

ClubTorque

**The official publication of
MG Car Club Newcastle Inc.**



**JUDITH RAE MEMORIAL TROPHY
2021 LADIES CHAMPIONSHIP – 1ST OUTRIGHT**



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MGs & Motorsport

Feb 2022

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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

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Clubrooms:

Northcott Park, Cobby Street, Shortland

Website Address:

www.mgcarclub.com.au

Facebook:

<https://www.facebook.com/MGNewcastle>

Monthly Gathering:

2nd Friday of Month 7.30pm at Clubrooms

Ringwood Park Motor Sports Complex:

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

Membership Enquiries:

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(M) 0415 963 515 (Not after 9.00pm)

Email: datkins49@optusnet.com.au

Other enquiries

Contact the Secretary at the club address or
phone **0402 609 144**

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United Kingdom



www.motorsport.org.au



Coming Events - February

Thurs 3	MGCCN	Dads Army 8am	Ringwood
Fri 4		School Term Start West	
Mon 7	MGCCN	Mag Assy 2pm	Cobby St
Mon 7	MGCCN	2022 Natmeet Meeting M	
		7:30pm	Cobby St
		Motorsport Panel M 7:30pm	
Wed 9	MGCCN	Email john.garroway22@gmail.com	Zoom Call
		If you wish to attend the Zoom Call	
Thurs 10	MGCCN	Dads Army 8am	Ringwood
Fri 11	MGCCN	Club Night M 7:30pm	Cobby St
		State Motorkhana Dirt Rnd1 &	
Sun 13	WAC	MGCCN MK1 CC2 10am	Awaba
	MX5		
Sun 13	NSW	State S'sprint Rnd 1 9am	Wakefield
Tues 15	MGCCN	Board Meeting M 7:30pm	Cobby St
Thurs 17	MGCCN	Dads Army 8am	Ringwood
		State Khanacross Dirt Rnd 1 &	
Sun 20	WAC	MGCCN KC1 10am	Awaba
Thurs 24	MGCCN	Dads Army 8am	Ringwood
Sun 27	MGCCN	Twin Rivers Revival Hillclimb &	Ringwood
		Come and Try M 9am	

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.

Coming Events - March

Thurs 3	MGCCN	Dads Army 8am	Ringwood
Fri 4	SUPER CARS	Newcastle Postponed to later date 9am	Newcastle
Sat 5	BLCC	State Hillclimb Rnd 1 Mt. Panorama Esses 9am	Bathurst
Sat 5	SUPER CARS	Newcastle Postponed to later date 9am	Newcastle
Sun 6	BLCC	State Hillclimb Rnd 2 Mt. Panorama Mtn Straight 9am	Bathurst
Sun 6	SUPER CARS	Newcastle Postponed to later date 9am	Newcastle
Mon 7	MGCCN	Mag Assy 2pm	Cobby St
Thurs 10	MGCCN	Dads Army 8am	Ringwood
Fri 11	MGCCN	Club Night M William the Fourth Presentation 7:30pm	Cobby St
Sun 13	MGCCN	** Club Run M 9am	TBA
Sun 13	HDCC	State Khanacross Dirt Rnd 2 10am	Hampton
Tues 15	MGCCN	Board Meeting M 7:30pm	Cobby St
Thurs 17	MGCCN	Dads Army 8am	Ringwood
Sat 19	MGCCN	YDDC-1 M 9am	Ringwood
Sat 19	AHRG	Fluffy Duck Tour Assy Dirt & Tar CC3 TR1 9am	TBA
Sat 19	WAC	Rallysprint 2pm	Awaba
Sun 20	MGCCN	Hillclimb A2A M TS2 CC4 R3 9am	Ringwood
Thurs 24	MGCCN	Dads Army 8am	Cobby St
Thurs 24	MGCCN	All Wheel Training Track Hire TRA 9am	Ringwood
Fri 25	MGCCN	All Wheel Training Track Hire TRA 9am	Ringwood
Sat 26	KSCC	Tri-Challenge Rnd1 Mt. Cooperabung Practice 9am	Kempsey
Sun 27	WAC	State Motorkhana Rnd2 10am	Awaba
Sun 27	KSCC	Tri-Challenge Mt. Cooperabung TRI1 9am	Kempsey
Sun 27	Club Lotus	CSCA Supersprint Rnd1 9am	Wakefield
Thurs 31	MGCCN	Dads Army 8am	Cobby St

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.

Contacts :-

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PRESIDENTS REPORT

February 2022

The end of 2021 saw the club finishing off the year with the last few events. These being the Christmas Presentation, the Regularity Hillclimb and the AGM.

The Hillclimb was an interesting and fun day, with many teams strategising and scheming on how to maximise their chances of winning. I thought the idea of nominating a time 5 seconds slower than your best, which you could use to make up for lost time, or deliberately hit a witches hat to negate was quite inventive, but I'm sure Jason would have something to say about that. There is a full write up on this event in this magazine which goes into a lot more detail.

As part of the clubs' official duties for the year, the AGM was held. Whilst many positions within the committee were filled, there are still some vacancies. There are also some positions that will be vacated during the year that the club is desperate to fill. As always, if you have an interest in how the club is run and would like to have a hand in helping to shape its future, please feel free to put your hand up for one of these roles.

Our first Hillclimb of the year was held on the 30th of January, attracting a full field with 67 drivers starting the event. Whilst it was a long day, it was enjoyable, and great to be back out at Ringwood again. The team of helpers in the canteen did an outstanding job in Libby's absence, and really do deserve our thanks for ensuring everyone was fed and hydrated during the day.

Thanks also goes to Dad's Army, who have been hard at work to have Ringwood looking amazing for the day. After helping out on a couple of my days off, I can ensure you that there is a lot of effort that goes into the track's preparation. This will only ramp up over the next couple of months as Ringwood is made to look its absolute best ready for the MG National Meet at Easter.

Not to be forgotten are all the volunteers and officials who make everything happen on the days of these events.

Entries have been opened for the 2022 National Meet, and it is proving to be very popular with entries flooding in. Plenty of work is still going on behind the scenes, with plenty of event planning and preparation being done. We are also undertaking some more work at Ringwood which will improve the venue and will greatly enhance its appearance and benefit all those that use it.

