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**MG CAR CLUB NEWCASTLE Inc.**

**1955 - 2005  
 LIFE MEMBERS**

1964	JIM SULLIVAN
1971	MICK NIELSON
1971	STAN COLLINS
1971	PETER HOUGHTON
1973	BRIAN LEAR
1973	KAY LEAR
1976	DOUGLAS RAE
1982	DAVID ATKINS
1983	HOWARD MAC LEAN
1987	BRIAN FORD
1992	ANTHONY CROSSEY
1992	JEFFREY NEWEY
1999	JUDITH RAE



United Kingdom





## PRESIDENTS MESSAGE

Within these pages are contained historic records of the M G Car Club Newcastle over the 50 years since its foundation. It may not be a full account of the 50 years as no doubt items and stories of interest could have passed unrecorded however important they might have been at the time.

Throughout the content one can trace from the early beginning, the development of character, integrity and maturity of the club via members who have made personal sacrifices to achieve these goals

Many members have gained the rewards of lasting friendships and camaraderie through their similar inter-

ests of, MGs and Motorsport.

A key event evolved in 1962, which has been the foundation stone for the modern MG Car Club Newcastle. The Mattara King Edward Park Hillclimb, this single event has inspired countless club members of what can be achieved through hard work, good planning, sound management and above all, the will to succeed. The backbone of management has been the strength and dedication of those many who have served in an official capacity within the committee. These people have to be commended for their foresight, the mention of their names in the following pages is a small recognition of their contribution.

The club records illustrate the endeavours of members in competition at all levels of motor sport, from Motorkhana to Road Racing, be it club, State or National level, the club has produced many worthy Champions. Likewise our attendance and participation in the annual M G Car Club National Meetings have always exceeded expectations. In 1999 the MG Car Club Sydney conducted the National Meeting on the Central Coast. MG Car Club Newcastle won the prestigious Nuffield Oceania Trophy.

Throughout the years the Club has evolved into what it is in 2005, an enthusiastic group of keen energetic members. Today the club is managed on the similar principals to that of a small business, having an annual turnover of well in excess of \$100,000.

Most of the income is gained from the 29 sporting and training events within the club calendar including 4 State Championship Events. Two of these were Hillclimbs, One Supersprint and one Khanacross. In 2004 the club conducted the second highest number of CAMS permitted events in NSW. A special mention of thanks to the countless number of Officials required to control these events.

To support these activities, hard working members were required to participate in the 30 working bees that were required during 2004. The maintenance of the Ringwood property, and the annual event at King Edward Park, both demand the same commitment that has been required in the previous 45 years. Management and Panel meetings last year consisted of 29 Committee, Land/Speed Panel and King Edward Park Hillclimb Panel meetings, all of which are held within the comfort of our fully furnished Clubrooms, complete with kitchen, store room, library and photocopy room, office and children's play room.

The MG Register and social members have 28 gathering to choose from, be it Register Runs, Bus Tours or Natter nights at the clubrooms or a member's residence.

Recognition of the Ladies Auxiliary has provided an incentive for a group of ladies who work during both club nights and sporting activities providing food and lunches. The auxiliary has been generous with their profits in providing the club with many of the club-room facilities and comforts.

Early in the year 2000 the club decided to introduce a Junior Driving Training Programme. The primary objective is young people aged between 14 to 17 years of age. The Ringwood hillclimb is the training venue, where students are given instruction in all facets of car control with CAMS accredited Driving Instructors drawn from our own club. The programme is the first authorized and recognized by CAMS in NSW with club members drafting the original Regulations for NSW Driver Training Events. Since this time over 60 students have participated, over 50% now compete in regular motor sport.

When reading the following, from page one, you will be reminded of the desire and dreams of many to establish a motor sport complex and motor racing circuit in close proximity of Newcastle, many times you will read of Ringwood. This is still today, a burning ambition of this club, we are closer to success now than ever before. I sincerely hope we all gather again in 10 years time, to talk of how events unfold.

On behalf of the Club Committee I take this opportunity to sincerely thank, Brian Lear, Judith Rae, Jeff Newey, and Dennis Tobin for their effort in researching, producing and editing this historic document..... Kind Regards.

Greg Hunter

President MG Car Club Newcastle Inc.

### EARLY MEMBERS OF MG CAR CLUB NEWCASTLE (SUB-CENTRE)

Member No.	Member No.
DICK EDWARDS .....17	DICK QUINLAN .....151
RAY LEBEN .....22	GRAHAM KELLEY .....153
HOWARD MCLEAN .....24	NEVILLE MEAD .....155
JACK MCLAUGHLIN .....25	JEFF NEWEY .....163
ARTHUR WILLIAMS .....33	JIM SULLIVAN .....167
DON MOFFATT .....56	PETER SIMPSON .....168
JERRY MAUGHAN .....80	BRIEN TOWLER .....183
RAY WAMSLEY .....88	HARRY DELLACA .....185
PETER MULLIN .....91	MALCOLM BAILEY .....186
SAM LAWRENCE .....96	JOHN WINCHESTER .....202
ED ROBERTSON .....117	PETER HOUGHTON .....207
BOB BOEHME .....127	RICK PRICE .....214
DOUG RAE .....132	JOHN KIERATH .....216
GORDON BOTTRILL .....133	JOHN COLLINS .....221
BILL HAYES .....134	DOUG KELLEY .....229
NIGEL MCDONALD .....141	DON DELLACA .....233
BRIAN LEE... .....142	

THESE DETAILS FROM ORIGINAL APPLICATION FORMS FOR PERIOD 1954 TO 26.5.1960.



## Past Presidents

**Our thanks and appreciation to the following people that have put in tremendous time and devotion to lead MG Car Club Newcastle through the past 50 years**

1955	John Larkin	1980	Chris Dodds
1956	John Larkin	1981	Gary Keast
1957	Gordon Nicol	1982	Brian Ford
1958	Trevor Smith	1983	Brian Ford
1959	Gordon Nicol	1984	Brian Ford
1960	Doug Kelley	1985	Ron Lutz
1961	Doug Kelley	1986	Ron Lutz
1962	Jim Sullivan	1987	Doug Rae
1963	Jim Sullivan-	1988	David Atkins
	Mick Neilson	1989	Martin Reeves
1964	Peter Houghton	1990	Martin Reeves
1965	John Collins -	1991	Graham Paterson
	Greg Newey	1992	Fran Hodgson
1966	Stan Collins	1993	Jeff Newey
1967	Stan Collins	1994	Jeff Newey
1968	Alan Barbour	1995	David Walker
1969	Alan Barbour	1996	David Walker
1970	Murray Bingham	1997	Dennis Tynan
1971	Murray Bingham	1998	Dennis Tynan
1972	Doug Rae	1999	Dennis Tynan
1973	Doug Rae	2000	Dennis Tynan
1974	David Atkins	2001	Dennis Tynan
1975	David Atkins	2002	Dennis Tynan
1976	Geoff Butters	2003	Greg Hunter
1977	Chris Dodds	2004	Greg Hunter
1978	Chris Dodds	2005	Greg Hunter
1979	Chris Dodds		

### Acknowledgements

Editor: Judith Rae

Researchers: Brian Lear, Jeff Newey

Photographs: Jeff Newey, John Porter and others

Printer: Instant Print & Colour Spot



### FROM THE ORGANISING COMMITTEE

The highlight of our 50th Anniversary celebrations will be a Reunion Dinner on 4th June 2005 at the Newcastle Western Suburbs Leagues Club where we will mingle with around 250 guests. These will include, past and present members of the Newcastle MG Car Club, special guests and visitors

At this time we are midway through a full year of celebrations, highlighted by the Dinner, a series of events has been organised throughout the year, some have already been contested with many others spread over the remainder of 2005. Awards are on display in our clubrooms to be presented to the male, female and junior members who top their group in the pointscore for this Golden Year.

I thank the organising committee for their dedication, enthusiasm and professionalism in the preparation of events culminating in these celebrations. Without all of these people, who give their time, knowledge and ability this club would not achieve the goals that it does.

The club has a proud history of fostering many drivers over its fifty years in motorsport, and has seen many notable drivers move from its ranks into far reaching areas. None more famous than Sir Jack Brabham, who competed in the Newcastle King Edward Park Hillclimb in 1954, only five years before not only competing in, but winning the Monaco Grand Prix in 1959.

The Newcastle MG Car Club has for several years been instrumental in combining with Kempsey and Tamworth Sporting Car Clubs to conduct a Tri-Challenge series of speed events which has grown into an amazing competition. In May, round one was held at Ringwood with a field of seventy five cars. Due to the dedication of organisers and officials each competitor had eight runs on the hill, making this years round one an outstanding success.

The 50th Anniversary organising Committee would like to express their sincere thanks to everyone involved in the celebrations for this year, and for making Newcastle MG Club the huge success it is today. We look forward to another fifty years in motorsport, or possibly LUNARsport

*Dennis Tynan*

Chairman for the 50th Anniversary Organising Committee

## THE FORMATIVE YEARS... 1955-1956.

The idea of an MG Car Club in Newcastle appears to have come from John Larkin, then the salesman at MG dealers P & R Williams in Hunter Street, Newcastle. John obtained application forms from the Sydney MGCC (MGCC of NSW) and began recruiting members in the latter half of 1954, essentially from MG owners buying parts etc. at P & R's and the fellows he was selling new MG TF's to.

In January 1955 a sub-centre of the Sydney club came into being in Newcastle, with John Larkin being elected President. Alan Rees, one of the new TF owners, became Secretary. Membership cost one pound ten shillings and this included a club lapel badge! The subscriptions were forwarded on to the Sydney club, Newcastle being officially a sub-centre.

With the support of P&R's Newcastle manager Moss Williamson, the new club commenced holding monthly meetings in the workshop at rear of P & R's showrooms. Records show that by the end of 1955, membership had reached 96, initial membership having been 44 early in 1955. Of these first 44 members it is interesting to note that 14 were TF owners, 12 TD owners, 8 TC owners and 3 Y type owners.

Of this first group, we are lucky to have 3 people current members, although all 3 had several years away from the fold! Dick Edwards (No.17); Howard McLean (No.24) and Jack McLaughlin (No.25).

Events conducted during the first two years or so consisted mainly of gymkhanas and navigation trials. The gymkhanas were held mainly on grass areas at Catherine Hill Bay and Fraser Park, usually with passengers aboard! On a number of occasions the club was called on by local "Spring Fair" organisers to put on a "show" and ran gymkhana events in Speers Point Park and Cardiff Park (now soccer oval) amongst other venues. Dick Edwards tells us that they were not invited back to Cardiff after Warren Grace ploughed up their cricket pitch with the "winter tread" tyres on his TD!! The navigation trials were mainly held on Saturday nights and covered less than 100 miles.

With the exception of the monthly meetings, the only social get-togethers were the Sunday evenings at top of Hunter Street (unofficial) where there was often over 20 MGs lined up. (Nothing much has changed only now they are hot hatches!!). After an hour or two of conversation a decision was often taken to have a cup of coffee at Maitland or Swansea, resulting in an interesting drive! on one occasion regular road users were frustrated by over 20 MGs in a line at exactly 30mph, driving to Swansea!

## 1957

By early 1957, a number of original members had drifted away and events were few.

A decision was taken to call an extraordinary general meeting to get things back on track and members including Gordon Nicol and Ray Leben contacted the then Sydney club president Jim James and asked if he would chair the meeting in Newcastle.

Jim James and several other Sydney committee people attended the meeting, resulting in the election of a new sub-centre committee on the 5th July, 1957.

The new committee consisted of:

President - Gordon Nicol  
 Secretary - Jack McLaughlin  
 Treasurer - Ray Leben  
 Club Captain - Trevor Smith  
 Committee - Bob Bunt, John Nute, Ted Bull,  
 Dick Edwards, Bill White, Barry Spark.

The first committee meeting following the election took place on 9th July, 1957, also held at P & R Williams showrooms. At this meeting the treasurer reported a bank balance of \$299.25 (in 2005 currency) and committeeman Bill White was appointed Publicity Officer.

Events held in the remainder of 1957 indicated a resurgence of interest with a Closed Club Trial set by Gordon Nicol and Ted Bull on 8th September being won by James Allen and a gymkhana held at Catherine Hill Bay on 29th September.

On the 8th October committee meeting, Gordon Nicol reported on a recent CAMS meeting, stressing the necessity of obtaining CAMS permits for all future events! Sounds familiar!

The 27th October saw a grass hillclimb being held on private property near Vacy.

Placings were:

Sportscars... Trevor Smith TC 1st, Bob Bunt TC 2nd,  
 Bill White TC 3rd.

Sedans... J. Davey 1st, J. McLaughlin 2nd, Gary Cater 3rd.

At the November committee meeting Trevor Smith, Gordon Nicol and Bill White were nominated to represent the club at a meeting called by Raymond Terrace Council regarding possible construction of a race track in the shire!! The boot is certainly on the other foot now on that one!

The last event for the year was a Trial set by Jack McLaughlin held on 24th November.

This event was won by R. Watson (MG TF) with Neville Mead (MG TF) and Howard Kay (VW) in the minor placings



Jack McLaughlin with his new TF...1955



Harry Dellaca MG TC with co pilot Dave Pettigrew leaning out for the flag Gymkhana Catherine Hill Bay 1958



Skeeta Martin MG TC at dirt Gymkhana West Wallsend 1961



- 1958 -

In the early part of 1958, much effort was put into negotiation to hold the NSW Hillclimb Championships at King Edward Park, after several months of effort the Police Dept. finally rejected the scheduled September event in August!

Other events were more successful with five members attending a sprint held by the Merriwa sub-centre MGCC on the 19th March, followed by a Standing Quarter Mile Sprint at Pokolbin (now Cessnock Aerodrome) at which the club's new timing gear was put into operation. Twenty competitors including two HVSCC and one Merriwa MGCC members took part. Sportscar results showed Trevor Smith (TC) and A.Coorey (Merriwa-Austin Healey 100) as winners under and over 1500cc.

On 8th June another attempt to run the Quorrobolong gravel hillclimb was again rained out after one run, with timing gear and telephones too sodden to operate. A trial held in June attracted 13 entries with a route west of Lake Macquarie having one section cancelled due to recent rain making roads impassable. The event was won by Ken Brownlee and Rollo Martin, who were then members of HVSCC. The best placed Newcastle MGCC crew were Bob Parfitt and Joan Hinks.

In August the club organized its first Open Trial, sponsored by the Veedol Oil Company. Ted Bull directed the event which was also won by the Brownlee/Martin crew.

On September 19th, the Annual General Meeting was held.

The President, Secretary, Treasurer and Club Captain all tabled extensive reports on the past year with expressions of an even better future for the club.

The new office bearers elected were:

President.	Trevor Smith
Secretary.	Bill White
Treasurer	Ray Leben
Club Captain	Ken Troup.

On 19th October another of the popular sprint meetings was held at Pokolbin netting a profit of \$10.00 with awards going to:

Sportscars under 1500cc	Harry Dellaca (MGTC)
Sportscars over 1500cc	Brian Coe (Austin Healey)
Saloon cars under 1500cc	Moss Williamson (MG Magnette)

The 26th October saw Newcastle & Merriwa sub-centres being invited to an Inter-Centre Hillclimb at Foley's Hill in Sydney to test their skills against the Sydney club. No one arrived from Merriwa as they planned a group assault on the races at Strathpine the same day. Eight Newcastle entries competed with Trevor Smith our most competitive representative.

The final round of the club's Gymkhana Championship was held on 9th November with 14 entries. David Huck in his MG TF came out the winner.

After another trial on the 23rd November, won also by the Brownlee/Martin (VW) combination, a Scavenger Hunt to Norah Head on 14th December wound up the year.



MG TF's Dick Edwards & The Williams brothers, Hunter St. Sunday afternoon, 1955.



Member No. 4 Bob Bunt in his TC with Jack McLauchlin (No.25) Keith Vernon (no.7) and Dick Edwards (No.17) at a Castrol Trial control 1956 "History in the making!"



Early President Gordon Nicol waiting at a Trial Control 1955 with navigator John Charker and Percy Pidgeon  
June 2005



## 1959.

On 11th January another Quarter Mile Sprint was held at Pokolbin Airstrip, this was well attended and a group photograph taken. The same venue was used for a gymkhana on 8th February with Trevor Smith and Alan Ferguson placing 1st and 2nd in an MG TC. At the January committee meeting Mrs. Joan Bull was made a Full Honorary Member in recognition of her efforts as Club Recorder and Timekeeper.

At the March committee meeting Jeff Newey & Jim Sullivan were thanked for recruiting three new members from a small club stand at the recent Newcastle Show. With membership approaching the 100 mark, it was decided that the 100th member be presented with a lapel badge inscribed "100th Member-1959" This badge was subsequently presented to Mr. John Freund.

The first club trial of the year, a 100miler, was again won by Brownlee/Martin with runners up being Bill White/Peter Simpson in Bill's MG TA.

The ramifications of the "Speedways Act" caused an Extraordinary General Meeting to be held in late April. This was addressed by Sydney President Mr.K Milton and resulted in a conclusion that all form of motor sport was impractical until the Act was clarified.

In June Mr. F. Purdue MLA met a deputation from the club and indicated he was sympathetic toward motor sport and mindful of the good work done by the club in the district. Although Mr.Purdue wrote to the Chief Secretary's Department on the club's behalf and

approval from local police was obtained for speedway events, none were approved in the remainder of 1959 and club events in this period were a gymkhana at Pokolbin, a scavenger hunt and two trials. The night trial won by Brownlee/Howard and the 150mile trial won by Doug Kelley and Jim Sullivan

## 1960

Events in the first half of 1960 were gymkhanas and trials. with gymkhana wins to Jim Sullivan & Harry Dellaca and a trial win to Peter Simpson.

In October the Annual General Meeting, attended by 30 members, elected Doug Kelley as President, Graham Kelley as Secretary and Jeff Newey as Treasurer. Interestingly the eight General Committee positions received twelve nominations and the meeting decided that rather than hold a ballot, that all twelve be elected. The November committee meeting minutes listed under Inward Correspondence, "From Chief Secretary's Dept.-note that upon application the fee would be refunded" this cryptic entry effectively marked the end of Pokolbin Airstrip as a speed event venue.

The last event of the year, a gymkhana on December 4th, was effected by rain but resulted in a tie in sports car class between Jim Sullivan (TF) and Peter Houghton (TD) in his first event in the club. Sedans class saw a win for Bob McKernan (Simca) from Harry Dellaca (VW). The Christmas Cabaret was cancelled and a barbecue held in its place.



MG TC's racing at Tomago Airstrip 1955

## 1961

In February a poorly attended 150 mile trial resulted in another win for Brownlee/Martin (VW) from David Huck/Bill White (TF) and March saw a gymkhana being held in the usual area at Rhondda.

At the March committee meeting, the Club Captain spoke at length regarding members consumption of alcohol at recent social gatherings, particularly the amount of liquor ordered by the club for the barbecue. Lengthy and often heated discussion followed.

A gymkhana was set down for the Rhondda ground on 28th May. First group of members to arrive discovered a Rotary Club picnic in full swing. The resourceful President, remembering a nearby ground-discovered while setting a trial- directed the competitors and officials to the new site. A quick working bee removed the big rocks and boulders and the new site was quickly transformed into a surprisingly good gymkhana area.

Results were : Peter Houghton (MGA), Jim Sullivan (TF) and Rick Price (AH Sprite) in that order with Harry Dellaca (VW) the sedan winner.

On 20th June a special meeting was convened and further discussion ensued regarding alcohol at club functions. It was then resolved (Jeff Newey/Peter Houghton) that the M.G. Car Club (Newcastle Sub Centre) will not purchase and/or supply, out of club funds, any intoxicating liquor at future events or functions held by the club. Following the death of club stalwart, Ted Bull, the August committee meeting passed a minute record in that his efforts for the club over the past years had been unflinching, particularly in the sole preparation and organization of events. The sympathy of the club was extended to his wife and family.

The same meeting gave authority to Doug Kelley and Bill White to approach Councillor Scott of Port Stephens Shire Council, about the offer previously made regard-

ing the use of Shire land for a gymkhana and sporting area!

The annual General Meeting held in the showroom of Doug Norton Motors saw the election of Doug Kelley as President with Jim Sullivan as Secretary, Graham Kelley Treasurer and Greg Newey as Club Captain.

Contact with the Royal Newcastle Aero Club at Broadmeadow was made in this period to perhaps rent rooms being vacated by them in their move to Rutherford. This came to nothing after several discussions.

In September the secretary was instructed to make contact with the Mattara Festival organizers with the possibility of running a King Edward Park Hillclimb during The Festival.

On October 15th, the first Economy Run for some time was directed by Jim Sullivan. The event went via Booral and Gloucester to Nabitac, where an inspection was made of the airstrip in company with the North Coast Sporting Car Club members. It was agreed that the two clubs look at running a joint sprint meeting next year. Later in October, three members responded to an invitation from the Tamworth Sporting Car Club to their Closed Invitation Hillclimb. Rod Williamson (Mini Sports850), Gordon Bottrill (MGA Twincam) and Norm Sabiel (Triumph TR3) acquitted themselves well.

The second Night Trial of the year was held on 10th November and started at the Bardahl depot in Wickham, traversed many Newcastle suburbs and finished at the Ampol Garage in Hamilton. Mick Neilsen (Holden) was the winner.

At the December committee meeting a decision was made to award better trophies for events, with pennants for 2nd. and 3rd. placings. Peter Routley was to look into the availability of a suitable gymkhana ground near West Wallsend. If suitable the next gymkhana was to be held there.



Bob Bunt in Gymkhana Fraser Park 1955



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## 1962

The February committee meeting decided to encourage ladies to become Associate members of the club and to form a Social Committee with a view to running the club cabarets. Members to be advised of this membership in the next circular.

The current venue for monthly meetings - the GUOOF hall in Laman Street was to be booked for a further six months.

In April it was decided to make enquiries about hiring Warwick Farm race track and an access road to Newstan Colliery at Fassifern was to be checked out as a possible hillclimb venue.

In May, Jim Sullivan was nominated to approach the Mattara organizers regarding holding a gymkhana as part of this years festival. Discussion to propose a hillclimb for next years Mattara Festival was deferred until after the gymkhana had been successfully run this year.

Peter Houghton advised the July committee meeting that a favourable response had been received from Mr. Tony Easton to run a gymkhana on his Gloucester property. Plans were under way. This first of many Gloucester Gymkhanas was run on August 12th.

The Mattara Gymkhana was successfully run on 16th September.

The November meeting resolved that a letter be sent to Doug Kelley offering him congratulations on his successful motor racing year in his Cooper Climax.

In December it was noted that CAMS had allocated the date of 26th. May 1963 for the Clubs round of the NSW Gymkhana Championship. It was decided to use the METRO Drive In Theatre at Gateshead as the venue.

## 1963

At the January meeting it was decided to hold a cabaret at District Park Tennis Club in conjunction with the Mattara Hillclimb to be held on 14th September.

In March the committee decided to publish a bi-monthly magazine to replace the monthly circulars. The proposed title was "Torque" For various reasons the first issue of "Torque" did not eventuate until December. A portable typewriter was purchased from Eil's at a cost of \$40!

On May 26th, the round of the State Gymkhana Championship, directed by Jeff Newey was successfully held in the parking area of the Metro Drive In at Gateshead. Nett proceeds from spectator admissions of \$44 was donated to The Driver Training Range. Entries totalled near 100 cars from all parts of NSW.

In June a special meeting of the Mattara Hillclimb Committee was held at Bill Hudson's residence at New Lambton Heights.

Another of the popular Gloucester Gymkhanas was held and, confident of the success of the forthcoming Mattara Hillclimb, it was decided to apply to CAMS for a similar event during 1964.

At the Annual General Meeting in August, Jim Sullivan was elected President with Lyall Clarke Secretary and Greg Newey Treasurer.

The 14th September saw the running of The Mattara Hillclimb!

The first held in King Edward Park for seven years presented a steep learning curve for John Collins and his officials. Very few of those involved in organizing the event were around when last held in 1956!

Negotiations with the police and Newcastle Council to smooth the running of the event were long and eventful. This was the first event of this nature held by the club since the "Speedway Act" came into force.

Filling and transporting the thousands of sandbags was the most labour intensive in the weekends preceding the event.

Trophies had been sought and received from many of the local business houses.

Timing equipment- in Australia for Donald Campbell's Land Speed Record attempt at Lake Eyre- was generously loaned to the club by Longines, together with two operators.

43 entries were accepted. Doug Kelley in his Cooper Climax was the outright winner.

Following the day's activities, competitors and officials gathered at District Park Tennis Club for a dinner dance and presentation of trophies.

At the November meeting, it was reported that Delore Motors had granted permission to display a Club notice-board in their spare parts department.

## 1964

In March Jim Sullivan resigned his office of President due to his winning the "AARC-Smiths Industries Driver to Europe" scholarship, the Vice President was appointed Acting President until the AGM.

In April a Farewell Dinner for Jim Sullivan was held, he was presented with a travelling bag as a memento from the club and granted Life Membership, the first recipient of this award.

Later in April a 60 mile Trial directed by Peter Houghton and John Collins attracted 18 entries and was won by Joe Greentree/Warren Fenton in a Morris Elite with no loss of points.

John Collins gave a report on progress on organization for the Mattara Hillclimb in May and the CAMS Track Licence for KEP was received soon after.



August saw another AGM and the election of Peter Houghton as President. The Secretary and Treasurer, Lyall Clarke and Greg Newey were re-elected.

