

Motor Sports Club of Tasmania Inc.

Est. 1958



www.msct.com.au contact@msct.com.au

<http://www.facebook.com/MSCTas>

October 2018

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Your 2018 Committee is . . .

President – Jase Milner
Vice-President – Craig Twining
Secretary – Craig Large
Treasurer & Club Media (TRAP Media) – Mitch Newton
Club Captain – Ben Hoare

Public Officer – Barry Oliver
General Committee – Kelli Large (Membership Officer), Shawna Hoare (Newsletter Editor, TRAP Secretary), Matt von Bertouch (TRAP Rep), Jason Martin (State Panel Rep), Stefan Lendvay

LIFE MEMBERS and PATRONS

| | | | | |
|-----------------|---------------|------------------|--------------|---------------|
| Terry Rowbottom | Terry Bracken | Rogan Peck (dec) | Rodney Peck | Lynette New |
| Jeff Mace (dec) | Graeme Page | John Brock | Fleur Peck | Denis Viney |
| Craig Arnold | Angela Arnold | Barry New | Barry Oliver | Mick Luscombe |

Les Walkden

Thank you to all of our life members for their outstanding contributions to the MSCT.

60Years – This is year we celebrated sixty years of motorsport history with a dinner at the Hotel Grand Chancellor in June. Hosted by our very own Barry Oliver it was an entertaining evening of trophy presentations, a special Q&A session with Molly Taylor and Jim Richards, and the presentation of Life Membership to Les Walkden for his support of the club and achievements in the rally community.



Contributions – This is your club newsletter, we will greatly accept any feedback and contributions for future issues. The format is flexible to cover personal events or build tales, cars or parts for sale, or anything you think our club members may find interesting. All contributions are welcome.

Vale Rogan Peck *From Barry Oliver*

The MSCT lost one of its long standing Life Members early in August with the passing of Rogan Peck after a battle with brain cancer. He was 72.

Rogan is remembered as a very hard working and committed member of the club who was prepared to put his hand up whenever there was a job to be done.

He took great pride in producing the club's newsletter over a long period back when there were no fancy high tech computers or printers. Instead he did it all by hand on an old Gestetner machine (young ones can look that up on google) and his efforts provided an excellent historical story of events of the day. Many of those newsletters were on display at our recent 60th anniversary celebrations and would have brought back great memories of years gone by.

Rogan competed in motorkhana's and club rallies in a Fiat 1500 and also at one time owned an RS Escort which I rode in once to go to Roses Tier to be an official for a rally. With all due respect to Rogan he was not a very good driver and at one point I was convinced I was going to die. He also owned an SLR 5000 Torana and at one point endeavoured to build up a Fiat 125 club car.

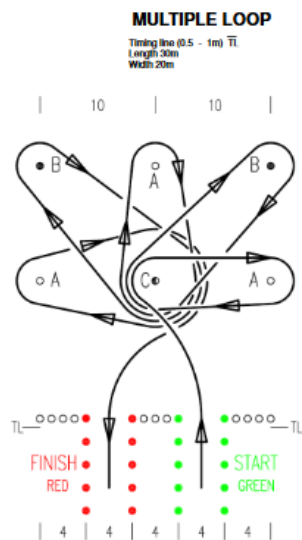
Rogan enjoyed camping, especially with his nephew, and would often set up camp when he was an official on a rally. He enjoyed a drink and was a very friendly with everyone and according to long-time friend Tony McGuinness who described him as "a great bloke". One little known fact is that he was a fanatical fan of the Star Wars films and he was also a bit of a hoarder as evidenced to me when I visited him at home to pick up memorabilia for the 50th celebrations ten years ago.

At a very early age he contracted measles which had a lasting effect on his sight which deteriorated to the point where he was declared legally blind and could no longer drive.

He maintained his passionate interest in the club and just prior to his death asked Tony McGuinness about the club and how the 60th celebrations went.

While the younger members of the club would be unaware of Rogan or the very hard work that he did for the club I believe it's important to acknowledge that members like Rogan are one of the reasons the club still exists today.

RIP Rogan Peck.



Round 2 - On the fine sunny day of March 17th the second MSCT Club Round and second Tasmanian State Motorkhana Championship Round was held at Symmons Plains Raceway on the skidpan. We had 26 starters for the event, including 3 for the female class and 6 junior entries, competing in 7 tests for the day.

