

# Clubtorque

The official publication of  
MG Car Club Newcastle Inc.



**MGs & Motorsport**

**JULY 2020**



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Rose Collins about to start at the Khanacross  
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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](http://www.mgcarclub.com.au)

**Clubrooms:**

Northcott Park, Cobby Street, Shortland

**Monthly Meetings**

2nd Friday of month 7.30pm

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 phone **0447 521 656**

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**Photo Credits**

Various Club Members

**United Kingdom**



## Coming Events - July 2020

Thurs 2	MGCCN	Dads Army 8am	RINGWOOD
Fri 3		<i>School Term End</i>	
Sat 4	MGCCN	<b>Touring Assy Rnd3 R8 CC13 M 9am</b>	COBBY ST
Sun 5	MGCCN	<b>Hillclimb A3 TS1 CC1 M 9am</b>	RINGWOOD
Mon 6	MGCCN	Mag Assy. 2pm	COBBY ST
Wed 8	MGCCN	2022 National Meeting Forum 7pm	COBBY ST
Thurs 9	MGCCN	Dads Army 8am	RINGWOOD
Sun 12	WAC	<b>State Khanacross Rnd 2 &amp; KC2 9am</b>	AWABA
Thurs 16	MGCCN	Dads Army 8am	RINGWOOD
Sat 18	MGCCN	<b>CSCA Supersprint Rnd3 Pheasant Wood M 9am</b>	MARULAN
Sat 18	TSCC	State Hillclimb Rnd 6 Oakburn Park Practice 9am	TAMWORTH
Sat 18	NESCC	State Khanacross Rnd4 1pm	ARMIDALE
Sun 19	MGCCN	<b>Motorkhana MK2 CC4 M 9am</b>	RINGWOOD
Sun 19	TSCC	State Hillclimb Rnd 6 Oakburn Park 9am	TAMWORTH
Sun 19	NESCC	State Khanacross Rnd4 9am	ARMIDALE
Sun 19	NSW MX5	State S'Sprint Rnd3 9am	WAKEFIELD
Mon 20		<i>School Term Start</i>	
Tues 21	MGCCN	<b>Board Meeting M 7:30pm</b>	COBBY ST
Thurs 23	MGCCN	Dads Army 8am	RINGWOOD
Sat 25	MGCCN	<b>Clubrooms Working Bee 8:30am</b>	COBBY ST
Sat 25	WAC	Rallysprint 2pm	AWABA
Sat 25	MG Hunter Region	All British Day 9am T.B.A.	Foreshore Park Newcastle
Sun 26	AHRG	<b>Touring Assy Fluffy Duck TR1 CC5 ** New Date **</b>	T B A
Thurs 30	MGCCN	Dads Army 8am	RINGWOOD

# Coming Events - August 2020

Sun 2	MGCCN	<b>Khanacross D/T KC3 CC6 M 10am</b>	RINGWOOD
Thurs 6	MGCCN	Dads Army 8am	RINGWOOD
Sat 8	MGCCN	<b>State Hillclimb Rnd 7 Ringwood Practice M 9am</b>	RINGWOOD
Sat 8	WAC	State Khanacross Rnd5 9am	AWABA
Sun 9	MGCCN	<b>State Hillclimb Rnd 7 Ringwood M 9am</b>	RINGWOOD
Sun 9	NSW MX5	State Motorkhana Rnd 9am	SMSP
Mon 10	MGCCN	Mag.Assy 2pm	COBBY ST
Wed 12	MGCCN	<b>Motorsport Panel M 7:30pm</b>	COBBY ST
Thurs 13	MGCCN	Dads Army 8am	RINGWOOD
Fri 14	MGCCN	<b>Club Night M 7:30pm</b>	COBBY ST
Sat 15	TSCC	Tri-Challenge Rnd2 Oakburn Park Practice 9am	TAMWORTH
Sat 15	MGCCN	<b>YDDC-4 M</b>	Ringwood
Sat 15	AHRG	<b>Touring Assembly Heart of the Hunter TR2 CC7 9am</b>	T B A
Sat 15	MOCA	CSCA Supersprint Rnd4 ** Cancelled ** 9am	SMSP
Sun 16	TSCC	Tri-Challenge Rnd2 Oakburn Park 9am	TAMWORTH
Tues 18	MGCCN	<b>Board Meeting M 7:30pm</b>	COBBY ST
Thurs 20	MGCCN	Dads Army 8am	RINGWOOD
Sat 22	MGCCN	<b>Register Run M 9am</b>	Williams River
Sun 23	WAC	<b>State Motorkhana Rnd &amp; MK3 CC8 10am</b>	AWABA
Thurs 27	MGCCN	Dads Army 8am	RINGWOOD
Sat 29	WAC	State Khanacross Rnd5 2pm	AWABA
Sun 30	WAC	<b>State Khanacross Rnd 6 &amp; KC4 D/T 10am</b>	AWABA