On 12th September, following the lessons learned last year, the Mattara Hillclimb in KEP was easier to organise. The major task of filling and transporting sandbags still remained, and many club members toiled in the weekends prior to the event. 50 entries competed before a large crowd of spectators. Seven records fell on the day and FTD went again to Doug Kelley in his Cooper Climax.

In the latter part of the year discussions were made to award a Novice Trophy in future Gymkhanas and to change sedan classes to size of vehicle (small, medium, large) with sportscars remaining based on engine capacity.

A new duplicator was purchased to assist with the club's printing requirements.

## 1965

A loudspeaker system was purchased to assist in the running of Gymkhanas.

On 9th March a group of nine members, led by Peter Houghton and Ken Lees, took the first 2-wheel drive vehicles to Careys Peak via Gloucester Tops and by all accounts it was a good outing!

Alan Barbour was to follow up on land near Raymond Terrace which may be available for club use. In late March a 120 mile trial directed by Ken Brownlee was won by the Greentree/Fenton team.

The Club's major open trial of the year, The MG300, was again directed by Mick Neilsen on 10th April. Held in forests to the north of Newcastle, the event was won by Terry Robinson/John Bryson in a Bellett.

In May the second open event of the year, the State Round of the Gymkhana Championships was held at the Broadmeadow Aerodrome (where Energy Australia Stadium now stands). As usual our members performed well.

At the June committee meeting the matter of land at Raymond Terrace was again discussed at length. A property of 18 acres at Nelsons Plains, adjacent to the pipeline and remote from neighbours was available for \$40 per acre. Mick Neilsen, Peter Houghton and Ken Lees were authorised to visit the owner and spend up to \$720 to purchase the property.

During June and July two trials were held, June had 20 entries and July nine. They were won by Greentree/Fenton (Elite) and Peter Routley/Chris Hall (Sprite) respectively.

On 12th August, after much deliberation, it was decided to purchase the property at Nelsons Plains for a price of \$720,

With this major purchase the committee was concerned that as a sub-centre, the Club could not own the land in its own right—it would in fact be owned by the Sydney club. It was then decided to apply for direct affiliation with the Head Centre in the U.K. Club members Jim Sullivan, racing in Europe, and Peter Routley, working in the U.K. were called upon to liaise with the Head Centre to smooth the way with the affiliation process. Mick Nilsen headed a delegation of committee men to a meeting of MGCC Sydney to discuss the club's application to become a full centre.

At the AGM John Collins was elected President, Noel Saunders Secretary, Greg Newey Treasurer and Greg Hunter Club Captain.

In September the Mattara Hillclimb used for the first time new timing equipment designed and built by John Patterson and John Bedford. Colin Bond won in a Lynx Peugeot recorded FTD of 50.73secs. The event was a resounding financial success with more than 5000 spectators flocking to the Park. The Cabaret and prize giving function was held afterwards at the Belmont Yacht Club premises at Belmont.

The October meeting saw a favourable outcome as the Sydney Centre agree to support our proposal and forwarded a letter to that effect to the Head Centre. This left the way clear to finalise the purchase of the Nelsons Plains property, with title of the property to be held in trust by three trustees. Elected were Mick Nilsen, Peter Houghton and Rollo Martin to hold the title of the land on behalf of the Club.

The Club Calendar for the year featured seven trials, four Gymkhanas and one Economy Run with an average attendance of 17 competitors with three Cabaret's held during the year. Club Champion was Warren Fenton.

## 1966

In January due to a change in work commitments, President John Collins tendered his resignation from that position. Lyall Clarke directed the 160 mile night trial. Winners were Doug and Keith Bateson in a Morris Elite. A Special General Meeting was held at Charlestown Community Centre to acknowledge the new status of the Club — A full Centre of the MG Car Club. Greg Newey was elected President following the resignation of John Collins.

A Gymkhana was held at Broadmeadow the winner being Peter Houghton (MG B). The Club held a 100 mile day Trial a win to Peter Houghton and Mick Nilsen (MG B) and the club organised the MG 300 Open Trial. Jeff Newey arranged for a Personal Accident insurance policy. Greg Newey resigned from the position of President due to an impending move to Canberra. Election of a replacement was deferred until the AGM

in August. Held in May the Gymkhana Championship, received 23 entries. Because of the dusty conditions last year at Broadmeadow, the event was held on the bitumen surface at the Metro Drive In at Gateshead.

Club member Mick Nilsen, carried out a Survey of the Nelsons Plains property.

The Annual General Meeting was held at the GUOOF Hall at Cooks Hill, and the following were elected. President — Stan Collins, Secretary — Ian Edwards., Treasurer — Bob Baldwin, Club Captain — Greg Hunter

The annual Gloucester Gymkhana on Tony Easton's property, Peter Houghton (MG B) was the outright winner. CAMS advised that "Gymkhanas" would in future be known as "Driving Tests".

Sympathy was extended to the family and friends of club member Robert Bateson, who died recently. Major event for the Club was the Mattara Hillclimb in King Edward Park with FTD going to Colin Bond in his Lynx Peugeot.

The first Gymkhana on the club's property at Nelsons Plains saw 18 competitors contest three tests. Outright winner was John Porter in a Morris 850.

The November film night at the GUOOF Hall saw a large attendance. Jim Sullivan recently returned from the UK and Europe showed a selection of motor racing slides. A "Welcome home" dinner for Jim Sullivan and Alan Barbour was held at the Duke of Wellington hotel.

On 9th December the first monthly meeting and film night at Driver Training Range at Adamstown, previously held at the GUOOF hall, and marked the beginning of a long relationship with this venue. On average, one club event was held each month, with a total of 5 Trials, 4 Gymkhanas, one Economy Run and a con-course Club Champion for 1966 was Jeff Newey

## 1967

First event for the year, the 150 mile all tar trial, The winners were Peter Mullin/Owen Scott (Holden FC). The offer from Castrol to sponsor the MG 300 Trial later in the year was gratefully accepted.

Nelsons Plains continued with land clearing tasks, by February there was little progress with the track layout. The MG 300 Trial, sponsored by Castrol was held with heavy rain causing headaches for Director Mick Nilsen. Winners were Jack Forrest and John Bryson in a Volvo. Quotations were called for the clearing of part of the Nelsons Plains property to provide an area for gymkhanas. The Club sponsored an annual scholarship to the value of \$30 for a deserving male student under 21 at the Driver Training Range. Ken Brownlee, Jeff Newey and Rollo Martin were to make the selection.

In May the Club ran a round of the State Driving Test Championship (formerly Gymkhana) at the Metro Drive In, attracting 35 entries with the best placed club mem-

ber being Greg Hunter (Morris Cooper)

Negotiations with Government authorities re the layout of the track at Nelsons Plains. Hope was that it would be up and running within three months! A further setback arose when Port Stephens Shire Council required the widening of the (one mile long) access road.

Jeff Newey advised of the proposed formation of a National "T" Register, to cater for the needs of MG owners. Mick Nilsen and Ian Edwards were appointed as the Club's delegates to the CAMS State Council.

August AGM held for the first time in the more spacious Driver Training Range saw a good attendance and resulted in the following being elected.

President — Stan Collins,  
Secretary — Brian Lear,  
Treasurer — Greg McCaffery,  
Club Captain — Alan Barbour.

CAMS renamed Driving Tests "Motorkhanas".

David Huck, a long time member, who had recently moved to Nigeria, sent the Club a sizeable donation. After lengthy deliberation, agreed that the money would be used to provide a perpetual trophy to be awarded annually as decided by the Committee. This award would be known as "The David Huck Perpetual Trophy"

The major event on the Club calendar was the Mattara Hillclimb. Ken and Bill Lees again were the organizers a round of the NSW Championships. Local driver Kevin Pinkstone in a Brabham won the event. Kevin Lewis was Club Champion for 1967.

## 1968

The January Committee decided that the Club point score would run from 1st December to 30th November. This change was to enable the point score to be finalised and trophies purchased prior to the end of year Cabaret. Membership fees were set at \$4.00 plus \$1.00 joining fee. Clubtorque registered with the Postal Department to take advantage of cheaper postage rates.

A Speed Event to Amaroo Park hillclimb, attracted a record number of 53 entries. Despite the problems involved in running an event so far from home, the day went well. Fastest time was recorded by Malcolm Bailey in the Elfin Peugeot. It was decided to award an Annual trophy to the highest placed lady on the Club point score.

With good weather and road conditions for the Castrol MG 300 Rally, after recent event cancellations in other parts of the State by local councils and the growing concern of the general public and officialdom with rallies caused the organizers to play it safe and introduced transport stages when passing through townships.





Jim Sullivan MG TF Gymkhana at Killingworth 1961

Director Mick Nilsen selected forestry and country roads to the north of Newcastle.

The Keran/Meyer Volvo took the outright victory while club members Ron Williams/Mick McGuinness won the Novice Division. Of the 44 starters only 22 made the finish.

It was decided to purchase a second hand tractor for use at the Sprint circuit – up to a price of \$600.

Arrangements were made to have the water connected to the club's property at Nelsons Plains.

On 19th May the club's round of the State Motorkhana Championships was held at the car park at Tighes Hill Tech College. The freshly laid hot mix proved to be a more acceptable surface than the Metro Drive In. Outright winner was Warren Tite (Austin Seven Spl) while club member John Hopkins in his Sprite was the best placed local.

Allan Barbour reported on a meeting called by HVSCC, proposing a new club be formed to develop a motor racing circuit near Mt. Sugarloaf. The new club to be known as "Newcastle Motor Racing Club" with management vested in the Delegates from all the member clubs consisting of six local car clubs and the ACU. Allan Barbour and Brian Lear were appointed as delegates from our club. Membership at the end of June was at the 300 mark

20th July a special committee meeting was held at Nelsons Plains, to finally settle on a design for the track. The centre line was pegged out and arrangements made to have quotations submitted for the initial earth-works.

Ken Brownlee reported on the initial meeting of the Group Five Rally Panel Co-ordination in August

The grouping system was set up by CAMS in an effort to rationalise the number and frequency of rallies held within each area.

The August Annual General Meeting held at the Driver Training Range saw the following Executive elected.

President – Allan Barbour,

Secretary – Brian Lear,

Treasurer – Gary Seivl,

Club Captain – Kevin Lewis

Public disfavour towards trials and complaints from Shires and Forestry departments regarding damage to roads, culminated in action by the Police Department. "Effective January 1st 1969, no trial will be permitted on public roads without the prior approval of the Police Commissioner and Councils through which the event is scheduled to pass".

CAMS' view of this was that as soon as one Council disapproves of the use of their roads, others will follow suit. CAMS also objected to the principle of having to seek approval to use public roads. While negotiations are in progress the situation looks grim for Rallies after the 1st of January 1969.

The Mattara Hillclimb held 7th September was our biggest money earner with a profit in excess of \$1200. Credit for the success of the event was the efforts of Allan Barbour who devoted many hours of his time attending to organisational matters.

This year it was an Open event, (dropped the State Championship status.) FTD was recorded by Erol Richardson in a Rennmax. An Addressing machine to assist with the magazine was purchased at a cost of \$134.60. Club Captain Kevin Lewis was congratulated on his win in the Castrol Safety Drive.

A Speed Events to the dirt circuit at Amaroo Park, gave members a taste of things to come when our sprint track is completed. 60 entries competed. FTD went to Phil Spencer in a Morris Cooper S.

A second-hand toilet block was purchased from Mt. Kanwarly school and transported the short distance to the Nelsons Plains property.

Final sporting event for the year in November was the Gloucester motorkhana. The event attracted 56 entries, a record for this venue, highlighting the popularity of the unconventional events. Outright winner was Tony Freeburn in a VW.

A proposal by MG Car Club (Sydney) for a National Meeting of MG Car Clubs in 1969 was discussed. It was decided to support the proposal.

The David Huck Perpetual trophy was awarded to Kevin Cornford.

The Christmas Cabaret and Trophy Presentation night was one of the best ever, 150 in attendance. Club Champion for 1968 was Kevin Lewis.

## 1969

Effective 1st January, the written permission of all local government authorities along the proposed route of a rally would be required before granting permission for the event to proceed. The result of the apparent stalemate was that rallies on public roads would be curtailed, initially for three months (but ultimately for more than a year)

In January the draft Constitution of Newcastle Motor Racing Club was examined in detail before deciding to refer it to the Club's solicitor for comment. It was also noted that at the recent Annual General Meeting of NMRC, our Delegate Allan Barbour was elected to the position of Vice President. 500 second hand railway sleepers, to be used in the construction of safety fencing, were purchased from Richmond Main Colliery.

The February monthly meeting was the most successful ever held. An audience approaching 300 consisting of club members and the general public listened to Barry Ferguson and Ken Tubman, with Mick Nilsen as MC, relating stories of their adventures in the recently completed London to Sydney Marathon.

This weekend was set aside to make a concerted effort to finalise several unfinished tasks at Nelsons Plains. The working bee was to transport the railway sleepers from Kurri Kurri.

Mick Nilsen submitted a report on the current rally situation as detailed at the recent State Council meeting. No rallies for a further three months! Following this the Secretary was instructed to advise CAMS, that this club is greatly disappointed in the lack of progress that is being made by CAMS in their efforts to finalise the running of organized rallies in N.S.W. We are of the opinion that more progress could be made in country areas, where obviously a better liaison exists between the Police, Local Government and the Clubs.

A new CAMS requirement of a passport style photo to road event licenses was discussed. The Secretary was instructed to reply that this requirement appears to be "a lot of bureaucratic nonsense"

A motion that the club provides liquor for working bees was lost.

Approx. 250 spectators and 78 competitors arrived at Amaroo Park in March for our second dirt sprint meeting. The track was pretty rough, and due to the slower times the number of completed runs was less. Competitors' ranks were swollen by a dozen entries from the Sydney MGCC and 15 from the Triumph Sports club. Henry Nymeyer in his potent VW recorded fastest time.

1st May Howard Lavis, owner of the property at Nelsons Plains where the tractor and other equipment were stored was granted Honorary Membership of the Club. An engraved silver tray was presented to him as a memento of the occasion. A similar tray was presented to Tony Easton, the owner of the Gloucester motorkhana venue.

Two Open events on the 1970 CAMS Calendar were applied for – The MG 300 Rally and the Mattara Hillclimb.

Public Relations Officer, Barry Corbett advised that the Club now had a weekly program on Radio 2HD, to promote the club, events and local motor sport.

It was reported that the Club's tractor was in need of urgent repairs. Kevin Lewis offered to carry out the repairs provided some assistance from other members was forthcoming.

Our Delegate to the Group 5 Rally Panel held in July, advised that four rallies in our area had been approved by CAMS, and were due to be held within the next month or so. Sadly this was not to be the case. The Rally panel reported on recent negotiations between CAMS and the Shires Association. It was noted that a further period of "no rallies" had been enforced so as not to prejudice the negotiations. The ban was to apply until the end of October at least.



The August Annual General Meeting was held at the Driver Training Range. Executive positions filled were.

President – Allan Barbour,

Secretary – Brian Lear,

Treasurer – Ian Faulkner,

Club Captain – Neil Faulkner

With the Rally ban still in force, the Australian Sporting Car Club, held a Closed Rally entirely within the confines of the Amaroo Park complex. This novel event used the hillclimb (in both directions), the dirt circuit, motorcycle scrambles track and construction roads linking with sections of the race track. Held during the afternoon and well into the night, the event attracted a large entry and good publicity ensured a throng of spectators.

With rally enthusiasts starved of competition during the present dispute, this event was the forerunner of similar ventures by the Renault Car Club on their Colo complex and the Central North Coast Club at Nahiab.

The Mattara Hillclimb was held in perfect weather and attracted a large crowd. Paul England, the Victorian Champion made the first of many visits to King Edward Park and was rewarded with FTD and a new outright record.

The post event Cabaret was held in the evening at District Park Tennis Club with the Lord Mayor presenting the awards.

In September Evan Green and Jack "Gelignite" Murray accepted an invitation to come to Newcastle and give a talk on the London to Sydney Marathon and their rally experiences. The function was held at Christ Church Cathedral hall and a large gathering was entertained by these two showmen.



KEP Hairpin Doug Kelley setting FTD 1964

During September a new Duplicator was purchased for producing Clubtorque at a cost of \$350.

Another Amaroo hillclimb was held in September.

Treasurer Ian Faulkner tendered his resignation due to a move to Melbourne in the course of his employment. Kay Lear was appointed to take over the position. A disappointing entry of 32 competitors (there was 70 last year) gathered at Gloucester in October for the annual Motorkhana. Seven tests were contested on the hilly terrain and once again Tony Freeburn was the outright winner.

6th November Allan Barbour advised that the laying of gravel at Nelsons Plains was almost completed. Working bees were scheduled for later in the month to finalise the erection of safety fences and the completion of the toilet block. Once these tasks were completed the club would be able to apply to the Chief Secretary's Department for a licence.

Correspondence was tabled from NMRC advising that nominations for two delegates and an alternative were required. Appointed were Allan Barbour and Kevin Lewis with the alternative Dave Boddy.

Falling attendance at monthly meetings was discussed. It was decided to trial the screening of a feature film, and retain the 40 cents admission charge.

The end of year cabaret and trophy presentation was held at District Park Tennis Club.

Club Champion for 1969 was Neil Faulkner.

The David Huck Perpetual Trophy was not awarded this year

## 1970

The new year shows the Rally situation looked brighter with CAMS having completed negotiations with a number of Shires who were prepared to subscribe to an agreement. In the meantime each country Group may conduct one event per month between February and June. One concession in the Group system is that all clubs within a Group are eligible to compete in an event, rather than the old "three invited clubs" rule.

On 10th January the first of the Annual MG Car Club National Meetings, hosted by the Sydney Centre, was held with the sporting activities based around the facilities of Amaroo Park. A concours at the historic Vaucluse House on the Saturday afternoon was followed by a Dinner Dance at the Chevron Hotel in the evening. Sunday's events at Amaroo Park centred on the hillclimb and dirt circuit, both courses well known to our members. Runs alternated between the two venues. As the historic weekend drew to a close, thunder clouds moved in and the planned barbecue was washed out.

Following a successful trial of providing a food and drink stall at the January motorkhana, it was decided to erect a permanent facility at Nelsons Plains.

Membership fees were increased in March to \$5 plus \$1 joining fee. Ladies \$1.50

Newcastle Motor Racing Club inspected a 200 acre property, one hour from Newcastle, which would be suitable for a race circuit. Negotiations with the landowner were proceeding.

Castrol agreed to sponsor the MG 300 Rally to the extent of \$200.

An offer of 2000 gallons of waste oil per month was received from a club member. It was decided to carry out an experiment at the track using oil as a binding agent prior to accepting the offer.

The April Clubtorque carried a Tribute to Tom Sulman, a keen supporter of King Edward Park, tragically killed at the Easter Bathurst races.

70 entries were received for the Club's Amaroo hillclimb held in April. Outright winner was Murray Bingham in his Bingham Renault sports racing car.

A worrying decline in attendance at monthly meetings and film nights was again discussed. It was agreed that admission charges be reduced to 20cents.

A large crowd attended the May meeting at the Driver Training Range. The attraction was films of the 1968 and 1989 Hardie Ferodo 500, with 1968 winner, Bruce McPhee in attendance.

Mick Nilsen, with assistance from Peter Houghton directed the Castrol MG 300 Rally, which started from Nahiab. This event was Round 2 of the NSW Rally Championship and attracted a good field of 20 Expert and 43 Clubman entries.

The first half traversed forestry roads north of Nahiab and around Elands and Nowendoc with the meal break at Wingham.

The second half retraced the first with a couple of interesting diversions to the finish at Gloucester. Winners were Barry Ferguson and Dave Johnson in the Holden Dealer Team Torana XU1

As a change to the norm, an afternoon, night motorkhana was held at Nelsons Plains in May.

The experiment with waste oil on the track proved successful and a working bee was set down for 13th and 14th June to transport and spread as much oil as possible. Mick Nilsen was appointed to the Board of Management of CAMS.

In July Plans were forwarded to the Chief Secretary's Dept, together with an application for a Track Licence.

Treasurer Kay Lear advised that following recent heavy expenditure (duplicator, 12 months supply of paper and gravel for the track) the bank balance had fallen to \$269.56.

Another mid year Cabaret was held at District Park Tennis Club.

At the July Monthly meeting held at Driver Training Range, prizes for the recent Castrol MG 300 Rally were presented by Ken Tubman who attended the meeting to speak of his experiences in the World Cup Rally and the Ampol Trial.

The August Annual General Meeting at the Driver Training Range resulted in the following Executive being elected.

President – Murray Bingham,

Secretary – Brian Lear,

Treasurer – Kay Lear,

Club Captain – Neil Faulkner.

The second of our Open Rallies, the MG200 Rally was directed by Ian Edwards, starting from Bulahdelah and used forestry roads to the north. Winners were Dave Boddy and Mick McGuinness in a Falcon V8

CAMS advised that following a recent track inspection at Nelsons Plains in August, additional safety fencing would be required together with the removal of several tree stumps.

The Mattara Hillclimb was dedicated "The Tom Sulman Memorial Hillclimb" as a mark of respect to the former competitor who was killed during the races at Bathurst last Easter. FTD went to Erol Richardson, driving Jack Wortmeyers' SCV

Net profit from the day was \$859.52

As a follow up to the Mattara Hillclimb, Snr. Constable Bryant of Newcastle Police attended the Committee meeting.



He offered a number of comments on organisational shortcomings and suggestions of how to overcome them for next year. He was thanked for his comments and interest in the Club.

The Club's first tar circuit lap dash at Catalina Park, Katoomba in September attracted 36 entries. The day commenced under damp conditions which cleared up after the first dozen cars took to the track. seven runs were completed. Fastest time went to Graham Potter in a Mini with Phil Spencer only 3/10 of a second slower.

Permission was granted to the Driver Training Range to conduct advanced driving courses at Nelsons Plains when the circuit is finished.

The first event on the Sprint circuit was scheduled for 15th November, subject to appropriate approvals and licenses being received.

Fine and warm weather greeted competitors at Gloucester for the annual motorkhana on 18th October with 29 entries. Outright winner was Peter Hansen in his VW based Motorkhana Special

A proposal that the Club apply to CAMS to conduct the 1972 Australian Hillclimb Championships was discussed. It was decided not to apply for this event at this stage.

Ways and means of improving member participation at monthly meetings were discussed and several proposals were adopted – including . . . Films to conclude at

10.30 pm to allow for supper and member discussion. Name tags to be worn by Committeeman. Name tags for attending members

The Track Licence for Nelsons Plains was received from the Chief Secretary's Dept on 5th November. The first sprint on the Nelsons Plains track was held. This was a closed Club event open only to members who had qualified by attending working bees that helped build the track and facilities. Outright winner was Bruce Cromarty in a Morris Cooper "S"

The Secretary reported in December on recent discussions with Port Stephens Shire Council. It was discovered that the Club, in ignorance, had never applied for a Development Application. A retrospective Application was quickly submitted and the club made contact with Mr. Milton Morris, the minister for Transport with a request that he put in a good word for the Club. The approval was received on 24th December. A flat roller to assist with track preparation was purchased from the Water Board for a sum of \$20

The improvements to member participation at monthly meetings appeared to have worked, however the December meeting ran out of food and drinks.

The Christmas Cabaret and prize giving night was held at the Driver Training Range. Club Champion for 1970 was Neil Faulkner. The David Huck Trophy was awarded to Jeff Newey.



Dave Atkins at Nelsons Plains Motokhana



Jeff Newey at Metro Drive-In May 1967



Howard McLean, Nelsons Plains 1973



MG Club T-types at Vaucluse House 1971

## 1971

The second Nelsons Plains Sprint meeting. Unlike the first, which was only open to members who helped build the track, this one was open to all. More than 50 entries were received and FTD went to Ron Williams in his Renault

On 4th March the Committee was approached by the Executive of the Newcastle branch of the Morris 850 Car Association, with a proposal to amalgamate with our club. The Mini Club, with a small membership had struggled for existence for some time and their members had recently resolved to wind up, and if agreeable transfer their assets and merge with our club. Amongst their assets was the lease of a 20 acre property at Chain Valley which was used for motorkhanas. The proposal was agreed to in principle and ratified at a General Meeting in July.

Membership fees were increased to \$5.50, plus \$2.00 joining fee, Ladies \$2.00

A third Sprint Meeting was held at Nelsons Plains. The Club again hired the hillclimb venue at Amaroo Park which was well attended.

The second MG Car Club National meeting, now held on the traditional Easter weekend was hosted by the Melbourne Centre with the sporting activities based around Calder Park. Unfortunately the meeting was marred by the death of John Wratten the popular Secretary of the host club, as a result of an accident during one of the races.

On 18th April The Official Opening of the Nelsons Plains complex was a tremendous success from any angle. With three prior meetings to iron out any problems, the important one with all the dignitaries in attendance, went without a hitch,

The Official party included Mr. Milton Morris, MLA, the Minister for Transport, Councillor Charles Buckingham representing the Port Stephens Shire Council, Mr. Jack Stewart, MLA and President of the Road Safety Council, and Mr. Bob Taylor representing the CAMS. Following speeches by all the dignitaries who praised the Club for their efforts, Mr. Morris flagged away the first competitor – Kevin Lewis (Sprite) to start the competition.

About 500 spectators attended during the course of the day and were treated to a great day of club level motor sport. The Canteen staffed by lady members enjoyed a brisk trade with several rushed trips to Raymond Terrace to replenish stock.

A Special meeting was called to discuss various aspects of Club management and Policies. Several points were noted including

\* Nomination forms for Committee positions to be dis-

tributed two months prior to the Annual General Meeting  
\* Constitution to be amended to provide for proxy voting at the Annual General Meeting.

