

# Clubtorque

May 2009

The official publication of  
MG Car Club Newcastle



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## boost'ED'

Another month has crept up on me and slapped me in the face - its true the older you get the faster the days pass you.

A few coffees will get the ol' brain working yet after an hour I am still staring through glass at another miserable day, greyscale images everywhere with the usual natural hues vacant for as far as the eye can see. The fact is I'm not in the right mindset to be the Editor, it is going to be a challenge to piece it all together knowing that this is the last opportunity I have before print time - and as usual it is squeezed in amongst other commitment.

Like an old recirculating ball steering system my mind starts to wander and I begin pondering what else I would prefer (or have) to complete in the near future. Naturally there are the "unmentionables" like the household duties, the MX5 is in pieces in the garage, my mate needs help putting his Datsun 1600 SSS's back together, my other friends computer is broken and needs repair, I need to complete a movie clip for my brother, I will be training at work all next week so need to prepare my work schedule, shelving units need to be manufactured for the garage, the back fence needs to gate fixed - the list goes on and I am overwhelmed very quickly so I retreat back to reality and focus on the main task for today as it needs to be finished and at the printers in a few days.

Void of ideas of what to write about this month, I decide to check the inbox to see what my fellow contributors have selected to verbally illustrate. Hmm, there are very slim pickings for articles to publish this month, and whilst we appreciate the support of our advertisers is it feasible to print and post a magazine that has four articles and the rest ad's? I wander where all the Natmeet stories and pictures are? Has my inbox failed? I guess I will have to reschedule my "Mag" time and push it in somewhere later in the week.

Consultation with fellow committee members

reveals that we are all "time poor" so articles haven't been sent - at all - before the deadline. Other comments include that a lot of our members only look for articles that mention themselves or their friends or that a lot of members don't actually read the magazine at all.

This made me contemplate that maybe we have lost contact with our members, through complacency or not understanding what our members would like - is it time to reconsider our communication mediums? Is it time to embrace technology further and utilise our webspace better with more frequently updated sections, picture galleries, interactive sections etc? Should we consider having a Facebook page for our members to link to? Is it time we helped the environment by reducing paper usage - after all we cant really reduce our fossil fuel usage as we all love driving cars. What do YOU think? Please feel free to contact any of your committee members with ideas.

You've all heard Global Financial Crisis, Global Warming, and now Article Drought - this last condition can potentially reduce a hard copy printed club magazine to a Bi-Monthly edition combined with alternate communication methods - or it may cause extinction of the species all together. Please help, your club needs you.

I better get back to the magazine.....

**Brad Smith**

As you can see it is quite easy to write about nothing special and turn it into an article. Every month the same members contribute articles - yet I know we all participate in various activities each month and would love to share their experiences with others. Please, grab your camera and get typing and send your articles and pics in before the deadline - only YOU can prevent the effects of Article Drought.

**Deadline for JUNE Magazine submissions is MONDAY 25 MAY 2009**

(Please email pics separate to article rather than embedded into the article - this allows the pic to be printed)



# WANTED - Volunteer Officials

## To assist at MG Car Club Newcastle Events

We urgently need people to assist the club in the running of events throughout 2009.

**Positions Available:** Secretary or Assistant Secretary, Clerk of Course, Assistant Clerk of Course, Starter, Time Keeper, Flag Marshall

**Events and Dates:**

|             |                  |           |
|-------------|------------------|-----------|
| 31 May      | Ringwood         | Hillclimb |
| 28 June     | Ringwood         | Hillclimb |
| 12 July     | Ringwood         | Hillclimb |
| 1&2 August  | Ringwood         | Hillclimb |
| 6 September | Ringwood         | Hillclimb |
| 5 October   | King Edward Park | Hillclimb |
| 22 November | Ringwood         | Hillclimb |

**Please Contact Gregor Dickinson - [gregord@idl.com.au](mailto:gregord@idl.com.au)**  
if you can assist at any of these events.

*If you want a hard to get part,  
don't call anyone else - try...*

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# Clubtorque

Official Publication of

**MG CAR CLUB NEWCASTLE (MGCCN)**

**"MG's and Motorsport"**

Founded 1955 - PO Box 3062, Hamilton DC NSW 2303

Website address: [www.mgcarclub.com.au](http://www.mgcarclub.com.au)

## Clubrooms

Northcott Park, Cobby Street,  
Birmingham Gardens

## Monthly Meetings

2nd Friday of the month, 7.30pm

## RINGWOOD PARK MOTORSPORT COMPLEX®

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## Membership Inquiries

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Phone 4963 5380

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**Disclaimer:** The views and opinions expressed within Clubtorque are those of the individual or organisation and not necessarily those of the Editor or MG Car Club Newcastle.

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[www.cams.com.au/go/nsw](http://www.cams.com.au/go/nsw)

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Bill Pearson 4955 8505 (h)

## MEMBER'S JACKPOT \$150



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## BE IN IT TO WIN IT

(Financial Club members only eligible)

CLUB NIGHT FRIDAY 8 MAY 2009 - 7.30PM

## MAY 2009 EVENTS DIARY

| DATE      | EVENT  | TIME     | POINTS       |
|-----------|--|----------|--------------|
| 2<br>SAT  | TRI-CHALLENGE RD 1 - HILLCLIMB<br>- Oakburn Park, Tamworth                           | 7.00 am  | TC           |
| 3<br>SUN  | TRI-CHALLENGE RD 2 - SUPERSPRINT<br>- Oakburn Park, Tamworth                         | 7.00 am  | TC           |
| 4<br>MON  | MAGAZINE ASSEMBLY<br>- Clubrooms, Cobby Street, Birmingham Gardens                   | 7.00 pm  | M            |
| 8<br>FRI  | CLUB NIGHT<br>- Clubrooms, Cobby Street, Birmingham Gardens                          | 7.30 pm  | M            |
| 9<br>SAT  | DIRT MOTORKHANA (NAMS)<br>- Awaba WAC  |          | M,C<br>N I/C |
| 13<br>WED | SPEED EVENTS PANEL MEETING<br>- Clubrooms, Cobby Street, Birmingham Gardens          | 8.00 pm  | M            |
| 16<br>SAT | JUNIOR TRAINING DAY<br>- Ringwood Park   | 11.00 am | M            |
| 17<br>SUN | REGISTER RUN TO STROUD<br>- Starting at Clubrooms, Birmingham Gardens                | 8.45 am  | M, R         |
| 20<br>WED | COMMITTEE MEETING – MGCCN<br>- Clubrooms, Cobby Street, Birmingham Gardens           | 7.30 pm  | M            |
| 23<br>SAT | DIRT MOTORKHANA (NAMS)<br>- Ringwood Park  | 8.00 am  | M,C<br>N I/C |
| 24<br>SUN | "Twists and Turns" ROAD TOURING EVENT<br>- Starting at Clubrooms, Birmingham Gardens | 8.30 am  | M,C<br>RT    |
| 25<br>MON | DEADLINE FOR ARTICLES TO THE EDITOR<br>- For June Magazine                           |          |              |
| 30<br>SAT | SOCIAL BUS TRIP<br>- Sydney Airport Tarmac Tour                                      |          |              |
| 31<br>SUN | GARAGE HILLCLIMB<br>- Ringwood Park  | 8.00 am  | M, C         |