All in all, 2022 is looking to be a very promising, exciting and successful year for MGCCN.

NEW MEMBERS

We Welcome the following new members.

Joined in December 2021

William & Pamela Oliver	(FULL MEMBERS) (1963MGB)
Davis Gee	(ASSOCIATE MEMBER) (Jaguar E-Type Coupe)
Tim Adams	(ASSOCIATE MEMBER) (Fiat 1500)
Len Barwick	(ASSOCIATE MEMBER) (Chev Camaro)
Jamie Ross	(ASSOCIATE MEMBER) (Datsun 720 Ute)

Joined in January 2022

Douglas Lord	(FULL MEMBER) (MGTC 1949)
Graham Frater	(FULL MEMBER) (MGB 1965, MGZS 2019)
John Honnery	(FULL MEMBER) (MGB 1968)
Malcolm & Julie Gilbert	(FULL MEMBERS) (MGB 1976)
Peter & Barbara LeBretton	(FULL MEMBERS) (MGB 1976)
John Mason	(FULL MEMBER) (MGF 1998)
Maria Outeridge	(FULL MEMBER) (MGF 2002)
Dan Crandell	(ASSOCIATE MEMBER) (BMW 318i 2003)
Leslie Crandell	(ASSOCIATE MEMBER) (Renault Sierra)
Malcom Smith	(ASSOCIATE MEMBER) (Subaru 1998)
Jeremy Rauch	(ASSOCIATE MEMBER) (Holden Astra)

We look forward to having you join us at future events, be it a Club Night, Social Outing or a Competition event. It is indeed pleasing to see additional MG owning members join us as well as those who have expressed an interest in the competition side of the Club's activities.

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FRONTLINE

Developments

SOCIAL SECRETARY

The next club night will be at the Cobby Street club rooms on Friday 11th February 2022. At this stage it will be held at the Club rooms

Friday 11th March the club night will have guest speaker Bob Cook well known historian sharing the history of the heritage boat **William the Fourth** which is an accurate operational replica of Australia's first steam powered ocean-going paddlewheel ship. William the Fourth still serves as a faithful testimony to that tough pioneering and maritime heritage and how lucky we are to have it in Newcastle.

Bob Cook can also provide a great deal of history on Fort Scratchley.

Hoping to see you at club rooms on 11th February, at this stage unless our area changes with COVID restrictions. The Website and Facebook will let you know if this occurs.



Regularity Hillclimb Report 12-12-21

This event was held with slightly revised scoring methods when compared with previous years. Thirty-six entries were received which resulted in nine teams of four drivers being formed.

The event is intended to be a fun day out and it certainly gets people more involved in what is taking place as the teams work on their strategies to adjust their individual performance against the time they had nominated after the three "sighting" runs.

This year the winning team was made up of regular hillclimbers, but not all in their usual car.

Congratulations to the team "Send It" (l to r) James Graham, Katy Moy, Rick Yates and Kyle Davis, who held the lead position all day.



One can only wonder why some of the team names were chosen, but they were in order of finishing place: - "Send It", "Hybrid Clubbies", "Wheel Deals", "Future Club", "Top Guns", "Mongrels", "Everest", "Nomads" and "The MGs".

This year the running order nominated the first driver from each team to run, before any of the team second drivers and so on. By the time the 4th member of each team fronted to the line, they knew what they had to do to keep their team on track. That didn't always work out as planned!!

Unfortunately for "The MGs" Darren Hodgson who was their No.1 driver, had a battery collapse on the start line for the first official run and was unable to complete any runs, this meant an automatic penalty of 20 seconds per run for him. 80 seconds in penalties were never going to be made up by the other 3, no matter how hard they pushed. The Nomads were also to suffer from an error of judgement, (or trying too hard to make up time lost) when Kenneth Atkins took out a witch's hat incurring a time penalty of 5 seconds. This happened on the first run, That saw them with an 8.21 second variance from the target. The team were unable to recover over the next 3. Their remaining 3 runs were all within a second of the target and they were just 0.16 off their target on the 4th run. Another case of "IF ONLY!!

At the end of the first run, the order of merit was: - "Send It" (0.62), "Hybrid Club-

The second run through saw “Send It” ($0.62 + 0.35 = 0.97$), “Hybrid Clubbies” ($0.68 + 2.15 = 2.83$), “Wheel Deals” ($3.07 + 0.56 = 3.63$) “Top Guns” ($2.59 + 1.51 = 4.10$), “Future Club” ($3.58 + 1.30 = 4.88$), “Everest” ($3.19 + 2.86 = 6.05$), “Mongrels” ($0.93 + 5.27 = 6.20$) after the very experienced Paul Bower missed his mark by almost 6 seconds., “Nomads” ($8.21 + 0.92 = 9.13$) and “The MGs” ($21.86 + 20.80 = 42.66$).

The third run through saw “Send It” ($0.62 + 0.35 + 1.38 = 2.35$), “Hybrid Clubbies” ($0.68 + 2.15 + 0.71 = 3.54$), “Wheel Deals” ($3.07 + 0.56 + 0.51 = 4.14$), “Future Club” ($3.58 + 1.30 + 0.54 = 5.42$), “Top Guns” ($2.59 + 1.51 + 2.55 = 6.65$), “Mongrels” ($0.93 + 5.27 + 0.85 = 7.05$), “Everest” ($3.19 + 2.86 + 2.10 = 8.15$), “Nomads” ($8.21 + 0.92 + 0.89 = 10.02$) and “The MGs” ($21.86 + 20.80 + 21.05 = 63.71$).

The fourth and final run through saw “Send It” ($0.62 + 0.35 + 1.38 + 0.46 = 2.81$), “Hybrid Clubbies” ($0.68 + 2.15 + 0.71 + 0.23 = 3.76$), “Wheel Deals” ($3.07 + 0.56 + 0.51 + 0.29 = 4.43$), “Future Club” ($3.58 + 1.30 + 0.54 + 0.59 = 6.01$), “Top Guns” ($2.59 + 1.51 + 2.55 + 0.14 = 6.79$), “Mongrels” ($0.93 + 5.27 + 0.85 + 0.45 = 7.50$), “Everest” ($3.19 + 2.86 + 2.10 + 0.87 = 9.02$), “Nomads” ($8.21 + 0.92 + 0.89 + 0.16 = 10.18$) and “The MGs” ($21.86 + 20.80 + 21.05 + 18.57 = 82.28$). Had Darren not had the failure that cost the team 80 seconds and if he had run close to his target time “The MGs” could have been winners of the event. All teams managed to get under the 1 second mark on the 4th and final run, I guess learning from experience!