\* Committee meetings to be more organized with an Agenda to be prepared and adhered to.  
\* Panels to be organized more efficiently.

Jim Abbott's International Motor Show opened its Australian tour at the Police Boys Club at Broadmeadow for a three day season on 7th May. The Club was offered some floor space and at short notice put on a worthy display of Club cars and gained some good publicity and several new members.

Club member Amos Mordue on behalf of his family business offered the Club a double deck bus body to use at Nelsons Plains as an Officials timing tower with storage space on the lower deck.

The Club applied to host a round of the 1972 NSW Motorkhana Championships.

At the start of 1972, an Officials point score be added to the Club Championships.

The fledgling Newcastle Motor Racing Club, in conjunction with the Triumph Sports Owners Association, held their first major event in July – a closed race meeting at Oran Park. This event was well supported with many of our members helping officiate and a large number competing. For many this was their first taste of "real" motor racing.

Bruce Collier and Lindsay Adcock in a Renault R8 Gordini were the eventual winners of the Castrol MG 300 Rally.

With rain in the air, 57 cars and crews departed Kotara Fair to do battle in the forests around Bulahdelah. The sticky road conditions saw several of the "stars" come unstuck and retirements were heavy. The flying Renault proved to be one minute faster over the entire course than the HDT Torana XU1 of Barry Ferguson and George Sheppard. The event received good publicity and praise for the Co-directors Mick Nilsen, Peter Houghton and Jim Williamson.

The August Annual General Meeting held at the Driver Training Range saw the following Executive elected.

President – Murray Bingham,  
Secretary – Brian Lear,  
Treasurer – Kay Lear,  
Club Captain – Ern Parsons

The now traditional Mattara Hillclimb was held in King Edward Park. As usual the popularity of the event amongst competitors was astonishing – with almost 100 entries received. Regrettably only 65 could be accepted due to the limited area of the Pits.

Murray Bingham in his "new" Bingham Cobra sports



racer for the first time on his home hill shattered the old record by 1.2 seconds.

On 2nd September, Mick Nilsen and Peter Houghton were nominated for Life membership in recognition of their service to the Club over many years.

It was decided to seek CAMS and Newcastle Council approval to conduct the first round of the 1972 Aust. Hillclimb Championships at King Edward Park rather than at Silverdale, together with the normal Mattara Hillclimb the following weekend.

The first ever Night Sprint was held at Nelsons Plains, commencing at 4pm and running through until 10pm. The Pit area and starting pad were floodlit with a portable generator, while competitors were expected to use their headlights to see their way around the track a successful and novel experiment.

To conclude a busy month for Club officials, the Sixth Round of the NSW Hillclimb Championships were

organized by the Club at the popular Silverdale course. Surprisingly of the 68 entries, 22 were from our Club, highlighting the popularity of this branch of motor sport amongst our members. Fastest time was recorded by Murray Bingham in the Cobra.

The Social Secretary organized an October long weekend coach trip to the Snowy Mountains ski fields for members and friends.

Track maintenance at Nelsons Plains was raised at the Committee meeting. The very nature of the track meant that maintenance would cause problems for future years. With only half a dozen meetings since the track opened it was apparent that extensive (and expensive) maintenance and repairs were required and would take three months.

It was decided that during the reconstruction period the proposed toilet block and septic system would be built.



Official party: Milton Morris, Charles Buckingham, Jack Stewart and Bob Taylor



Mr. Morris flagged away the first competitor – Kevin Lewis (Sprite) to start the competition

November A disappointing entry of 18 competitors made the journey to Gloucester for the Annual Motorkhana on Tony Easton's property. Outright winner was Peter Mullin (Cooper S)

On 25th November Stan Collins was nominated for Life Membership of the Club in consideration of his many years of service including two terms as President and many years of Scrutineering. The adjacent block of land to the Sprint track may be available to purchase.

District Park Tennis Club was again the venue for the Christmas cabaret and Trophy Presentation night. Prior to the presentation of the Awards, Life membership badges were presented to Mick Nilsen, Peter Houghton and Stan Collins.

Club Champion for 1971 was Neil Faulkner

The David Huck Perpetual Trophy was awarded to Howard MacLean.

## 1972

Quotations from two Contractors for repairs and restoration of the Sprint track were tabled. It was decided, to patch up the track to run the next Sprint meeting. The Treasurer reported a bank balance of \$3165

It was decided that the Club itself would undertake

the track rebuild, and that construction of the new toilet block and septic system would commence shortly.

The Motorkhana Panel recorded its concern that the area at Nelsons Plains may not be large enough to conduct the Championship motorkhana due to the boundaries required around each event.

On the 18th March foundations were laid for the toilet block, with brickwork due for completion within a month.

Over the Easter long weekend, the MG Car Club National meeting took place in Adelaide. Sporting activities were centered on the host Clubs Lanac Park complex and included lap dash events, a motorkhana and concours.

The non sporting attendees settled for tours to the local wineries.

The Third Round of the State Hillclimb Championships was conducted by the Club at Silverdale in April. A record 95 entries were received, including 20 from our Club. Scrutineering for Newcastle competitors was held at Precision Auto Conversions workshop at Wickham on the Thursday night by the capable team of Stan and John Collins.



Brian Lear Cooper Peugeot KEP 1971



Murray Bingham – this year running the Cobra bodiless to qualify in the Racing car class took out FTD Permission received from Newcastle Council to hold the two hillclimbs in King Edward Park.

Mick Nilsen again directed the Castrol MG 300 Championship Rally. With a publicity start at Kotara Fair competitors headed for new territory to the west using roads in the Mudgee area. Winners were Barry Ferguson and George Shephard in the Castrol backed HDT Torana XU1. Best placed locals were Peter Houghton and Neil Faulkner in the Colt 1100 in fifth place.

On 25th May Club members Darval Thomas and David Samuels addressed the meeting with a proposal that the Club produce a "Mattara Speed Week" programme. This would be the Official Programme to be sold at all the motor sporting and motoring events to be held during the Mattara Festival. The economics and financial return to the Club, together with the risks were discussed in detail and the Committee congratulated the proponents for their efforts and resolved to give the project its full support.

The meeting also noted that the brickwork had been erected at the toilet block and that reconstruction work on the track would commence at the end of the month. A wine tasting evening was held in Peter Doyle's cellars. The first Club hillclimb for the year was held at Amaro Park in June.

Recent working bees at Nelsons Plains resulted in the re-location of the Pit area and the near finalization of the track re-construction. Club membership stood at 465

The August Annual General Meeting was held at the Driver Training Range, Elected were-  
President – Doug Rae,  
Secretary – Brian Lear,  
Treasurer – Kay Lear,  
Club Captain – Ern Parsons

Another of the popular coach trip to the Snowy Mountains.

The "Mattara Speed Week" programme coordinator advised that publication was "on time" and due to be collected from the printer in Sydney in a week's time. The production run was 15,000 and the 80 page magazine would be sold as the "Official Programme" at the two hillclimbs, two speedway meetings at Heddon Greta, the Mattara Rally, the Hot Rod show, the concours and the Vintage car show.

Production, Editorial and advertising was the work of Club members David Samuel and Mary Byrnes and colleagues at NBN3 during the last three months. Darval Thomas was in control of the financial aspects. The production team was also proceeding with plans to produce a colour film of the Championship hillclimb.

The Motorkhana Panel Chairman advised that an inspection of the Chain Valley property was to be made to check on its suitability to be used for the Championship Motorkhana later in the year.

At previous hillclimbs at KEP the task of filling the many thousands of sandbags and transporting and placing them in position alongside the track was usually spread over a number of weekends. This year the Committee decided to examine the feasibility of purchasing sufficient Armco type fencing, which could be erected on a temporary basis and disassembled after the hillclimb and stored until the following year.

Following discussions and seeking approval from the Police and Newcastle Council, this proposal was undertaken as it was felt that a considerable saving of time and manpower could be achieved. The material was purchased and was subsequently assembled at the park in one weekend

The Australian Hillclimb Championship called for a two day event with practice. The event attracted the cream of local and interstate competitors in the running for outright honours. Local hope Murray Bingham in the Bingham Cobra re-arranged the rear suspension when he clipped a rock during a practice run and was faced with an all night repair job to make the start on Sunday. On the main day Bingham overwhelmed the two other State Champions and a former National Champion to take over two seconds off his own outright record. Closest to him was Stan Keen followed by Paul England. Bingham clinched the 1972 National Title at Collingrove in South Australia two months later.

The normal Mattara Hillclimb a week later was an anticlimax after the excitement of the previous Sunday. The interstate competitors were absent and locals made up the numbers. Again Bingham prevailed over Barrie Garner in his Bowin with local Bill Stoddart (Cooper Renault) in third place.

A Special meeting of the Executive was held to discuss the Club's hillclimb applications for 1973, the position being that CAMS had previously approved the Club's application for a Round of the National Titles – subject to the satisfactory conduct of the 1972 round. The Executive decided that the Club would apply for two hillclimbs at King Edward Park – a Round of the AHCC on 2nd and 3rd September and the Mattara Hillclimb the following Saturday.

The full Committee meeting a week later during September over-ruled the Executive decision and resolved to apply for one hillclimb only at King Edward Park in 1973 during the Mattara Festival and that was to be a Round of the National titles. Following on from this decision it was decided to approach Newcastle Council with a request that several sections of the course be re-surfaced and the verges alongside the roadway be built up with soil.

The question of additional Armco fencing was referred to the Speed Event Panel for consideration. The President advised that land adjacent to our property at Nelsons Plains was available to purchase at a price of \$4500. The Committee agreed in principle to the purchase and the matter was referred to the Land Panel for further investigation.

The Panel Chairman advised that the land at Chain Valley was unsuitable for a Championship Motorkhana and an agreement had been reached with the Westlakes Auto Club to use their property at Boolaroo. Murray Finlay (Capri V6) was the outright winner of the twilight Sprint at Nelsons Plains held in October.

The price of the additional land at Nelsons Plains had increased to \$5000. Lengthy discussion ensued and it was resolved that the land, although desirable, was out of the reach of Club finances and that our offer be withdrawn.

Another of the popular motorkhanas was held at Gloucester. Round 3 of the State Motorkhana Championships was organized by the Club at the Boolaroo grounds of the Westlakes Auto Club.

The MKL Premier Rally directed by Mick McGuinness and Ray Mettam was the First Round of the Group 5 Rally Championship. Starting from the MKL premises in King Street, Newcastle West, the selected route traversed the familiar forestry roads to the north of

Newcastle. Winners were Murray Finlay / Rod Davis (Escort T/C) while the Novice division winners were Neil Chappell / Terry Anderson (Renault TS).

The Committee decided that letters of congratulation be forwarded to several Club members for outstanding performances in recent sporting events. Murray Bingham – The Australian Hill Climb Champion. Carol Witherdin – The Australian Ladies Motorkhana Champion

Wilf Slater – The Australian Hill Climb Champion for Group C cars. It was further decided that small mementoes be presented to these achievers at the Christmas Cabaret

Another twilight sprint meeting at Nelsons Plains attracted 52 entries. Winner was Jim Jenkins (Torana XU1)

The Christmas Cabaret and prizegiving night at District Park Tennis Club was a huge success. Neil Faulkner was declared the Club Champion. The David Huck Trophy was awarded to Robert Gibson and mementoes were presented to the three achievers.

Barry Corbett, the Public Relations Officer, reported on the recent monthly meeting at which the Blood Bank was in attendance. Club members had donated 44 pints of blood and raised \$53 from raffles in aid of the Royal Blind Society.

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At January meeting the Speed Event Panel recommended that additional Armco fencing be installed at King Edward Park.

The first round of the State Hillclimb Championships was organized by our Club at the Silverdale in Sydney. FTD went to Murray Bingham

It was agreed that the land at Chain Valley be hired to the Newcastle Sporting Car Club to hold motorkhanas at the rate of \$2 per occasion.

Chris Dodds was appointed to the Committee position of "Register nominee". Darval Thomas advised that the "Speed Week" programme had returned a net profit of approx \$2000. It was decided that part of these funds be used to purchase the additional Armco fencing. Communication from Newcastle Council advised that insufficient funding was available to re-surface sections of King Edward Park however maintenance of the track verges would be carried out.

In March following several breakdowns with the Club's public address system, the Secretary was authorized to spend up to \$70 to purchase new equipment. Chris Dodds advised of dissatisfaction amongst sports car owners at the treatment experienced at the recent Vintage Festival at Cessnock.

The premiere of the Club's 1972 AHCC film was held at Corpus Christi Hall, Waratah and was attended by a large crowd of members and the general public. Special guest speaker was Dr. Michael Henderson, the head of the State Government Traffic Accident Research Unit, and renowned motor racing safety expert.

The MG Car Club, Sydney Centre hosted the 4th Annual National Meeting at Oran Park during the Easter holiday weekend. Events included Noggin & Matter, both day and night lap dash events, a motorkhana and a race meeting.

The property at Chain Valley was discussed. In light of the land rates and lease payments as opposed to the expected use by the Club, it was resolved that the Club relinquish the lease. The Newcastle Sporting Car Club was to be advised of our actions. It was agreed to hire the Sprint track to NSCC for a "special stage" during the Mattara Rally, fees to be \$50, plus a loading of \$30 to cover damage expected from rally tyres.

Guest speaker for the May monthly meeting was Gus Staunton, well known Competitions Manager of the British Leyland Works Team. Gus related stories of his experiences during the London to Sydney Marathon and other motor sporting events. 65 entries were received for the MG 300 Rally - a round of the State Series. Directors Mick Nielsen and Jim Williamson set a challenging route north from Wingham to the meal break at

Nowendoc then back to Wingham, finishing at the Central North Coast clubrooms. It was noted that NSCC were interested in obtaining the lease of the Chain Valley property.

Rollo Martin tendered his resignation as one of the three Trustees of the Nelsons Plains property pending an extended overseas stay. Brian Lear offered to organize the Mattara Hillclimb and called for assistance from other Committeemen.

During the past several months a Sub Committee headed by Peter Houghton had met and discussed the feasibility of conducting an Advanced Driving course for club members. The course consisted of a series of seminars held over six evenings using experienced club members to instruct the students on all aspects of car control including basic car preparation for road and competition, traffic law and driving under highway, city, suburban and competition conditions. A pilot course commenced on this date.

Another Club hillclimb held in June at Amaroo Park. 41 entries competed on the day.

The Blood Bank was in attendance and members gave generously with 41 pints collected. A pre-release showing of the Leyland P76 was arranged with the local agent.

A suitable gift was to be purchased and presented to Mrs. Estelle Martin of CAMS State Office in recognition of her ten years service and as a token of our esteem for her assistance to the Club during this period.

Representatives of Wallsend Apex Club attended the meeting and after much discussion a mutual agreement was reached regarding catering and manning the spectator gates at the Mattara Hillclimb. Club membership at the end of June stood at 426.

At The Driver Training Range the 1973 AGM was well attended accepting the resignation of Rollo Martin as a Trustee. Nominations were then called for the vacant position and Doug Rae was elected.

The following Executive were elected -  
President - Doug Rae,  
Secretary - Mary Byrnes,  
Treasurer - Ern Parsons,  
Club Captain - John Rice.

The full Committee had three serving Lady members.

A working bee was held in King Edward Park to install the additional Armco fencing

Mick Nielsen was nominated for the CAMS Board of Management, and Murray Bingham and Brian Lear for the State Hillclimb Panel. The Committee requested that the Speed Event Panel investigate the possibility of the Club running a closed race meeting.

The second year of Armco fencing made it much

easier to set up the park for the hillclimb.

Instead of the back breaking task of filling and transporting thousands of sandbags now reduced to a week-end of nuts, bolts and spanners. The fencing was erected over a single weekend. The National titles this year were to be held over four rounds with our round the second in the series. Saturday 1st September was designated practice day and holding back their best efforts for tomorrow.

The day of reckoning arrived and Murray Bingham, current National Champion in the Bingham Sports - now Chev F5000 powered - was the local favourite to take outright honours and perhaps a new record. This dream was shattered as Erol Richardson (Wortmeyer SCV) finished his first practice run almost .5 second under the record.

The threat given during practice came good when Richardson shattered the record in the second run by almost 2 seconds. Bingham's second run was untidy with several near loses as he came to grips with the new found power.

Richardson, leading by more than 1.5 seconds elected to sit out the final run with the risk that Bingham might come good. The gamble paid off when Bingham stripped second gear off the start line. Victorians Paul England (Ausca 4WD) and Peter Holinger (Holinger Repco) took out 3rd and 4th outright placings. Five new records were established during the day.

This year's Gloucester Motorkhana was a great success with 31 entries. Jeff Newey in his MG B GT records FTD.

The Committee resolved that Brian and Kay Lear be awarded Life Membership of the Club in recognition of their years of service.

Quotations were tabled for the printing of new magazine covers and it was resolved to accept the lowest price.

Dave Atkins was congratulated on the splendid condition of the track at Nelsons Plains following repairs during the past months. It was in the best state of repair since first constructed. The recent sprint saw faster times for most competitors with 8 new class records established.

The third round of the State Motorkhana Championships was held on 21st October at a new venue - the parking area at Jerilderie Park Speedway track. 27 entries were received, only 5 from our Club.

A Sub Committee was appointed to examine the feasibility of obtaining premises to use as Clubrooms. Membership fees were set at \$7 for full members, \$4 for Associates and \$9 for husband and wife.

Brian Lear reported that the Mattara Hillclimb had returned a profit of \$1105.73 The Land Panel stated that the new toilet block was finally completed.

Social Secretary Margaret Moloney reported that the Christmas Cabaret had been a social, but not a financial success with a crowd of 130 but a profit of only \$7. Life Membership badges were presented to Brian and Kay Lear.

Club Champion was Neil Faulkner.

The David Huck trophy for the most meritorious MG owner was presented to Howard MacLean.

At the December meeting Pat Goulding reported on suggestions made by the State Hillclimb Panel on their concerns with aspects of King Edward Park hillclimb course. These included Armco fencing to be installed at the Bogey Hole corner, Competitors in the top marshalling area to be moved further back from the track, the existing Armco fencing to be lowered and something to be done at the top of the hill to lower finishing speeds. These suggestions were to be considered by the Speed Event panel.

The Treasurer reported a bank balance of \$2887.78

Nelsons Plains continued to be a great asset to the Club although maintenance requirements were very high. Six Sprints and Six Motorkhanas were scheduled for the year together with rounds of the State Hillclimb and Motorkhana Championships, a club hillclimb at Amaroo and a round of the National Hillclimb Series. A very busy year!

The Group 5 Rally Championship point score for 1973 was won by our club.

In the interest of safety, the suggestions submitted by the State Hillclimb Panel regarding the King Edward Park course were considered and a number were adopted. These included the shortening of the course by 15 metres to allow for increased braking distance after the finish line, and cars in the top marshalling area to be moved further away from the track.

In light of rising costs, the Editor was requested to consider publishing Clubtorque on a bi-monthly basis. The Club room sub committee reported that suitable premises were out of the financial reach of the Club at this stage.

During January, Peter Houghton and his assistants conducted the second series of Advanced Driving seminars.

After discussion it was agreed that Clubtorque be published bi-monthly for a trial period, with a newsletter to be distributed on alternate months

Dave Atkins, on behalf of the Land Panel reported that the Sprint track surface had deteriorated and was in rough condition and the roller was in need of repairs. Precinct Performance agreed to sponsor the MG 500 Rally



The Easter long weekend was the occasion of the M.G. National meeting again centred on Calder Park and hosted by the Melbourne Centre. A Lap Dash event at Oran Park was organized by the Club and attracted more than 70 entries. Some timing gear failures, however it provided good practice for the NMRC race meeting on the following day.

A number of members competed or officiated at the Race meeting organized by Newcastle Motor Racing Club at Oran Park.

Dave Atkins reported that the Sprint track was in need of maintenance and agreed to provide an estimate of the costs.

The NBN3 Telethon was the beneficiary of various fund raising activities at the May monthly meeting. Mick Nielsen was approached to run another Navigators course. Club membership at the end of June stood at 392.

The Precinct Performance 500 Rally in July was directed by Darval Thomas, it centred on Bulahdelah. Winners were Frank Neale/Peter Meyer (Datsun 1600) Peter Houghton/Neil Faulkner (Capri V6) second place.

The Blood Bank attended the July monthly meeting.

Clubtorque resumed publication on a monthly basis. Mick Nielsen was nominated for the CAMS Board of Management and Murray Bingham, Pat Goulding and

Brian Lear for the State Hillclimb Advisory Panel.

The Driver Training Range was the venue for the August AGM.

The following Office Bearers were elected –

President – Dave Atkins,

Secretary – Neil Faulkner,

Treasurer – Dave Crabtree,

Club Captain – Angelo Semit

Continued vandalism was occurring at Nelsons Plains and the matter was referred to Raymond Terrace police.

Discussion on the "Finish" corner at the track ensued. The practice of deliberately driving off the track to achieve faster times was to be curtailed by re-locating the finish line further around the track.

The Mattara Hillclimb was organized by Dave Atkins. A shortened course, prompted by the State Hillclimb Advisory Panel, made it safer for the faster cars to brake after crossing the finish line. 75 entries included a large number of local competitors. Some excitement was missing following Murray Bingham's retirement from hillclimbing and FTD went to Barrie Garner (Bowin Holden) from locals John Collins and Bill Stoddart – both in Elfins.

Sgt. Smith of the Driver Training Range gave an informative lecture on the new "Stop Sign legislation"

On 27th October our Club organized a Round of the State Hillclimb titles at Silverdale. 43 entries were received – including 12 from our Club, Barrie Garner again recorded fastest time.

A Ferry cruise on Newcastle Harbour was organized by the Social Committee in November. The Treasurer reported a bank balance of \$5175.23

The Club Championship awards were presented at the End of Year Cabaret at Wallsend Soccer Club, Mr. Alan Bryant, principal of Precinct Performance presented the prizes for the recent Championship Rally.

Club Champion Neil Faulkner

The David Huck Perpetual Trophy was presented to D Dark.

Ken Tubman was invited to address members on his recent rally adventures.

Owen Abbott representing the Land Panel addressed the Committee on the problems being experienced at Nelsons Plains. The track was now in an unsafe condition due to large sections breaking up; attendance at working bees were at an all time low and vandalism was on the increase with the main entry gate recently destroyed. The grader and roller had been repaired.

In summary, 1974 was a reasonable year for the Club, which saw several long term projects finalized. The toilet block at Nelsons Plains was completed at a cost of \$762, however due to the cancellation of a couple of events and poor attendance at several motorkhanas, overall profit was down slightly. Seven motorkhanas were held with attendances varying between 11 and 34. Speed Events increased with half a dozen at Nelsons Plains – one being cancelled due to bad weather. The circuit was in poor condition but working bees before each event made the circuit useable.

One Lap Dash at Oran Park was held while invitations were received for similar events at Jerilderie Park and Oran Park.

In addition to the Mattara Hillclimb, two others were held by the club – a State Round at Silverdale and a Club event at Amaroo and the Precinct Performance MG300 Rally. The Register under the guidance of Chris Dodds continued to cater for the needs of "T" type owners and it was also the Registers responsibility to organize open sports cars for various functions like the Newcastle Show, Australia Day and Mattara processions.

On the Social calendar, a series of monthly ten pin bowling nights were held. Three Cabarets – Mid Year, Mattara Hillclimb and End of Year, together with a wine tasting dinner and a Ferry cruise were held.

The first twilight sprint for the year attracted 39 entries. Dust once again was a problem resulting in the decision to run only daytime events until the dust problem is resolved. The outright winner was Russ Baldwin in the Dagle sports car.

Clubtorque to publish a list of trade houses that offered discounts to club members. It was noted that the February sprint was abandoned due to failure of the timing equipment.

Newcastle Motor Racing Club held its Annual General Meeting in February. In his Presidents address, Murray Finlay outlined the Clubs transition from a Club to a Limited Liability Company. A suitable site for the racing circuit had been decided upon on property owned by Royal Newcastle Aero Club adjacent to Rutherford airfield. Currently an EIS was being undertaken prior to submission of a Development Application to Maitland Council. The proposed circuit was 1.25 miles in length with the main straight doubling as a drag strip. Included with the current issue of Clubtorque was a questionnaire asking for members input on the Club's future directions, policies and activities.

A new front boundary fence and "No Trespassing" signs had been erected at Nelsons Plains. It was decided that oil be spread on both the Motorkhana area and the Sprint Track before the next events in an effort to reduce the dust nuisance and to look into the purchase of a grader to assist with maintenance.

A suggestion was raised that the Club should institute a series of Scrutineering classes.

Twenty nine members attended the first night of the Navigators lectures at the Driver Training Range on 25th March.

The Adelaide Club hosted the MG Car Club National Meeting over the Easter break. Sporting events included Lap Sprints, Motorkhanas and Concours while social activities were barbecues and noggin 'n' natter. On the concluding Monday a breakfast was held at Mt. Lofty followed by a tour of the wineries in the Barossa.

Jim Cross, Manager of CAMS State Office was guest speaker at the April General Meeting and gave a good insight into the "other side" of recent CAMS actions and decisions.

The Nelsons Plains Sprint was a successful day with 46 entries including several newcomers. The track held up well and dust was not a problem due to soaking rain during the week leading up to the event. Timing problems arose again Fastest time went to Greg Nicholson (Mini)

The toilet block had again been vandalized.



Niel Cummins Porsche 1971 KEP (showing some of the 1000's of sandbags)



After discussion it was resolved that \$2000 be allocated to resurface the track under the direction of Dave Atkins and Owen Abbott.