**Legend**

M - Club Member

R - Register pointscore

CC - Club Championship

KC - Khanacross

MK - Motorkhana

TA - Touring Assembly

TC - Tri-Challenge

TS - Tar Speed Series

Please contact the respective Panel Chairman or Michael Snow to confirm that an event is still being conducted. Also check the website as late cancellations do happen.



# THE BOARD

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### **PRIVATE PRACTICE & TESTING AT RINGWOOD.**

Available most Thursdays, check in advance to ensure track works are not planned by the Land Panel on that day. Other days can be arranged, provided a suitably qualified "Supervisor" is available. CAMS have now implemented the MIDCAR protocols under which we must operate to be covered by their insurance policy.

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Greg Hunter      0412 493 711

## PRESIDENTS REPORT

The “Coming Events” – from now is going to be busy for the remainder of the year, assuming that we don’t see the feared “second wave” of the virus.

The Club’s various Championship series list of events has now been sorted, with the Club Championship being reduced by just the three National Meeting Events which we can’t really replace. The Championship will still be awarded on the points scored in the best 12 results, as per the normal system. We are using some events run by other Clubs to get to a sufficient number of events to justify calling it a “Championship Series”. It does mean that the second half of the year will be quite crowded, with an event being set for most weekends.

The revised Calendars and Events List has now been placed on the website.

Thankfully, we are now able to recommence producing the hard copy of “Clubtorque” even if, as yet there are not a lot of things to report on.

“Dad’s army” has been busy at Ringwood keeping up with the usual maintenance tasks. Work is well underway on the project to improve the bays along the northern edge of the paddock, firstly by removing the rubber belting and constructing a concrete spoon drain. Just completed is the installation of proper gates alongside the approach to the start line.

The first event for the post Covid era, has been run under the “new normal”, the procedural changes that have been imposed are quite onerous on both organizers and competitors alike, so let’s hope things get back to the old normal soon and we don’t have to continue with this for ever. There were 32 starters which included 7 Juniors for the Khanacross on Sunday 28<sup>th</sup> June. There was a lot of evidence that people were glad to be back on the track. See the Khanacross report elsewhere in the Magazine.

Entries for the Hillclimb on the following Sunday are very strong, with a full field likely, let’s hope we have good weather to make life easier for everyone to obey the Social Distancing Rules that we have to operate under.

Every so often the Club reaches another milestone, July 23<sup>rd</sup> will mark 20 years since the first of our Young Driver Development Courses that are run under the guidance of Greg Hunter.

There have been quite a few young drivers take part and some have gone on the greater things in their motorsport career. Hopefully, we can get some articles together to cover those.

We have scheduled a working bee at the Clubrooms on Saturday 25<sup>th</sup> July, there is a long list of jobs that need doing, in particular some building repairs, so I would love to see a few of our Builder/Carpenter members come along to offer their skills and expertise in getting started on the tasks related to those trades. Don’t be deterred if you are not a tradie, there is plenty of jobs to go around.

If you can make it, please let Rose Collins know as she is taking names and is the manager of “The List”.



## PRESIDENTS REPORT

John Garroay is also working on the CSCA Supersprint Round we are hosting on Saturday 18<sup>th</sup> at Pheasantwood Park at Marulan, Entries will be about to close by the time you get this magazine. He would also like to hear from anyone who could go down to work as an official.

Chris Fernance gets no rest either as we also have a Motorkhana at Ringwood to run on the day after the Supersprint. The following weekend will see the running of our Touring Assembly on the Sunday after the Clubrooms working bee.

The State Hillclimb Series gets underway again with our scheduled event on 8<sup>th</sup> & 9<sup>th</sup> of August. Unfortunately, we can't count on spectators being allowed to attend so, we won't be able to engage our usual sponsors this year.

Keep an eye on the website for updates on coming events, and any COVID operating requirements (when we can manage to get the updates that apply to motorsport.) it's a very dynamic list at present.