There were many drivers who did a brilliant job of maintaining there nominated time in the 4 official runs. Those who finished the day with less than 1 second in total off their target for the 4 runs were: - Paul Whitworth -0.57, Gregg Noonan +0.65, Kyle Davis -0.71, Mathew Whitworth -0.77, Chris Burrows -0.82, Bruce Ball +0.91 and John Finch +0.92

The event was a good fun way to end what has been another successful but thanks to Covid, a somewhat disrupted year for the Club. We plan to do it again next December.

During the lunch break we held the Annual General Meeting and election of Officers for the 2022 year. Unfortunately, all positions were not able to be filled and we are certainly looking for people to take on the vacant positions on the Board. Surely of the nearly 600 members of the Club, there must be more than the 16 who were elected that are prepared to step up and assist in running it.

The positions that are currently unfilled are: - Autotest Co-ordinator, Rally Co-ordinator and Director Assisting #2

We would like to have these positions filled as soon as possible so that the Calendar of Events can proceed as planned, without other already busy Board members having to carry extra load.

If you would like more information about these vacant positions, please contact

Tar Speed Round 1 Track A3 Ringwood Hillclimb

30th Jan 2022 – Outright Placing

Pl	No	Name	Club	Vehicle	Class	Time
1	727	Tim BLAKE	(MGCCN)	Subaru WRX	Tp 4 o 2 ltr	72.12
2	29	Kevin AKERS	(MGCCN)	Carroll Clubman	Grp 2A/2C u 2 ltr	72.82
3	189	Adam SINGLE	(MGCCN)	Subaru WRX	Special Vehicle o 3 ltr	74.58
4	96	Peter AKERS	(MGCCN)	Subaru WRX	Special Vehicle o 3 ltr	74.72
5	109	Andrew FRASER	(MGCCN)	Chev Corvette	PS 2B Classic o 2 ltr	74.92
6	83	Steve BRYDIE	(MGCCN)	Datsun 1200	Tp 3 u 2 ltr	75.25
6	62	Kenneth ATKINS	(MGCCN)	Subaru WRX	Special Vehicle o 3 ltr	75.25
8	34	David WYKES	(WAC)	Toyota Special	Tp 5 u 2 ltr	75.69
9	56	James HULL	(MGCCN)	Toyota GR Yaris	Special Vehicle u 3 ltr	75.95
10	129	Colin BROOKES	(MGCCN)	US Legends 34 Chevy	Tp 5 u 2 ltr	76.11
11	201	Simon NICHOLSON	(MGCCN)	Renault Megane RS	Tp 3 o 2 ltr	76.21
12	27	Paul BOWER	(MGCCN)	Mazda MX5	PS Modern 1.4 - 2 ltr	76.25
13	99	Rick VINCENT	(MGCCN)	Lotus Elise 111R	Tp 4 o 2 ltr	76.62
14	45	Terry LANESBURY	(MGCCN)	Subaru WRX	Special Vehicle o 3 ltr	76.97
15	787	Nathan NOTLEY	(MGCCN)	Ford Focus RS	Special Vehicle o 3 ltr	77.28
16	177	Richard (Lee) MEARS	(MGCCN)	Lucalia Clubman	Grp 2A/2C u 2 ltr	77.56
16	555	Troy MORLEY	(MGCCN)	Subaru WRX	Special Vehicle o 3 ltr	77.56
18	46	Jeff SCHMITT	(MGCCN)	BMW M3	Tp 1 o 2 ltr	77.61
19	444	Mitch CRAIG	(MGCCN)	Honda Type R	Tp 2 u 2 ltr	77.67
20	174	Hayden LITTLE (J)	(MGCCN)	VW Beetle	Jun Prod	78.14
21	36	Rick YATES	(MGCCN)	BMW Mini Cooper S	Tp 3 o 2 ltr	78.39
22	40	Darren LINDSAY	(MGCCN)	VN Commodore	Tp 3 o 2 ltr	78.79
23	556	Connor MORLEY	(MGCCN)	Subaru WRX	Special Vehicle o 3 ltr	78.83
24	841	Mark GRANGER	(MGCCN)	Ford Falcon XR6	Tp 3 o 2 ltr	79.09
25	89	Amanda SINGLE	(MGCCN)	Subaru WRX	Special Vehicle o 3 ltr	79.31
26	222	Benjamin JACKSON	(MGCCN)	Audi A4	Special Vehicle o 3 ltr	79.38
27	687	Bruce RIDGE	(MGCCN)	Lotus 7 Replica	Grp 2A/2C u 2 ltr	79.47
28	106	Robert DAWSON	(ARDC)	BMW M135i	Tp 1 o 2 ltr	79.78
29	65	Andrew FERENCE	(MGCCN)	Mazda MX5	PS Modern 1.4 - 2 ltr	79.81
30	9	Rod BERWICK	(MGCCN)	Mazda MX5	Tp 2 u 2 ltr	79.83
31	767	Stephen NOTLEY	(MGCCN)	Ford Focus RS	Special Vehicle o 3 ltr	79.93
32	999	Ryan BATES	(MGCCN)	Subaru WRX	Tp 4 o 2 ltr	80.08
33	61	Graham ORR	(MGCCN)	Honda Civic	Tp 2 u 2 ltr	80.15
34	79	Brett HORD	(MGCCN)	Mazda RX7	Tp 4 o 2 ltr	80.19
35	369	Matthew BATES	(MGCCN)	Subaru WRX	Tp 4 o 2 ltr	80.22
36	777	Garry CHRISTOPHERSON	(MGCCN)	Holden Monaro	Tp 2 o 2 ltr	80.27
37	54	John FINCH	(MGCCN)	Mazda MX5	PS Modern 1.4 - 2 ltr	80.75
38	180	Russell WEST	(MGCCN)	Datsun 180B	Tp 3 u 2 ltr	81.16
39	48	Jeff NEWAY	(MGCCN)	MG B	PS Classic 1.4 - 2 ltr	81.47
40	11	Tom CLEMENS	(MGCCN)	VW Beetle	Tp 3 u 2 ltr	81.50
41	366	Mark DE GIOIA	(MGCCN)	Datsun Sunny	Tp 3 u 2 ltr	81.53
42	93	Toby BANKS	(MGCCN)	Renault Clio 182	Tp 1 u 2 ltr	81.69
43	279	Wayne LEWIS	(MGCCN)	MG F	PS Modern 1.4 - 2 ltr	82.05
44	611	Rian HUMPHRIES	(MGCCN)	Holden SS Ute	Tp 2 o 2 ltr	82.33
45	126	Nat HAILS	(MGCCN)	Toyota Sprinter	Tp 3 u 2 ltr	82.68
46	351	Chris BURROWS	(MGCCN)	Audi A4	Special Vehicle u 3 ltr	84.21
47	75	Malcolm ROACH	(MGCCN)	Toyota 86	Tp 2 u 2 ltr	84.30