Taking a crack at the event in Midgley's Super Bubble Mazda 121 myself Shawna Hoare and Kelli Large fought it out for first female, which after my cone (and engine) killing efforts plus a car change for the last test went easily to the skills of Kelli whom also placed 8th outright for the day. Despite the engine troubles Damien finished his day placing 5th outright.

Within the junior battle Jacob Yost easily took home first and placed 13th outright for the day in his Holden Commodore. Using the club car James Large placed 19th outright and took home the 2nd junior trophy for the event, while Ryan Milner in his own Subaru Liberty placed 3rd Junior.

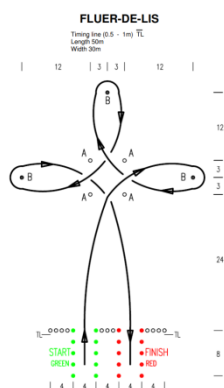
Competition was tight for the top contenders of the event in a 16 second window Daniel van der Vlist [Mazda MX6] came in 3rd outright. While going head to head each run Nick Yaxley place 2nd outright in the little Fiat 127 behind Stephen Turner taking home 1st outright in his Mitsubishi Mirage.

Round 3 -

Gathering together once again on the 19th May there were 19 entrants, including 5 juniors and 3 female classes, competing in Round 3 of the Motorkhana Series.

Competing once again in the Mirage Stephen Turner easily took 1st outright trophy home, followed by Justin Nicklason in his Lancer.

The tightest competition of the day was between 1st junior Jacob Yost (Commodore) and 1st female Kelli Large (Impreza) with Jacob taking third outright by only six hundredths of a second. Great value and fun was had by all completing 7 tests for the day.



Round 4 - Together once again on the 18th August we had 33 entries, including 9 in the junior and 4 in the female classes. What was initially a fine sunny day turned into a slippery final 2 tests after a light down pouring of afternoon rain, greatly changing up the overall results. The mighty Mirage at the hands of Stephen Turner once again took 1st outright trophy home, with Justin Nicklason and Damien Midgley following closely in 2nd and 3rd respectively. Kelli Large took home the 1st female trophy and was 14th outright, also proving to have better handling of her car on the wet surface of the afternoon. Nathan Russell took home the 1st junior trophy.

We've had a successful year of events and fun was had by all. We look forward to seeing you at our **final 5th round on 15th December 2018**. As always the club would like to thank Legana Tyre's

and More for their ongoing sponsorship, and all the officials that sit out in all kinds of weather to set up and do timing as well as those who do all the organising behind the scenes to make these events happen. Results can be found on our website at: <https://www.msct.com.au/results/>

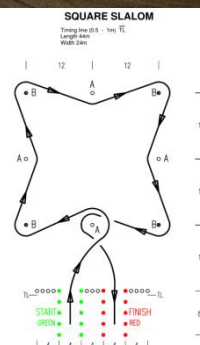
AMC - Over the weekend of 22nd - 23rd September 2018 MSCT member Stephen Turner travelled over to Mt Gambier (South Australia) to compete in the CAMS Australian Motorkhana Championship as hosted by South Eastern Car Club.



Locked and loaded on the Spirit of Tasmania Stephen

headed off after a year of hard work going into the preparations of the *mighty mirage* with thanks and to his sponsors Kumho Tyres, Wayne & Helen Harvey, Peter & Daniel at B Select Moonah and Eddie at Sparco Auto Parts. “

What an epic weekend!” Pushed really hard in the mighty mirage it was all good until test 9 loosing 2 seconds to a fuel surge issue, but still with a combined team effort managed to come away with 2nd in Class C, set a new National AMC Record for the Square Slalom test, and trophy for 1st Outright.



Club Merchandise



Hoodies - \$53 / Kids \$44



Polo Shirts - \$36 / Kids \$34



Singlets - \$30



Beanies - \$13



Caps - \$15

Order forms available at events or online <https://www.msct.com.au/merchandise/>

CLUB PARTNERS



EVENT PARTNERS



Thanks go out to our Club Partners and Event Sponsors for all their ongoing support and to all our volunteer officials that make everything happen behind the scenes and on competition days. There would be NO motor sport without all of you!





combined track sprint.