Please stay safe and follow the guidelines.

Dave Atkins

## NEW MEMBERS

Troy Little	Associate Member	Cadillac De Ville
Tracy Little	Associate Member	1958 VW Beetle
Martin Boyd	Associate Member	Renault Clio Sport
Anthony Movigliatti	Associate Member	

## CARROLL CLUBMANS



### **1979 Carroll Clubman DA1. Number 4**

This car was constructed by and originally campaigned by brothers David and Anthony Carroll in Sydney. The chassis was designed with reference to the Hargal owned by Dave Medley at the time. The car was built to include a longer wheelbase and a wider track. It was completed and commenced racing in 1979 with a Holbay modified Ford 1300GT motor. The engine was a 3 bearing Ford block, including Cosworth and Holbay parts and a later model cross flow cylinder head capacity 1230cc and the gearbox fitted was a straight cut Close ratio BMC unit.

Special mention should be made for the contributions made by Roy Pounder and Merv Waggott, with some tricky parts and assistance with the car. The car was sold to Col Wright in 1980, a fellow competitor of Dave Carroll's and Col campaigned the car for a year or so.

Dave Carroll assisted Col by fitting the Nissan engine and gearbox and about that period the Sports 1300 Class rules were ratified and the car was rebodied to these specifications. Bodywork modifications carried out included the wide front and side pods as prevalent in the period.

## CARROLL CLUBMANS

Raced through to early 2000's before a restoration returning the car to 1983 specification. A historic COD was obtained for the car in 2006. Since then the car has competed in Historic category type R.

The car was originally painted in a red colour, the second owner repainted it in the blue colour. It may return to red. I have had the car for two years now, it is different in the driving position to the other car having a heavily reclined seat-back which is taking some time to get used to. The car has competed at Amaroo Park, Eastern Creek(SMSP), Oran Park, Wakefield Park, Winton, Morgan Park and possibly some other Qld circuits when in Col Wrights ownership. Recently the car has competed in hillclimbs at Rob Roy, Tarrengower, Bryant Park in Victoria and Ringwood in NSW. Whilst in Victoria the car also ran at the Eddington Sprints David Carroll has recently moved to the Lake Macquarie district and is planning to restore a MGB for future motorsport participation.



### **Carroll Clubman 1986 Number 29**

Carroll Clubman 1986 was constructed by the younger brother to Dave and Anthony, Rodney Carroll at Amaroo Park business precinct and completed early 1986. The clubman was built using the running gear from the Farrell clubman that Rod had been driving since 1975. Bob Britton contributed to the design of the chassis. Bob Winley

## CARROLL CLUBMANS

made the steel concertina floor for the drivers cell. Brian Rawlings of Bullant Motors assisted with the overall project.

The car was originally fitted with a Mitsubishi G32 motor of 1300 cc. Rod worked part time at Waggott Engineering during the build and was assisted by Peter and Merv Waggott on the development of the motor. It raced from 1986 to 1990 with the only alteration being a shortening the wheelbase by 100mm to reduce the apparent understeer of the car. The motor was later removed and reportedly fitted to a Mitsubishi commercial vehicle in the Hunter Valley. It was bought by Howard Maclean in 1997 as a rolling chassis and restored by 1999, with my assistance.

During the restoration the car was fitted with a dry sumped Toyota 3K motor and K50 gearbox fed by twin 45 mm Weber carburettors. The dry sump tank comes from a Honda 9. Driveline modifications were carried out by Rick Hunt of Tiglon Engineering. It was raced from 2000 to 2004 by myself and hillclimbed by Howard Maclean, sporadically, during this period. The car was then placed in storage for 10 years before I commenced hill climbing in 2015. Since then I have been a regular competitor at Ringwood with some success.

This car has competed at Amaroo Park, Eastern Creek (SMSP), Oran Park, Wakefield Park and Queensland Raceway as well as Hillclimbs at Ringwood Park, Mt Cooperabung, Bathurst and Oakburn Park. In 2001 this car and DA1 competed at the same race meeting at Oran Park. I failed to finish the meeting. In an earlier race both cars were

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## CARROLL CLUBMANS

running nose to tail and we swapped places a couple of times. DA1 has bigger front calipers, a wider track and a longer wheel base and appeared to be better at braking than the later built car.