48	10	Joel BOSCH	(MGCCN)	Suzuki Swift Sport	Tp 1 u 2 ltr	84.59
49	70	Brian SUTTON	(MGCCN)	Mazda MX5	PS Modern 1.4 - 2 ltr	84.63
50	942	Matthew WHITWORTH	(MGCCN)	MG B	PS Classic 1.4 - 2 ltr	84.82
51	12	Neil FERRY	(MGCCN)	Mitsubishi Mirage	Tp 4 u 2 ltr	85.28
52	691	James GRAHAM	(MGCCN)	Hyundai Excel	Tp 3 u 2 ltr	85.76
52	15	Tristan HOUGH	(ARDC)	Toyota 86	Tp 1 u 2 ltr	85.76
54	94	Paul WHITWORTH	(MGCCN)	MG B	PS Classic 1.4 - 2 ltr	86.04
55	282	Bruce BALL	(MGCCN)	BMW 330i	Tp 2 o 2 ltr	86.36
56	305	Robert ILES (J)	(MGCCN)	Mazda MX5	Jun Prod	86.52
57	991	Brendan JEFFRIES	(MGCCN)	Mazda 2	Tp 1 u 2 ltr	86.72
58	262	Peter BALL	(MGCCN)	BMW 330i	Tp 2 o 2 ltr	87.34
59	710	Nathan APPS	(MGCCN)	Suzuki Swift	Tp 1 u 2 ltr	87.46
60	3	Charlie GARDNER (J)	(MGCCN)	VW Golf Gti	Jun Prod	87.91
61	50	Trevor COOK	(MGCCN)	Mitsubishi Mirage	Tp 3 u 2 ltr	88.14
62	7	Michael SCOTT	(MGCCN)	Austin Healey 3000	PS 2B Classic o 2 ltr	89.13
63	31	Thomas BEASLEY	(MGCCN)	VW Golf GTi	Tp 1 o 2 ltr	89.43
64	8	Jeremy RAUCH	(MGCCN)	Holden Astra	Tp 2 o 2 ltr	91.04
65	116	Allan EVANS	(MGCCN)	Triumph TR7	Tp 1 u 2 ltr	91.84
66	37	Ted DIAL	(MGCCN)	Mazda RX7	PS 2B Classic o 2 ltr	91.89
67	47	Andrew WALKER	(MGCCN)	Mazda MX5	PS Modern 1.4 - 2 ltr	98.68



Photos taken by Robert Hawkins.

SPEED EVENT COORDINATOR

Well, that was a big roll up for the first Hillclimb of the year, 67 drivers in **Round 1 of the Tar Series Championship** last Sunday 30th January 2022. Although doing the event secretary work for the event, I was not there on the day (I was driving in a super-sprint at Sydney Motorsport Park, which I really enjoyed). But I can see from the results that it was a big day of strong competition in many of the classes and also for outright positions and points. With 8 new records on the day - very impressive. Also, it's great to have several new drivers having a go and showing off some different vehicles.

Another positive aspect is all the buzz created on social media, with a number of competitors expressing positive feelings about the event and their experiences. Also several posts with a lot of great photos of cars on the track, and a couple of videos too.

Thank you to all of the officials and other volunteers who made the event possible.

The next MGCCN conducted speed event is the **Twin Rivers Revival** commemorative Hillclimb on Sunday 27th February 2022. This is a new addition to the calendar, a non-championship event to commemorate the first ever Hillclimb at Ringwood on 15/16 February 1986. It will be run on the original track (before the 2014 extension) but using the current finish line and we will be having interleaved double runs as it was done in the past. We are calling this track A1A because it is a slight change to the original track now designated as A1.

We are hoping to see as many as possible of the drivers in the first Hillclimb come back to recreate some memories, as well as other drivers who previously enjoyed the original track but maybe don't compete anymore. If you are in this category but don't have a Speed Licence anymore, you can have a drive (on the modified original track) using a one-day Introductory Licence from Motorsport Australia because we are also welcoming novice drivers to a Come and Try Hillclimb on the same day.

The **Come and Try** Hillclimb will run on track A2A with single runs for the novice drivers. We will alternate between groups of drivers on the A1A and A2A tracks through the day. So, here's an opportunity for your friends and family to have a go on the Ringwood Hillclimb track! They don't have to have a Speed Licence or be a club member. It will cost them \$50 for the entry fee plus \$25 for the one-day Introductory Licence.

Entries are now open for the Twin Rivers Revival commemorative and Come and Try Hillclimb's on 27 Feb. Details are on the club website at the calendar page for the event. Make sure you read the Supplementary Regulations which explain the event in full detail. Here's a link <http://www.mgcarclub.com.au/event/hillclimb-revival-come-and-try-m/>

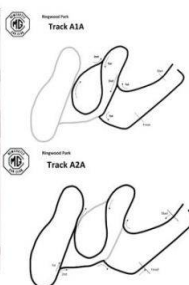
Drivers with a Speed Licence should enter as normal using the online system, via their Motorsport Australia Portal. Drivers who don't have a speed licence can use the one-day Introductory Licence (Come and Try). All Come and Try drivers need to enter manually, using the entry form on the website and complete the Introductory Licence form. Both forms should be filled-in and signed then scanned and emailed to me at john.garroway22@gmail.com.au

Scheduled for 7.30 pm on 9 February is the next **Motorsport Panel Meeting**. Since some of us, including myself as chairman, are uncomfortable with having indoor face-to-face gatherings in the current circumstances, we'll have this meeting on ZOOM. All interested members are welcome - please send me an email to be included. One of the items for discussion will be the running order for our club Hillclimb. Lately I've been arranging the running order by grouping drivers in each class where possible. This is a change to how it's been done in the past, which was based on the order of receipt of entries. There are pro's and con's each way and I'd like to see if a consensus can be reached about how to do it going forward.