The Precinct Performance 400 Clubman Rally was refused a CAMS Permit due to late submission of paperwork by the Director, who was not a Club member

The Club promoted the 5th Round of the State Hillclimb Championship at Silverdale which attracted 64 entries. FTD to Barrie Garner (Bowin Holden)

June was Blood Donor night and Monthly meeting at the Driver Training Range. 42 members donated blood.

Club member Malcolm Bailey offered the services of his earthmoving company to reconstruct the track. Heavy rain caused the abandonment of the June Amaroo hillclimb

The offer to purchase an unregistered utility for use at Nelsons Plains for \$50 was accepted. Club membership at the end of June stood at 317. The August AGM at the Driver Training Range, elected the following Office Bearers.

President – Dave Atkins  
Secretary – Margaret Moloney.  
Treasurer – Robin Amos,  
Club Captain – Angelo Semit.

This year the “2HD Mattara Hillclimb” saw the outright and a number of class records broken at the State Championship, even though the King Edward Park surface was rough and bumpy. Paul Hamilton in his Elfin 600 made FTD with a best time of 47.23 secs. Competitors and Officials gathered at District Park Tennis Club for the trophy presentation.

Carl Steele in the “Bugly” special won the Gloucester motorkhana from 28 other competitors.

The Treasurer reported a bank balance of \$6659.33. New locks had been fitted to all gates at Nelsons Plains in an effort to reduce the incidence of vandalism.

In the follow up to the Mattara Hillclimb, it was



Spreading “OIL” to settle the dust on Motorkhana course-Nelsons Plains

reported that the event had returned a profit of approx. \$1300, and that an approach be made to Newcastle Council to reseal parts of the road prior to next years event.

Carl Steele, Chairman of the Land Panel, offered to contact neighbours to the Nelsons Plains land with a view of monitoring the property for vandals. In an effort to improve attendances at monthly meetings it was decided to introduce a membership jackpot award which would increase by \$2 per night. Storage space was made available at the Driver Training Range to store club property.

It was decided to spread more oil on the track to alleviate the dust problem.

The old roller at Nelsons Plains became inoperative two years ago when the motor failed and had remained unused since. Kevin Lewis modified it to accept a Ford Falcon motor – donated by ISP Parts. In return for this generous offer the Committee decided to name the 1976 Sprints at Nelsons Plains the “ISP Parts Sprint Series”

The MG 400 Open Rally held in November under the direction of Neil Faulkner, with sponsorship from Tony Freeburn Motors, commenced at Raymond Terrace and used good roads around Bulahdelah. 65 entries started but high attrition saw only 31 reach the finish.

The Club’s Sprint track was used as a daylight section. Winners were Doug Coulter/Kerry Anderson in a Lancer.

District Park Tennis Club was the venue for the End of Year Cabaret where the Trophies for the Annual point score were presented.

Club Champion was Neil Faulkner and The David Huck trophy was presented to Howard MacLean.

During the year eight Sprints were held at Nelsons Plains The Club’s Amaroo hillclimb scheduled for June was abandoned, while the Championship hillclimb at Silverdale in May was a success The Mattara Hillclimb returned the greatest profit from a single event during the year.

Only one Open Rally was organized, the Clubman Rally on 22nd November, on a Club level our club won the point score for the Group 5 Rally Series.

On the social scene, Margaret Moloney was congratulated for her efforts. At least half a dozen theatre parties were organized to view current release movies, and three Cabarets – Mid Year, Mattara and End of year. Chris Dodds on behalf of the Register organized open sports cars for a dozen or so processions and generally looked after the interests of MG owners. A monthly feature of Clubtorque was the Register pages with articles on maintenance and items of interest to MG owners

## 1976

Rising costs, including CAMS fees, dictated an increase in Sprint entry fees to \$8.00 – a increase of \$2.50.

The Club opened negotiations with 2HD to again sponsor the Mattara Hillclimb for 1976.

A proposal was being prepared for the Committee to consider the creation of a Rallycross track on the unused northern half of the Nelsons Plains property. A Special Committee meeting was called in February to discuss a proposal by Club members Howard MacLean and Doug Rae to rebuild the track on a contract basis. The Committee unanimously accepted the proposal which was to commence immediately and be completed prior to the next Sprint. The overall cost including additional gravel was to be approximately \$2000

In the years since the Club acquired the property at Nelsons Plains most of the adjacent blocks had been sold and had dwellings erected on them. These landowners had been agitating to have electricity connected and the access road “Ralstons Lane” upgraded and regularly maintained by the local Council.

A letter was received from Port Stephens Shire Council advising that the access road was in fact a “right of way” owned jointly by all the landowners. As such the Council would not expend any monies on maintenance. However the Council would accept dedication of the road, provided “it was brought up to Council’s standards by the owners” – i.e. a 66ft wide bitumen surface standard. The cost to the owners, even if consensus could be achieved, would be astronomical, and far from the financial reach of the Club – and the other property owners.

The first Speed event for the year was held in March, which was the first on the newly rebuilt track. The track stood up well, due in part to good rain on the days preceding. Outright winner was Gary Wild in his newly acquired Cooper S.

Club membership fees were set at \$10 (full membership) \$13 (husband and wife) plus a \$2.00 joining fee.

The State Hillclimb Advisory Panel expressed concern regarding the Club’s ability to cater for the number of registered competitors (now in excess of 120) at the Mattara Hillclimb, if it were run as a State round.

It was reported that further consideration was being given to building a Rallycross track at Nelsons Plains. The Committee concurred that the Mattara Hillclimb could not be run as a State Round due to the limited pit area allowing for 65 entries when 120 had registered. It was decided to apply to CAMS for permission to run our State round at Silverdale on 19th September.

The M.G Car Club National meeting was hosted by the Tasmanian Club over the Easter holidays.

The Mid Year Cabaret was held at Kahibah Bowling Club which was themed as a Benefit night. Portion of the proceeds was donated to the “House with No Steps” organization.

The Driver Training Range was the venue for the Advanced Driving Course with lectures held over five evenings. It was held at this time to coincide with University and Tech College holidays. As in previous years the course culminated with practical lessons on the Sprint track.

The Committee was advised of a Ford table top truck being available at a price of \$350. It was decided to purchase the truck and have it modified to accept the water tanker. A letter from CAMS refused the Silverdale alternative to the Mattara Championship Hillclimb. It was then resolved that we inform CAMS that we are unable to run the Mattara Hillclimb as a State round due to our inability to accept the number of Registered competitors. A letter from Port Stephens Shire Council was tabled, reiterating their position regarding Ralstons Lane, i.e. they are unable to expend monies maintaining a “right of way” as they have no ownership or control over it. Council’s suggestions included (a) transfer the land currently designated “right of way” to the Council free of charge, (b) transfer additional land to enable road widening to 66ft, also free of charge and (c) agree to contribute to the cost of road building and maintenance. Following these moves, which would have to be agreed to by all the other landowners, Council would accept the dedication of the “right of way” as a road.

Despite continued negotiations with 2HD regarding sponsorship of Mattara Hillclimb and with no firm commitment, it was decided to accept an offer from WD & HO Wills to sponsor the event – to be called the “Ardath Mattara Hillclimb” July Committee minutes note that CAMS had granted the date of 24th October as the Clubs round of the State Hillclimb Championships at Silverdale. Club membership at the end of June stood at 313.

The August Annual General Meeting at the Driver Training Range saw several changes to the Committee. The following Executive was elected.

President – Geoff Butters,  
Secretary – Dave Atkins,  
Treasurer – Gary Wild,  
Club Captain – Brian Ford

Following representations from the Club, Newcastle Council expended \$6000 for hotmix sealing of large sections of King Edward Park.

The Ardath Mattara Hillclimb in King Edward Park was one of the smoothest run events ever held at this venue





Busy days at Nelsons Plains ...Amos Mordue, Howard McLean, Gary Weekes and Peter Houghton in action.

with only minor delays during the day. The most notable when Ian Best smashed his Holden powered Fiat 600 through the safety fencing dropping 50 ft down a cliff with only thick lantana stopping him from a further drop to the rocks below.

Outright winner was Paul Hamilton (Elfin 600)

Port Stephens Shire Council called a special meeting of landowners with frontage to Ralstons Lane on 27th October to discuss the matter further. A working bee was held at Nelsons Plains to plant native shrubs along the eastern boundary in an attempt to reduce the dust nuisance to nearby neighbours.

The State Round on 24th October of the Hillclimb Championships at Silverdale attracted 51 entries. Paul Hamilton fresh from his Mattara win a strong contender for outright honours. First place went to Barrie Garner (Bowin) from Gary Cossar (SCV) and Roy Goodman.

A number of landowners and a representative from our Club met with Port Stephens Shire Council at Raymond Terrace. The meeting heard that reconstruction of Ralstons Lane to Councils specification would cost in the vicinity of \$180,000 – with each landowner to contribute \$15,000. When this takes place the Council would accept the road and maintain it in the future. The Council suggested that if this cost was beyond the financial resources of the individual property owners that they could sub divide their property and sell a portion to raise the funds. This proposal was unanimously rejected by all the landowners at the meeting and an alternative was agreed to – that all contribute to a fund to have the existing road repaired and maintained in its present form. A quotation was to be sought.

The Treasurer reported a bank balance of \$6010.26 Doug Rae was awarded Life membership of the Club in appreciation of his service to the Club over many years. The David Huck Perpetual trophy was awarded to Chris Dodds.

Discussion had taken place over a number of years regarding a long standing condition that “winter tread” or “rally” tyres were not permitted on competing vehicles at Nelsons Plains. The question of the suitability of “worn rally tyres” was discussed and following the submission of three of these tyres in varying stages of wear it was decided that “worn” rally tyres would be suitable providing that the tread depth was no more than 4mm.

Speed events held throughout the year averaged around 40 competitors. The six round “ISP Parts Sprint Series” proved popular however the dust problem remained at Nelsons Plains. On the Social scene, theatre parties continued to be popular including several live performances at the Civic theatre. The Mid year Cabaret held at Kahibah Bowling Club was the best attended for some time

The Register continued to thrive under the guidance of Chris Dodds in the first part of the year and following the August elections Col Bailey continued the good work. From this point Register matters reached a new level of prominence in Club Torque – no doubt due to Col's wife Margaret taking over the role of Magazine Editor. The year also saw a closer relationship with the Sydney Centre with increased Register participation in their events and vice versa. The 1977 Concours was one of the most successful ever held with more than 30 MGs entered including 15 from Sydney Centre





## 1977

Reports that Newcastle Motor Racing Club had an option on 400 acres of land several miles north of Raymond Terrace. This would seem to be the best chance yet in their aim of establishing a motor racing circuit. The Rutherford airport proposal had been abandoned due to environmental problems.

Russell Baldwin was granted honorary membership for the 1977 financial year in appreciation of his efforts in building and maintaining the timing gear. The Cabaret, postponed from December was held at Stewarts and Lloyds Recreation Club in January. The trophies for the 1976 Club Championship were presented. Club Champion for 1976 was Angelo Semit. A Life membership badge was presented to Doug Rae. Katoomba was the location for the MG Car Club 'Natmeet' which was hosted by the Sydney Centre during the Easter holiday period. The Hydro Majestic Hotel was the headquarters and centre point of the Social activities.

Around 300 MGs of all ages gathered with 38 from our Club. Saturday commenced with a street parade followed by a Concours and motorkhana on the old Catalina Park race circuit.

Sundays speed event was held at Silverdale hillclimb as the race track was no longer licenced for racing.

The Presentation Dinner at the Hydro on Sunday evening was the high point of the weekend. A farewell breakfast and delegates conference followed on Monday morning

The grader owned by Howard MacLean and Doug Rae was offered to the Club to assist with Nelsons Plains track maintenance. Following an inspection by Committee members, it was agreed that the Club purchase it for the sum of \$1000. The Committee also decided to dispose of the tractor for the sum of \$500.

By June the previous concerns regarding the access road to the Nelsons Plains property were finally resolved upon receipt of a letter from Port Stephens Shire Council, which stated in part. "...it has now been established that Ralstons Road is a right of way owned by the original land grant owners all of whom are deceased... The present owners of land with a frontage to the right of way therefore have no legal interest in it, and Council has no responsibility for or jurisdiction over it. Having regard to the above situation, Council resolved to resume the right of way which has the effect of making it a public road which the Council will maintain in a trafficable condition.

The July monthly meeting at the Driver Training Range was also a Benefit night for the Waratah School for Deaf Children. Raffles and other activities raised \$106. Club

membership at the end of June stood at 272.

In an effort to raise the interest level amongst members it was decided that a cash prize of \$60 be offered as a teams prize at the September sprint meeting.

The August Annual General meeting attracted a disappointing 36 eligible voting members. Following the presentation of the Financial Report, the election of Office Bearers took place. The Executive elected were - President - Chris Dodds, Secretary - Dave Atkins, Treasurer - Gary Wild, Club Captain - Peter Jeffries

The Mattara Hillclimb was a great success. A number of class records were established, together with a new outright record. An upset win by Gary Cosser in the SCV robbed Paul Hamilton of a hat trick at King Edward Park, and his victory was not achieved until his final run.. The Cabaret and trophy presentation was held in the evening at Stewarts and Lloyds Recreation Club

The final Round of the State Hillclimb Championships was organized by the Club at Silverdale and attracte 52 entries. FTD was recorded by Barrie Garner (Bowin Hay). Due to a lack of MGs competing in speed events and motorkhanas during the year, the Committee decided not to award the David Huck Perpetual trophy. Discussion followed about changing the criteria for awarding this trophy.

Further discussion took place on the criteria for awarding the David Huck trophy. Register Chairman, Col Bailey outlined a proposal for a Register point score - with points being awarded for attendance and performance in Register organized or nominated events. This proposal was accepted and adopted by the Committee.

Following this discussion, the October resolution was rescinded and on the basis of the newly adopted criteria, the David Huck trophy for 1977 will be awarded to Col Bailey. Dave Atkins advised the meeting that he had been approached with an offer of sponsorship for a Motorkhana Series next year.

The 1977 Presentation Cabaret was held at Steward and Lloyds Recreation Club. Club Champion was Howard MacLean.

The David Huck Perpetual trophy was awarded to Col Bailey

Overall 1977 was a disappointing year with attendances in both motorkhanas and dirt sprints falling off. Seven motorkhanas were held at Nelsons Plains with competitor numbers varying between 3 and 17. The annual Gloucester motorkhana was cancelled and one tar event was held on the Tighes Hill College car park

The Register section of the club has a noticeable upsurge of interest occurred, due a number of new MG owners. With greater coverage in Clubtorque featuring articles on MG Heritage and Technical information.

Outings included several runs for Register cars with numerous processions and parades.

On a disappointing note was the first hint of dis-sension in Clubtorque between the Register and the non marque sections of the Club - a portent of things to come?

## 1978

A practice days was held at Nelsons Plains, giving new members an opportunity to lap the circuit at their own pace.

An inspection of club members garages took place to Ron Taylor's at Erina and attracted an excellent attendance of around 30. More would follow.

The Nelsons Plains sprint attracted only 20 competitors with victory going to Doug Rae (Sprite)

1st Round of the State Hillclimb Championship at Silverdale had good entries. Fastest time went to Barrie Garner (Bowin Hay)

The MGCC National Meeting was this year hosted by the Western Australian Centre in Perth. on Good Friday Registration at the Sheraton Hotel followed by a Noggin & Natter in the Clubrooms. A Concours was held in parkland overlooking the Swan River. Wanneroo Raceway was the location for the Lap Dash events followed by a Motorkhana the next day. The Sheraton was again the venue for the Presentation Dinner Dance. 9 club members and their partners made the long journey to Perth.

The Committee was advised that both the Sprint track and the Motorkhana area were in top condition following recent working bees A working bee was held to install new water pipes at Nelsons Plains.

Round 4 of the K-Mac Group 5 Motorkhana series was conducted at Nelsons Plains with 21 entries competing Phil Morley directed the Kloster Ford 400 Rally, which was a great success. The Sponsors indicated their pleasure in being involved and intend making it an annual event.

32 people spent a relaxing weekend at Barrington Guest House. It was decided to book the venue for next year.

Tighes Hill Tech car park was the venue for the Clubs' round of the Tom Heard Tar motorkhana Series. 25 keen competitors overall winner was Neville Lambert of the NSCC in a Mini.

A special July Film Night and monthly meeting was held at the Driver Training Range to celebrate 21 years since the Club had been established as a Sub-Centre of the MG Car Club (NSW). A special edition of Club Torque was produced the minutes of the first meeting were published. A Representative from Kloster Ford attended and presented the prizes for the Kloster 400

Rally, held last month.

The August AGM was poorly attended and it was disappointing that this apparent lack of interest resulted in four committee positions remaining vacant - including that of Secretary.

The Executive elected were- President - Chris Dodds, Secretary - Not filled, Treasurer - Dave Crabtree, Club Captain - Dave Atkins

The Mattara Hillclimb working bees were poorly attended with only a handful in attendance.

The day was most successful with good spectator attendance and a field of 70 competitors. Winner Paul Hamilton (Elfin 600) 44.38secs despite stripping gears on his second attempt, Gary Cosser in the SCV second.

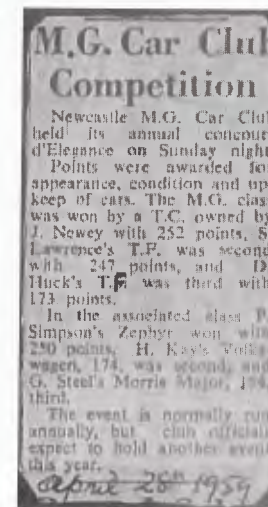
A marathon motor sport weekend was held in November. The "Motor Games" consisted of a Touring assembly on Friday night, a Motorkhana on Saturday and a Sprint on Sunday. An interclub competition between the local car clubs with support from NMRC and NSCC.

The Treasurer reported a Bank balance of \$7736.93

The Cabaret and Presentation night held at Waratah Mayfield RSL. Trophies were presented. Overall Club Champion Dave Atkins. The David Huck Perpetual Trophy to Chris Dodds.

King Edward Park was the venue for the annual club Concours which attracted 23 entries including seven from the Sydney MG Car Club.

With no Secretary being elected at the AGM, the Club struggled. Secretarial matters were handled by President-Chris Dodds and Treasurer -Dave Crabtree.





## 1979

The Committee was advised that the boundary fence at Nelsons Plains had been vandalized and motor cycles had been ridden on the track. The first round of the "R.L.Fraser Real Estate" Navigation Series drew 18 starters.

The Easter weekend was set aside for the 1979 MG Car Club National Meeting. The host club was the MG Melbourne centred in the Provincial city of Ballarat. A Concours located in the Ballarat Botanic Gardens proceeding to an airstrip for the motorkhana. Back to the airstrip for a 1/4 mile sprint meeting in the morning. The Civic Centre was the venue for the Presentation Dinner. Notable achievements by our club. Col Bailey reported that the Delegates at the National meeting had decided that future meetings would cater for marque vehicles only.

The Land Panel reported that more work was required to re-construct the Finish corner at Nelsons Plains. It was decided to purchase a small trailer for officials to transport equipment to club events.

At the August AGM the following were elected,

President – Chris Dodds,

Secretary – Rosemary Dodds,

Treasurer – Gary Wild,

Club Captain – Dave Atkins

A Mattara Hillclimb panel with 8 membes was called in an effort to reduce the workload of the Director Brian Ford.

On the day of the event, Paul Hamilton established a new record of 43.15sec. Second was Gary Cosser in the SCV. Lower gate takings and increased costs resulted in a profit of \$580 – less than half of last year's figure.

Committeeman Dennis Tobin advised the Committee of increased interest in the activities of the Newcastle Motor Racing Club and their efforts to construct a motor racing circuit north of Raymond Terrace. An idea was put forward to sell the Nelsons Plains property and put the proceeds into the NMRC venture, no action was taken.

The Committee nominated the following members to represent the Club as delegates to CAMS-

Phil Morley – State Rally Advisory Panel,

Mick Nielsen – State Council Delegate,

Dave Atkins Alternate Delegate.

The second annual Motor Games weekend was a great success on both a sporting and financial note with Dave Atkins taking out the overall point score.

Off to Newcastle Tattersalls Club for the Cabaret and Presentation of trophies, also a Benefit night for the Quadriplegic and Paraplegic Association who benefited \$310 from the night.

Club Champion for 1979 was Dave Atkins with the David Huck Perpetual trophy to Chris Dodds.

The annual Concours held in King Edward Park and attracted 30 entries. Highest point scorer was Jeff Redman (MG TA)



Darren Hodgson, Jeff Newey, Doug Rae and Jim Bayliss at Riverwood Downs -1994

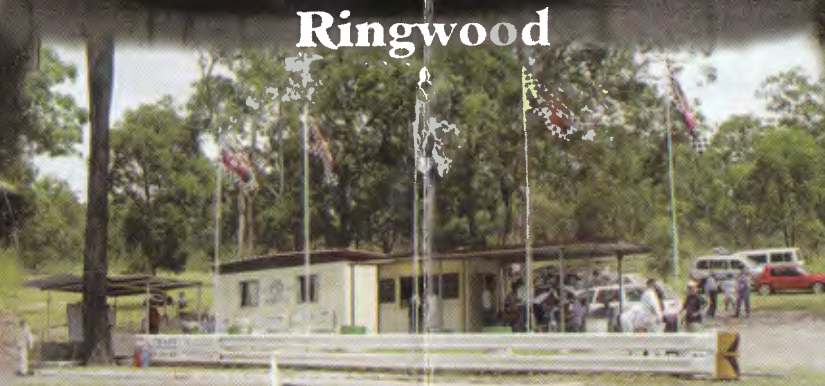
## Register Activities







Ringwood







# The Social Side

## 1980

It was decided to increase fees from 1st April to the following levels  
 Full Member - \$13.00, Associate Member- \$9.00, Family Membership - \$15.00 plus \$2.00 joining fee  
 Attention turned towards the RAAF base at Williamtown as a possible venue for a 400 metre sprint.

Over the Easter period 36 club members took part in the Annual MG Car Club National Meeting, this year hosted by the Gold Coast Centre The Concours was held in the grounds of the Ellanvale Civic Centre .Sunday's motorkhana was in the car park of the Pacific Fair Shopping Centre Surfers Paradise Raceway was the venue for the sprint meeting.The presentation was held at Seaworld, our club was rewarded with 4th placing overall.

A decision to erect a 10metre X 6metre shed at Nelsons Plains was considered. Main use was to be for storage of the Clubs plant and equipment with a timing platform on an upper level. Estimated cost was to be approx. \$2500. Application was to be made to Port Stephens Shire Council for approval.

The Don Campbell Holden Clubman Rally, was held in May. This event, directed by Phil Morley, attracted 60 entries and started at Cessnock. outright victory to local

crew of Paul Bramble and John Trumpmanis in a Galant.  
 The August Annual General Meeting attracted a good attendance. The following Executive were elected,  
 President - Chris Dodds,  
 Secretary - Rosemary Dodds,  
 Treasurer - Gary Wild,  
 Club Captain - Peter Jeffries.

The resignation of Mick Nielsen as Delegate to CAMS State Council was accepted with regret. Peter Houghton was nominated to represent the Club at State Council and was also nominated for the CAMS Board of Management.

It was also decided to approach Newcastle Council with a request that permanent Armco fencing be erected in King Edward Park.

Colin Bond and Sue Ransom contributed to a great Mattara Hillclimb in King Edward Park. Paul Hamilton once again took out FTD, but no record. John Field in the Cann Honda, second place. Gary Cosser third placing.

Only ten competitors ventured to Gloucester motorkhana. The Treasurer reported a bank balance of \$9009.07

It was decided to purchase two hand held digital timers. It was also decided to purchase a small public address system for use at club events.



The "New" storage shed with timing tower situated on top



A working bee was held at Nelsons Plains to repair damage to the track.

Another MG Motor Games weekend in October Touring Assembly which was won by Kevin Akers and Phil Limbert in a Ford Falcon. A motorkhana at Nelsons Plains was won by Dave Atkins in a Torana. Sunday's Sprint saw a win to Peter Houghton in the rally prepared Datsun 1600. The overall placings were Phil Limbert and Kevin Akers in equal first place from Dave Atkins. Mary Boddy agreed to accept the position of Magazine Editor.

The Trophy presentation night and dinner dance at the Belmont Sportsmans Club was very enjoyable 100 attended. Club Champion was Kevin Akers, Alison Gilson Ladies Champion and Gary Keast won the David Huck Perpetual Trophy.

Negotiations were continuing with the RAAF regarding the 400 metre sprint.

Looking back over the past year, a number of successful Open events were organized, the Sprints at Nelsons Plains were better supported. Register activities continue to improve with greater MG numbers



MGB GT competing at Nelsons Plains

## 1981

A proposal by Newcastle Motor Racing Club to build a hillclimb track on their Ringwood property was outlined to the Committee in January

The 400 metre sprint proposal at the air base at Williamstown was favourably received by the RAAF. Details of the admission arrangements and restrictions were outlined to the meeting. The event was scheduled for 17th May.

A quotation of \$1700 from a Contractor to resurface the "finish" corner at Nelsons Plains was tabled and accepted and would be carried out within three weeks. It was decided not to proceed with the construction of the shed / timing platform at Nelsons Plains.

It was decided to open membership to 12 to 17 year olds as Junior members at a fee of \$3, with parental permission.

A Scrutineering course was held at the Driver Training Range under the direction of CAMS. Peter Jeffries, Chris Dodds and Kevin Akers passed the course as Scrutineers and Phil Limbert and Howard MacLean as Machine Examiners.