This car has had four owners over its lifetime, the original owner Rodney Carroll is currently competing in historic racing in a Lola T140 F5000, also still have the remaining parts of the Farrell in storage. The second owner Lyn Bodium is rebuilding another car to compete in the sports car class. Howard Maclean of JB fame was the third owner and I am the fourth.

Kevin Akers

## AUTOTEST REPORT

Our first khanacross for 2020, and our first event back since Covid-19 restrictions were introduced was a great success. It was great to see so many of our regular competitors back at the track, along with some new faces as well. With all the changes that were required to run the event I was concerned that it could be a very steep learning curve with a lot of potential issues. Thankfully it worked out well, and a large part of that thanks belongs to all the competitors and crew that were patience and understanding which made things run as smooth as they did.

As expected quite a few drivers were a little rusty, and it showed with plenty of NFG penalties handed out early on. Also rusty from lack of use may have been some of the cars, with some suffering from mechanical issues during the day. This prevented some drivers from completing all the tests (much to the disappointment of some onlookers, who were hoping to see some further mechanical carnage occur to the Festy Ford).

1st place in both the Tar and Combined events was taken out by the Corona. Not the virus, but Robert Mitchell's Toyota. He spent the break away from the track making some more improvements to the car, and it certainly showed with him winning by a comfortable margin.

Continued on page 14





Above: eager competitors on the first reconnaissance run of the Khanacross  
Below: Kevin Akers, in one of his Carroll Clubmans at the Khanacross





Above: Connor Morley in the WRX on the dirt  
Below: another Dads Army project nears completion





## AUTOTEST REPORT

Second place on the tar went to Andrew Fraser in the Corvette. Unfortunately another vehicle to suffer from some mechanical gremlins at the end of the day. Hopefully it will be back running strong soon as it is a seriously quick car, and awesome to see and hear it on the track.

Third place was taken by Harry Keil in the Commodore. He always drove well as a junior over the last few years, and now stepping up to the senior ranks he is still showing he has what it takes to be on the podium.

In the combined dirt and tar event the battle for the minor placings was hard fought, with four all wheel drive vehicles separated by just 10 seconds. Second was taken by Ben Hales in an Impreza, closely followed by junior Hayden Little in a Liberty who set some blisteringly fast times on the dirt to secure third place.

Condolences go out to young Ryan 'Tarzan' Boland (or should it be George?). He was on track for a really good day with some great driving and quick times, when it was all cut short by a mischeivous tree that decided to jump out in front of him.

July will continue to be a busy month of Autotest events, with both a Khanacross and a Motorkhana. The Khanacross will be run by Westlakes Automobile Club, at Awaba on the 12<sup>th</sup>. This will be scored as our second round of the Khanacross series, along with it being the second round of the state championship. Following up just a week later will be round 2 of the Motorkhana series, this time back at Ringwood on the 19<sup>th</sup>. Please keep in mind that both of these events will be subject to Covid-19 restrictions, which will require pre-entry as on-the-day entries will not be available.

I look forward to seeing you all back at at the track,  
Chris Fernance

**MGCCN Round 1 Hillclimb Ringwood 5 Jul 2020 Trophy Winners**

Type 1 Under 2 ltr 1st in Class Ron Gallagher Toyota 86 86.47  
Type 1 Under 2 ltr 2nd in Class Stewart Smith Lexus IS200 89.47  
Type 2 Under 2 ltr New Record 1st in Class Graham Orr Honda CRX 78.45  
Type 2 Over 2 ltr 1st in Class Toby Banks Honda City 81.08  
Type 3 Under 2 ltr 1st in Class Ben Southcombe Suzuki Sift GTI 79.73  
Type 3 Under 2 ltr 2nd in Class Tom Clemens VW Beetle 79.77  
Type 3 Under 2 ltr 3rd in Class Nat Hails Toyota Sprinter 82.54  
Type 3 Over 2 ltr 1st in Class Colin Tomkins Nissan 180SX 78.79  
Type 3 Over 2 ltr 2nd in Class Harry Harris Honda Civic 80.03  
Type 3 Over 2 ltr 3rd in Class Adam Harris Honda Civic 80.20  
Type 4 Over 2 ltr 1st in Class Robert Mitchell Toyota Corona 77.18  
Sports Grp2A/2C Under 2ltr **FTD** 1st in Class Kevin Akers Carroll Clubman 73.53  
Sports Grp2A/2C Under 2ltr 2nd in Class Simon Macpherson Locost Clubman 76.29  
Prod Sports Modern 1.4-2ltr 1st in Class Paul Bower Mazda MX-5 76.22  
Prod Sports Modern 1.4-2ltr 2nd in Class John Finch Mazda MX-5 80.73  
Prod Sports Modern 1.4-2ltr 3rd in Class Andrew Ference Mazda MX-5 80.95  
Special Vehicle Over 3ltr 1st in Class Tim Blake Subaru WRX 75.20  
Special Vehicle Over 3ltr 2nd in Class Dylan Gerrish Ford Focus RS 75.53  
Special Vehicle Over 3ltr 3rd in Class Adrian Row Subaru Liberty 76.77  
Junior in Special Vehicle 1st in Class Christian Thompson JB Clubman 75.25  
Junior in Special Vehicle 2nd in Class Hayden Little Subaru Liberty 83.91  
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# REGISTER CAPTAINS REPORT