One of only two 2-WD in the top 10 Stephen Turner (Mirage) came 2nd outright (and in 1st Class C) between Matt von Bertouch (Impreza) taking 1st outright (and 1st in Class D) and Lyndon Kettle (Forester). The other 2-WD placing 7th outright and 1st in Class A was an Excel in the hands of Tim Johnson. Following on from his success at the Australian Khanacross Round earlier in the month 1st Junior went to Alex von Bertouch (Impreza).

In the female class competition was hot between Samantha Guy (Liberty) eventually taking 1st female and 9th outright ahead of Adine Whitcombe (Subaru).



Round 2 – After some exceptionally wet weather and unfortunate cancellation of round 2 scheduled for April 14th we finally gathered at Powranna on the fine sunny day of June 16th for some dirt raising fun. A large field of 41 entries, including 12 in junior and 8 in female classes, enjoyed running both tracks in each direction and an end of the day



Round 3 – Gathered once again at Powranna on 15th September we had 34 starters for the Twilight round of dusty competition. A relatively mild day there weren't any heavy downpours or snow fall at this year's round. The usual suspect took out the top 3 outright, Matt von Bertouch, Heath Johnson and Stephen Turner respectively. Wining 1st Junior and jumping up to 4th in the outright rankings was

Alex von Bertouch. In the female class Samantha Guy once again achieved 1st female and 9th outright.

Mixing it up for the first time in the role of Clerk of Course Ben Hoare had competitors run both tracks and a combined track sprint all clockwise before breaking at sundown for dinner, and doing it all again anti-clockwise in the dark.

We've had another successful year of events so far with fun had by all. Following approval from State Executive Council for an additional date to replace the cancelled April round, we look forward to seeing you at our **final 2 rounds on 27th October and 24th November 2018**. As always the club would like to thank Legana Tyre's and More for their ongoing sponsorship, and all the officials that sit out in all kinds of weather to set up and do timing as well as those who do all the organising behind the scenes to make these events happen. Results can be found on our website at:

<https://www.msct.com.au/results/>

AKC - Over the weekend of 9th – 10th June 2018 MSCT members Matt von Bertouch and son Alex along with Heath Johnston and Lyndon Kettle travelled over to Quakers Hill (NSW) to compete in the 2018 CAMS National Australian Khanacross Championship in Nirimba, hosted by the South Eastern Automobile Club at SEAC Park.



Day one saw competition in 4 tests in daylight and 4 tests in the dark with the final 2 in foggy conditions added a bit of excitement to the competition. Lyndon had a little slip copping a WD but Heath was on fire placing 6th outright and 1st in production class at the end of day 1. Not so confident with the extra speed and big crests of the SEAC facility, Alex had a slow start to competition and also had a WD moment. At the end of day 1 was still in contention as sitting place 2nd junior, while Matt did his usual this putting around placing 4th outright with only 5 seconds between top 5.

A little niggling misfire of Heath and Lyndon's Subaru after day 1, saw its retirement from the weekend with the lads finishing out the weekend in Matt's car. Despite the hassle of having to swap between rally and radial tyres each round the boys still managed to punch out 1st and 2nd in the production class and Heath finished 6th outright.

The BIG bore NA Impreza managed to punch out a 2nd in the top 10 shootout and 5th outright for the weekend against some pretty tough and respected competition. A HUGE thanks to sponsors Legana Tyres and More, Fulton Enterprises and to Aaron Wullemin and Greg Cooper for all their help and support.



This month we bring you a copy of a May 1955 article from *Modern Motor* from Barry Oliver's personal collection that he touts is the article that started it all for a young Bazz.



DUCKETTS 1927 Anzani-Bugatti, here leading Baker's AJB Special, won 1955 Tasmanian Trophy Race.

25,000 people a day attended the big meet at Longford, saw a 28-year-old car win the main event. Story and photos are by Brian Nichols.

TASSIE'S RECORD RACE MEET

MOST successful race meeting in the history of Tasmanian motor sport was held at Longford on March 5 and 7.

More than 25,000 spectators thronged the road-racing circuit on each of the two days to watch a big programme of races, and Longford charities and community projects benefited handsomely from the proceeds.