Go Hard!
John Garroway



36th Year Commemoration Hillclimb
track A1A with double runs



Sun 27th Feb 9am



Come and Try Hillclimb
track A2A with single runs

This Article was published in the Clubtorque October 2001. It is written from a drivers point of view for Track A1A of Ringwood.

Driving Ringwood under 29 seconds

Called the "Mini Nurburgring", MGCC(N)'s Ringwood Hillclimb is 500 meters of frustratingly complex driving challenge.

The start appears easy but, with the split from the start line to the first crossing of the "finish" line sector being produced for analysis by the Ringwood computer, it shows that launch technique and traction play a significant part in determining the overall result of a particular run.

Too many revs and the tyres slip excessively on the polished concrete surface. Too cautious and time is lost. It is also necessary to keep the foot flat on the accelerator pedal until the car has broken the beam on the finish line. Most cars can achieve this easily, but it takes a bit of determination to keep flat with 490 BHP in the March Cosworth. Fortunately, the brakes are up to the job and a positive squeeze is needed to arrest the car from 91.4 Km/h to 49.8 in the turn. The March's best time for sector 1 is 3.21 seconds, identical to Neil Farr's Bowin-Hay's best split. Peter Gumley's SCV takes a scant 3.12 seconds.

The lighter weight of the SCV could be the reason for the difference. Then again, some qualified observers maintain that Peter uses traction control by means of ignition retard to assist in the launch. Peter denies this so the jury is still out. The SCV weighs 420 KG plus Peter at say 80 Kg, Neil's Bowin-Hay, built from a Formula Ford type chassis for Barrie Garner by Ron Hay and which won the NSW HCC and AHCC for Gary McFadyen is fitted with a fuel injected P76 V8 running on Methanol. It weighs in at 530 Kg plus 70 Kg for Neil. My March, also on Meths for its injected, supercharged 2 Litre Cosworth YBM (Sierra) scales at 538 KG plus my puny 68 Kg. This car won the NSW HCC in the hands of Paul Hamilton in 1984 powered by a 1600 cc Cosworth BDA and worried Peter Gumley then in his former career in the Sceptre V8. (Pronounced "Sep'tar")

Eric Barnes' little Farrell (built from the only Farrell Formula Ford) and powered by a blown 4AGZE Toyota 1600cc engine weighs 450 Kg with the diminutive but nuggety Eric deflecting the scales at a guessed 60Kg. All the

All the top cars run Avon Hillclimb compound tyres in the range of A39 to A40. Farr and Finlay fit 15.0.26.0.13s to the rear wheels, while Gumley and Barnes uses the smaller 14.0.23.5.13 size. All the cars run 9.0.20.13s on the front.

Turn one needs an incredibly late apex to keep the car in at least the middle of the road. A wide exit here costs time and makes it hard to get the car back to the right for the entry to turn 2. Some drivers hook the right front wheel over the kerb on turn one with good effect. However, this can catch the right rear wheel on the kerb, lifting it and loosing traction at best. Loosing the tail here just costs time.

From the exit I try for full throttle and my Motec data logger shows that, on a typical run, I am able to hold the throttle flat for 1 second. Then a good dab on the brakes to pull the speed from 80.4 down to 36.2 for the entry to turn 2. I have learned to keep closer to the inside edge of this corner since my walk up the hill with Greg Hunter on the recent driver training day. I'm not convinced, though, that the way for me to go is to put the wheel into the concrete basin. It's too easy to have the tail flick out when power is applied and that would hurt speed on the fastest part of the track.

As it is now, my technique is to let the tail move out a little under progressively increasing throttle so that the car takes the long, sweeping left hander in a 4 wheel drift. I don't want it sideways as I crest the hump!

Here the speed is up to 109 K on a good run. The logger records front and rear wheel speed and the back wheels show 129K on the rev limiter as the car becomes airborne. On some venues we have seen "G" figures of +2 lateral, -2 under brakes and just over +1.1 during acceleration recorded on the supplementary Pi System II logger which has inputs for throttle position, RPM, front wheel speed and steering wheel angle. It has an integral "G" sensor and can calculate longitudinal "G".

A normal road car can achieve just 1 G under brakes or cornering and less than 0.5 G positive acceleration away from the lights. Funny, though, to the drivers of cars like the March, the SCV, Bowin-Hay and Farrell the cars never seem to be accelerating fast enough!

I have yet to resolve the March's tendency to crash to earth after the hump. Scrape marks under the front wing end plates are still evident. I have stopped the chassis bottoming by use of Koni Celastos in the front dampers. These are nice and progressive and serve to increase the spring rate without stiffening the front too much and causing understeer on the other corners. Hitting the deck with the car does nothing for traction (or confidence) for as soon as the wing hits the ground, all of its downforce is lost.

Mentioning wings, it is staggering how much difference they make, even at Ringwood. Watch a Tiger Moth lift its tail as soon as the pilot opens the throttle even before the aircraft begins to move to see how much aerodynamic effect is provided by the air-stream on the wings. (Lift = Coefficient of lift x $\frac{1}{2}$ Rho (air density) x V^2 (speed squared) x S (wing area). (Read Competition Downforce by Simon McBeath which is available direct from simonmcbeath@sm-designs.ndo.co.uk) and Race Car Aerodynamics: Designing for Speed. Joseph Katz.

In the dip, where I try to keep my foot in the throttle while aiming for the tree behind the Armco the car reaches its maximum speed of 109 Ks. The logger shows that I am not as brave as I would like to be here with less than 1 second worth of full throttle before working the brakes for 3.5 seconds. Much too long to shave off only 59.8 k on the entry to the loop.