The MG Car Club of South Australia was the host club for the MG National Meeting. A Concours was held in the car park of the Tea Tree Gully Plaza, in the afternoon the motorkhana was held. The lap dash was at Adelaide International Raceway. Jeff Newey (MG Magnette) with a class placing in each event.

The Don Campbell Holden Rally under the direction of Phil Morley was conducted. Winners were Wayne Bell and Dave Boddy in a Holden Gemini.

After many months in the planning the Standing 400 metre sprint was held on a taxiway of the Williamstown RAAF base. This was the first event of this nature to have been held in the area for many years and attracted a healthy entry list of 52 competitors – including 11 MGs. Fastest time was recorded by John Keirath in the Jolus Ford (13.85 secs)

A decision was made in July to purchase new digital timing equipment for use at club events.

Following further damage to the track during the July sprint it was reported that major works needed to be carried out before it could be used again.

At the August AGM, members were asked to ratify proposed changes to the Constitution. The positions of Junior Vice President, Publicity Officer and committee member be deleted and three new positions created – Event Co-ordinator, Regalia Officer and Register Captain, which was passed. Committee elected for 1981/82 were –

President – Gary Keast,  
Secretary – Dave Atkins,  
Treasurer – Gary Wild,  
Club Captain – Brenda Duncan

The Mattara Hillclimb the 7th round of the State hillclimb series, attracted a full field of 67 entries.

Fastest time went to Paul Hamilton, this year in a March 77B Formula Pacific car at 46.05. Robbie Rumble (Reno Myth) on 47.33 second with Peter Gumley (Sceptre V8) third 47.39. The Treasurer reported a bank balance of \$10884.61

It was decided that membership fees for Junior members be reduced from \$3 to \$1 with current Junior members to be reimbursed for the excess paid.

The annual Gloucester motorkhana attracted only

nine competitors.

Ron Fraser was endorsed as the Club's delegate to CAMS State Council and nominated as a candidate for the CAMS board of Management. Committee decided that the Club point score would run from 1st The December to 30th November. to enable the point score to be finalized and trophies purchased for the end of year Cabaret.

The Outright winner of the Motor Games weekend was Kevin Akers who won the novice section of the Touring Assembly, the Motorkhana outright and won his class in the Sprint.

9th December on this day the Club lost its longest serving President - Chris Dodds – to the effects of cancer. Chris's love of MGs drew him to the Club in 1969, when aged 16 he bought the first of his several MGs – a TD which with the assistance of his father was restored and became his everyday transport to school. In 1973 he joined the Committee as Register Secretary and held that position for three years. In 1976 he won the office of Vice President, a position he held until he became President the following year. Chris served four consecutive terms as President, but stepped aside in August this year after his illness became apparent. The Club's sincere condolences were extended to his family.

The Annual Christmas Cabaret and Awards presentation night was held at Dixon Park Surf Club. During the evening the major awards for the year's competition were presented to- Dave Atkins – Club Champion, Brenda Duncan – Ladies Champion, Gary Keast – The David Huck Register trophy.

As a mark of esteem of Chris Dodds, it was decided to donate the proceeds of the Cabaret to the Royal Newcastle Hospital Oncology Unit.

The Committee decided to institute some form of memorial to Chris Dodds, the exact nature of which was

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1982

Only thirteen entries were received for the club's hillclimb at Silverdale. In hindsight it should have been cancelled, but it proceeded, the club losing \$600 on the day.

Brian Russell tabled a quotation from a Contractor to rebuild the track. After a long discussion by Committee, it was decided not to accept the quotation at this stage. It was decided to increase membership fees by \$1 per member effective 1st April.

At Easter the MG National meeting organised by the NSW Centre, with assistance from Canberra members held at the National Capital. A large Newcastle contingent attended the Nat Meet with 26 MGs.

The Concours was set out on the shore of Lake Burley Griffin. At the Woden Valley shopping centre car park the motorkhana was held on Saturday. On Sunday a hillclimb at the Fairbairn Park motor sport complex, while the alternative was an Observation Run around scenic Canberra.

The Hellenic Club at Woden was the venue for the Presentation Dinner. Clubtorque Editor Mary Boddy won 1st Place in the Nat Meet magazine competition.

Brian Russell advised it was decided to ban worn rally tyres from future sprints.

The Don Campbell Holden Rally, 4th round of the State Rally Championship, started from the Cessnock premises of the sponsor. Dave and Mary Boddy directed the event which was nominated the best rally held so far this year. Peter Houghton/Jim Williamson was the best placed local crew.

It was decided to approach the Hunter Plant Operators Training School (HPOTS) to investigate the possibility of having them use the Nelsons Plains property as a training area.

The June Clubtorque noted that our club was asked to organize the 1985 National Meeting. Our main problem was the lack of a suitable speed event venue. NMRC's proposed hillclimb at Ringwood was uncertain, and the availability of manpower to organize such an undertaking was another uncertainty.

The AGM elections took place. The Executives elected were -

President - Brian Ford,  
Secretary - Brenda Duncan,  
Treasurer - Gary Wild,  
Club Captain - Jim Agllias..

Dave Atkins reported that there was positive feedback coming from HPOTS. Their proposal was to commence work on the motorkhana area first and then the sprint track. It would be necessary for the club to hire a

roller and water tank for the students to use in their training. Following further discussion it was resolved that negotiations continue with HPOTS and that the sums of \$2000 for equipment hire and materials be allocated.

The Mattara Hillclimb was a financial success with approx \$3000 profit. The outright Paul Hamilton in the March 77B recorded FTD. Peter Gumley (Sceptre V8) second and John Field (SCV) third. The Treasurer reported a bank balance of \$16910.07

Dave Atkins advised that HPOTS would commence work early October. Col Bailey advised that he was prepared to negotiate with Hunter District Water Board regarding the use of the old Ringwood airstrip for club events.

The annual Gloucester motorkhana drew a good field of 21 competitors. The Outright winner was Brian Ford (Lancer).

The Nelsons Plains track rebuild was completed on schedule, thanks to the efforts of Dave Atkins and HPOTS. Wet weather in the week before the rebuild began caused some problems in obtaining gravel from the quarry. Another Motor Games weekend the overall points went to Don Grimes (Datsun 1600).

The Secretary, Brenda Duncan tendered her resignation from that position. Former Secretary, Rosemary Dodds offered to take over the Secretarial duties for the remainder of the club year.

Further discussion regarding the Club holding the 1985 M.G. Car Club National meeting ensued and it was decided to canvass members to ascertain their willingness to help run the event. Dave Atkins was nominated for Life Membership of the club, in recognition of his many years of service.

This year the Cabaret and Trophy presentation night was held at Lambton Bowling Club. Club Champion - Scott McDermott, was presented with the Chris Dodds Memorial Trophy. The Ladies Champion was Vivien Resevsky, the David Huck trophy went to Ian Lutz. Dave Atkins was presented with his Life Membership badge.

Next day the Concours was held in King Edward Park. A splendid entry of 30 MGs and 15 non marque the biggest Concours ever organized by the Club. 1982 saw a strengthening of membership to 279. Motorkhanas continued a slow decline in popularity with only four held at Nelsons Plains. The introduction of Junior membership will hopefully arrest this decline as younger members are introduced to motor sport. Register activity continued to prosper with Register runs held nearly every month. As a tribute to Chris Dodds, the Committee created a special award - The Chris Dodds Memorial Trophy, which was to be awarded each year to the Outright Club Champion



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1983

It was decided to have an Honour Board made which listed the Executive and Club Champion for each year since the formation of the Club. Howard MacLean was awarded Life Membership of the Club in recognition of his service to the Club during the 28 years of his membership.

Newcastle Motor Racing Club conducted the first closed event on the Off Road circuit at Ringwood.

Tyrepower Mayfield agreed to terms to sponsor the State Championship Rally on 14th May.

It was resolved that the Club makes application to organize the 1985 MG National Meeting.

Melbourne Centre hosted the 1983 National Meeting held at the City of Geelong.

The Concours was in the grounds of the Geelong College, then a drive to the Ford Motor Co. car park for the motorkhana. A choice of the sprint on the historic Eastern Beach site or an Observation run along the Great Ocean road. South Barwon Civic Centre was the location of the Presentation Dinner. The Delegates meeting on Monday morning confirmed our Club's allocation of the 1985 National meeting.

Our Club combined with Newcastle Sporting Car Club to organize a Supersprint at Oran Park, with over 50 entries, 20 from our Club.

During the May monthly meeting a Steering Committee was nominated to be responsible for the organization of the 1985 National Meeting. The team consisted of Col Bailey, Margaret Bailey, Ron Lutz, Gary Wild, Rosemary Dodds, Gary Boote and Ken Dodds.

The State Rally Series, directed by Phil Morley sponsored by Tyrepower started from the sponsors premises, winners were Hill / Bonsor in an Escort.

With the former Driver Training Range premises now under the control of the St. John's Ambulance Brigade, discussions were to be arranged to confirm our continued use of the property for Club meetings and storage of property.

The August AGM was held at the St. John's Ambulance headquarters. The elections took place -  
President - Brian Ford,  
Secretary - Rosemary Dodds,  
Treasurer - Brenda Duncan,  
Club Captain - Jim Agllias

An approach was to be made to Hunter District Water Board for permission to use Ringwood airstrip as an alternative venue for the Club's sporting events.



Another jointly run Supersprint with NSCC was held – this time at Amaro Park. Over 100 entries returning a profit to both clubs. A wet King Edward Park confronted the 76 competitors for this year's Mattara Hillclimb. Paul Hamilton won the event in his March 77B with Richard Hatherly (Elfin) second and Robbie Rumble in the Cheetah Renault in third spot.

A roll up of 25 journeyed to Gloucester for the once a year motorkhana. Phil Limbert was the outright winner in a Lancer.

The sixth annual MotorGames weekend saw Phil Limbert, due to a better performance in the Touring Assembly the winner. The Annual Concours was held in King Edward Park and attracted a large entry totaling 38 of which 31 were MGs. Lengthy discussions took place at the Committee meeting regarding the viability of Nelsons Plains as a motor sport complex. Over recent years the average number of competitors at Sprints had

fallen to approx. 25. While this number is sufficient to cover the running costs it does not cover the ever increasing maintenance costs. Only 12 months ago some \$5000 had been expended on track maintenance, and again it is in need of a total rebuild despite only having been used on less than half a dozen occasions. The question of how long could this expenditure be maintained was raised.

A BBQ was held at the Agllias residence. A raffle of a Christmas hamper raised \$512 which was to be used to assist with the running of the National Meeting. During the course of the barbecue, the Chris Dodds Memorial Trophy for the outright Club champion was presented to Brian Ford, Ladies Champion trophy went to Louise Bloomfield. The David Huck Perpetual trophy for the Register point score was presented to Brian Russell during the Register barbecue at the Lutz residence two days later.



Darren Hodgson, Lyall Clarke & Bob Baldwin at Oran Park



Doug Rae, Russell Baldwin & Dennis Tynan at Oran Park

The Sprint track received another facelift thanks to the assistance of HPOTS. Eight loads of gravel was purchased and delivered to the track. Two large graders spent two days regrading the track and motorkhana area, cleaned out the storm water drains and opened up the long off road course on the northern end of the property. Unfortunately our roller was out of service at the time which meant that compacting was to be done by club members during working bees.

A donation of \$100 was made to HPOTS in appreciation of their efforts in restoring the Sprint track. The Clubs' redundant towable grader was also donated to the organization.

The MG National Meeting this year held in Tasmania saw 14 people and 5 cars from our Club. The Concours, held at the historic buildings of Anglesea Barracks. A sprint at Baskerville Raceway which was exciting for both competitors and spectators alike. The motorkhana followed. The Presentation Dinner was held at the West Point Casino. Clubtorque under the editorship of Margaret Bailey won the award for the best club magazine.

With the Sprint track now in excellent condition, it was disappointing that only 16 entries were received. It was decided to make each run "double laps" and again Peter Houghton came out the winner.

May Clubtorque published the first bulletin sent to all the MG Car Club's regarding next year's National Meeting. Planning was well under way with most event locations already decided. The RAAF management was most obliging and it had been decided that all the competitive events were to be held at Williamstown.

A Stewards' and Scrutineers' course, organized by CAMS was held in Newcastle resulting in several members receiving accreditation. The old double deck bus being used as a timing point at Nelsons Plains was in a dangerous state of repair and should be replaced. The Honour Board was completed and was due to be unveiled at the Re-union Dinner in August.

Planning for Nat Meet 85 was progressing steadily, with the involvement of additional members sharing the workload. All aspects appear to have been covered – including baby sitting arrangements. The Treasurer reported a bank balance of \$13363.48

August Clubtorque carried a number of contributions from members and Committeemen putting arguments for and against retaining Nelsons Plains as a club venue due to the high maintenance costs. A suggestion was offered that the property be sold and the Club joins with NMRC in developing their Ringwood complex.

3rd August a Re-union Dinner was held at

Newcastle Tattersalls Club to celebrate the 29 plus years of the Club's existence. 140 current and former members from the early days attended and the two guest speakers – Doug Kelley and Jim Sullivan – entertained the audience with anecdotes of past club history and events. During the evening the Club's new Honour board was unveiled.

The August AGM was held at St. John's Ambulance, the election of the Committee took place - President – Brian Ford, Secretary – Rosemary Dodds, Treasurer – Brenda Duncan, Club Captain – Jim Agllias

Mattara Hillclimb being Round Six of the State Hillclimb Championships was another triumph for Paul Hamilton who won for the ninth time in the last ten years. Club member Warren Brown in the Sceptre V8 second outright – just .27sec slower. Robbie Rumble in the Cheetah Renault took third spot. A donation of \$500 was made to the Rescue Helicopter Appeal – the proceeds of a raffle held during the Mattara Hillclimb.

The Club's round of the State Rally Series directed by Dave and Mary Boddy was held on 7th September. Lawler and Davidson appointed as the Club's auditors. The Treasurer reported a bank balance of \$18176.78.

A suggestion to use cement as a binding agent when mixed with gravel and watered was considered by the Committee and it was agreed that an experiment be undertaken at the next working bee at the Sprint track.

It was decided to defer the Christmas Cabaret and Trophy Presentation night to a date in February 1985. Gloucester Motorkhana had 24 competitors. Winner was R. Clarke in a VW based special.

On 18th October Ken Dodds gave details of the Limited use Vintage Registration for vehicles in excess of 30 years of age which was to be introduced by the Department of Motor Transport on 1/1/85.

Col Bailey on behalf of the Nat Meet Organising Committee reported on a recent inspection of the Williamstown RAAF Base where suitable areas for the Concours, Motorkhana and Sprint had been identified. 24 cubic metres of gravel and 3/4 ton of cement had been purchased and delivered to Nelsons Plains for preparations for the Motor Games. The seventh annual Motor Games weekend in November. Poorly attended. Overall winner was Peter Houghton.

The NSW State Manager of CAMS addressed the Committee in December on the newly introduced Noise Pollution Control Legislation and its effects on motor sport in general and its possible effects on Nelsons Plains as a consequence of encroaching neighboring properties. Sooner or later the club would be forced to move and the Committee should consider phasing out and selling the property and investing the proceeds into NMRC's Ringwood complex.



## 1985

The National Meeting Chairman, Col Bailey advised the Committee on progress made with the organization of the event. His Committee had met every three weeks since May 1983 and with the event just 2 ? months away, final arrangements were being attended to.

The Cabaret and Presentation night postponed from last year, was held at Tubemakers Bowling Club with 62 members in attendance. The Chris Dodds Memorial Trophy for the outright Club Champion presented to Brian Ford. Ladies Championship went to Heather Wightman.

The first Sprint for the year attracted an excellent 43 starters, with fastest time recorded by Peter Houghton in his Datsun 1600

April Clubtorque featured new covers which incorporated artwork for the National Meeting logo. As this was the last magazine prior to the National Meeting it contained a number of articles regarding this special event.

Following two years of hard work by the organizing committee the biggest undertaking the club had ever tackled got underway on the Easter weekend – The 1985 MG Car Club National Meeting.

On Thursday evening a Civic Reception in City Hall Good Friday's Registration, again held at City Hall, with scrutineering for vehicles at the nearby service station. Later that evening activities moved to the Garden Court

dining area of the nearby Casbah Hotel for the Noggin and Natter, which was a huge success. Easter Saturday and activities moved to the RAAF base at Williamtown for the Concours and Motorkhana. The Concours was held on the RAAF Sports Oval with almost 250 cars arranged by type, all in the shape of an octagon. Following lunch the motorkhana with 260 entries was set out on the bitumen car park and carried on through until 5pm. The Saturday evening social saw all return to City Hall for more socializing, dancing and a delicious supper to round off a successful day and evening.

Easter Sunday offered attendees two choices – a 400 metre sprint, and for the non sporting types an Observation Run. The sprint got underway at 9am and was held on one of the aircraft taxiways with cars competing in pairs for extra interest. The Observation run took place around Lake Macquarie. Later in the evening the Presentation Dinner at Western Suburbs Leagues Club was an outstanding success with more than 580 in attendance. Monday's Farewell Breakfast was held in the main reception room at City Hall followed by the Delegates meeting. Later feedback from other Centres indicated that this was the best organized National Meeting held so far.

Kevin Akers reported that following the March sprint, the "finish" corner was in need of maintenance.

As a short term location it was decided to mount the Club's Honour board in the foyer of the St. John's Ambulance headquarters..

An Oran Park Supersprint was again jointly organized by NSCC and our Club sharing the organization duties. All 54 entries seemed to enjoy the North circuit. The outright winner was P.Brierley in a Commodore. The Treasurer reported a bank balance of \$32,100.08. Brian Ford agreed to direct the Mattara Hillclimb and called for volunteers to assist.

Membership fees were increased to – Full member- \$15, Associate member – \$10 plus, Family membership- \$20, Junior membership – \$5 plus \$2 joining fee for each.

The second Nelsons Plains sprint for the year resulted in another win to Peter Houghton in his Datsun 1600. Postponed from earlier in the year, the Tyrepower 2HD State Championship Rally directed by Jim Gleeson resulted in a win for the crew of Wayne Bell and Dave Boddy.

The third Nelsons Plains dirt sprint for the year attracted 28 entries with outright victory going to Phil Limbert (Holden Monaro)

The August Annual General Meeting at St. John's Ambulance headquarters. The Auditors report revealed a net profit from the National Meeting of \$15200.

The Election of Office bearers being –

President – Ron Lutz,

Secretary – Rosemary Dodds,

Treasurer – Ken Dodds,

Club Captain – Brenda Duncan.

A decision was made to publish summaries of the Financial Statement and Committee Minutes in Clubtorque, rather than the full reports.

This years Mattara Hillclimb saw an end to Paul Hamilton's long run of successes at KEP. Robbie Rumble in the Cheetah took outright honours with a 43.63secs, with Gary McFadyen (Holden Torana) second outright. It was reported that the NMRC hillclimb track had recently been tar sealed.

The Editor advised that the cost of producing Clubtorque and mailing was \$15.36 per member per year and was looking at ways to economise. The major component in the outlay was photocopying which was costing the club 5 cents per page. It was agreed that the magazine should continue in its current form, but opened the possibility of increasing membership fees to offset some of the costs.

The Gloucester Grass Motorkhana as usual in September, saw new member Kevin Caban in his Subaru station wagon in his first ever motorkhana won first outright.

The Motor Games weekend was held under unsettled weather Unfortunately the rain caused postponement of the motorkhana and sprint, which were rescheduled to later dates and venues. Following the rescheduled events the winner was declared to be Ron

Dean from Westlakes Auto Club.

The incoming water supply pipes at Nelsons Plains were rusted and leaking and required replacement or repair. Discussion took place on the Club becoming incorporated, Ray Tolcher, an Accountant, offered to look into the matter.

The Cabaret and Presentation Night to be held at the City Bowling Club, overlooking King Edward Park. Club Champion and Chris Dodds Memorial trophy winner for the year was Brian Russell, and the David Huck trophy for the Register point score winner was John Norris. The Ladies Championship was won by Louise Bloomfield.

The suggestion of Club rooms was again reviewed, as a suitable building at a reasonable price had become available.

## 1986

Dramatic increases in CAMS Public Risk Insurance would add substantially to the cost of entry fees for Club speed events. New categories adopted for speed events as per CAMS recommendations were :- Type 1 – basically standard vehicles, Type 2 – modified vehicles, Type 2 – sports sedans, Type 4 – libre.

The question of Incorporation was again considered by the Committee. The Newcastle Motor Racing Club's hillclimb at Ringwood was officially opened.

The National Meeting was hosted by the South Australian Centre. A group of 40 Club members was one of the largest ever to attend a National Meeting. Our Club was placed third overall – our best result ever.

A large screen TV and cabinet was purchased at a cost of \$2350. This was to be used and stored at the St. John's Ambulance building to display videos at monthly meetings. NMRC held their first Open Hillclimb at Ringwood which was a round of the State Championships. Brian Ford was nominated for Life Membership in recognition of his many years of service. Club membership stood at 297.

The re-union dinner held at Newcastle Tattersalls Club was a huge success with almost 120 attendees. Guest speakers included former President's Jim Sullivan and Murray Bingham, and the Lord Mayor of Newcastle, John McNaughton. During the evening the Life Membership badge was presented to Brian Ford.

The August AGM elected - President – Ron Lutz. Secretary – Brian Ford, Treasurer – Brenda Duncan, Club Captain – Martin Reeves. Reduced entry fees for junior members were introduced.

The "Charlestown Toyota Mattara Hillclimb" was a State Championship round with a good field. FTD achieved by club member Warren Brown (Sceptre) 42.64 – a new outright record. The original July date postponed due to a petrol strike, the club's round of the State Rally Series



NMRC make a start on their hillclimb track 1984



was again sponsored by Tyrepower.

Eighteen entries journeyed to Gloucester in October for the annual motorkhana which was won by Ron Dean (WAC).

The Motor Games weekend consisting of a Touring Assembly, Motorkhana and Sprint at Nelsons Plains resulted in another win to Ron Dean.

The Chris Dodds Memorial Trophy for Club Champion for 1986 was won by Martin Reeves, the Ladies Championship went to Louise Reeves. Martin Reeves was also awarded the David Huck Trophy for winning the Register point score.

On the sporting side, Nelsons Plains sprint track was used on half a dozen occasions with attendances averaging around the 20 mark – which barely covers the

organizing costs. Maintenance requirements were constant with working bees held before and after each event. Fortunately this year no major rebuilding works were required.

Tar Supersprints increased in popularity, in February at Amaroo attracting more than 75 starters, members seem to like this type of competition over dirt events. The Register continued to prosper. On a further worrying note, at both Committee level and in Letters to the Editor, there appears to have been a widening rift between Register members and other sections of the Club and Committee. This was stemming from the cost of maintaining Nelsons Plains for the benefit of the few who were competing there, and the money from the National Meeting being used for this purpose.



Official opening of NMRC Hill Climb 16th Feb 1986

## 1987

During this period, a crisis occurred in the club. It must be remembered that new MGs had not been available in Australia since 1972. The revival days of historic racing of MGBs and Midgets and new RV8s and MGFs were several years into the future. Many MG owners with a competitive bent had necessarily purchased continental and Japanese makes. Although a number of MGs were still in competitive use, many MG owners in the club had no interest in motorkhanas, dirt sprints, stage rallies etc. A group of these owners became dis-

enchanted with considerable money being spent on the upkeep of the dirt sprint track (Nelsons Plains) in particular. The eventual outcome of this situation was a number of MG owners broke away from the Club to form their own exclusively MG club. They also managed to persuade the U.K. MG Car Club to transfer the local affiliation with U.K. to them! Time has done much to heal this unfortunate episode, affiliation with U.K. being eventually restored in 1995 following the efforts of Fran Hodgson, Jeff Newey and others and the two clubs co-exist well, even presently enjoying friendly inter-club competition.

The Presentation night for the 1986 club year held at Newcastle City Bowling Club was poorly attended and resulted in a loss of \$170. Howard MacLean presented a cost estimate of \$450 for construction of a dam on the creek at Nelsons Plains to assist with watering of the track. Ray Tolcher advised that his firm, Lawler and Davidson had commenced Incorporation proceedings on behalf of the Club. Only four club members made the long trek to Perth for the National Meeting which was hosted by the TC Owners Club.

Club membership fees were increased to the following levels, effective 1st July- Club membership – \$20, Associate membership – \$15, Family membership – \$25, Junior membership – \$7, all plus \$5 joining fee. Howard MacLean advised that the Nelsons Plains plant and equipment was being stored on the property of the adjacent landowner, Mr. Frank Edwards. It was agreed that Mr. Edwards be granted Honorary Membership of the Club.

The August Annual General Meeting had the largest attendances of voting members for many years. This was encouraging as the duties of the incoming Committee were to guide the Club through the period of upheaval.

The Executive elected were –  
President – Doug Rae,  
Secretary – Fran Hodgson,  
Treasurer – Gary Wild,  
Club Captain – Martin Reeves.

Mr. J Reeves was appointed the Club's Honorary Solicitor. Reduced entry fee for Junior members include motorkhanas.

One of the best Mattara hillclimbs at King Edward Park for many years. 77 entries from an oversubscribed field of almost 100. Robbie Rumble (Cheetah Renault) 42.16sec a new outright record defeated Ivan Tighe in his Chevron F5000.

The Committee decided to terminate the services of Lawler and Davidson when it was pointed out that the Constitution recommended that the Club's auditor should not be a member of the Club.

The Correspondence to the Committee had written resignations of four of the dissenting members. The Vintage Registration Plate records held by Ken Dodds were returned to the Club.

The Club solicitor retrieved the Incorporation documentation from Lawler and Davidson, and resubmitted them to the Corporate Affairs Commission.