Hi Everyone. As you are aware, our activities in relation to Register Runs have been on hold during the lockdown but we are slowly trying to get things moving again. Christmas in July has been cancelled because it was just not possible to hold such an event during the restrictions. We may try and get up to the Blue Mountains in the spring but we will see what happens. Our first event back will be a BYO picnic to the Williams River area on Saturday 22nd August and details will be in the August magazine and for those on my list, you will receive a follow up email. At the moment it is just not practical to go to a café or restaurant with 20 or so people and observe safe distancing, so a picnic is the next best option. We have another Register Run scheduled for Sunday 27th September with details TBA.

A small in- house committee has been formed to arrange the MG Car Club UK 90th anniversary celebrations which will be held worldwide on Saturday 11th October and our event will include a Register Run and lunch so we hope we can get a good rollup for that. All makes of cars are invited from our club and we have extended an invitation to the Hunter Region club so we could get 30 - 50 cars. More details will follow. Time to get your car tarted up for that event and then you can come and join our Concours event in November.

Please stay safe and healthy and observe the advice of the authorities.

Ken McLeod

Register Captain



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# SPEED REPORT

Hi All.

Ladies and Gentlemen, *Start Your Engines!*

Speed events are back.

As a result of relaxation of government restrictions and in particular an official motorsport exemption to the NSW Public Health Order for Covid-19, we are now able to run speed events with certain changes.

At the time of writing, we are set to go with our delayed **Tar Series Hillclimb Round 1** (TS1) on Sunday 5 July 2020 at Ringwood Park Motorsport Complex. Due to a full field entries were closed a few days ahead of the normal schedule. I'm sure all competitors have been looking forward to a great day. As well as being event secretary, I have another new official role - Covid Checker. Wonder how that will go!

And next up is our Combined Sports Car Association (CSCA) **super sprint at Pheasant Wood Circuit** on Saturday 18 July. It will be the first CSCA supersprint at this circuit, and is being run by our club. Most of the arrangements are now in place and entries are filling quickly. Thanks again to our dedicated CSCA delegate Wayne Movigliatti, who clearly loves this track and has willed the event to go ahead. We could definitely make good use of additional officials at this event, so please contact me if you are able to assist as a flag marshal, general marshal or checkered flag waver. You can start as a trainee official without previous experience, and it will be a good introduction to supersprinting if you have not seen one before. Most people choose to stay overnight for this venue which is near Goulburn, but it can be done as a day trip provided you start early.

The key changes to procedures for these events to cover Covid requirements are:

No entries on the day

One support person allowed per entered driver. No spectators.

All attendees to provide contact details for COVID tracing

No document checking on the day - all to be done via online entry / email.

Drivers to complete self scrutiny via Self-Scrutiny Checklist

Keep social distancing, no gatherings. Drivers briefing via PA speaker system

Full details are included in the event Supplementary Regulations and Covid Venue Plan, also in the Motorsport Australia Return To Race strategy document.

The following event in planning stage is our round of the **State Hillclimb Championship**

## SPEED REPORT

which is scheduled for 8<sup>th</sup> and 9<sup>th</sup> August. One of the biggest events on our speed calendar, and a proud tradition for our club.

Under the leadership of President Dave the Board has come together to re-schedule speed and auto-test events for the remainder of 2020, and it's going to be a very busy time provided the community stays Covid-free and there are no more restrictions. I'll be contacting our club officials in the coming weeks to make a plan for the key roles at the coming events, like I almost had in place before Covid hit. Check out the full calendar on the club website and start planning your participation.

Go Hard!