My best second sector time is 13.08 seconds which, when added to the first split gives 15.33. I take encouragement from the second sector split which appears to be the fastest ever officially recorded on this track configuration. All I have to do now is launch better and drive down the hill more effectively! Mark my words, 27's are in the offering and I am sure that, had Peter Gumley been able to continue at Ringwood on August 5th, he would have lowered the out-right record from his 28.00 mark.

A positive squeeze on the throttle early in the loop pays big dividends and zooms the March to 84.7 Ks towards the drain where the loop rejoins the main track. I have fitted droop limiters to the March to fly the inside wheel over these drains and other parts of tracks without fear of damage to the tires or suspension. The droop limiters were fitted to my Mawer by the previous owner and were reputedly worth 1 second a lap around Oran Park South circuit. You'd sell your Grandmother for that! While shorter shock absorber shafts would achieve the same result, the limiters are adjustable and removable.

Now comes the hard part of Ringwood, for me at least. Because of the progressively higher speeds attained past the drain, I am wary of not entering the following right hander too deeply. The March lifts the inside front wheel, here, but that doesn't seem to worry it even under brakes. The wheel stops and I can see the graining effect on the surface of the slick. Perhaps I should be looking more into the corner, but the eye of a racing driver should be able to take in macro focus as well as the broader field of view.

My eyes are riveted on the concrete spoon on the inside of the corner. This time though, I will have no hesitation in locking the steering wheel over so that the Avon lifts right over the track edge. Speed here is 42.5 K before opening the throttle once more and

The logger shows that I am careful here not to give the car too much too soon after dropping down to 43.1 k. I need to cross the finish line straight and not knock over the cones. "Hack" Burden is the master here in his Gemini. Left front wheel high in the air, a good 1/2 meter inside the turn... magic!

Finish line speed is 89.3k. Time is 24.58 seconds. I can do better.

The timing system says my best theoretical is 28.41 and way back when I drove the Mawer in 1996 I put together some sectors which could have yielded 28.03 seconds. Old, out of practice and with a hand recovering from an operation at Easter, I'm still being too careful.

How we shut up the Cosworth's noise.

My first reaction on seeing the addendum to the Supplementary Regulations was to give up, withdraw and forget about driving at the event. How childish would that have been? So, armed with some alternate muffling bits Gaye, Murray, Johanna, little William, and I set off determined to comply. I had been given a reading of 90 dbA at Wakefield Park earlier this year after fitting a hugely expensive Titanium muffler to the Cosworth, but I felt that Ringwood's amphitheater might distort the readings in comparison with Wakefield's open spaces.

The kit consisted of 4 cheese graters which Gaye bought from the local store. We stuffed one of these inside a curved tail pipe. It was useless. 97 dbA. Then we fitted the end taken from an old Supertrap muffler. This consisted of 10 baffles fitted before an end plate which restricted the path of the exhaust gasses. Thus, everything had to exit via the baffles or the joints in the exhaust system. Try again. OK on the first run, 96 on the second. Back to the drawing board.

Donn Vidler had a large supply of woven fiber-glass cloth similar to that sold as Thermotec "Cool it" exhaust pipe lagging. Donn works in a glass-blowing firm and the mat is used to form red hot glass shapes. He'd brought the sheets with him to keep his Mini quiet. I pounced on the mat after Donn offered some of it for me to use. Murray wrapped every part of the March's exhaust we could get to including the muffler with the glass mat. We also reduced the number of baffles in the Supertrap. This time we re-corded 93.6 and 93.8 on successive runs. We were happy, John Collins was delighted, and we could then turn our attention to optimising the March and my technique on the Sunday.

The baffles did not appear to reduce the power output significantly although the logger shows that the mixture was probably a bit rich due to the increased backpressure.

One observation I would like to make is that it appears that some cars make more mechanical and induction noise than their exhaust sound level. The Jedi, with its 750-cc engine, put out so much noise from its slide throttles, skimpy air filters and the lack of water jackets that this was clearly audible over the sound emitted from the exhaust pipe orifice. And I was standing behind the car at the time! I suggested that a cover over the inlet might have been more effective than trying different exhaust pipe extensions.

Similarly, there may be several cars which recorded high noise levels where the owners could look at damping mechanical and induction noises. When Karts were required to reduce noise emissions, the engineers found that inlet tract plenums made a huge difference to the overall perceived noise levels. Under-bonnet insulation, longer exhaust pipes in sedans and sports cars and better air filters may be the way to go. I am constantly staggered by the number of cars which do not run air filters. The renowned engine tuner, David Vizard, insists that K&N Filter systems actually increase the flow of air while providing protection. I run a big K&N on the March's 90 mm diameter throttle body, and nothing draws more air at our level of competition than the engines of the top three or four cars.

Peter Finlay



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MEMBERSHIP RENEWALS ARE DUE NOW!

If you are intending to compete at an event after the 28th February 2022 or you have a car registered under the RMS Historic Plate system through MG Car Club (Newcastle) you must hold current membership for that to be valid.

You should have received your renewal notice by email, if you supplied your contact details last year. If not, you should have received a letter in the post.

(Please check your “Junk Mail” folder in case it has inadvertently been directed there.)

If you have already renewed, thanks for acting so promptly.

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You must have current membership to compete in Motorsport or use your classic car on Historic Plates



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AFTER 28/2/2022

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THE RENEWAL
FORM**



If you have not received your notice and can't access the web-site.

Please Contact Dave Atkins on 4956 6200 or (m) 0415 963 515
Email: - membership@mgcarclub.com.au

If you have not renewed by the end of March, that is the last magazine that you will receive until you renew your membership.

The 2022 MEMBERSHIP CARD.

2022 marks 60 years since the release of the first of the many variants of the MGB.

This year we are recognising that milestone on our membership card.

What better to feature on the card than the line-up of assorted MGBs at Ringwood as we celebrated 90 years of the MG Car

2022 MG National Meeting

“MGs by the Lake”

Bulletin 4 - January 2022



Well, the Omicron strain has caused much concern since Bulletin 3 in November. However, be assured that Nat Meet 2022 will be proceeding, with registrations opening next week. The only thing that would stop the event now is a major tightening of Government regulations.