Main event—the 10-lap (45-mile) Tasmanian Trophy Race—ended in a surprisingly easy win for Victorian Lyndon Duckett and his 1927 Anzani-Bugatti. Fastest car at the meeting—Tom Hawks' Allard—also came from Victoria. It was clocked at 137 m.p.h. on the first day, and did the best lap at 82 m.p.h.

This was the second meeting held on the new Longford circuit, the 4½ miles of which offer a good variety

of hazards. Situated only 11 miles from Launceston, in the middle of a thickly populated area, the circuit is easily accessible from four directions, which has helped to make it popular with the crowd.

The organisers — the Light Car Club of Tasmania, Longford T.T. Committee and Tasmanian Road Racing Association—were elated by the success of the meeting and intend to make it an annual fixture. Some minor improvements to the course have been suggested and are expected to be completed in time for next year's events.

First Day

The meeting drew 36 starters, four of the cars coming from the mainland. These were Duckett's Anzani-Bugatti, Hawks' Allard, R. Watson's Cisitalia, and A. Mazen-

garb's Morris Minor, fitted with his own o.h.v. conversion. Three other mainland drivers had sent in entries but were unable to attend; they were Stan Jones, Les Murphy, and Otto Stone.

There were many interesting specials among the 32 local entries, notable ones being Jock Walkem's 500 c.c. Norton Manx, Graeme White's 1000 c.c. HRD, Mick Watt's Anglia, Don Gorrings's Skoda, and A. J. Baker's AJB Special, based on the Austin A40. Production sports car entries included a whole fleet of TR2's and MG's.

The morning was given over to practice, and the first event, the Toosey Hospital Memorial Scratch Race for sports and racing cars under 1500 c.c., started a little after noon. Graeme White brought his HRD Special home in first place

at the end of the four laps, tailed closely by Mick Watt's potent little Anglia Special. Third was W. Hine's super-hotted MG TC Special, which ran with remarkable reliability on both days.

Alan Watson's recently imported Cisitalia proved disappointing in its first Australian appearance. Watson could not stop his engine overheating and was unable to get the best out of the car.

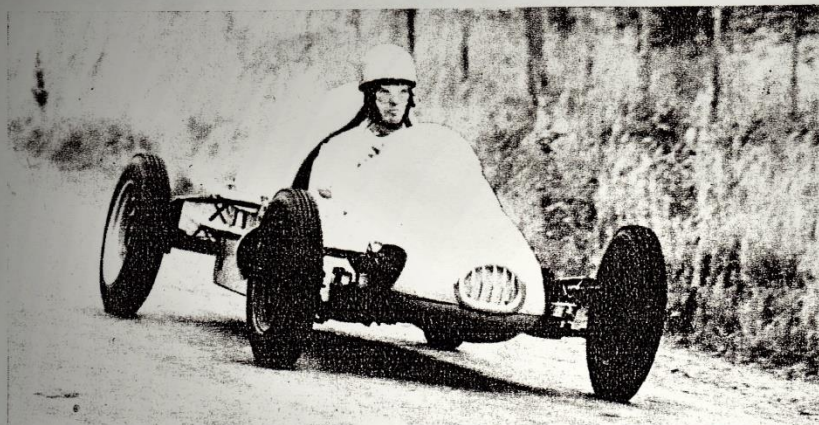
The 4-mile Redex Handicap which followed ended in a win for Victorian W. Wilkinson, driving a



BATTERED Minor brought from Sydney by owner Mazengarb won no prizes, but impressed by performance of modified engine.

HRD SPECIAL, developed by Launceston engineer Graeme White, nears Viaduct Corner. The HRD won the opening race.

FASTEST TIME of 137 m.p.h. was clocked by Tom Hawks' Allard, snapped on Lodge Corner. Hawks also got the best lap time.



Morris Minor. Hine's TC Special was second, Hawks' Allard third.