John Garroway

## SOCIAL SECRETARY

**There will be no July Club night** due to Stage 3 of the COVID 19 health strategies. We are looking forward to once again having Club nights commencing in August. This would hopefully allow gatherings according to the floor space of the property at Cobby Street.

It will be confirmed in the August magazine. Please check the website for information regarding events at Ringwood or the Cobby Street clubhouse.

**There will be a Saturday morning WORKING BEE on Saturday 25<sup>th</sup> July 2020 at the Club Rooms. The club rooms need to be thoroughly cleaned and repairs completed.**

**The club rooms require repair to outside timber panels, painting of southern and eastern walls and wire to be erected around the club room building perimeter. Could you please let me know by phone or email if you can attend.**

Rose Collins – Social Secretary

M 0413222828 email: [rosecogger@hotmail.com](mailto:rosecogger@hotmail.com)

# THE MG CAR CLUB NEWCASTLE YOUNG DRIVER DEVELOPMENT COURSE THE BEGINING

In 1999 the owner of the property leased by Newcastle Motor Racing Club, which is known as Ringwood Hill Climb, made known the property containing the whole area including the Hillclimb was to be sold.

The entire venue included Buggy and Off-Road tracks, Motorkhana, Khanacross areas, Rally Sprint road and tracks was to be sold after the current NMRC lease expired. The loss of this facility would be substantial to all Motor Sport clubs and enthusiasts in the Hunter Valley, Newcastle, Coal Fields and lower North Coast.

Meanwhile the MG Car Club Newcastle owned a much smaller property at the end of Ralston Road, Nelsons Plains, North of Raymond Terrace.

It consisted of an unsealed Sprint track in a figure 8 profile with several bends, a Motorkhana area, Toilets and storage containers for King Edward Park equipment. Small but manageable, a home for the MGCCN for 35-36 years.

However, in the latter years residential housing was being built near by. The owners soon started to complain about the developing dust problem when the sprint track events took place.

John Collins, President of the NMRC and Dennis Tynan, President of the of MGCCN started negotiations to complete a deal with Laurie Adam, now (deceased). whilst satisfying the requirements of both club committees.

In principle the deal was accepted by all Parties that MGCCN would dispose of the Nelsons Plains Property and merge with the NMRC, with a manageable short-term loan from Laurie Adam to be paid out by MGCCN in due course.

At the time it was difficult for a few members to accept the change, although the best way forward had been accepted by the majority of members from both clubs. It was decided to conduct a series of Training Days for members, which would introduce them to the Ringwood venue and the new facilities. Juniors would be included, using a Training Day permit.

The first event was conducted on a CAMS Permit that covered an NSW Driver Training Event on the 23<sup>rd</sup> of July 2000 by MGCCN at Ringwood.

Officials for the event were;

Clerk of Course	John Cooper Clerk of Course (Deceased)
CAMS Steward	Doug Rae
Event Secretary	Judith Rae (Deceased)
Chief Instructor	Greg Hunter
Instructors:	Ron Hammond, Peter Robinson, David Walker, Phil Horn, and John Collins.
Scrutineer	Unknown



## Objectives

- A. Road Skills for Juniors and those who did wish to take part in Motorkhana level Events.
  - B. Competition Skill for those who wish to compete in Hillclimbs and Speed Events.
- Invited Clubs            WAC & NSCC

This type of event does not have results, in today's format it would be the equivalent of a Come & Try event, which also does not have results.

This event profile was to be the template for the next 3 in the years 2001, 2002 2003 when the Senior events were separated from the Juniors, as the demand for more numbers increased in both areas and the Junior Training became more specific both in content and regulation.

## Frequently asked questions?

I am often asked Questions which are difficulty to answer, here are my calculated answers.

1. How many students? New Students per year estimated at 6 PA over 20 years, so the answer is 120 over the 20 years
2. How many training days per annum have been conducted in total in the 20 years?

Since the clocked started in year 2000

2000/2003	3 years, 3 days per year =	9
2004/2010	6 years, 4 days per year =	24
2011/2020	10 years, 6 days per year =	60
	Total	93 Days

I hope you have enjoyed the read and learnt a little about the Young Driver Development Course and your Club history.

Greg Hunter  
MGCCN

## NEWCASTLE & LOWER HUNTER TOURING ASSEMBLY

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This event is only 140Km long and is on 100% tar roads.

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STARTS AT THE CLUB ROOMS.