Registrations open Monday 24th January

Registrations will open on Monday 24th January and close on Wednesday 16 th March. Discounted “Early Bird” rates are available up until Wednesday 23rd February, with savings of \$50 per head for adults. Careful planning has kept the registration fees low, making this the most affordable National Meeting in recent years. Entry forms will be available on the Nat Meet website from 24th January and will be sent directly to Club Secretaries and those who have completed an EOI.

Maximum Numbers of Registered Entrants

As mentioned in Bulletin 3, our social venues will enable us to cater for around 350 entrants, although that would reduce to around 300 if current covid restrictions continue. The motorkhana and Hillclimb venues can accommodate around 100 competitors each. Expressions of interest have been received from more than 360 people who say they are likely to attend, so it is possible that numbers may have to be capped. If so, entries will be accepted on a strictly “first come, first served” basis.

Some Reminders and Event Updates

Photographic Competition: Remember to bring along your best photos featuring an MG theme or car/s to enter in the photo competition. Entries are to be submitted at Registration and must not have not been entered at a previous National Meeting. Full details are in the Supp Regs. Please remember that the size of photographs is restricted to a maximum 250mm x 200 mm (10 inch x 8 inch).

Categories are: ☐ Best Action photograph ☐ Best Still photograph ☐ Best Novelty photograph ☐ Best Digitally manipulated photograph

Scenic Tour Options on Lake Macquarie:

For anyone looking for something else to do on the day of the Concours, other than inspecting all the beautiful MGs, a ferry service has recently commenced around the northern half of Lake Macquarie. Lake Mac Ferry departs from the Speers Point jetty (right at the Concours venue) and cruises to 5 different stops. There are multiple departures throughout the day, and routes and travel times vary between 1½ and 2 hours. See Lake Mac Ferry for more details. For those with deeper pockets and a higher thrill tolerance, JoyAir operates scenic joy flights in a floatplane over the lake and the adjacent coastline. Pickup can be booked to collect from Speers Point Park. See JoyAir for more details.

Theme Night:

Our Theme Night on Saturday evening will celebrate the 60th anniversary of the launch of the MGB, so we will be going “Back to the Sixties”. We look forward to seeing plenty of mini-skirts, knee-high boots, flared trousers and paisley shirts as we have a fun time celebrating the “good old days”.

Covid-19 Uncertainty

We are proceeding on the basis that Nat Meet will go ahead, but we are aware that many of you will be feeling uncertain about committing in the current environment. With that in mind, the committee has undertaken to refund all registration fees in full if the event has to be cancelled due to a major tightening of Government restrictions concerning Covid-19 management for events. Note that entries may be withdrawn for other reasons up to 16th March with a full refund. After 16th March a cancellation fee of \$50 will apply and after 1st April no refund will be granted unless Nat Meet is cancelled. In the meantime, please “roll up your sleeves” for your covid booster vaccination at the earliest possible opportunity, and we look forward to seeing you all at Nat Meet 2022.

Contacts for more Information:

Website - natmeet2022.mgcarclub.com.au

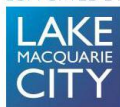
Registration enquiries – Raechel Fraser (0401 624 819)

– registrar.mgnatmeet2022@gmail.com

Chair - Bruce Fraser (0417 481 480) – chair.mgnatmeet2022@gmail.com

Secretary - Fran Hodgson (0414 449 252) – mgnatmeet2022@gmail.com

SUPPORTED BY



MG CAR CLUB WEBSITE TIPS

The calendar on the website shows or hides events depending on where the calendar is accessed.

Under the Club Info Heading / Calendar – this shows all events in a list view

Clicking on the List icon will give more options, List, Month or Day

FIND EVENTS

VIEW AS

List

Month

Day

Upcoming Events › Motorsport

view.

Under the Motorsport Heading / Calendar – this shows all motorsport events in a list view

Under the Motorsport / Hillclimb / Upcoming Events– this shows all Hill-climb events in a list view

Under the Motorsport / Motorkhana / Upcoming Events– this shows all motorkhana events in a list view

Under the Motorsport / Khanaross / Upcoming Events– this shows all Khanacross events in a list view

Under the Motorsport / Supersprint / Upcoming Events– this shows all supersprint events in a list view

Under the Motorsport / Circuit Racing / Upcoming Events– this shows all circuit racing events in a list view

Under the Motorsport / Young Driver Training / Upcoming Events– this shows all YDDV events in a list view

YOUNG DRIVER DEVELOPMENT COURSE

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A desire to work for no money, BUT YOU WILL FIND JOB SATISFCTION WHICH CANNOT BE EQUALLED.

CONTACT: GREG HUNTER 0412 493 711 OR EMAIL gh.hunter@bigpond.com.au for further info.

Anyone wishing to participate in or wanting more information about the Young Driver Development Course to please contact Greg Hunter on 0412 493 711 or Email gh.hunter@bigpond.com



Junior Drivers-

174– Hayden Little

305—Robert Iles

3– Charlie Gardner

Photos taken by
Robert Hawkins.



REGISTER SECRETARY

The year 2021 ended with a flurry of activity as I processed 27 registrations in December, 22 were renewals and 5 were new vehicles added into the register. New vehicles added were as follows: -

MGB Roadster 1963

MG TC 1949

Chevrolet Camaro 1987

Datsun 720 Utility 1984

MGB Roadster 1975

2022 has been nearly as busy with 11 renewals and 7 new vehicles added to the register so far.

New vehicles added were as follows: -

Holden Statesman 1984

Fiat 1500 1965

MG TC 1948

MGB Roadster 1976

Datsun 180B 1974

Austin Healey 3000

MGB Roadster 1968

MG's featured quite prominently, it is nice to see some of the older 1940's models appearing on the scene. We now have 226 historic vehicles on our club register.

Looking back through the records for 2021 there were 30 additional historic vehicles registered within the club. There is quite a variety of makes and models ranging from the late 1940's through to early 1990's. A brief summary follows: -

3 Holdens; Gemini, Sunbird and Commodore.

1 Austin Healey.

3 Mazda's; MX5, 626 and Eunos Cosumo

8 MG's; 6 MGB, MG TF and MG TC.

2 Nissan/Datsun; Skyline and 720 Ute.

1 Toyota Landcruiser.

2 Morris Mini's.

1 Jaguar V12 E Type.

2 Honda's; Civic and CRX.

1 Porsche Carrera.

2 Chevrolet Camaro's.

1 Ford Fairmont.

When covid eventually settles down I am hoping to see more historic vehicles coming to our events and attending local car shows so that we can all enjoy looking at them.