The 10th annual Motor Games weekend. The motorkhana area at Nelsons Plains not satisfactory so event was conducted by Westlakes Auto Club at their grounds at Awaba. Winner for the 3rd year in a row was Ron Dean.

November saw 3 more dissenting members ten-

dered their resignations.

A separate Speed event Championship for both tar and dirt events was to be instituted next year.

The Christmas Cabaret was held at Belmont Sailing Club.

The annual Concours was much smaller than in past years due to the defection of a number of former MG owners to the new club. Attendance numbers were boosted with the invitation to the Jaguar club to participate in our event. Geoff Fry was the outright winner in his immaculate MG 'Y'.

Several new logo designs were presented to the Committee for consideration, it was then decided to consult with members at the next monthly meeting. Along with the new logo, the motto "MGs and Motorsport" was adopted.

The Club's Incorporation documents were received from the Corporate Affairs Commission.

The 1987 Club Championship awards to be presented at the function to be held at Cardiff Workers Club in February

The winners for the year went to- Brian Ford - The Chris Dodds Memorial Trophy for Outright Club Champion. Fran Hodgson – Ladies Champion

## 1988

Approaches were made to the MG Owners Club in the UK regarding affiliation with that organization.

Dissatisfaction with arrangements at the St. John's Ambulance Headquarters prompted the consideration of a change of meeting venue to "the Rainbow Room"- a function room at Lambton. This venue was chosen for the February Committee meeting and if satisfactory future Committee meetings and monthly meetings would be transferred there.

The Presentation Night to award the trophies for 1987 Club point score was held at Cardiff Workers Club in February.

The Committee decided to hold future Committee meetings at the Rainbow Room. Monthly meetings would remain at the St. John's Ambulance Headquarters for the time being until alternative storage for the Club's Armco fencing could be found.

With the change in the Club name and logo, much of the Club regalia and merchandise needed to be replaced. An amount of \$2500 was approved to replace the obsolete merchandise. Affiliation with the MG Owners Club was granted. The MGOC is the worlds largest one make motor club with more than 50,000 members in the UK alone.

The design for new magazine covers was approved. Four different designs were selected which would be used on alternate months.



Canberra MG were hosts of the National Meeting. With more than 600 people registered. The best outcome of the weekend was the moral victory of our Club with its acceptance by the majority of Delegates from the other MG Car Clubs throughout Australia – in spite of the dissident group trying their best to have our Club banned from the competition.

Entry fees for Junior members in Club events were waived. New design lapel and grille badges were received from the supplier and samples were displayed to the Committee members. Storage space for the Armco fencing was made available by the owner of the Rainbow Room, clearing the way for a complete move from the St. Johns Ambulance building. Club merchandise featuring the old logo will be on sale at the AGM. A proposal to purchase a computer package for Club use was discussed, but no decision was made.

The August Annual General Meeting was held at the Rainbow Room and was well attended. President Doug Rae thanked the members for their attendance and gave a summary of the hurdles that the Club had been confronted with and had overcome during the last twelve months.

He then introduced a proposed amendment to the Constitution and outlined the reasons behind it. The amendment was to be added to the Life Members section by the addition of the wording – "Life members are subject to all Rules and Objects of the Association of the Club." The motion was carried unanimously.

Nominations were then called for the new Committee. The Executive elected were – President – Dave Atkins., Secretary – Fran Hodgson, Treasurer – Vacant, Club Captain – Kevin Akers.

Sponsorship from "PSP Power Bullets" (a fuel additive) for the Mattara Hillclimb attracted 69 entries. Fastest time was recorded by Ivan Tighe in a Chevron F5000 with 44.33 secs.

Alan Beatty volunteered to accept the vacant position of Treasurer. Written resignations were received from Col and Margaret Bailey.

Only 16 competitors made the annual trek to Gloucester for the motorkhana.

Another successful Motor Games weekend attracted 33 entries joint winners were Bernard Corbett and Ron Dean.

The Annual Concours was combined with a fund raising day in aid of the Rescue Helicopter Appeal was held at the Army Training Depot at Adamstown. Overall winner was Eric Chandler with his MG B Mk2.

The major awards for the 1988 competition year were: Bernard Corbett – The Chris Dodds Memorial Trophy for Outright Club Champion, Fran Hodgson – Ladies Champion, Peter Akers – Junior Champion, Darren Hodgson – The David Huck Perpetual Trophy for the

Register point score will be held at the Water Board Bowling Club

The Amaroo Supersprint in February had an excellent field of 80 entries – including 37 from our Club. The four dirt sprints attracted good numbers up from last year. Maintenance requirements at Nelsons Plains were also down from last year with several loads of gravel necessary and working bees before and after events were all that were required.

## 1989

It was noted that seven member's cars were on the Vintage Registration scheme.

Presentation Dinner for the 1988 Club Championships was held at Water Board Bowling Club.

It was with regret that the Club noted the passing of Mick Nielsen, a past President and Committeeman for more than six years. He was involved in the negotiations for the purchase of the Nelsons Plains property which led him to be appointed as a Trustee of the Club, a position he held until the Club incorporated last year. During the mid 1960's he was the Club's Delegate to CAMS State Council and he served on the CAMS Board of Management for a number of years. Mick's expertise was Rallies, both as an expert navigator and organizer. It was in this role that he was responsible for the organization of the MG300 State Championship Rallies in the 1960's. He was granted Life Membership of the Club in 1971. The MG National Meeting was hosted by the Melbourne Centre based at Shepparton. The speed event held at Winton race circuit. Monday's motorkhana was held at the DECA Heavy Vehicle Training Centre at Shepparton. Our members took seven cars and returned with ten trophies.

Due to inflationary pressures and increases in Insurance and postage costs since the last membership fee increases, the Membership fees for the 1989/90 year were set at the following. Full member - \$25, Associate member - \$20, Family membership - \$35, Junior member - \$ 10, All plus \$5 joining fee.

The Police Traffic Enforcement Branch contacted the Club with an offer to set up a static display during the Mattara Hillclimb, and to provide radar speed monitoring of competitors for the interest of spectators.

The August AGM was held in the Rainbow Room at Lambton. The Executive elected were – President – Martin Reeves, Secretary – Fran Hodgson, Treasurer – Alan Beatty, Club Captain – Kevin Akers.

The Mattara Hillclimb this year was spread over two days. Scrutineering took place in parkland adjacent to the Newcastle harbour foreshore.

Good pre-event publicity attracted large numbers of spectators. A capacity field of 65 and all classes were keenly contested. FTD was recorded by John Burrows (Burrows Suzuki). Trophies and awards were distributed at the function in the nearby Bowling Club.

The Motor Games, this year was conducted over three weekends. The format was a motorkhana at Westlakes Auto Club Awaba, a twilight sprint at Nelsons Plains, the touring assembly held on Friday 17th November. Overall winner for the 5th occasion was Ron Dean.

The Concours, back this year in the familiar surroundings of King Edward Park, as well as the annual inspection of vehicles on the Vintage Registration Scheme. Overall winner was John Notley in his immaculate MG TF.

Due to the dilapidated condition of the timing bus, consideration was to be given to a proposal to erect a suitable timing tower and storage shed at Nelsons Plains.

The Club pointscore showed that for the first time in the

history of the Club all major awards were won by female members. Club Champion – Louise Reeves, Ladies Champion – Fran Hodgson, Register Champion – Louise Reeves, Junior Champion – Brooke Walker. The awards will be distributed at the Presentation Dinner in February 1990

Activities at the sprint track continued to improve with four events held there during the year attracting an average in excess of 30 competitors, with a near record number of 58 at the Group 5 round. Working bees were held before and after each event, however maintenance costs were down with only a couple of loads of gravel purchased.

The Club's Tar Supersprint at Amaroo in February saw 83 competitors complete Other invitation Supersprints during the year also proved popular with club members. Motorkhanas were the one area of club motorsport that continued to decline.

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## 1990

The 1st Nelsons Plains sprint this year was a round of the Group 5 Speed Series with a large entry of 49 competitors. First outright was Steve Beaufoy from NSCC in a Datsun 1600.

The Club's Amaroo Supersprint went smoothly with a full field of 80. Phil Limbert was placed 1st Outright. The MG National Meeting was conducted by the Queensland Centre. A motorkhana and hillclimb, both held on the Club's motor sport complex at Mt. Cotton. The Concours in a car park at the Carindale shopping complex. Nine MGs made the journey and 14 trophies were won.

For some months the Committee had been considering a replacement for the dilapidated bus which had been used as a timing structure since the circuit was established. Several alternatives were considered and it was decided to obtain a 20ft container to use as a storage shed with a timing platform erected on the top. The old bus was cut up and sold to a scrap metal dealer. The Committee was reminded of approaching civilization at Nelsons Plains with two adjacent properties being sold recently.

An Autocross was held on the sprint track with 30 competitors. The track was in excellent condition due to working bees Michael Bramble in his Subaru 4WD Turbo won the event with ease.

A round of the State Motorkhana Championships was run at the Tighes Hill TAFE College car park with sponsorship from GIO Insurance. The winner was David Armson. An exciting sprint with close competition was held at Nelsons Plains. 33 entries were received. The winner was Ron Dean in a Special.

The August Annual General Meeting was held in the Rainbow Room at Lambton, the election of a new Trustee, to hold the Nelsons Plains property on behalf of the Club. This move was prompted by the recent death of Mick Nielsen. Dave Atkins was elected to join the other two Trustees – Peter Houghton and Doug Rae. The Election of Club Officials the Executive were – President – Martin Reeves, Secretary – Fran Hodgson, Treasurer – Alan Beatty, Club Captain – Kevin Akers.

Another popular sprint was held at Nelsons Plains which attracted a good field of competitors including 19 members of Thornleigh Car Club.

It was decided to start a library which would be kept at the Rainbow Room where books, videos and magazines would be available for loan on monthly meeting nights and due back on the next meeting.

A second hand Ford F350 truck was purchased for

\$500, to replace the ageing and broken down Bedford.

The Mattara Hillclimb used the same two day format established last year. For the first time ever the fastest time of the day was recorded by a sedan – the Holden Torana Sports Sedan of Gary McFadyen - 41.91 – a new outright record.

The annual Gloucester outing was again conducted as a Khanacross. Ron Dean in a Special was the winner. The Motor Games this year consisted of a sprint at Nelsons Plains and a motorkhana and khanacross held on WAC's Awaba grounds. A quotation for \$1732 was accepted from a plumber to install new water pipes at Nelsons Plains.

The Concours, which due to a hitch in the booking of King Edward Park was transferred to the Harbour foreshore. The new venue worked out well with greater public exposure. Outright winner was Frank Ardon, from the Sydney Centre.

Approaches were to be made to Newcastle Council to consider installing permanent Armco fencing in King Edward Park. The Club was prepared to donate its Armco provided the Council arranged the installation. It was noted that the Club currently had 12 cars registered under the Vintage plate scheme.

The annual Championship point score and trophies for the year will be held at the Rainbow Room on 8th February 1991.

Club Champion – David Walker, Ladies Champion – Fran Hodgson, Register Champion – David Walker.

## 1991

Due to a 200% increase in rental charges at the Rainbow Room, it was decided to seek alternate arrangements for meetings and the storage of the Club's Armco fencing.

A working bee was held at Nelsons Plains to construct a timing platform on top of the storage container. Another successful sprint was held at Nelsons Plains with 42 entries.

With increasing nearby residential development at Nelsons Plains it was acknowledged that the proposed Autocross track on the northern end of the property was unlikely to proceed. In discussion about the future of the property it was decided to investigate subdividing the property and disposing of the unused northern section. The MG National Meeting held at Nowra was organized by the NSW Centre, sporting events held at the air base. 20 trophies were won by our club members.

A successful tar Supersprint was conducted by the Club at Amaroo. The full field of 80 Tighes Hill TAFE College car park was the venue for the Clubs round of the State Motorkhana Series. 25 entries were received from all over the state.

The outright winner Phil East and Martin Reeves in a MG B GT the best placed club member.

The first Round of the State Clubman Rally Series, directed by Paul Bramble on behalf of the Club, started and finished at Leyland Bros. World, 38 crews started, but only 18 completed the course. Winners were the crew of Carlton / Phillip.

The first monthly meeting was held at Teralba Sailing Club.

The August AGM had a good attendance. Elections took place. The Executive were – President – Graham Paterson, Secretary – Fran Hodgson, Treasurer – Alan Beatty, Club Captain – Dave Atkins

The Mattara Hillclimb was another successful event. Held over two days. The winner was John Burrows in the Burrows Suzuki.

A proposal was put to the Committee that a hillclimb be organized for club members at King Edward Park while the hill is set up for Mattara. Suggestions included an event on the Saturday of the weekend of Mattara or the weekend either before or after the normal hillclimb.

Annual Concours was held in King Edward Park and saw a good rollup of MGs. Jeff Newey was the overall winner in his MG A. The annual inspection day for vehicles on the Club Plate scheme took place.

The Club Championship points were added the winners were- Club Champion – David Walker, Ladies Champion – Jan Chandler, Junior Champion – Matthew Hunter. The awards were to be presented at a function arranged for Teralba Sailing Club in February.

## 1992

The Register is very active with most events either social or low key motoring. Monthly meetings were generally held at the Teralba Sailing Club.

The Presentation Night for the Club Pointscore awards was also held at the Sailing Club and following the presentations, a surprised Tony Crossey was presented with a Life Membership badge – a fitting tribute to his 28 years of membership and a reward for his rally related service to the Club.

Following the demise of the TAFE car park as a venue for tar motorkhanas, the Club had re-opened negotiations with the RAAF base for permission to use their facilities once again, particularly for the upcoming round of the State Championships in mid year. Following the granting of permission a practice event was scheduled for 8th March MG Sydney members joined in and the hand of friendship was also extended to the Hunter Region Club and it was pleasing that about half a dozen

of their members joined in.

The State Round was also held there but was less than successful as the area experienced the worst weather conditions for quite some time.

The Nelsons Plains track required more gravel and expenditure to maintain it in good order and two sprints were held in the first half of the year, one in February and the second in April.

A tar Supersprint, held at Amaroo in early April attracted over 60 entries. The outright winner was club member Phil Limbert in his V8 powered Fiat 124.

The MG National Meeting was hosted by the Tasmanian Centre, based at Launceston with the Speed event at the Symmons Plains. 20 club members returned with ten trophies, including 4th placing outright.

The August AGM at the Teralba Sailing Club featured a guest speaker, Mr. Rick Pannell, State Manager of CAMS who gave a talk on the activities of CAMS and other matters of interest to members. Following this Jeff Newey, who joined the Club in 1958 serving the Club in one form or another, was awarded Life Membership.

The Committee was then elected. The Executive were – President – Fran Hodgson, Secretary – Vacant (until October when June Stewart was elected),

Treasurer – Alan Beatty, Club Captain – Dave Atkins.

The first occasion in the Club's history that a female had held the position of President.

The Mattara Hillclimb in October, was sponsored by Shell. 77 competitors with the top ten shootout for Championship points. FTD to Ivan Tighe in a Kaditcha.

The Concours which was held on the Newcastle Harbour foreshore, with a crowd of interested spectators. Overall winner was Eric Chandler in a MG B GT.

The pointscore awarding to – Greg Hunter – Club Champion, Fran Hodgson – Ladies Champion, Matthew Hunter – Junior Club Champion, Darren Hodgson – Register pointscore winner. David Walker and Fran Hodgson were declared equal winners of the Clubman of the year award.

## 1993

Under the leadership of Fran Hodgson, the Club continued to prosper, harmony appeared to have returned in the five years since the split and the Club was in a sound financial position.

The complex at Nelsons Plains had required no substantial investment during the year and working bees were receiving more support from members.

As confirmation of the Committee's commitment to the sprint track an amount of \$4500 was allocated in December to resurface it in 1994.



Following the trend of past years, tar events seemed to have more appeal, illustrated by the Club's Amaro Superprint in April which saw a full field of 64, which included 33 from our Club.

The 24th National Meeting was this year organized by the South Australia Centre with Mallala race circuit the venue for the Speed Events. Our Club was placed 5th Overall in the pointscore and members returned with over 20 trophies.

Following the withdrawal of facilities at Williamstown - citing security reasons - the Club was faced with the problem of finding a suitable bitumen venue for the State Championship round in March. Following negotiations by Dave Atkins, permission was granted to use Tubemakers carpark. This event attracted 56 entries from across the State and was held under fine weather conditions, with victory going to Sydneysider Wayne Griffiths.

The Committee found that the Teralba Sailing Club was a bit out of the way and early in the year began a search for more centrally located premises. Enquiries led eventually to the BHP pavilion within the grounds of Newcastle Showground and negotiations soon secured the site and the Club was on the move once again. The first Committee meeting was held in the new Clubrooms on 22nd April and monthly meetings commenced in May.

The August AGM was attended by a large crowd. Elected were the Executive - President - Jeff Newey, Secretary - June Stewart, Treasurer - Alan Beatty, Club Captain - David Walker.

An approach was made the MG Car Club (UK) in September to enquire about re-affiliation. Several other Centres had supported our action and the way was opened for further discussions.

The Mattara hillclimb held on 9th and 10th October was won by Peter Finlay.

The Register continued to grow in strength with the usual monthly runs and social evenings. The Concours returned again to King Edward Park where almost 40 cars gathered, overall best car award went to Treasurer Beatty's MG Y

Awards for the Presentation Night in February are - Bruce Durham - Club Champion, Debbie Raub - Ladies Champion, Courtney Walker - Junior Club Champion, David Walker - Clubman of the year.

## 1994

The major task for the Club during the early part of 1994 was the rebuilding of the track which had been approved late last year. This task under the direction of Brian Ford and Graeme Semkin was completed - on

budget - in time for the first event scheduled, a sprint at the end of March.

Steps were taken during the early months of 1994 to re-affiliate with the parent club in the UK. However one of the conditions of affiliation was the support of the closest MG Car Club and in our case this was not forthcoming from the Hunter Region Centre.

The Presentation Night in February was held at District Park Tennis Club - bought back happy memories. The luxury of not having to travel to a National Meeting was felt by the 70 odd members who were part of the 25th Anniversary event held in Newcastle by MG Hunter Region Centre. The usual Concours, Motorhana and Speed Event - in this case NMRC's Ringwood hillclimb. In all our members achieved 49 trophies, including Martin Reeves FTD effort in the hillclimb.

Amaroo tar Superprint on 15th May a round of the State Series, 85 entries were accepted, which included 28 from our Club. The event returned a healthy profit to Club finances.

The August AGM at the Showground elected the Committee. The Executive consisted of President - Jeff Newey, Secretary - Vacant on the night but later accepted by June Stewart, Treasurer - Alan Beatty, Club Captain - Dale Powell

A motorhanas at Vales Point in March attracted 32 entries another was a grass event at Rutherford Airport in November.

The Mattara Hillclimb usual 2 day format had above average crowds. Peter Finlay in a Mawer FTD.

The annual Concours in KEP on 11th December saw almost 50 cars, which included 40 MGs - one of the largest at one of our events. Phil Redhead's immaculate TC was the judges' choice

The Hunter Plant Operators Training School (HPOTS) at Cessnock had almost become a de facto Club site as all the Rallysprint and Khanacross events were held there. The hiring cost of the venue was much less than the cost of restoring Nelsons Plains after each event, and it relieved the club of the task of finding workers to carry out the job.

The Register was most active this year, with Natter nights, monthly runs and various parades and displays. Social events included the Christmas in July weekend and Christmas Party held at Club Phoenix.

The Club Pointscore for the year resulted in wins to the following - Jeff Newey and Brian Ford - Joint Club Champions, Sarah Osborne - Ladies Champion, Angela Newey - Junior Champion, David Walker - Clubman of the Year, Jeff Newey Register Champion. These will be presented at the Dinner in February.

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## 1995

One of the highlights of the year was the 40th Anniversary Re-union Dinner held on 24th June at the Novocastrian Motor Inn. For this special occasion more than 170 members and former members gathered for a night of reminiscence and the renewal of old acquaintances. Guest speakers included Max Stahl, Doug Kelley, Jim Sullivan and Murray Bingham.

During the year minor maintenance of the track was carried out by working bees, but due to inoperative equipment major works were given to contractors. Total expenditure during the year was in the order of \$1000. 12 MGs made the long trek to Perth for the MG National Meeting coming back with twelve awards.

It was with sadness we report the death of two Club stalwarts during the year. In April, Rollo Martin, well known to older members as a fine rally navigator, committee member and clubman in the 1960's died suddenly. Rollo was one of the original three trustees appointed when the Club purchased the property at Nelsons Plains. He was 87 years old.

The following month, Paul Daley, former committee member and keen clubman died of a stroke, aged 50. Paul's job in the Police force moved him to Tamworth some years ago but he returned to Newcastle regularly to visit friends. The Committee decided to re-name the Annual Junior Club Champion trophy in his honour.



Jeff and Angela Newey with David Huck at the 40th Anniversary Dinner

The August AGM elected a committee, with the Executive consisting of-  
President – David Walker,  
Secretary – Marj Taylor,  
Treasurer – Alan Beatty,  
Club Captain – Stuart Baverstock.

Mattara Hillclimb had a new format this year – two separate hillclimbs – the first on Saturday was a Clubman style event with competition for non State competitors, followed by a Round of the State Championships the next day.

Saturday's event was won by Paul Hamilton in his Elfin 600. Sunday was Peter Finlay's day in a Mawer- 40.96 a new record. Phil Redhead's MG TC was the outright best car at the Club's Concours held in King Edward Park in December.

The Cabaret and Presentation night were, after a lapse of a number of years combined into one event again and held at District Park Tennis Club at Broadmeadow. All the Club Championship trophies and awards were presented on the night with the major awards going to: Martin Reeves – Club Champion, Angela Newey – Ladies Champion, David Walker – Clubman of the Year, Jeff Newey – Register Champion. Following the presentations, Sue Daley, who travelled from Tamworth, presented the inaugural Paul Daley Memorial Trophy to the Club's Junior Champion – Jason Vernon

## 1996

High point for this year was the regaining of affiliation with the MG Car Club (UK), following almost two years of negotiation. The advice and documentation was received in November.

Several aspects of our tenure of the BHP Pavilion at Newcastle Showground were proving to be a problem – the major one being the requirement to move all our belongings for the duration of the Newcastle Show in February each year. After several years of this disruption steps were taken to obtain more permanent clubrooms – either on the basis of purchase or rent. During 1996 a number of venues were inspected but due to price or locality problems nothing was resolved.

On 18th February, a number of club members accepted an invitation to celebrate the 25th Anniversary of the Newcastle Motor Racing Club, with a dinner at Raymond Terrace Golf Club. At this dinner their long serving President (and MGCC member) John Collins was presented with a Life Membership badge for his years of service to the club.

Amaroo Supersprint a round of the State Series saw 85 competitors. The Club banked a profit of more than \$2000.

On 3rd March, the Club was saddened to hear of the passing of well liked club member Bill Martin, Register member and former Committee member after a long illness. As a mark of esteem a special award was instituted to be awarded annually to the 'Best New Member'. This award to be known as "The Bill Martin Perpetual Trophy"

MG Car Club Victoria hosted the MG National Meeting at Shepparton. More than 40 Club members and 25 cars attended and represented our Club in all four events – Concours, Motorkhana, Sprint and Rally, and returned with eleven trophies.

The HPOTS Training Centre was the venue for the Club's State round of the Khanacross Series on 26th May. Only 38 entries was a disappointment and a financial loss for the Club.

The August AGM held in the Clubrooms elected a Committee. The Executive elected were -

President – David Walker,

Secretary – Judith Rae,

Treasurer – Alan Beatty,

Club Captain – Vacant, however this position was filled by Dave Atkins

The Mattara Hillclimb again followed the two events over two day's format, with Saturday's

event mainly for local competitors and Sunday the Open hillclimb. Saturday's winner was Kevin Lewis and on Sunday the outright winner was Peter Gumley in the SCV.

The Concours was held at King Edward Park, with the jazz band playing and the colorful spectacle of 42 MGs and other marques lined up on the grass. The new MG F, on loan from Rover Australia, created much interest throughout the day. Overall Winner was Jeff Newey in his MG A Twin Cam.

The International Sports Centre was the venue for the Annual Presentation Dinner on 14th December. There were few surprises, Dave Atkins and son Kenneth competed actively all year and deserved their Club Champion and Junior Club Champion awards. The Ladies Champion was Fran Hodgson and President David Walker once again won the Clubman of the year award.

Nelsons Plains sprints continued throughout the year though dust continued to be a problem with at least one event changed to the short circuit layout to avoid causing a nuisance to neighbours. Register Runs and Natter night were plentiful and a weekend at The Entrance for "Xmas in July"



Dale Powell, Lyal May 1st place Rat Dog Rally



## 1997

This was a good year for the Club. During the year the Club organized a Supersprint, several motorkhanas and dirt sprints, Rallysprints, two Mattara Hillclimbs, a Concours, plenty of Register outings and action was taken to secure our own Clubrooms. In addition, planning for our National Meeting in 2000 got under way.

The February Committee meeting authorized the expenditure of \$3000 to install pipes from the dam to facilitate watering of the track, and to grade and consolidate the track surface. This work was carried out over the following three months under the supervision of Land Panel member Sean Kelly.

The tar motorkhana at Williamstown RAAF base after an absence of a couple of years saw 20 MGs and several other marques compete. 1st round of the State Supersprint Series was conducted at Amaroo in excess of 80 starters. FTD going to Andre Pavigevic. MG National Meeting was held on the Gold Coast over the Easter. 30 cars from our Club returned with 33 trophies and third place in the Wratten Shield. This was our best result ever, just behind the much larger Centres of NSW and Victoria.