Go to [www.mgcarclub.com.au](http://www.mgcarclub.com.au) for full details.

**NEW DATE – 25<sup>th</sup> July 2020. (Now Rd.1 of the Series.)**

## SYLVIA'S REPAIR MYSTERY DEEPENS

In last month's magazine I challenged readers to solve a mystery about a repair I needed to do to my track car. I gave some background and described (a little) what went wrong and gave some clues about how I fixed the problem. Responses were invited on the club's facebook page.

Now I can reveal that the mystery is still **NOT SOLVED**.

Some people responded on facebook, but did not come close to figuring out what happened. Several of the Dad's Army crew speculated wildly, but also missed the mark and failed to extract extra clues from me!

This month I have some more information about my car and extra clues, which should bring the correct answers from any thoughtful amateur (or professional) mechanic.

### Re-cap from last month

My track car is a 1995 Nissan 200SX named Sylvia. For those who follow chassis/model numbers it is an S14, a 2 litre turbocharged rear wheel drive handful. Here is a summary of the sequence of events:

Successful supersprint at Wakefield Park in November 2019

In January 2020 I replaced her rear brake pads, just a simple replacement.

Car sat idle until early February, when I discovered the battery was flat.

Jump started OK and I backed the car out of the garage for a wash.

After washing the car I discovered what had caused the battery to go dead.

I stopped the battery drain and drove Sylvia back into the garage.

Competed in TS2 hillclimb on 1 March. No jump starts needed.

After the hillclimb and after obtaining the necessary replacement part, I proceeded to fit it. The part replacement was a bit awkward and in order to get it done I **removed** the car's **left rear wheel** and **driver seat**.

### More about Sylvia

Some responders wanted to know about Sylvia's wiring loom and modifications, so here's a bit more detail about Sylvia. Sylvia is not road registered, indeed she was imported from Japan as a race/rally car, never to be registered. Interior seats and trim have been stripped out - only has a driver's seat but gained a fully welded roll cage. Still has standard dashboard. Wiring loom is still mainly standard, but some unnecessary things have been removed, like electric radio aerial, airbag control module, security module, interior and boot lights. All exterior lights still work, including the headlights (just 1 front indicator removed due to oil cooler installation), the horn still blows, electric windows go up and down and electric mirrors still adjust! The ABS has been removed and there are no fancy sensors on the wheels or brakes. The ECU has been changed and some associated wiring altered, but the problem was nothing to do with that. Plenty of standard wiring and accessories are still there that could drain the battery!

# SYLVIA'S REPAIR MYSTERY

## Some New Clues

Remember I said that I stopped the battery from going flat - I did that by removing a fuse. After the fuse was out, I went on to compete in a hillclimb, but I would NOT have been able to compete in a supersprint before the repair was finished. Think about that one! Check out the picture of the part that I had to replace.



## Back To You

If you reckon you know what the problem was and how I fixed it, then you should to go to the MG Car Club Newcastle Facebook Page. Find my post there about this mystery and type your solution as a comment on my post. For a full correct answer, you have to explain why the rear wheel and drivers seat had to be removed to complete the job. I will respond to tell you if you are correct!

Don't worry about being wrong! You can comment with any wild idea, or serious hypothesis. You can even ask a question if you think you may be on the right track but not sure. But I'm not going to give TOO much away in answers to questions on the Facebook Page. If the mystery is not solved in a month, then I will publish some more clues in next month's magazine.

When the mystery is solved, you will see it first on Facebook, but I will also name the winner and explain the repair in the next magazine.

*GOOD LUCK* and may the *Best Master Mechanic* win!

John Garroway

# MG CAR CLUB WEBSITE TIPS

Here is the top menu layer of the website.

**About Us**   **Club Runs**   **Motorsport**   **Club Info**   **Ringwood Hire**   **Contact**

The menu items across the top of the screen have drop down menus.

Just below the top menu, the sliding pictures show adverts for the next few events.

Clicking on the picture will take you to the event page where the Supplementary Regulations and Entry Form are stored and can be downloaded.

On a number of the menus, the Calendar selection displays different event items depending on whether the event is categorised as Motorsport, Club Runs (non motor-sport). The Motorsport events are additionally filtered by event discipline of Hillclimb, Motorkhana, Khanacross, Supersprint, Circuit Racing, Young Driver Training and MG National Meetings.

The results of any event are found on the individual event page and the Motorsport / Results Archive menu.

Michael Snow

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