2019

If you are thinking of going & want somewhere to stay contact the clubs
 Natmeet Co-ordinator Fran Hodgson
 Contact details at the front of the magazine

Monday 22nd April	Motorkhana	Sleeman Sport-
ing Complex, Chandler		
	Kimber Run	Redlands and
surrounding area		
	Golden Jubilee Dinner	Alexandra Hills
Hotel Conference Centre	& Trophy Presentation Night	
Tuesday 23rd April	Farewell Breakfast	Alexandra Hills
Hotel Conference Centre		
	Delegates Meeting	Alexandra Hills
Hotel Conference Centre		

As we celebrate the 50th National Meeting with the theme of “Time Travel” we are looking to create a display to illustrate the history of these meetings.

TIME LINE OF NATIONAL MEETINGS

How are those old photographs going for the Time Line? Have you started going through those old slides and photographs and earmarking them yet? These photos will need to have been taken at any of the 49 National Meetings. They will more likely be selected for inclusion on the **Time Line** if they have people and cars in them. (A car by itself could have been taken any time.)

Please only submit about 2 per meeting, so be very selective. We will need the who, what, where, when and why on each photo, THANKS.

Electronically -They will need to be sent to Delia & Peter Rayment at peterayment@bigpond.com or memorabilia@mgnationalmeeting.org.au or as an attachment to the email as a jpeg file, 2-3 Mbytes, to keep reasonable resolution. Don't send too many in one email, as we may not be able to access them. Definitely nothing off an iPad either thanks, we can't do anything with them.

No email facility -For those who do not have access to email facilities please post a **photocopy of your original** to our home address - 32 Coveys Road, Tinbeerwah. Q 4563. We ask for photocopies as we do not want to have to be posting originals back to people.

The whole collection – It is envisaged that after the 50th meeting, all the photos submitted will be available on our website for people to download if they want to make their own book of photos.

Cut off time for photographs will be a month before Easter. So the sooner the better OK. We look forward to lots of photographs.

The MG Car Club of Queensland invites you to come and help us celebrate 50 years of National Meetings at Easter 2019.

Expression of interest and enquiries to enquiries@mgnationalmeeting.org.au. More details of Redlands attractions, accommodation options, cut off dates and prices can be found on our new website mgnationalmeeting.org.au.

For Sale

1976 Turnco enclosed race car trailer, leaf springs, override drum brakes, 680kg, unreg, outside 522x235cm, door opening 188x110cm, interior length 438cm, suit clubman, F2, sportscar,

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Contact mikecole801@gmail.com



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FOR SALE Motorkhana/Khanacross Buggy.

The design was by Arthur Jackson. Graeme Lomas built the car in 2002. The buggy has been used in NSW State Khanacross Championship events between 2002 and 2006 and gained several Outright top three placings before coming to Newcastle.

The car is ready to run as is. Fuel used is 98 octane from the pump. It is powered by a Suzuki Cultus (Japanese version of Suzuki Swift GTi) engine, & gearbox. The engine and gearbox are in standard form. It has a fiddle handbrake which can lock one or the other rear wheel. It also fitted with a brake bias control for adjusting breaking force between front & rear.

Custom built unsprung trailer is a lightweight full metal construction (hot dip galvanised.) Trailer is registered until 25/10/2019 is included in the sale. Does not require a brake controller and is cheap to register.

The car comes with some spare parts, a full vinyl cover and a comprehensive set of VisionX LED lights ready to fit for the Day / Night Khanacross events.

This buggy is capable of winning Motorkhanas and Khanacross events at any level.

Asking Price \$8200 ONO

Contact Kenneth: - 0407 377 710

FOR SALE

"280ZX Its a well sorted Hill-climb car Log book Caged L28 turbo Dual master cylinders with balance bar Willwood 4 spot front brakes Skyline fronts on the rear R200 LSD 300Z computer with Nistune daughter board 15 x 8 rims with a spare set plus other spares.

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\$40,000 Phone Dick Edwards 02 65541180

CLASSIFIED ADS



Classified will be advertised for up to 3 months. If the item(s) is/are sold please contact the editor so the ad can be removed. Once the 3 months has expired contact the editor if you wish to relist your item(s).

FOR SALE

MGB 1963

requires restoration.

Include all parts except seats

Sandblasted and on rotisserie

\$2500.00 Phone Gary 02 4333 1374



FOR SALE

Suzuki DRZ 250 2010 model 2540ks New tyres intermediates (road and dirt also a set of dirt tyres 90 % good). Rego 24th May 2018 Price reduced **\$3500.00**

MGF various parts except body panels & bumpers

Dale (M)0429450548 (H) 49477766

FOR SALE

I have Midget Mk II or III parts as listed.

LH Door, LH front guard, Boot lid, Boot luggage rack, RH Steering Rack, RHD Dash, Drum to Drum Diff. Housing (no centre) 2Rear Shocks.

Most parts in reasonable to good condition.

All offers considered.

Eric Ph. 49435171 or 0449002410. NSW.

Wheels for sale

4 of 13x5.5", 4 x 4.25" PCD, 4.75: backspace in fair cond, suit early Ford \$100

4 of 15x7" Performance Wheels, 4.5" PCD, 4.5" backspace, suit early Datsun/Toyota. All in excellent condition \$400 (less than half price).

Phone Carl on 49731705

CLASSIFIED ADS

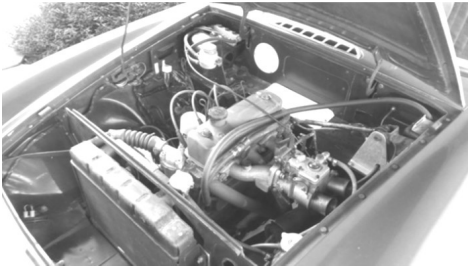


FOR SALE 1967 MGB

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