**Please contact the respective Panel Representative or John Finch to confirm that an event is still being conducted.**

*You can also view the event calendar at:*  
[www.mgcarclub.com.au](http://www.mgcarclub.com.au)



# JUNE 2009 EVENTS DIARY

| DATE      | EVENT  | TIME     | POINTS       |
|-----------|--|----------|--------------|
| 6<br>SAT  | NATTER NIGHT<br>- TBC  |          | M            |
| 7<br>SUN  | DIRT KHANACROSS (NAMS)<br>- Ringwood Park  |          | M,C<br>N I/C |
| 8<br>MON  | MAGAZINE ASSEMBLY<br>- Clubrooms, Cobby Street, Birmingham Gardens                         | 7.00 pm  | M            |
| 10<br>WED | SPEED EVENTS PANEL MEETING<br>- Clubrooms, Cobby Street, Birmingham Gardens                | 8.00 pm  | M            |
| 12<br>FRI | CLUB NIGHT<br>- Clubrooms, Cobby Street, Birmingham Gardens                                | 7.30 pm  | M            |
| 14<br>SUN | REGISTER RUN - BREAKFAST AT DUCK'S CROSSING<br>- Starting at Clubrooms, Birmingham Gardens |          | M, R         |
| 17<br>WED | COMMITTEE MEETING – MGCCN<br>- Clubrooms, Cobby Street, Birmingham Gardens                 | 7.30 pm  | M            |
| 20<br>SAT | RALLYSPRINT (NAMS)<br>- Awaba WAC  |          | M,C<br>N I/C |
| 21<br>SUN | TAR MOTOKHANA (NAMS)<br>- TBC  |          | M,C          |
| 22<br>MON | DEADLINE FOR ARTICLES TO THE EDITOR<br>- For July Magazine                                 |          | N I/C        |
| 23<br>TUE | KING EDWARD PARK MEETING<br>- Clubrooms, Cobby Street, Birmingham Gardens                  |          | M            |
| 27<br>SAT | JUNIOR TRAINING DAY<br>- Ringwood Park   | 11.00 am | M            |
| 27<br>SAT | "NIGHT OWL" RALLY (AHRG - Geoff Thomas)<br>- TBC   |          | R/T          |
| 28<br>SUN | HILLCLIMB (NAMS)<br>- Ringwood Park  |          | M,C<br>N I/C |

## LEGEND

|     |                     |          |                     |
|-----|---------------------|----------|---------------------|
| C   | Club Championship   | M/K      | Motorkhana          |
| M   | Club Member         | K/C      | Khanacross          |
| R   | Register pointscore | RT       | Road Touring Series |
| N   | NAMS                | N I/C    | NAMS Interclub      |
| T/S | Tar Speed Series    | MG I/CMG | Interclub           |
| D/E | Dirt Event Series   | TC       | Tri-Challenge       |

Please contact the respective Panel Representative or John Finch to confirm that an event is still being conducted.

# INVITATION EVENTS MAY/JUN 2009

| DAY | DATE    | EVENT  |
|-----|---------|--|
| SAT | 2 MAY   | RALLYSPRINT (WAC) - AWABA NSW                      |
| SAT | 23 MAY  | CSCA SUPERSPRINT (JAGUAR CLUB) - EASTERN CREEK NSW |
| SUN | 7 JUNE  | NSW HILLCLIMB CHAMPIONSHIP - GRAFTON NSW           |
| SAT | 14 JUNE | CSCA SUPERSPRINT - ORAN PARK NSW                   |
| SAT | 14 JUNE | STATE MOTORKHANA - AWABA WAC NSW                   |
| SAT | 28 JUNE | STATE KHANACROSS - AWABA WAC NSW                   |

There are many events that you can run in that are not listed above. If you have access to the internet, simply go to the CAMS web site ([www.cams.com.au](http://www.cams.com.au)) then scroll down to the section where each of the states appear and click on "New South Wales", there you will find the most recent version of the NSW Events listings. You may have to then contact the organising club for further details. This can be achieved by phone or in many cases by email. There is no excuse for not competing if you really want to!

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## PRESIDENT'S REPORT



This report is being sent to our editor about as late as it can get. After the National Meeting in Geelong we stopped over in

Melbourne's CBD for a couple of nights and have just arrived home via the Monaro Highway, to Cooma and through Canberra. As you will read from many reports in this magazine the representatives from our club did very well at the National Meeting. As a matter of fact, we ended up in 3rd outright among the 13 attending clubs, behind the host Victoria Club and the all conquering Queenslanders.

The concourse is divided up into classes with 3 categories and each category is judged to have an outright winner, one category being for models after 1980 – that winner was Fran Hodgson in her ZS. It was announced by the presenter at the presentation night of her emotional condition (she had been brought to tears) and it was quite evident to us all when she returned to her seat – Well done Fran!

Phil Redhead took the Early Models' Outright Trophy in the concourse with his TC.

Whilst talking about the concourse, I learnt an important lesson about competition. My theory WAS that with 19 MGF's in the class, Lyall Clarke's F would not be in the final 6, to be fully scored. His car is better than ours, so our car only received a quick polished and had very little other cleaning under and in the engine bay following our November concourse last year. However Lyall's car came 2nd and my MG came 5th and only 10 points (out of a possible 200) away from 3rd place.

**Lesson:** If you are going to do something, do it properly or not at all!!

Paul Fraser won the junior award, Darren Hodgson was the highest placed club member in the Hillclimb in his MGF Special (2nd) and Andy Peters was highest finisher (5th) in the Motorkhana.