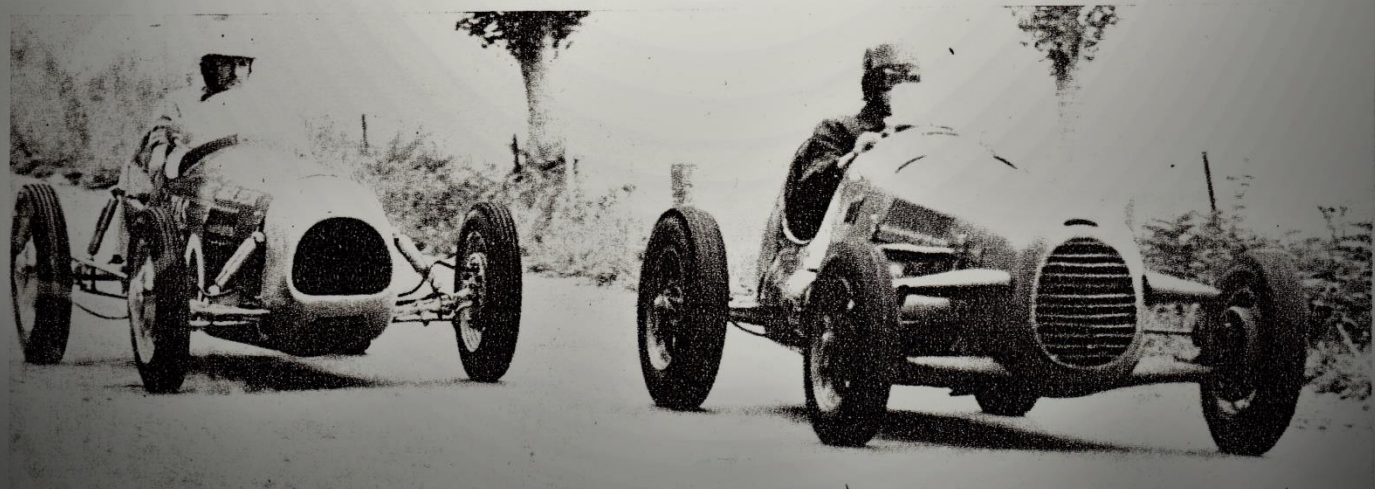
Main event of the day, the 7-lap (31-mile) Unlimited Handicap, drew 15 entries ranging from a Morris Minor to the Allard, and was won by Baker's AJB Special. The Allard was second, and it was obvious that its performance was much improved. Since his last visit to Tasmania, Hawks has made several modifications to the engine, including an Ardun conversion and higher compression ratio; these alterations definitely paid dividends.

The programme was somewhat drawn out and only three cars competed in the last race of the day—

(Continued on page 71)



DISAPPOINTMENT awaited Alan Watson, shown leading Mick Watts' Anglia Special down Water-Tower Straight. White had big hopes for his new Cisitalia, making its Australian debut, but its engine kept overheating.



was inclined to float a little, and the centrally placed rear-vision mirror could have done with a firmer mounting.

I would sum up the Austin-Healey as an extremely well-finished and sensibly designed sports car—comfortable, well-appointed throughout, and with most attractive body lines.

Its performance matches its sleek looks, and its outstanding characteristics are the car's roadability and its amazingly flexible engine.

TASSIE MEET

(Continued from page 41)

the 4-lap Gorringe Motors Handicap. R. M. Crawford's Morris Minor was an easy winner, followed by Don Gorringe's Volkswagen.

Second Day

The weather was slightly overcast on the Monday, but that did not damp the enthusiasm of spectators or contestants. Practice continued again until midday, when the start was given for the 4-lap Furnage Highway Motors Handicap.

This time Gorringe had his revenge on Crawford. Although the latter's Minor clocked fastest time of 4 min. 33 sec. for the event, it could not catch up with the more liberally handicapped Volkswagen.

Next came the Tasmanian Trophy Race, which Duckett's Anzani-Bugatti won with an average speed of just over 60 m.p.h. The win was worth £160 in prizemoney to Duckett.

Hawks' Allard was again the fastest car of the day, although its best speed of 132 m.p.h. was slightly less than on the Saturday.

Unluckiest man at the meeting was Jock Walkem, who was well in front of the field in the big race when a flying stone broke his primary chain and forced him to pull out. Before this accident he had lapped the circuit at 74 m.p.h. in his Norton Special. His lap time was bettered only by the Allard.

The final race was a dice between three Triumph TR2's, an Austin-Healey and a Holden. The Holden had a third of a lap start, but was passed by everyone over the last couple of miles. Two TR2's led the way home, Bob Young beating J. Petts across the line. Then came Glen Archer's Austin-Healey, Jeff Smedley's TR2, and G. Farmer's Holden.