Allan Evans



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Are you using Motorsport Australia EVENT ENTRY to help your event officials run better events?

Our Event Secretaries have now got an increased work load for setting up events, you can help greatly by: -

- a) Making sure that all of your details are up to date, like: -
 - 1) Your address.
 - 2) Your email address
 - 3) Your contact phone number
 - 4) Your emergency contact person and their contact details.
 - 5) Your Club (Make sure you put MGCCN as your 1st Club if you wish to be scored for our championships)
 - 6) Update the expiry date of your membership (now 28/2/2022)
- b) List your car appropriately.

Many people compete in various types of events and at different levels, the classes are different for each of these as you know. Unfortunately, "Event Entry" lists every class you link to your car, this can be too many and the event organiser has to go through and sort your entry into the appropriate Class and that may not concur with your preference.

Make sure that you have the car listed with just one class showing.

How do you do that??

First, delete the vehicle that you have listed, then you add the vehicle as a new vehicle for each type of event you wish to enter.

The EVENT ENTRY list of your vehicles as shown below. (For example)

MY CARS

+Add Car

MAKE	Model	Year	Colour	Photo
NISSAN	370Z (HC)	2012	White	
NISSAN	370Z (KC)	2012	White	
NISSAN	370Z (SHC)	2012	White	

So, if you are to enter an MGCCN Hillclimb you select the "370Z (HC)" listing which will have the Class "MGCCN Marque Sports over 3000" as its Class.

If you are entering a Khanacross you select the "370Z (KC)" which will have Class E attached as it's Class.

If you are entering a State Hillclimb and have registered for the series, you would select "370Z (SHC)" which you may be running in the Class "Road Registered Non-Log Booked over 2500 cc Excl FI and AWD" (as an example)

IF you do put this little bit of effort into setting up your details, it will certainly be appreciated by the busy volunteers who do the work to make your participation possible. Once you have done the update, entering an event will be just as quick and easy as it is now. You will not have to sort out any details later.

PLEASE GIVE IT A TRY!



REGISTER CAPTAIN'S

Well, the activities of the Register (members with Historically Registered Cars H/CC.) and those with regular registration managed to get off to a good start for the year with a run up to Mount Sugarloaf for an early cooked breakfast. A bad day for President Chris, he forgot and left his MG at home and also had to buy Maccas on the way.

After breakie everyone had a bit of a chat. Alan, our secretary, had sent emails out to the H/CC owners on the books and invited them to come along. Some did so and they were welcomed and were besieged with interest in their cars. Bryn Baverstock, the Friday before, had got his almost completed Austin Healy 3000 registered and drove it along and discovered a few teething problems. One of which was how his wife, Helen, would take to travelling in a Historic Roadster. It is rumored that some additions may be needed, seat belts and windows.

Our next run will be from the Club Rooms on Sunday 13th March 2022. Plans are being firmed up and be advised in the next Magazine and emails. We then will be having a busy Easter period during April. The next event will be a midweek Luncheon on Wednesday 25th May 2022. Put these dates in your diary.

Cover Photo

Rose Collins & Doug Rae—From the Presentation Night

Photo Credits

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.

FOR SALE or LOOKING TO BUY

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

Looking to Buy

Do you have a spare pair of trailer ramps that would carry a Mini? Keen to purchase and modification isn't an issue. Call Nev Lambert 0412 492970



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1997 MGF. Convertible. Very original car. Two owners, current owner 20 years. One of the rarest colours — Vulcano.

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when not on road.

This is a project car. Not drivable. There is an engine issue, not related to head gasket, but not properly diagnosed. Please call and discuss if interested.

Ring Gary 0419 236565. Price negotiable.

FOR SALE

"MGB SALES BROCHURE"

16 full colour pages in landscape A4 format. Cover states "with five bearing crankshaft 1800 c.c. engine". Very good condition. Has "L1420" hand written in biro on the cover (for L read pound sterling symbol). \$25 excluding postage. Or pick up in central Newcastle.

"MGB SERVICE MANUAL"

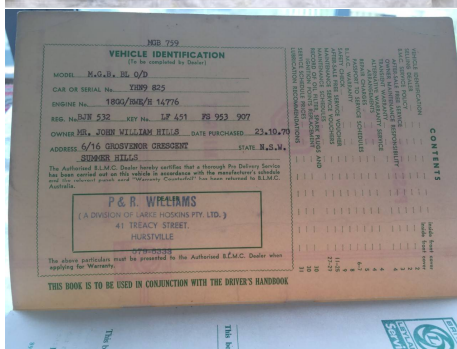
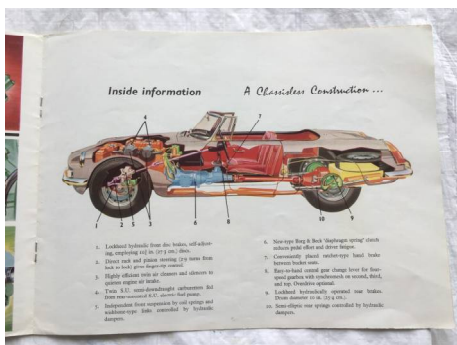
This manual specifically relates to MGB BL O/D YHN9 825 Registered in NSW as BJN 532 and purchased new by John Hills from P & R Williams on 23 October 1970. Part No. TP619D. Pertinent document for any owner of a similar MGB. 16 A5 pages including the plasticised cover and full Maintenance Schedule. Good condition.

"Owner's Manual"

for Diamond Dot car radio fitted to MGB BJN 532 by Talent Car Radios at Kogarah on 22 October 1970. 16 A5 pages including the cover in good condition.

"Austin Morris Dealers and Service Centres in Australia" Leaflet listing all dealers, locations and tel. numbers. A4 in size but folded into eight panels. Printer's code indicates 1970 in line with documents above.

As these three items are related to each other they are offered as one lot at \$25 excluding postage. Or pick up in central Newcastle. Rob Dunsterville robertanddenny@gmail.com





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