Newcastle competitors came home with a bag of trophies. **The results of the 2009 MG National Meeting can be found on the Victorian club's website.**

During the National Meeting I was speaking to a gentleman who was the Secretary of the Geelong Club. I was surprised how up to date he was with happenings in Newcastle, just goes to show how things are noticed by other Australian MG clubs.

With our property development things certainly change week by week. The committee authorised the "noise study" to happen, we check to see how things are going – noise studies cannot be done during school holidays, it can all be very frustrating. As things change we will try to keep you informed through the magazine, our website or at club functions.

Remember, support the supporters who support your sport.

**John Collins**





## SECRETARY'S REPORT

Preparation for the National Meeting in Geelong is in progress.....not sure if I am on target but I am trying.....I am

having a few extra days in Victoria before coming back home.

Some information I found in an original sales brochure for MGB's

**SUPERLATIVE in value.** 'Superlative' is a word to use with discretion. The 'MGB' meets the challenge with complete confidence. Its forerunner—the 'MGA 1600'—created a record unique in sports-car history with a production of over 100,000. The 'MGB' transcends its redoubtable predecessor in every way. It is built to do so. It has more power, more vivid acceleration, more brisk performance through the gears—consequently more safety; it has more room, more comfort, a superior ride, and more refinements. These advances on a predecessor which itself achieved record success are an impressive indication of the unbeatable value in the 'MGB'. The sports-car connoisseur will find in this car all that he has been looking for.

**POWER in HAND** *First* emphasis is on performance. Acceleration in the 'MGB' is of a very high order. It is of a calibre that alone makes overtaking really safe—with an assurance of ample power in hand at all times. The surge of power comes from a high-performance 1798-c.c. four-cylinder o.h.v. unit with twin S.U. carburettors. The valves are push-rod-operated by a three-bearing camshaft with an automatic timing chain tensioner. Solid-skirt aluminium-alloy pistons with a scraper and three compression rings, a three-bearing counterbalanced crankshaft with lead-indium bearings, and pressurized cooling are some of the many features of this powerful, smooth-running unit. Capacity 1798 c.c. Bore 80-26 mm. (3-16 in.). Stroke 88-9 mm. (3-5 in.). B.H.P. 94 at 5,500 r.p.m. (standard). Maximum torque 107 lb. ft. at 3,500 r.p.m. Compression ratios 8-8 : 1 (U.K.) and 8 : 1 or 8-8 : 1 according to overseas requirements.

**IN PERFORMANCE** The clutch and gearbox add their own quota of high efficiency to the high performance of the power unit. The drive is transmitted through a dry single-plate clutch with hydraulic actuation to a close-ratio four-speed gearbox with synchromesh on top, third, and second gears. The overall gear ratios are—first 14.21, second 8.65, third 5.37, top 3.90, and reverse 18.58 : 1. The box is a delight in itself and the remote control is beautifully positioned—here, at the drop of a hand, is the gear lever to take you quickly through the smooth changes with the fast performance that distinguishes the SUPERLATIVE 'MGB'.

**Lovely to Handle** A great feature of the 'MGB' is that its liveliness and acceleration are accompanied by the best of good manners. It behaves delightfully and is lovely to handle. Its responsive and immediate obedience to the driver's demand is in the finest M.G. tradition. This—as M.G. owners the world over testify with enthusiasm—means an unrivalled combination of 'Safety Fast' features. First, the sports performance and acceleration so finely expressed in the 'MGB'. Second, the M.G. braking which gives the car a sure, firm, straight-line stop. Third, firm road-holding, stable cornering, and a true and positive ride that is traditionally and typically M.G. Fourth, the most pleasing steering one could wish to have. All these 'Safety Fast' features are seen to their best advantage in the MGB

**IN ROAD HOLDING** Important contributors to the road-holding properties of the 'MGB' are its chassisless construction, low centre of gravity, wide track, and long wheelbase. Strength through unit construction brings with it the additional advantage of lightness, and consequently more favourable power-to-weight ratio and more effective performance. Independent front-wheel suspension further enhances the comfort of the ride and drive. Disc brakes on the front wheels assure smoothness of operation without brake fade. Rack and pinion steering gives, in true M.G. fashion, a delightful touch to this important aspect of driving. Quite apart from their individual merit, it is the *combination* of such features that makes the 'MGB' an unusually delightful car to handle.

# SECRETARY'S REPORT

**Safety fast! Features that have ALL the answers**

## BRAKING

Disc brakes on the front wheels ensure powerful, straight-line braking at all times. The braking system is Lockheed hydraulic, employing self-adjusting 10 3/4 in. (27.3 cm.) diameter disc brakes, and 10 in. (25.4 cm.) diameter drums at the rear. A powerful ratchet hand brake conveniently placed between the bucket seats operates the rear brake-shoes.

**STEERING** Firm, light, and positive steering gives finger-tip control at all speeds. Correct camber and castor based on long experience are features of the 'MGB'. Direct rack and pinion is used (2.9 turns from lock to lock), giving a turning circle of 32 feet. A sprung steering-wheel of large diameter allows the 'Safety Fast' driver an exceptionally clear view of the instrument panel.

## INDEPENDENT FRONT SUSPENSION

Even under the toughest rally or race-type conditions the independent front suspension provides a remarkably stable and controlled ride. Hydraulically damped coil springs and wishbone links are employed.

The brochure has lots more information and I will include more of the details at a latter time.....stay tuned into our club magazine.

Enjoy your motoring

**Andy Peters**



**SUPERLATIVE** in value. 'Superlative' is a word to use with discretion. The 'MGB' meets the challenge with complete confidence. Its forerunner—the 'MGA 1500'—created a record unique in sports-car history with a production of over 100,000. The 'MGB' transcends its redoubtable predecessor in every way. It is built to do so. It has more power, more vivid acceleration, more brisk performance through the gears—consequently more safety; it has more room, more comfort, a superior ride, and more refinements. These advances on a predecessor which itself achieved record success are an impressive indication of the unbeatable value in the 'MGB'. The sports-car connoisseur will find in this car all that he has been looking for.

# TWISTS AND TURNS TO URNG RUN

**24th May 2009**

**Basic ingredients:** A drive with mates, toss in a little basic navigation, add some observation questions, and stir in a bunch of laughs.

I invite you to come along for the social, or come to compete. Take a relaxed approach or play for sheep stations. Whatever your intent I guarantee you'll have a great day that you will be talking about for weeks after the event.