A Khanacross held at Ringwood with more than 60 entries. Best placed member was Dave Atkins. During the month of June it became known that NMRC were looking at options to raise finance to purchase the Ringwood property from the landowner.

Mattara Hillclimb October 11th and 12th saw another successful event at King Edward Park. Saturday the "Local Challenge" resulted in a win to Ashton Marshall (Vulcha). The State round on Sunday was Peter Gumley's day once again.

Mid-year, the Constitution was altered to change the Membership year to coincide with the calendar year. This change was made to avoid the present situation where the Committee was changed in the middle of the year in the midst of preparation for Mattara Hillclimb and other events in the latter part of the year. This year the AGM was held at the Showground Clubrooms on 14th November and following the elections, the Executive consisted of:

President – David Walker,  
Secretary – Judith Rae,  
Treasurer – Alan Beatty,  
Club Captain – Dave Atkins.

The Concours held this year on the foreshore near Horseshoe beach was a great success. Over 50 cars were entered and together with Register cars present for club plate inspections, proved quite a spectacle. Outright winner was Peter Stringer in his MG B Mk2.

The Presentation Dinner, held again at the International Sports Centre congratulated the winners, Dave Atkins and son Kenneth were again awarded the Club Championship and Junior Club Championship. Ladies Champion was Angela Newey, David Walker the Clubman of the year, and Lyall Clarke the Register pointscore winner. The "Bill Martin Perpetual Trophy" for best new member was won by Baden Leis.

On a number of occasions throughout the year, the Committee considered and rejected proposals for clubrooms. By year's end the search had narrowed to the ex Girl Guides Hall in Cobby Street, Birmingham Gardens and terms were under consideration.

## 1998

This was a most important year in the Club's history as finally the thirty year search for our own clubrooms was over,

The Club had occupied the BHP Pavilion at Newcastle Showground which had one major shortfall – the need to move all our belongings each year while the building was required for the Newcastle Show.

Through the efforts and determination of a number of members, in particular Judith Rae, Wednesday 11th March 1998 saw the finalisation of contracts for the Clubrooms at Birmingham Gardens. The first Club member's night was held there on 13th March. During the following months, thanks to the hard work of a dedicated group, the building had been painted inside and out, the roof repaired and painted, carpet laid and shelving for the Club's library installed.

The Official Opening was held on 28th November, attended by over 60 members, special guests and former members. Life Member No.1 Jim Sullivan performed the opening ceremonies and reminisced on the early days of the Club.

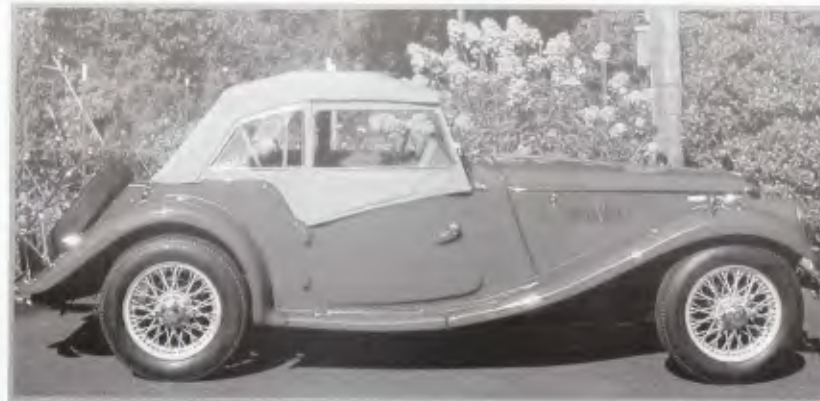
At about the same time as the Clubrooms were opened, the Committee was involved in discussion with the Executive of NMRC regarding the future of their Ringwood complex. NMRC had held a lease on the property for almost 20 years and was due to expire at the end of the year. The owner had no desire to renew the lease and had placed the property on the market. By years end our Club was still in discussion with the landowner and the Executive of NMRC.

During this year, the Club lost two long serving members who had done much for the Club in the early days of Nelsons Plains. On 3rd October, Stan Collins passed away after a short illness. In the early 60's, firstly as a Scrutineer, then two years as President during 1966 and 1967, Stan was a Life member of the Club. He was 79 years old



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Just a couple of days later news of Allan Barbour's death shocked the Club members. Allan joined the Club in 1960 and impressed all with his exploits in a "hot" FJ Holden, which soon gave way to a Mk 1 Bugeye Sprite (ex Jim Sullivan) Allan's time on the Committee started as Club Captain. Following an overseas trip he returned home and became involved in the Club once again, organizing the Mattara hill climbs and Nelsons Plains. During this period he served two terms as President in 1968 and 1969 – taking over this position from Stan Collins.

Married by this time Allan settled in Melbourne. He died on 6th October aged 61, of a blood clot.

Events held this year were a round of the State Supersprint at Amaroo in March, several sprints at Nelsons Plains, 3 tar motorkhanas at Vales Point, 2

Touring Assemblies, 2 successful hillclimbs in King Edward Park, A dinner to celebrate the 40th Anniversary of hillclimbs in King Edward Park.

The November AGM Committee was elected. The Executive consisted of-  
 President – Dennis Tynan,  
 Secretary – Judith Rae,  
 Treasurer – Alan Beatty,  
 Club Captain – Darren Hodgson.  
 The Presentation Night held at Newcastle City Bowling Club King Edward Park. The major awards were: Club Champion Dave Atkins, Junior Club Champion – Kenneth Atkins, Ladies Champion – Louise Reeves, Clubman of the Year – David Walker, Register Champion – Lyall Clarke, Best New Member – Colin Bray.



Last event at Nelsons Plains, "entries please"

## 1999

The Club faced two priorities during the year, the organization of the National Meeting to be hosted by the Club in 2000. Fran Hodgson and her team gave regular reports to the Committee. The second was to finalise discussions with the landowner of the Ringwood property. When NMRC approached the Club in October 1998, their proposal was that they would disband and integrate with our Club, bringing with them approx 100 members and funds in excess of \$50,000 – if our Club was prepared to purchase the property and continue to develop it.

Discussions between the Club and the Vendor were held during the first few months of 1999 and in early June

agreement was reached on price and terms. The Vendor agreed to take the land at Nelsons Plains as a "trade in" with the balance to be a mixture of cash and repayment over a number of years.

Purchase price of Ringwood	\$300,000
Less –allowance for Nelsons Plains	\$160,000
Less – Cash to be paid by MGCC	\$100,000
Balance to be paid over 7 years @5%	\$ 40,000

This proposal was accepted at the Committee Meeting of 15th June and the purchasing process was underway. At the November Committee Meeting, NMRC President John Collins introduced Mr. Peter Lee, a Director of Motorplex Australia Pty Ltd.

He had been in negotiation with NMRC for some time with a proposal to assist with the development of the race circuit planned for the site. Motorplex were in the process of submission of a Development Application to Port Stephens Council and Mr. Lee outlined the proposal to the Committee.

Other highlights for the year included:

The Club's Supersprint at Oran Park attracted over 80 entries – including 26 from our Club. The National Meeting organized by the Sydney MG at Gosford was WET causing several venue changes. Our group went well, winning 22 trophies, including the Nuffield Trophy for best overall performance. Certainly our best performance yet!

On 25th May the Club held the last sprint at Nelsons Plains. Motorkhanas continued to be held at Vales Point. The last ever event at Nelsons Plains was a Khanacross on 11th July as the property had been sold. For the record the last outright winner was Martin Reeves. The only competitor to have competed at the opening in 1971 and the final event was Howard MacLean. Dale Powell was a spectator at the first meeting, having ridden a push bike from Adamstown, being too young to have a drivers licence, was the last member to lap the track.

The August Committee Meeting saw Judith Rae bestowed with Life Membership of the Club, in recognition

of her many years of service in a number of Committee positions, and particularly her efforts over a number of years in obtaining Clubrooms.

The MG F sponsored Mattara Hillclimb was held on 9th and 10th October. Saturday's winner was Greg Hunter (Elfin 700) and Sunday, Eric Barnes (Farrell) outright. The Annual General Meeting of the merged Clubs was held on 12th Nov with the Ringwood property and its potential development, a restructure of the Committee was given consideration

A decision to stay with the present positions, but to set up Panels under the direction of the elected coordinator. The elected Executive were  
 President – Dennis Tynan,  
 Secretary – Judith Rae,  
 Treasurer – Alan Beatty,  
 Club Captain – Greg Hunter

The Concours was held on the Stockton foreshore and drew a field of 32 MGs and 9 display cars.

The Presentation Night was held at Newcastle City Bowling Club, where the trophies were presented to: Dale Powell – Club Champion, Mark Bramble – Junior Club Champion, Courtney Walker – Ladies Champion, Lyal May – Clubman of the year, James Pearson – Best new member. Judith Rae was presented with her Life Membership badge.



Martin Reeves winner of Last event at Nelsons Plains,



The main priorities for the year 2000 was the hosting of the National Meeting at Easter, the integration of the NMRC into our ranks and the continued development of Ringwood leading to the establishment of a motor racing circuit.

After two years of preparation, the MG 2000 National meeting went like clockwork, thanks to the great team of organizers led by Fran Hodgson.

Registration facilities were set up early on Good Friday at Newcastle Showground with Scrutineering taking place. In the evening the Natter night was held in the Newcastle Entertainment Centre. Saturday's Concours, on the Stockton foreshore, had a grand variety of MGs fronting the city skyline across the harbour. A jazz band provided entertainment for the entrants and spectators that had gathered to admire the cars. Saturday's social activities consisted of a "back to the 70's" theme night held at West's Leagues Club's newly renovated auditorium. The Motorkhana was held on Energy Australia's depot at Jesmond on Sunday, where more than 170 competitors completed the four tests without a single mis-time. Sunday night was free; however the Hamilton Chamber of Commerce had arranged part of Beaumont Street to be closed for a display of MGs, while the visitors were encouraged to dine in one of the many restaurants.

For some 140 competitors the highlight of the week-end was a run on the shortened King Edward Park hillclimb on Monday. The alternate competition was an Observation Run to Morpeth finishing in time for lunch and a browse around the historic town. Later that evening it was back to West's for the Presentation dinner and a chance to congratulate and applaud the trophy winners. Queensland Centre was the overall winners with our Club second outright – our best result ever. In all, our members won more than 50 trophies.

The second priority was the successful integration of the NMRC into our Club, and the continuing development of the Ringwood complex. The additional work in organizing events at Ringwood in addition to the traditional events run by the Club put extra pressure on the Committee. Fortunately the changes made to the Committee structure at the last AGM, which introduced expanded Speed Event and Land Panels, had paid off as these Panels were made up of former NMRC members who were well versed in the organization of these events.

The Club's main activity now saw a large number of hillclimbs added to the Club calendar. During the year the Club held 11 events at Ringwood hillclimb, comprising two State Championship rounds, (in addition to the two Mattara Hillclimbs at King Edward Park). 2 training days for junior members took place as the Club had approached CAMS

with a format for Junior Training to be adopted. Some resurfacing of the track was carried out at a cost of \$6500.

Throughout the year discussions were held between the Club and Motorplex, with a Committee consisting of John Collins, Dave Atkins and Doug Rae representing the interests of the Club.

The basic agreement was that in return for allowing Motorplex to build and operate a drag strip on the property, they would provide at no cost to the Club, a 2.5 km tar race track with all amenities including car parks and spectator facilities. Both the drag strip and the race circuit were to be completed at the same time. No leases were to be signed until all approvals were in place. This agreement, consisting of some 100 pages, was the subject of intense scrutiny by both parties and their legal advisers, to the extent that by years end nothing had been signed.

3 tar motorkhanas were held at Vales Point, a State Supersprint was held at Oran Park, 2 hillclimbs in King Edward Park. Annual Concours attracted 70 entries.

A new Committee was elected at the AGM with the Executive being -  
President – Dennis Tynan,  
Secretary – Patricia Carter,  
Treasurer – Peter Wilson,  
Club Captain – Greg Hunter.

The Presentation Night held at our Clubrooms the following major awards were presented -Club Champion – Kenneth Atkins, Junior Club Champion – Adam Ford, Clubperson of the Year – Judith Rae, Register Pointscore winner – Lyall Clarke, Best new member – Michael Smola.

## 2001

After more than 12 months negotiations between the Club's representatives and Motorplex, the Deed of Arrangement was signed in April. It was to be a further three months before the Development Application was completed and submitted to Port Stephens Council, who then decided that Flora and Fauna studies were required, these delays meant the Development Application could finally be submitted in December. A full year had been lost – and there was still a long way to go.

A few weeks before the Mattara Hillclimb was due to be run, the CAMS Track Inspector determined that the fence from the start line to the Bogie hole corner was unsafe and refused to issue the track license. Hurried discussions, amid calls to abandon the event, resulted in a shortened course which started at the Bogie hole corner. In spite of the early setback the event proceeded with two days of great competition. Saturday's winner was Greg Hunter and on Sunday the Championship round was won by Peter Finlay. The Club continued to prosper with membership almost 400

The MG National Meeting was hosted by the Canberra Centre, with Speed events held at Wakefield Park. Our 20 competing members won 17 trophies.

The Ringwood hillclimb venue had another successful year and a number of improvements were carried out including the erection of scrutineering facilities, new spectator fencing and improved spectator and car parking facilities. Fifteen events were held during the year including four training days and five hiring's to other clubs. The Club's Junior Training days continued to flourish with Greg Hunter and his group of instructors providing one on one tuition. Two khanacross events were held on other sections of the property and several tar motorkhanas were held at Vales Point. Another well supported Supersprint was held at Oran Park with over 80 starters.

On 5th September, Club members were saddened to

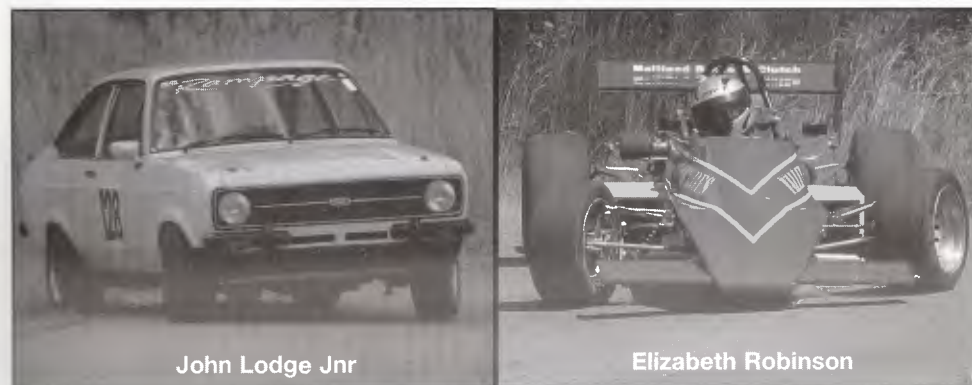
learn of the sudden passing of Pam Collins, wife of Vice President John. She will be remembered for her friendliness, dedication and support of John in his accomplishments with the Club over many years.

At the AGM in November a new Committee was elected. The Executives were -  
President – Dennis Tynan,  
Secretary – Lyall Clarke,  
Treasurer – Peter Wilson,  
Club Captain – Greg Hunter.

The Presentation awards for the competition year were - Club Champion – Lyall Clarke and Greg Hunter (Joint winners) Ladies Champion – Fran Hodgson, Junior Club Champion – Adam Ford, Clubperson of the Year – John Collins



Elizabeth Robinson Rachelle Hammond & Adam Ford involved in junior training



John Lodge Jnr

Elizabeth Robinson



## 2002

With the Development Application submitted to the Council in December the application generated publicity in the local newspapers which triggered vocal protests from a small group of local residents fearful of noise interfering with their lifestyle. The Club convened a Public Information Night at Raymond Terrace, filling the Civic Centre to capacity with more than 1000 people – mainly in favour of the proposal.

Representatives of the protest group aired their views and fears and Motorplex and the Club answered their questions and attempted to resolve their concerns. This was not the end of the matter and a campaign of misinformation has waged on since.

In an attempt to counter the protests, the Club embarked on a series of Public Relations exercises showing efforts towards road safety and the Junior member training days at Ringwood.

Working bees continued, improving and maintaining the hillclimb and surroundings. A tractor was purchased to assist with the work, and to re-establish the Khanacross track. Events for the year included: a State Supersprint at Oran Park A State Hillclimb Championship at Ringwood, Two hillclimbs in King Edward Park, a "Tri Challenge" hillclimb at Ringwood in conjunction with the Tamworth and Kempsey Clubs, A hillclimb at Ringwood an Interclub Championship with the MG Car Club (Hunter Region) .Attendance at the MG National Meeting in Adelaide over Easter. The Concours held on the foreshore at Warners Bay, the Presentation Dinner held in our Clubrooms as well as Register Runs and Natter nights.

The AGM in November a new Committee was elected the Executive consisted of -  
President – Greg Hunter,  
Secretary -Vacant, however Lyall Clarke acted as caretaker Secretary  
Treasurer – John Mallam,  
Club Captain – Michael Smola.  
Championship Presentation awards for the year went to -  
Club Champion – Bill Pearson, Ladies Champion – Rebecca Boland, Junior Club Champion – Natalie Horn, Clubman of the Year – Lyall Clarke

## 2003

During the next twelve months it became apparent that the Port Stephens Council, for one reason or another, was reluctant to make a decision. Letters of support were sent to the Council from numerous individuals and others including Raymond Terrace Chamber of Commerce. As legal action could not proceed until the application had

been refused, in November, following pressure from Motorplex, a refusal notice was received, and the next month all parties were off to the Land and Environment Court. During the year the Club conducted a full calendar of events, which included the following highlights : a State Hillclimb round held at Ringwood attracted 53 entries. Outright winner was Peter Robinson (PRS-Ford). In addition, 2Junior training days, 4 Interclub hillclimbs, 2 Practice days, 1 historic hillclimb. 2 hillclimbs were held in King Edward Park during the Mattara Festival the winner of Mondays event– Neil Farr (Bowin -Hay). the Tri-challenge Hillclimb between Tamworth and Kempsey Sporting Car Clubs.

The MG Car Club Interclub Challenge, between our Club and Hunter Region Club, The MG National Meeting was held at Shepparton, and a round of the State Supersprint Series at Oran Park.

During the year, the Club was saddened to learn of the passing of Life Member, Kay Lear, following a long illness. Others known to have died during the year included Stephen Bull and the Founding President of the Club, John Larkin.

The AGM in November the Executives elected were -  
President – Greg Hunter,  
Secretary – Greg Dickinson,  
Treasurer – John Mallam,  
Club Captain – Michael Smola. The Club Champions for the year were - Club Champion – Bill Pearson, Junior Club Champion – John Lodge Jnr, Ladies Champion – Fran Hodgson, Register Champion – David Walker, Clubman of the year – James Gardiner, Best new member – Rick Vincent

## 2004

Last year Port Stephens Council, quoted 18 points of rejection for the DA. The preparation for this hearing required further studies and reports to counter the 18 points listed in the refusal. If the Application was re-submitted it might be reconsidered. In late August Motorplex was advised that the information given previously that the DA could be re-submitted was incorrect. Documents were submitted to the Land and Environment Court for action and a hearing date was scheduled for mid December, subsequently deferred until January

Club activities continued throughout the year with an increase in numbers participating in events. Even working bees were better attended and during the year improvements were made to the canteen and scrutineering facilities, as well as the Khanacross track. The Oran Park Supersprint was again a resounding success with 100 entries accepted for the full GP circuit layout.

Tar Motorkhanas held at Sandgate Markets with the event in May attracting 40 entries – including 13 juniors.

## 2005

The Land and Environment Court, shows little progress so far this year. A resolution was expected about mid-year. Planning for the Club's 50th Anniversary celebrations commenced in the middle of last year with separate planning meetings held at least monthly ever since. A special calendar of events has been organized to enable all members to take part in some or all of the action. Since the start of the year a number of events have taken place:

A Shave for a Cure night raised \$600 this year and a benefit night with auction raised over \$2000 for the Tsunami appeal the month before. A Ladies only hillclimb at Ringwood in February attracted 23 entries. A State Supersprint was organised by our Club at Eastern Creek with 97 entries. Nat Meet 2005 was held at Maitland over Easter and hosted by MGCC Hunter Region.



Dennis Tynan hands a cheque for \$2120 to the Leukaemia Foundation



Geoff Smith MG Hunter, Dennis Tynan MG Newcastle, with the winner of the MG Inter Club Challenge Doug Rae 2002



## THE JOURNEY TO OUR CLUBROOMS

From the first meetings at P & R Williams to today we have documented the journey.

**1955 – 1962** – Meeting at several different Motor Dealers of the day. P & R Williams for several years, then moving onto Lawton Motors and then to Doug Norton Motors.

**1962 – 1966** – Moving into the GUOOF Hall in Laman Street, Cooks Hill certainly created our first feeling of permanence, but not for very long.

**1966 – 1988** – The Driver Training Range Court Street, Adamstown was certainly our longest ever stay in one place and has many fond memories for lots of members. But when St. John's Ambulance took over the building we found they had other plans for the space we were using.

**1988 – 1991** – The Rainbow Room Veralum Road, Lambton was our next port of call, but certainly did not feel homely.

**1991 – 1993** – The Teralba Sailing Club was a long way out for some people. We were forced to move once again when vandals burnt the building down.

**1993 – 1998** – BHP Rooms Newcastle Showground was not a very large building but we made it home for a while. The biggest downside was that come February each year we had to vacate the premises for the Annual Show to take place, store our gear, then shift everything back. The workload fell on the same people so the push was on to find something to purchase for a permanent home. This was not the first time throughout the history of the Club there was an upsurge in trying to find permanent clubrooms. The sort of places they looked at over the years were a Gymnasium, old bakery, church halls, a bank, post office, houses, industrial sheds and any vacant building that may be suitable.

In 1998 along came a building the Girl Guides were about to dispose of in Cobby Street, Birmingham Gardens. They had a lease with Newcastle City Council as it was located in a Council Park. After much negotiation we purchased the building from the guides and the Council lease was transferred over to the name of MG CAR CLUB NEWCASTLE.



**"AT LAST A PLACE TO CALL OUR OWN"**

## King Edward Park History

### 1951

The first hillclimb was conducted on the 28th of April 1951. Organised by the Hunter Valley Sporting Car Club in conjunction with the Newcastle Jubilee Sports Committee along with co-operation from the Police and Army, whose assistance went a long way to ensuring the success of the meeting.

Australian Motor Sport magazine (May 1951) wrote: "A most expertly organised and smoothly run meeting when, however, it is considered that this was the first full scale public meeting ever promoted by that young and inexperienced, albeit very enthusiastic club, is almost miraculous."

Before the event took place a short connecting road was laid by the appropriate authorities that both shortened the length of the climb and perhaps made it a more interesting venue for all the drivers. Approximately 6000 paying spectators turned out for a day with changing weather, the rain making the venue even more challenging. Again, Australian Motor Sport wrote "starting right at the waterfront, it (the circuit) went uphill round two slight left hand bends, then climbing more sharply round a bluff to the right, into a short straight and another sweeping, adversely cambered, right hand bend, another short straight past the sunken garden to the new road, then sharply up to the left and climbing very steeply to the left again, on to another stretch going back towards the sea.

Here, as the next corner would have been very fast, three straw bale chicanes were introduced to slow cars down as otherwise they could have taken off into space. After then there was a fast left hand bend, leading into an equally fast left hand sweep, followed immediately by a vicious right hand hairpin. From here to the finish, there was a short straight, a fairly slight left hand corner and the finishing straight which was all but straight." Total length – just short of a mile, total climb – about 600ft.

47 entries were accepted, there were 9 class trophies to be won. Fastest time of the day went to John Crouch in his 1000cc Cooper JAP. He made only one official run, and that run with a gearbox problem as it was reported, the Cooper travelled the complete course locked in one gear.

The 1951 programme revealed the names of a number of enthusiastic competitors who would make a name for themselves in motor racing aligned industries. The Tauranac brothers, Austin and Ron, would design, build and become a successful name on circuits all over the world, along with his association with Jack Brabham and the Brabham RT sports and racing cars. John Crouch, Curly Brydon, Frank Dent, Novocastrians Allan Ferguson and the larger than life Ray Walmsley all became "noted" competitors in Australian motor sport.

Also on the entry list – the late David McKay, author,

journalist, team owner, car dealer, "Gold Star" winner, and champion driver in a large number of exotic cars including Jaguar, Aston Martin, Ferrari, and more importantly in later years the major sponsor (Scuderia Veloce Motors) of an impressive number of talented drivers. And Bill Buckle and Nat Buchanan who, in very short period were to be building and marketing their own fibreglass bodied sports cars, the Zephyr powered Buckle Coupe and a range of Buchanan Sports cars.

There always has to be a crowd pleaser and in 1951 it was Kel Elbeck doing super deeds in his ungainly 1937(?) Plymouth. Driven with verve and enthusiasm it had the 6000 strong crowd enthralled.

### 1952

If possible, there was even more preparation for the 1952 event but the organising club and with weeks of warm weather leading up to the event the HVS Car Club were expecting a successful day of competition. October 25th was a repeat of the year before. The rain relented for a period around midday and the 31 competitors all had one reasonable dry run on the hill. Again a very large crowd were on hand to witness John Crouch in his blue Cooper 500 just pip the supercharged MGTC of George Pearse for fastest time of the day by a small margin 60.15 to 60.45 seconds.