CHRYSLER PLYMOUTH IN RUTHLESS TESTS



An airborne Chrysler-Plymouth, driven by Frank Kleinig, landing after jumping 70 ft. through the air from a 3 ft. ramp at 50 m.p.h., at the gruelling, exhaustive tests of the new Tubeless Tyres at Parramatta recently.

RUGGED CAR TORTURED IN EXHAUSTIVE TESTS OF NEW TUBELESS TYRES

To prove that their new tubeless tyre was puncture-proof and would stand up to the toughest treatment, the Goodyear Tyre and Rubber Co. (Aust.) Ltd. recently held successful tests at Parramatta Park.

A Chrysler-Plymouth Cranbrook Sedan was driven by well-known racing driver, Frank Kleinig, who really tested both car and tyres to the maximum.

The tests included driving over boards with 6-inch nails protrud-

ing, high-speed sharp turns on full lock, sharp braking, driving at 50 m.p.h. over a 3-ft. ramp and landing 70 feet from point of take-off and side rolling over the same ramp on two wheels.

Mr. Frank Kleinig said after the tests: "No stock model car that I have ever driven could have done this gruelling, crushing test as safely and as well as the Chrysler-Plymouth Sedan. What the manufacturers say about a 'rigid' chassis frame is certainly true. The car was subjected to the most severe impact and stress—10 times greater than any motorist would ever ask from a car—this Plymouth felt safe and completely under control at all times. What a terrific performer this Plymouth really is!"



Full-lock high-speed turns proved the safety of the tubeless tyres, which were made even safer by the Chrysler-Plymouth feature—Safety Rim Wheels.

The Cranbrook Sedan used in this test was supplied by the N.S.W. Distributors—

YORK MOTORS PTY. LTD.
101-111 William Street, Sydney.

YCP14.MM

The Tasmanian Rally Championship

Mitchell Newton has joined the Tasmanian Rally Advisory Panel (TRAP) as their Media Representative, as such he has control of the website and it is being regularly updated with all you need to know about the Tasmanian Rally Championship Events, Reports, Regulations and essential CAMS requirements. To keep yourself updated and race ready refer to their Resources and Downloads page: <http://www.tasrally.com.au/resources--downloads.html>

Round One 'Southern Safari' of the 2018 Championship was hosted by the 500 Car Club in Southport Tasmania on Saturday 24th March.

Story from Tim Kulhanek can be found at: <http://www.tasrally.com.au/news/archives/03-2018>, with full results available at: http://www.tasrally.com.au/uploads/1/9/9/6/19964063/lifestyle_builders_southern_safari_provisional_results.pdf

Round Two 'Hellyer Rally' of the 2018 Championship was hosted by the North West Car Club in Smithton on Saturday 9th June. Stories can be found at: <http://www.tasrally.com.au/news/archives/06-2018>, with full results can be found at: http://www.tasrally.com.au/uploads/1/9/9/6/19964063/hellyer_rally_overall_2018.pdf

Round Three of the 2018 Championship was hosted by Rally Tasmania as a part of the returning round of the 'Australian Rally Championship' on 27th - 29th July in Retreat. Stories, videos and full results available online at: <https://www.rallytas.com.au/>

Round Four 'Rocky Cape Rally' of the 2018 Championship was hosted by the North West Car Club in Rocky Cape on 8th September. Story found at: <http://www.tasrally.com.au/news/archives/09-2018>
http://www.tasrally.com.au/uploads/1/9/9/6/19964063/provisional_results_for_rocky_cape_sprint_rally_20180908.pdf

Coming up on October 13th MSCT are hosting the 30th Anniversary Mt Stages Rally. Starting and with service park still based in Mathinna, this year's event will be concluding at St Leonards Village Inn for dinner, drinks and presentations. Entry forms, supplementary regulations and spectator guides can be found online at <http://www.tasrally.com.au/5-mountain-stages.html>.



Not a competitor?

No worries exciting Volunteer Official positions always available and await you!

TRC Round 5 Contacts:

Jase Milner: president@msct.com.au

Online links for becoming a credentialed CAMS Official and online registration of your details can be found at: <https://www.rallytas.com.au/become-a-cams-official.html>