Touring runs are arguably the most social competition event you will ever participate in. With sports car friendly roads you would not often, if ever drive on, and the odd trick question to keep you on you toes. But with out a doubt the best part is at the finish line where you can listen to the stories of what went wrong and the question that got away.

Mark it on your calendar, and I look forward to seeing you at the start line.

**Start:** MGCC(N) Clubrooms Cobby St Birmingham Gardens  
*Scrutineering/documentation 8:30-9:30AM, for First car away @10AM*

**Cost:** \$35

**Prizes:** MGCC(N) Regalia.

Rather than fill the display cabinet with another dust collector, come and win yourself something you can ware at the next event, be it social or competition.

Driver must have:  
CAMS 2NS licence minimum.

**For more details, contact me:**

**Kenneth Atkins**  
 (Event Makehappener)

**Phone:** 0405 160 559  
**Email:** [mgccnewcastle@gmail.com](mailto:mgccnewcastle@gmail.com)



## PHILLIP ISLAND HISTORICS

John Kierath

Every March, Phillip Island Circuit in Victoria hosts the biggest and best historic car meeting in Australia.

This year was no different with 564 entries accepted, with many missing out. Kevin Lewis of Triple R Racing at Medowie, has recently finished restoring a 1982 Cheetah Formula 2 racing car for Edward Gavin of Sydney.

He has also restored to immaculate condition a 1973 Cheetah Formula 3 racing car for me. Seeing that neither Edward, Kevin or myself had ever run at Phillip Island before we decided to make the pilgrimage this year.

Kevin chose out his collection a 1985 Cheetah Formula 2 Mark 8, similar to Ed Gavin's, which was not fully restored to race there, and preparations included building a new Golf motor with 4 weeks to go.

We located a new 3 bedroom house only 10 minutes from the circuit on the internet and rented it for a week. It proved to be a good choice and everything was supplied including fresh food.

Kevin and his wife Louise drove his truck and big trailer down while Ed and his wife towed their own car down, whilst I flew. Once there we erected the big annexe along side the truck and left it set up at the track for 3 days whilst we ran around in a hire car.

Imagine 564 people trying to get all their paperwork done and their cars scrutineered before 9am on the Friday (the circuit was hired out to someone else on the Thursday) as well as setting up their cars and trailers which was a total shambles. Somehow with a lot of officials and minimal scrutineering it was all done and we had 2 practice sessions that day. Ed was pretty quick in his Cheetah Mark 8. Kevin and I struggled to come to grips with the fast circuit resulting in me having a spin at over 200 k's with no damage.

Saturday and Sunday we had 2 races each scheduled, but the famous Phillip Island

weather came into play, and this caused havoc with the packed program due to intermittent rain squalls, causing several races to be cancelled or red flagged. Sometimes we started on slicks and ended up in the rain, or visa versa.

On Saturday night there was a hurricane and several marques ended up in Bass Strait, after causing damage to the cars inside. We feared for the worse for our own 20ft wide annexe, but adjoining transporters sheltered us and our cars stayed dry.

I spoke to Newcastle regulars, Garry Marshall and Bob Blayden who were running their MGB's in regularity, also to Brian Sampson who at 74 is still racing Formula Ford's and who was the first owner of my car in 1973,

Overall, a wonderful fast circuit built in the wrong place but with a great history which you can see in the museum overlooking the track. Phillip Island is about 20 x 10 kls and is accessed by bridge about 2 hours south of Melbourne. It is a holiday resort with quite a few things to see besides the famous penguins, so it is worth staying a few extra days.

Kevin and Ed had 3 ex formula 1 cars in their races, a turbo Ferrari, a Beatrice Lola ex Alan Jones, and a Benneton. There was even a 1988 Sauber Mercedes which had the record for the fastest car at Le Mans with a top speed of 407 km per hour. There were Cooper's Lotus's, and Brabham's by the score, also big Porsche's which are usually sent out by the Porsche Museum in Stuttgart.

I was standing alongside British racing legend Sir John Whitmore at the drivers briefing. He was driving a local Lotus Cortina and an Elite.

I can now put another tick on my bucket list, and I have never run at Sandown, so maybe between Kevin Lewis and Kevin Rudd's handout I might make it there as well, before I am unable to pass my bi-annual medical for my licence.



## SPEED EVENTS

Some of you may have noticed on NBN News recently (Thursday, 16th April), a report on some of our long time Club

Members setting off to Targa Tasmania. The interview was mostly directed at Natalie Horn (and her Navigator, Melinda Saxby) and her father, Phil Horn. Natalie spectated with her family at last year's Targa, supporting Darryl and Glynn Elliott in their Celica. As she said "There was no way I wasn't going this year". Natalie (aged 20) has been competing since she started in motorkhanas as a 12 year-old, going on to win the Club's Junior Championship (2002), Class and Ladies Classes in Club and State Hillclimb Championships. For the last 2-3 years, Natalie has been Circuit Racing at Wakefield Park in C.S.C.A. and All British Events in an MGB. As she said in the news report, just to finish will be good but ... "I would love to beat Dad at least once, just to rub his face in it!"

The "girls" started planning and raising sponsorship money nearly a year ago and have been quite successful, although when asked how much she was spending, Natalie replied "Not a lot. That's what Dads are for."

The girls' car (a 1973 Ford Escort Mk1, 2 litre) has been in the Horn family for 25 years, originally being built for Group G Rallying. Dad (Phil) then did State Hillclimbs in Sports Sedans (holding a 32.16 record at Ringwood for nearly 15 years!) winning the Class 1987, '88 and '89. At Natalie's request, it was pulled apart, seam welded, rebuilt, resprayed and modified extensively with fibreglass bonnet, boot lid, guards, lexan glass, fully

adjustable suspension, quick rack, 5-link rear axle and 4 wheel discs.

The motor breathes through 48mm Dellortos and drives through a 5 speed close ratio Getrag gearbox and 3.9 LSD. Not only has Phil built or re-built the Escort for the ladies, but he has also prepared a Sigma Scorpion for himself and navigator Peter Avery, with similar modifications (basically everything but the tail lights and door handles, Natalie reckons!) including a 2.8 litre motor.

The two teams are supported by both the Horn and Avery families plus other friends driving support vehicles, towing trailers etc., and acting as service crews.