Kel Elbeck again turned it on for the crowd flying his Plymouth around in almost unbelievable manner, showing judgement to the inch, a difficult task in such a car. Tamworth's Noel Barnes was having his first look at KEP driving the 500cc Marwyn, he made the 4th fastest time in his class but caught the attention of media with his forceful driving.

Jack Brabham, the sole entry in 1100cc and under class in his Cooper, looked fast but unfortunately did not approach John Crouch's record time from the previous year (59.20 – 62.37).

1101-1500cc category once again the domain of the MG brigade; led by G.Pearse (Supercharged TC 60.45), Ron Ward (MGTC 63.74), A.Ferguson (TC 65.64), M.Naismith (TC 65.64). The only non-MG was the Fiat Special of Nat Buchanan and far off the pace at 71.32.

The 3001 and over category had two interesting entries, the Bugatti powered Holden of Victorian Peter Lowe (62.09) and the Hudson Special of Bill Ford (63.56).

**1953 event not run,  
no police permission.**



## 1954

"There are many residents in Newcastle who, particularly on Saturday, desire to drive through King Edward Park" stated the Newcastle City engineer Mr Baddeley in his recommendation that approval not be given for the closure of the road in KEP to the public so that the 1954 hillclimb could be conducted. The then Lord Mayor, Ald. Purdue, opposed the recommendation, the work had been done on the hill in 1950 and the event moved people and money into the city.

On the 25th of September 1954 approximately 5000 spectators assembled at KEP to witness a small but quality field of 28 do battle with an almost dry day at KEP. Two starters who were destined to make a huge impact on the world of Formula 1 and motor racing in general were to

fight for FTD. They were Ron Tauranac in his self built RALT 500 and Jack Brabham in the Cooper Bristol. Once again Ron was to receive the trophy for the fastest time of 58.13, Jack marginally slower 58.64.

The ungainly Plymouth was back, this time with an equally ungainly Hudson Pacemaker to play with driven by Bill Lee, both providing spectacular enjoyment for the spectators on the hill. MG again dominated the under 1500 cc class with a lone Austin A40 Tourer to do battle with the nibble MG's. B.Maher was the class winner (66.33). The new flash Austin Healey strutted onto the scene with first and second in the 1500-3000cc class (P.Lowe 63.72 and G.Greig 64.40).

So ended an eventful 1954 hillclimb. "It was a credit to the organisers and competitors that they held a large, interested crowd from start to finish of the days activities." so noted one reporter.



Perc Pidgeon MG TD lining up in pit area KEP 1954

## 1955

The Hunter Valley Sporting Car Club was destined to never have a dry King Edward Park Hillclimb and the event on November 11th was to be no different. Not only was it miserably wet it was also bitterly cold and unfortunately the paying spectators stayed at home with the end result a quite substantial financial loss to the club, some 300 pounds.

Nevertheless the hillclimb went ahead with the Hudson

Special driven in an enthusiastic manner by Bill Ford came within 0.06 seconds of the outright course record held by Ron Tauranac in the Norton engineered RALT 500. Not only the "slippy" conditions made this a notable achievement, the fact that the Hudson Special was made in 1932 makes the time of 58.19 even more impressive. "Ford man handled the big car, used every inch of road and made the finish in a sideways slide which had lasted the hill's full 7/10ths of a mile." reported Wheels Magazine (January 1956).

Ray Wamsley harassed Bill all day in the equally "ancient" Alfa Alvis finishing a close 2nd (59.10).

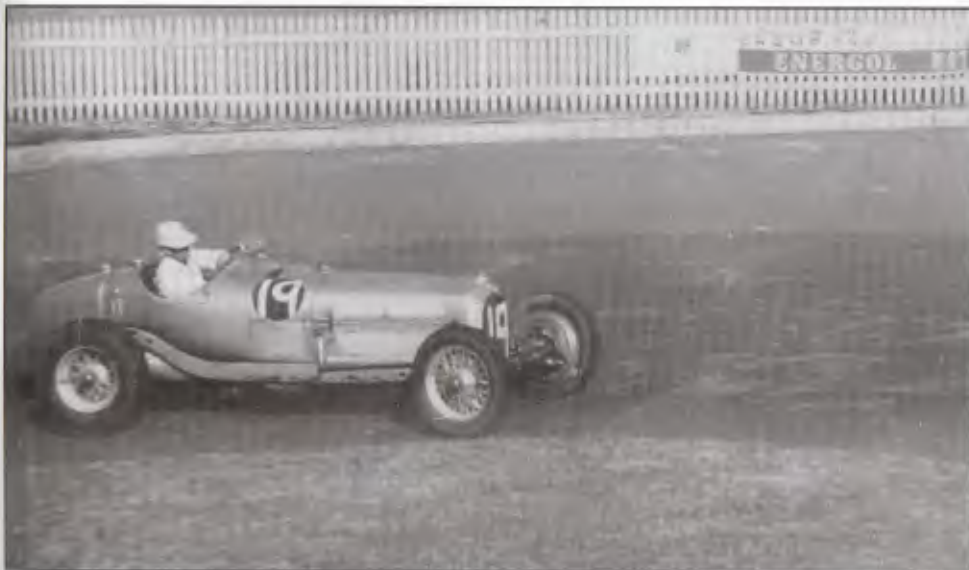
Under 1500cc once again the domain of MG with the talented John Martin (62.72), Jim Johnson (64.00) finished first and second. Norm Crowfoot in a Triumph TR2 collect-

ed the trophy for over 1500cc whilst Bill Buckle in the first of the Zephyr powered Buckle Coupe was 2nd with 64.15.

M.Patterson in a XK140 Jaguar won the over 3000 category with Harry Cape (XK120) in the minor placings.



Bob Bunt MG TC near finish KEP 1956



Ray Walmsley Alfa Alvis KEP 1955



## 1956

The first time the event is conducted by MG Car Club of NSW. Victorian Bruce Walton squeezed into his diminutive Walton Special with the larger 996cc engine fitted and by a small margin won the event outright. Second, in a Cooper 500. Steve DeBord driving for Roy Blake, their times very close 56.56 – 56.76.

It was a quality field of 40 competitors assembled at Newcastle South on August 18th with three Victorians. Graham Hoinville supercharged TC, Gavin Baileu in a Triumph TR2 Special and Bruce Walton. Also of interest, Ray Revell in his Offenhauser Speed car, a spectacular sounding Offenhauser powering the purpose built speedway car up the hill in 58.41 seconds. Jack Myers in the WM Cooper (59.27). Jim Johnson in the Supercharged TC just missed out on a class win when John Martin in a non Supercharged TC scrambled home first (60.49 – 60.50).

Tom Sulman won his class in the magnificent Aston Martin DB3S which had raced overseas. There were a number of desirable cars in that class including an Austin Healey 100S and Cooper Jaguar, driven by S.Miller and John Aldis. The sedans were well represented – Renault, Volkswagon, Peugeot, MG Magnette, Holden, Dodge and Frank Hamm's MKV Jaguar.

Unfortunately it was all becoming too difficult financially to organise the King Edward Park hillclimb and the 1956 event was to be the last event here for almost 7 years, in fact the NSW Speedway Act, instigated in 1959, stifled motor racing.

An application to run the event in 1957 was submitted, consequently approved by the council, but rejected by the Police Department. So it was not until 1963 that the KEP road was to be used for the hillclimb again

## 1963

An estimated crowd of over 6500 moved into the magnificent grounds of KEP on 14th September. Their enthusiasm had been wetted by a very successful motor cycle hillclimb the previous Saturday. The enforced layoff had not meant competitors had been idle. The fastest motorcycle was 3 seconds faster than the record set by Bruce Walton in 1956, therefore sub 50 second times were possible for the faster cars.

The event, organised by the Newcastle branch of the MG Car Club, was to be the start of hillclimbs conducted in conjunction with the Club and the Mattara Festival which has continued to this day. For the organising club of any of the events held at KEP it was never going to be an easy task and for those of us who have stood on the side lines there can only be the greatest of admiration for the work load a

small band of club members take on to this day.

The KEP hillclimb managed to bring a snippet of motor sport into the Hunter, normally far removed from the excitement and colour of proper racing cars. The Hunter seems destined to never have a motor racing circuit regardless of formidable efforts from persons with vision of what could be.

Novocastrian Doug Kelley in the single cam Coventry Climax powered Cooper slipped under the 50 second bracket with a 49.92, he was the only competitor to do so. But times were fast and a 55.56 for Tom Sulman (Lotus Eleven), already recognised as the ageing statesman of Australian motor sport, won the sports car class. While fellow Newcastle competitor Mike Nedelko in the Prad Holden won the over 1500cc category, but it was a young man in a hurry driving Delore Motors Austin Healey Sprite, Jim Sullivan, who attracted the enthusiastic spectators attention with a 57.24, an excellent time for a Sprite at the end of the KEP long circuit era.

Des West (FJ Holden) and Bruce McPhee in the distinctive lime green FE Holden were the crowd heroes in their Humpy Holdens, both posting times just over 58 seconds. This year the ungainly Plymouth of Kel Elbreck did not enter but an equally unsuitable car for the tight KEP circuit was a new Dodge Phoenix driven by a young Stan Cotton recording an impressive 64.56.

The "new fangled gizmos" destined to leave an impact on the motoring world were the Mini Cooper's and they made an exciting group. The colourful, diminutive Grahame Hill won a close fought victory with 60.45, Stewart McLeod (60.56) and J.Blair (60.62) all Cooper mounted. Also in this category, Murray Bingham in a 750cc Renault – his days were coming!

## 1964

Over 5000 spectators were on hand when Doug Kelley once again made FTD. He and six other competitors nudged their respective class records down to marginally faster times, however two class records received a major shake. The under 1500cc sports car category with Tom Sulman's Lotus Eleven and Doug Chivas in the most basic of production sports cars an Austin Healey Sprite fighting it out. Doug hurled the little Sprite up the hill to clock an amazing 54.93, a very respectable time from a Sprite 20 years back.

Touring cars are always a crowd favourite, and they did not disappoint. Des West, John Hicks (FJ Holden), George Garth (a talent developing in a mean black FC), local man Malcolm Bailey in the amazing sounding Zephyr, Geoff Westbury in the quick Hillman and of course the Mini brigade, all gave the hill a good shaking



Pat Goulding, long time competitor at KEP

## 1965-1966

Colin Bond in his Lynx Peugeot owned the fastest man on the hill title in these two years, with Kelley not competing in the Cooper. The Lynx left Kelley's record in tact in 1965 (50.73 – 49.58). But Bond made amends in '66, the Lynx Peugeot now supercharged, bumped the FTD record to 49.20.

Local driver Kevin Pinkstone in the Brabham (Formula Junior?) flung the 1100cc powered car up the hill in 59.62 driving with impressive aggression. The mouth watering 289 AC Cobra, nursed along by the diminutive Ron Thorpe, managed a 54.50. But it was a man, who these days must have clocked up an incredible amount of racing miles in a fabulous array of race cars, Dick Willis in a Milano Holden who secured the 1500 sports car racing class (54.34).

Two MGB's fought out Series Production Sports Car category, the ever-green Peter Houghton and J.Hunt, Peter finishing on top (58.09). The Improved Production Sports Cars also claimed by a very noisy and impressively fast MGB of G.Wood (55.35). Tony Mulhearn in the Cooper S (Series Prod.) rattled up the hill in 57.59.1967

## 1967

In an all out effort to secure the record for the hill Kevin Pinkstone (Brabham 1100cc) attacked. His second run was under the 1500cc racing car record held by Doug Kelley (49.69 – 49.88), but his third run was to go all wrong in "the pinch" he bent the Brabham on a tree. Peter Cohen, who by 1967 had been around motor sport for years (and is still competing today), was second fastest with an impressive

51.70 in the Jolus Minx. Novocastrian Jim Sullivan was to be the fastest touring car driver, ever, on KEP when he lopped 3.56 seconds off the class record, driving Doug Carpenter's "full race" Cooper S in Improved Production. However he was chased hard all the way by John Hoade in this race Cooper S 53.51 – 55.93. Local Peter Mullen was 3rd fastest in a mildly modified road car 55.66.

The veteran Tom Sulman (now 73 years old) flung the scruffy Lotus Eleven up the hill in 55.76 to win the under 1500cc Sports Racing category.

## 1968

The MG Car Club elected to run the event as an open hillclimb instead of a round of the State Championship. Errol Richardson won the under 1500cc Racing Cars (Renmax Ford 49.26), Kevin Pinkstone now with a "big" engine won the over 1500cc category (49.43). Brian Mayman flung the immaculate EH Holden up the hill for a class win 55.53.

Local fast man George Garth took out a double in his Lightweight Lotus Cortina (55.41) and the Series Production Datsun 1600 (59.76). Murray Bingham (yep...that man) won the under 1500cc Sports Sedan Class in his 750 Renault with a 55.22.

## 1969

Paul England pushed along by a Supercharged VW engine chopped almost two seconds off the hillclimb outright record. Malcolm Bailey won the under 1500cc Sports Racing category in the ex Tom Sulman Lotus Eleven



## 1970

Murray Bingham has arrived — his self built Bingham Renault sports car knocked 4.3 seconds off the class record, the first sports car to break the 50 second bracket with a 49.17. Errol Richardson in the SCV (supercharged VW) made FTD and a new record with 48.83. While Don Boxhall's dramatic V8 powered FJ Holden caught the large crowd's attention.

1971

Bingham once again driving the incredible 289 cubic inch Cobra powered Porsche based Cobra PAC2 knocked the record by 1.22 seconds leaving it at 47.16. Peter Mullen and Jim Sullivan both in Cooper S' were fourth (52.57) and fifth (52.64) fastest outright, an outstanding performance. Peter Irwin in a mildly modified TR5 Triumph won the Production Sports car category.

## 1972

A fabulous 2 weekends of motor sport in the Hunter, two hillclimbs in two weeks at KEP. The first round of the National Hillclimb title on Sunday and the following Saturday the 11th annual Mattara Hillclimb.

Murray Bingham again, an amazing 2.09 seconds off his outright record, now 45.07. Murray did not have it all his own way. Stan Keen from South Australia in the MR5 Elfin (46.02) and Paul England in the Ausca with a 46.63 pushed Murray all day.

## 1973

Errol Richardson bounces back; driving the Supercharged Wortmeyer SCV blasted the old record set by

Bingham by 1.73 second — 43.24. Murray was second also under his own record (44.83). Noel Devine in the UFO Datsun Clubman moved the under 1600cc Sports Racing category record down to 48.79

## 1974

Due to concerns regarding the higher speeds the faster cars were arriving at the finish line the MG Car Club officials elected to shorten the length of the course to allow more braking room after the finish line. So effectively it was the end of the era of the original long KEP hillclimb. And although it was a shorter distance the outright course record was unchallenged. Barry Garner in his magnificently prepared Bowin Holden 6 cylinder ran a very quick 48.12 for FTD in a car lacking "real" horsepower.

But there was no shortage of talent. KEP would be the only hillclimb in Australia that when the weather is reasonable attracts spectators by the thousand. Hillclimbing by nature is not one of the most spectacular motor sport events, being one car at a time, usually on tight twisting slow speed "mickey mouse" circuits, so smaller spectator areas are all that are required. KEP is the exception, the magnificent grounds, scenery and hillclimb course attracts those motor sport starved Hunter Valley enthusiasts.

But more importantly "the hill" attracts almost every year a number of competitors who give "the hill" their very best shot every competitive run. He or she does not have a competitive class car or a real race car, the fact that "the hill is about to be attacked is recognised by the spectators. The selected few who are winning the crowd and realise it rise to the occasion. It is part of what makes KEP so special. It is not possible to name all the competitors who deserve mention, the memory fades as the

years pass and for the early years many of us were not present. However there are many past competitors still involved in motor sport today. The first 2 decades I have concentrated on I believe the real history of the hillclimb at KEP. There is no insinuation that the drivers were better, simply that the course was more demanding, the competing cars perhaps more lively to drive, and many of the times recorded as a result very impressive.



1964 Mike Cotton -Dodge Phoenix. "a real crowd pleaser"

## Highlights of the following years:

**1975** — Paul England takes FTD in his Elfin 600 in front of a small crowd. Local identity and designer/builder of the Jay Bee Clubman, Jim Bayliss, is chuffed there are 4 Jay Bee cars entered. Peter Mullen flings the Cooper S up the hill (50.17). Roger Wells in the Vintage and Historic Mac Healey revolves the open wheeler at the Bogey Hole, goes down in the sunken garden but manages to keep the car upright.

**1976** — Gary Cosser wins in the Wortmeyer SCV. Ian Best in a Holden powered Fiat 500 has a major moment in the first corner, crashes through the wooden safety rail and disappears upside down towards the ocean below. Ian was uninjured. A crane had to be bought in to retrieve the Fiat and it was never sighted at KEP again. Bob Bourke crashes his open wheeler into the Armco at the hairpin saving both he and the car from a trip into the ocean many hundreds of feet below. Neville Bridges and Allan East start a scrap which lasts for many years.

**1977** — Despite having a stripped second gear plus a broken and re-welded upright, Gary Cosser makes FTD (45.29) in the Jack Wortmeyer owned and built SCV.

**1978** — A bloke by the name of Paul Hamilton starts to make his habit of FTD's, once again in the Elfin 600. Peter Irwin (Triumph TR5) wins the over 2000cc Group D (55.66). Warwick Steed (Datsun 2000) Group D under 2000cc (54.51). Neville Bridges and Harry Bargwanna go toe-to-toe in XU1's. Allan East hustles in the SLR 5000 Torana. Bridges sets the new record (50.22). Phil Ward sets a new record in the BDA Escort (48.14); Peter Mullins had previously held the record with 48.77.

**1979** — Yep, Paul Hamilton in the Elfin 600 BDA (1600cc) with very quick FTD of 43.15. Cosser in the SCV breaks an engine trying to run the Elfin down. Bridges lowers the record to 49.70 and the crowd shows approval. Des Wall in the EH Holden sets a blistering 50.96.

**1980** — For the fifth time in six years Paul Hamilton scores FTD. The track surface is very rough and times are slower. Colin Bond in his rally BDA Escort breaks the class record set by Phil Ward in his "race" BDA Escort. Sue Ransome has a run in the Bridges XU1.

**1981** — Hamilton in for a sixth FTD. The track has been resurfaced in places and is very slippery and the times are again slower. Warren Brown in a supercharged Gallant powered 5800 Honda wins the Group A trophy. Helen Hunt in the Milus Ford wins the Ladies Trophy. Bridges and Allan East go at it again the Bridges XU1 edging out the SLR Torana.

**1982** — Replacing the Elfin with a March 77B F1, Paul Hamilton makes it number seven. Peter Gumley wins the 2001 and over Racing Car category in the Spectre V8 — his name will be well known in future events. The Bridges and East battle continues. Mike Patton wins Group D in his immaculate Spitfire (53.40).

**1984** — This was a wet event. Hamilton again, with a credible 43.24 in the conditions, that makes eight. Local Warren Brown now in the Spectre V8 manages 3rd in class but its going to get better. Phil Limbert starts the process of giving "the hill" a shake in his V8 powered Fiat 124 Coupe. Bob Kennedy in the Lotus Elan wins Group D (50.95). Des Wall is the fastest sedan (Torana) 45.23.

**1985** — Rob Rumble takes FTD in the Cheetah Renault MKVI (43.65). Also Cheetah (Clubman) mounted John Keirath sets a new record in under 1600cc sports car category. Peter Mullen, Dave Wrightson (Mini Sports Sedan) have Darryl Peattie attacking them in his Datsun 1000. Steve Land sets a new record in the Chickadee Celica Group C under 3000cc. Gary McFadyen attracts spectator attention with a 44.60 in his Torana.

**1986** — Warren Brown sets a new outright record in the Spectre V8 (42.46). Mike Patton wins Group D Triumph TR8 48.14. Mel McKendry sets a new record in the under 3000cc Touring Cars in his Escort Twin Cam 1600 with 47.84. Brad Goulding just snips a win from Dad Pat in the Nota Sportsman.

**1987** — Dennis Russell, who is to be one of the veterans of KEP, finishes third in class in the Kawasaki Special, won by Paul Aitken in the PGA Special 44.56 up to 1300cc racing cars. Robby Rumble in the Cheetah Renault knocks the outright record down to 42.16. Dean Tighe in a BDA Escort panel van rockets up the hill in 50.83 (road registered class). Stan Adler is back in a Porsche 51.29. Grant Baker wins Group B Sports Sedans under 3000cc in his Mini 46.52. Dick Willis moves the Vintage and Historic record under 50 seconds (48.90) in his 1990cc Cooper Climax

**1988** — Ivan Tighe sets FTD in the Chevron F5000 44.53. Dave Wrightson lands the Mini upside down in the sunken garden. Phil Limbert is the fastest Sports Sedan in the V8 Fiat (47.26).

**1989** — Now with 19 class categories and 77 competitors. Bob Johns' in the Ralt RT1 sets FTD (43.73) outright. 751-1300cc open wheelers John Burrows in the Burrows Suzuki (43.69). Dennis Russell wins the up to 750cc Racing with 49.38. Wild by name and wild by nature, Tony Wild in a Datsun 240Z trounces Phil Horn in the Escort in the under 3000cc Sports Sedan with 47.55. Phil Limbert 46.767 in the "Fat" Fiat.



**1990** – Gary McFadyen now in an open wheeler (Bowen Hay) takes FTD. Mel McKendry still in command in the Escort wins his class. Phil Limbert finishes second to Stephen Litchenberger's Torana 45.88 – 46.32. Barry Bates lends the 1958 Lotus 15 to Dennis Tobin (50.14). The Lotus would be one of the most valuable historic cars sighted on KEP. Stan Adler's Porsche is harassed by Eddie Spliet in the VW Beetle (48.96 – 49.74).

**1991** – Local identity Robert D'Ercole (Bowen P6 Formula Ford) and John Burrows (Burrows 750-1300cc category) had a stoush for FTD. D'Ercole unbelievably hit a pigeon on the second run putting him out of the event only completing one run for a 45.05 – Burrows in the smaller car finished with 44.58. Martin Reeves in the V8 MGB had a solid struggle with Stan Adler in the Porsche for class honours. Stan getting the nod by a 10th of a second. David Holt in the Datsun 1600 won the Club Car class (13 entries) with 50.16. Mel McKendry dominated Sports Sedans up to 3000cc and Steve Lichtenberger came in ahead of a hard driving Phil Limbert V8 Fiat. Paul Hamilton (now Vintage and Historic Elfin 600) only made one run to win his class (46.75).

**1992** – Ivan Tighe in the Kadicha made FTD (42.89) just failing to take Allan Hamilton's 1989 outright record (42.75). Peter Finlay second in the blown Mawer Formula Ford (43.54). The Barry Bates Lotus 15 with Dennis Tobin again at the wheel won the Vintage and Historic category (50.83) from Brian Lear's Elfin Peugeot (51.93). David Boddy and Joe Roohan both under 50 seconds in Group 2E Club Cars over 3000cc with David Finch first. Phil Limbert "Fat" Fiat and Mel McKendry (recently repaired Escort) won the Sports Sedan over and under 3000cc respectively.

**1993** – It's the enthusiastic Peter Finlay in the Mawer Ford who gets it all together in 1993, not without dramas, as he managed to smote the concrete in "the pinch" rearranging the back suspension, repaired he sets the FTD 43.41. The late Joe Roohan goes gardening in the sunken garden in the V8 Torana. Stan Adler flings the Porsche up KEP to take 3rd FTD in his Porsche (46.36). Second outright is Stan Pobjoy in 1301-2000cc racing car category in the VW Special. VW also wins the first three places in the Club Car 1301-2000cc class, Jeff Unwin (48.76), Greg Ward (49.95) and David Spinks (50.33).

Of course this is not the complete history of KEP, print space dictates how much can be written. There was no real reason to finish in 1993, perhaps the rest of those KEP years will be written soon. There no doubt will be a large number of KEP competitors disappointed their names were not mentioned, apologies for the omission. Make no mistake, there is something unique

when it comes (came) to KEP. It attracts spectators, more than any other hillclimb venue. It requires a huge amount of work from the organising club, co-operation from the appropriate Organisations, Council and Police. And it always attracts a large amount of entries with a fair percentage of those from "talented" drivers not necessarily in "quality" cars and the crowd responds to that.

During my years at KEP it has been the likes of Hamilton, Errol Richardson, Peter Finlay, Gary Cosser, Murray Bingham and Warren Brown which made the toes curl. Nev Bridges, Phil Limbert, Mel McKendry, Stan Adler, Geoff Thomas, Gary McFadyen, Des Wall, Steve Land, Daryl Peattie, Allan East, Harry Bargwanna, Martin Reeves are all long time KEP competitors. Many more have rolled up to the start line, no one with the intention of taking it easy, it is all or nothing, the crowd react to this. Not only does this hill have history, it has atmosphere.

Dangerous – sure! Maybe an event where wise men fear to go. But injuries – none!

Unfortunately it has all changed. First the CAMS track inspection which was inevitable shortened the fabulous KEP hillclimb for "safety reasons" and of course there is "that rock".

There are two competitors that are veterans of running at KEP. Dennis Russell and Pat Goulding have both been competed at KEP for well over 30 consecutive years. Dennis in the ex John Davies Kawasaki 750 Special and Pat in the venerable Nota Sportsman Clubman. Like them, I could not miss a KEP, until the course was shortened, somehow after 30 years of running up the hill the magic had gone. What makes the whole saga even more distressing is I feel the "City of Newcastle" is not aware of what they have in the KEP hillclimb. Nowhere else in the world would there be a venue as spectacular, visually drop-dead beautiful, located in a city centre and as driver demanding as King Edward Park. I fear it will all be lost.

Dennis Tobin



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