They have some local "major" sponsors; GWH Group, Hunter Optical Specialists, Singleton Exhausts Centre, 4WD Solutions, Commercial Windows, Rutherford Mufflers & Suspension and Brad Lantry Plumbing, as well as many hours of assistance from a small band of M.G.C.C. members and friends - Good luck Guys!

At the April Speed Events Panel Meeting (which is open to all members, by the way) some concerns were expressed regarding the incorrect Supp. Regs issued by Tamworth Sporting Car Club for the twin Tri-Challenge events. More concern was noted about the cost (\$110). The fact that the Tri-Challenge Series is kept to 4 events, multi-club only, and with Ringwood entries around the \$65 area, has given me, the organiser quite a few phone calls. As it has been pointed out – a husband & wife "Team" both entering, fuel, food and motels for two nights would have to spend \$1,000 for two Club Events. It is disappointing that some 'regulars' have found this too much – I have to agree, and have mentioned our concerns to the Tamworth Sporting Car Club's President, Matt Halpin.



## SPEED EVENTS

Maybe the Club will realise that the Series has some stiff competition – for example, C.S.C.A. Supersprints – all day at Wakefield Park or Oran Park for \$110. It certainly made me think about entering Elizabeth & myself after having paid almost the same for three days at the Australian Hillclimb Championship at Bathurst! By the time this Magazine is out, we will have run the first two rounds of the Tri-Challenge and will be looking forward to the next round at Kempsey. Don't forget the novelty "Garage" Hillclimb coming up on 31st May. This event will test our braking skills with a "garage" situated before the entry to the 'loop'. Editor Brad

Smith has organised the timing and I believe, a starting light – should be fun!

*Peter Robinson*



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## RALLY REPORT

**Tyre Wall:** Over Easter some of the Redline Team put in a tyre wall on Ringwood Park's dirt track #1, dividing what last year

used to be the top motorkhana area. It adds to the definition of the top khanacross track but will really be needed for our Rallysprint in August when cars will run in opposite directions through that spot. Openings (easily closed of later in the year), have been left for khanacross so we can still do the popular loops on that event.

Instead of scrounging around the property trying to yet again dig out half buried and mud filled twenty year old tyres to make this wall, "new" used ones were bought in. We also settled on today's most common 205 x 65 x 15 size This was done because a) most of the old usable tyres on the property have already been re-positioned around our gravel tracks b) a standard size was used because (unlike the really old ones), they'll be suitable to be re-cycled one more time if our club tar circuit goes ahead.

CAMS requires tyres in barriers at licensed speed event tracks to be wired, bolted, or chained together – and this requires one size. A much neater tyre wall is also produced. Until now a few club members have used Ringwood as their de facto tyre dump, with 4WD, truck rubber, racing slicks and some even on rusting steel rims left at our grounds. These are no longer welcome.

**State K/X:** It's great to see ten or so local NAMS dirt drivers intent on chasing class wins in the state khanacross series in 2009. Having been one of the few Newcastle

drivers doing this in recent years, I find it very encouraging because I know our area has some highly capable khanacross competitors. This is probably a direct result of the fact that MGCCN and WAC hold more dirt events than any other clubs in NSW, and because our meetings are very well run and our track facilities unsurpassed. I'm also extremely pleased because the majority of the local guys who now have a State khanacross class title as their goal are young guns who have never done this before. They've realized with determination plus a plan of attack that success is a very real possibility for them.

Running in events outside Newcastle will broaden their experience and build their racing abilities, even if they don't win. The benefits of this will also flow back into our clubs in future years through their wider knowledge as club members, especially if any go on to serve as committee members or event officials. My prediction is that by year's end we're going to have a fair whack of dusty silver coming north.

**One Make Series:** Forget the ones you see on the telly – we've got our own local equivalents going on in NAMS! The compact sized '86-'89 Nissan Skyline R31 runs a great EFI six that gets it sideways in dirt rwd drifts. 710 Datsun 1600's were the classic club car but are too scarce now. But R31's are cheap, readily available and inexpensive to incorporate go fast bits into from various models. Three guys from Hytech Parts Plus got one, then three drivers from Japarts got another going, to be followed by Paul from Hytech last month in a third car. Kevin of Pryce Engines has just bought a fourth one that'll run another two drivers (rumour has it there may be one out of John Collins Dyno in the near

## RALLY REPORT

future - Ed). The boys have even cleaned up a rocker cover for their own "Skyline Trophy Cup". Seriously!

NAMS might have to make a separate R31 class if any more turn up, although the growing ranks of Honda boys would probably have something to say about that, with three more hitting the dirt this month. And yes, there is already a watchful sense of competition developing between those two brands. When one make beats the other you certainly hear about it in the pits at day's end. The FWD vs RWD K/X Challenge!

Those ridiculously expensive and mega competitive forms of motor sport that get all the publicity are way beyond most of us. But if you want fantastically enjoyable, fun, exhilarating, budget motor sport where laughing with and at your mates, and still being home in time to watch the footy is guaranteed on any Sunday – here it is!



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## FROM THE PUBLICITY DESK

This month I have been engaged in Nat meet so don't have a lot to contribute - except I did receive the email below from one of our club sponsors. Please support the event if you can.

Keep your tyres hot - ***Rick Vincent***

# Fundraising Night for Malcolm Rees Prince

“Mal”

Date: **23rd of May 2009 at 6.30pm.**  
Venue: **Newcastle Panthers Workers Club**  
Organiser : **AD'Z Towing & Raymond Terrace 4WD Club**

Friends & Family will be holding a Fundraising night at Newcastle Panthers Workers Club for the late Malcolm Rees Prince “Mal” who was sadly taken from us on 21st of July 2008.

There is going to be a live band , Raffles & an Auction. Also included is a 2 Course meal. Tickets are on sale now \$80.00 per person

If you would like to contribute anything for the night please call us on 0410 061 083 or email us at [adztowing@hotmail.com](mailto:adztowing@hotmail.com)

To donate money to Mal's Family the account details are:

Name: Mal's Benefit Night  
BSB: 012 821  
Acc Number: 253861642

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# YOUNG DRIVER DEVELOPMENT COURSE – May 16

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Driving instruction is on a one-on-one basis, with instructors approved by the Confederation of Australian Motor Sport (CAMS). It is preferred that participants have some driving experience in sprint karts, motorkhanas, khanacross or RTA learners permit.

Pupils under 18 years of age will require a parent or guardian to sign the entry form to give permission.

- A scrutineering (safety check) will be carried out on all training vehicles 30 min before the advertised start. Please make sure your vehicle is in a road worthy and safe condition.

- Your car can be a road registered or unregistered vehicle, single seat competition vehicles are not allowed.
- Safety apparel required is neck to ankle cotton-based clothing with long sleeves. A helmet and flat thin sole shoes are preferred.
- Drivers of open top sports cars must wear gloves and goggles or a helmet with visor.
- Cars should also be equipped with a fire extinguisher, bonnet strap and seat belts in good condition.
- Entry for junior members of the MG Car Club Newcastle is Free.
- Entry for junior members of other car clubs is \$11 dollars. Why not join the MG Car Club Newcastle and gain the free entry.
- Minimum license requirement is a CAMS L1 (come and try) license at \$25 dollars.
- 12 month license will be available on the day.

**MARK YOUR DIARIES FOR THE NEXT DRIVER DEVELOPMENT COURSE  
SATURDAY 16th May.**

**Starting time will be 11.00 am.**

**Other dates for 2009  
SAT 27th June and SAT 21st Nov  
Starting time will be 11.00 am.**

**For further information phone Greg Hunter 0412 493 711**

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## REGISTER NEWS

The MG National Meeting is over for another year. Well done to all who traveled to Geelong, including Ross Taylor who was a late entry, driving his MGTC all the way. Some others towed in climate controlled comfort, sat.nav. et al.

We had two entries in our own “hard luck” stories for the weekend. The Sempken’s both managed to have a couple of runs at the Hillclimb on Sunday before a wayward ‘rock’ got in the way and Grahame busted the steering and almost all the panels on the car which put he and Marea out of anymore competition. However he finally repaired enough damage to drive the car home.

The Frazer’s also had car trouble with both the “A” and “B”. On the way to Mt. Leura Hillclimb, a wheel came off the A being driven by Andrew – well done to pull up without further damage. However the scrutineers wouldn’t let them run at a speed event. During the day the “B” developed problems so that it couldn’t compete at the Motorkhana on the Monday. Therefore, Bruce, Andrew, Michael and John drove the “B” at the Hillclimb and all including Paul drove the “A” at the Motorkhana. Well done little cars. In the process Paul won the Junior Trophy.

Another busy month coming up, but we managed to fit in a Register Run on Sunday 17th May. This will be to “Terra Cottage” Gallery and café at Scone. Leave the club rooms at Birmingham Gardens at 8.45am and morning tea will consist of a

selection of cakes, scones with jam and cream with self serve tea or coffee for \$6.60per head for a group of 12 or more. They have asked for approx. numbers a week in advance, so I’d appreciate a call (49584941) if you would care to join us. The usual register run directional mayhem will probably occur, but we will end up at Stroud. (For those unable to make the club rooms, go past the Ringwood turnoff heading north from Raymond Terrace. Turn left onto Bucketts Way and continue for approx 28 kms – the address is 17 Bucketts Way, on the left, 1 km north of the Stroud Post Office). The Gallery has a variety of giftware, clothing, jewellery, fragrances, collectibles, artworks etc.

As there is not a natter night on the calendar for May, we are having a ‘reminisce’ of the Geelong Nat. Meet. (where some ideas for our own Nat. Meet. were gleaned), this will be at our home at 29 First Street, Boolaroo on 16th May from 7pm onwards. Everyone welcome.

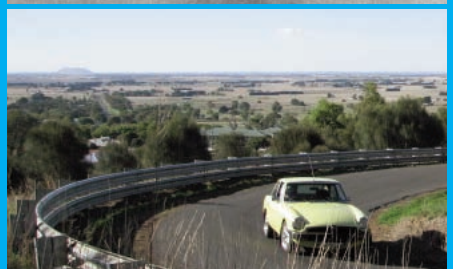
On a sad note, on behalf of Lesley, myself and the girls may I offer our condolences to Fran and Darren Hodson and family on the death of her Father, Kevin Viper.

We also mourn the passing of our Dungog representative Bert Ledger who passed away over Easter.

“B” seeing you,

**David Walker**

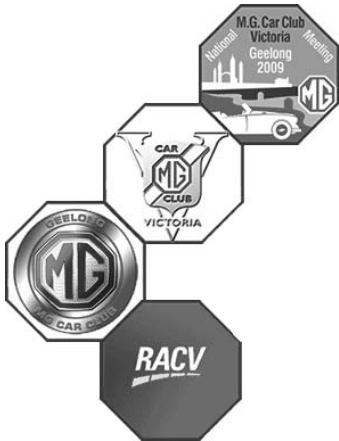
MG NATMEET 2009 - GEELONG VICTORIA







Pics - Darren Hodgson



# Nat Meet 2009

## Geelong 10th – 14th April 2009

Another Nat Meet is over. The trip to Victoria was long but worth it, although there may be a club member or two who would have a different perspective. However, I have the biggest trophy I have ever seen proudly displayed on my dinning room table!

Like all Nat Meets there were highs and lows over the weekend.

There were a couple of long days for those of us in the early morning sessions on both competition days – particularly the Mt Leura Hillclimb which was 1.5 hrs drive from Geelong at a 5.30am start! And how about

that fog! But I get ahead of myself.

We lingered too long **at Registration** – not the actual act of registration – that ran like clockwork – no, the socializing with friends not seen for 12 months ate into car cleaning time – especially as the Hodgson's had 2 cars to prepare.

Darren did succeed in getting his Trophy Cup F in action and his first official drive was from the Caravan Park to registration – at least it went and looked very smart with it's new electric blue paint work with white stripes.

**At the Noggin n Natter**, Mike Cole was our only entry again in the Rocker Cover Races and unfortunately was wiped off the track by the opposition car. It would be good to see a few more members prepare "racers". The use of the big screen worked very well for viewing that didn't interrupt the nattering!

**The Concours** was in a local park and just proved how dry the region is. (Sheep on the hills on the Freeway looked like they were eating dirt.)

I had submitted my name to help with the Judging – but when my name didn't appear on the list of judges at Registration, I promptly paid my money to board the shopping bus to the Factory Outlet Stores. My daughter Belinda and her friend were already booked in. And contrary to what you are thinking about cramping the teenagers style, Belinda knows the value of Mum coming shopping – or at least Mum's credit card coming



shopping. Perhaps I should spend less time at the actual concours because the beautiful red ZS came first in class and made it into the winners circle for the outright judging.

For the uninitiated, the Outright Judging is split into 3 groups, because it was decided years ago that to judge a pre war car against one from 1980 was just too difficult.

Now that there are even newer cars, so the split goes:

Pre MGA; Post TF – pre 1980, Modern Cars 1980 onwards. Phil Redhead was pleased but surprised to have the TC back in the winner's circle as it is an older restoration job (but still beautifully presented).

Several other members were rewarded with places, Lyall Clarke with 2nd in class behind the very fine (and certainly not Hillclimbed on a regular basis) MGF of Eric & Dawn Hayes from NSW Club. This F has taken out the Outright Modern Concource trophy 6 times in a row.

**The theme night** was masquerade and a great hoot. There were no prizes given out but you could find Newcastle members throughout the hall, by following the chequered flags and bright vests. Some of us had to retire early due to the early start the next day.

**Mt Leura Hillclimb** is an interesting public road, closed for the day (like we do to KEP). We had 3 official runs, which were over quite quickly just when you felt that you had sorted out that elusive corners and could benefit from that 4th run!

Darren was very happy with his run in the Blue Beastie. He ended the day with a 1st in the Specials class and a 2nd outright – (with just a tad of disappointment given that he was only 0.19 secs behind Ken Price and his Super Special. Ken also ran 2 cars on the day and has driven many laps up the hill.)

James Pearson took out the Z cars class with my time just less than 2 seconds behind him to try to keep him honest.

Not such a good day for the Semken F as on his second run, Graeme came too close to the rock wall in turn 3, ending his and Marea's day. (They had also had trouble in Launceston at the last Nat Meet they went too and Marea is now wondering whether Nat Meets are a bad omen for them)

The Frasers also had troubles multiplied upon them. First the knock on from the A stripped a thread and the wheel sailed past them on the way up to Mt Leura. A new knock on was located but the scrutineers weren't happy to pass the A. They boys were given permission to unofficially run the extra competitors in the BGT just so they could have a go at the Hill. The BGT was later found to have sheared an engine mount and didn't compete in the Motorkhana the next day. Bruce had better luck with the Motorkhana scrutineers and peddled the car hard to a 1st in class and Paul to the fastest Junior trophy.

The Z cars all had shocker first runs (not just our members but most of the cars) and it looked like Bill Fleming (ZTV8 Auto) would win by default. However James calmed down his usual enthusiastic style to notch up some clean runs and took out 1st in class. The events were really much more beneficial for smaller cars and the Midget special of Gavin McHugh (Vic) proved superior overall. Darren almost wiped out the official tent at one event when the hand brake didn't quite take hold on a left hand spin. I hear the officials were not happy after this! Andy Peters, John Collins & Mike Cole also took out their class wins.

**The Nuffield Trophy** which is taken on average of Concours and Motorkhana points (for specific member numbers) and a trophy that we actually have a chance of winning was a close fought affair with Newcastle taking out 2nd place behind Queensland.

Qld: 13.33      N'cle: 12.00      Victoria: 11.70      Geelong: 8.40      NSW: 8.3

**The Wratten Trophy** saw us also perform very well coming in 3rd behind QLD & VIC.

Qld: 1611.44      Vic: 1169.22      N'cle: 826.73      NSW: 507.87      SA: 260.39

Geelong: 220

I have detailed the full results of our members in the table following.

Thanks to great organisation and cooperation from the Victorian and Geelong Clubs for the weekend. We had a great time.

Now I have a perpetual trophy (I seemed to have forgotten to mention that the beautiful ZS won the Outright Concours Trophy for the Modern Cars post 1980!), seems like I'll have to make the journey to **Adelaide next year**. I will write more about Adelaide in the next Magazine, but thanks to Lesley Walker being quick off the mark, we have booked some rooms in a Motel close to the events. The theme is Pirates of Abingdon!

**So please think about coming to Adelaide in 2010.**

We are hosting in 2011 and we will need enthusiastic members in Adelaide to promote the event.

We held our 2nd organising committee meeting on 29th April. If you are keen to be involved please contact David Walker (Register Captain) or Dennis Tynan (Committee Chairperson ) for details of the next meeting.

Cheers

***Fran Hodgson***



# 2009 MGCCn Nat Meet Results

| Class / Car     | Member             | Concours | Hillclimb | Motorkhana     | Observation Run |
|-----------------|--------------------|----------|-----------|----------------|-----------------|
| TC              | Phil Redhead       | 1st      |           | 3rd            | 2nd             |
|                 | Marta Redhead      |          |           | 4th            | 2nd             |
|                 | Ross Taylor        | =7th     |           |                |                 |
| MGA             | Bruce Fraser       | =7th     |           | 1st            |                 |
|                 | Andrew Fraser      |          |           | 4th            |                 |
|                 | Paul Fraser        |          |           | 14th (1st Jnr) |                 |
|                 | Antoinette Redhead |          |           | 10th           | 2nd             |
| MGB Mk 1        | David Walker       | =7th     | 3rd       | 2nd            |                 |
| MGB BL          | Andy Peters        | 5th      | 2nd       | 1st            |                 |
| MGB Rubber Bump | Mike Cole          | 4th      | 2nd       | 1st            |                 |
| BGT BL & Later  | Jeff Newey         | 6th      | 4th       | 7th            |                 |
|                 | Bryn Baverstock    | =7th     | 2nd       | 4th            |                 |
| BGT             |                    |          |           |                |                 |
| Rubb bump       | John Fraser        | 3rd      | 1st       | DNS            |                 |
|                 | Michael Fraser     |          | 3rd       | DNS            |                 |
| Midget          | Doug Rae           | =7th     | DNS       | 13th           |                 |
|                 | Dale Powell        | = 7th    | 10th      | 10th           |                 |
| MG Specials     | Darren Hodgson     | 7th      | 1st       | 2nd            |                 |
| MGF             | Lyall Clarke       | 2nd      | 5th       | 2nd            |                 |
|                 | John Collins       | 5th      | 1st       | 1st            |                 |
|                 | Marea Semken       | =6th     | 9th       | DNS            |                 |
|                 | Graeme Semken      |          | 6th       | DNS            |                 |
|                 | Darval Thomas      | =6th     | 4th       | DNS            |                 |
|                 | Sue Thomas         |          | 7th       | 7th            |                 |
|                 | Rick Vincent       |          | 2nd       | DNS            |                 |
|                 |                    |          |           |                |                 |
| Z Class         | Fran Hodgson       | 1st      | 2nd       | 4th            |                 |
|                 | David Walker       | 5th      |           |                |                 |
|                 | James Pearson      | =7th     | 1st       | 1st            |                 |

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## SOCIAL NEWS



A good number of members attended the April Club Night. A cheque for \$500 from proceeds made at the 2008 King Edward Park Hillclimb was presented to the Leukaemia Foundation's representative Elizabeth.

Magazine Assembly at club night was a busy time for those assisting and it was completed in record time. The Magazine Assembly was held early due to many club members participating in the MG National meeting at Geelong over the Easter Weekend.

The lucky number draw had no winner on the night and now stands at \$150.

Next Club Night will be held on Friday 8th May 2009 starting time 7.30pm. I'm sure this will be a good catch up time for members to share their efforts and experiences at the MG National Meeting.

During the MG National Meeting in Geelong over the Easter Weekend it was great to finally travel along the Great Ocean Road. Even though many pictures have been taken of this breathtaking scenery it is a wonderful experience to visit Lorne, see the 12 Apostles, Bay of Islands and finally Port Fairy, a very tranquil,

historical town. On the way back to Geelong there was a stop at the Mount Leura Hillclimb to see the last of the MG's taking off, though not a good venue for spectators.

After talking to Jan and Lyall Clarke, we visited Barwon Heads ( where the ABC "Sea Change" series was made) and only 20 minutes from Geelong ,it turned out to be another beautiful part of Victoria to enjoy on a glorious sunny day.

### **ANNUAL BUS TRIP –** **SYDNEY AIRPORT TARMAC TOUR** **SATURDAY 30th MAY 2009**

We have been lucky this year to secure a booking for a tour of Sydney Airport to WATCH FLIGHTS, HEAR PILOTS TALK TO THE TOWER, VIEW HANGARS AND ACCESS RESTRICTED AREAS.

Cost is \$69 per person which includes bus fare, morning tea and tour of Sydney Airport.

Please advise as soon as possible if you are available for this tour, a \$25 deposit is required to be paid.

*Rose Cogger*

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## CAPTAIN'S CORNER

You have to love April.

This month is always a great one for the motor sporting Championships. With the MG National meeting, providing the perfect opportunity for MG owners to make their mark on the outright championships.

Lets take a look at the action unfolded.....(Point score current to 20/04/09)

### Members Point Score

| Surname   | First Name | Club Member Points | Position |
|-----------|------------|--------------------|----------|
| COLLINS   | JOHN       | 39                 | 1        |
| DICKINSON | GREG       | 38                 | 2        |
| PETERS    | ANDREW     | 38                 | 2        |
| RAE       | DOUGLAS    | 32                 | 4        |
| WALKER    | DAVID      | 28                 | 5        |
| COGGER    | ROSALIE    | 26                 | 6        |
| COLE      | MIKE       | 26                 | 6        |
| ROACH     | MALCOLM    | 24                 | 8        |
| FINCH     | JOHN       | 22                 | 9        |
| VINCENT   | RICK       | 22                 | 9        |

Fortunately and unfortunately the Membership point score has seen little change.

In fact the top 10 names have not changed at all just a bit of an order shuffle. If I look even further down the list into the top 20, it is all the same names. Committee Members, Event organizers, and the same working bee army.

### **What does this mean?**

**Fortunately** MGCC Newcastle has a committed group of members to keep the club alive.

**Unfortunately** when these members decide "I need to take some me time", the club will have to scramble to keep events happening, and keep facilities maintained.

If I look back past the top 20, the member points drop off to points accumulated for competing. Don't get me wrong this is an excellent sign, it shows that MGCCN as a member base who is actively representing the club at competition events.

I throw the request out there to all those who compete at any event..... come to a working bee, or a magazine assembly, and lend a hand. Even just helping out once makes a magazine assembly go quicker or 2 extra jobs get ticked of the list of things to do at a working bee.

Oh and don't wait till the Mattara Hillclimb to help out. While many volunteers are required to ensure that event happens, helping out there is expected anyway, and if you want preference when it comes to getting a run, its advised.

### Outright Club Championship

| Surname    | First Name | Total Championship Points | From Best "x" no of events |
|------------|------------|---------------------------|----------------------------|
| NEWAY      | JEFF       | 66                        | 5                          |
| CLARKE     | LYALL      | 63                        | 5                          |
| PETERS     | ANDY       | 57                        | 5                          |
| BAVERSTOCK | BRYN       | 42                        | 4                          |
| COLLINS    | JOHN       | 42                        | 3                          |
| THOMAS     | DARVAL     | 41                        | 4                          |
| VINCENT    | RICK       | 41                        | 3                          |
| COLE       | MIKE       | 39                        | 4                          |
| POWELL     | DALE       | 34.5                      | 3                          |



# CAPTAIN'S CORNER

|         |        |    |   |
|---------|--------|----|---|
| PEARSON | JAMES  | 34 | 3 |
| WALKER  | DAVID  | 34 | 3 |
| HODGSON | DARREN | 33 | 3 |
| COTTON  | RYAN   | 32 | 2 |
| PEARSON | BILL   | 31 | 3 |
| CLEMENS | TOM    | 29 | 2 |

I love it. We now see the MG competitors take charge of the outright leader board. There are plenty of names it the mix who could stick at it, and claim the Outright Championship at the drop of the checkered flag.

Some suggest that the MG Nation Meeting is an unfair advantage to the MG owners. I don't own an MG, and I say it adds some competition to the mix. There are 19 events not including the National Meeting. Only the best 12 count..... No advantage gained. Happy Days.

## Junior Championship

| Surname | First Name | Total Championship Points | From Best "x" no of events |
|---------|------------|---------------------------|----------------------------|
| HALL    | BENJAMIN   | 32                        | 3                          |
| GRANT   | DYLAN      | 26                        | 2                          |
| BROMLEY | LUKE       | 14                        | 1                          |
| FRASER  | PAUL       | 11                        | 1                          |
| HAMMOND | KEITH      | 11                        | 1                          |
| ROACH   | ASHLEY     | 11                        | 1                          |
| GRANT   | BEAU       | 10                        | 1                          |

Small shuffle to the Junior Championship with Benjamin taking the lead from Dylan, and we welcome Paul Fraser to the Junior leader board.

This Championship would have to be my favorite. New blood to the Motor sporting scene, and a friendly rivalry that results in a healthily contested championship.

## Ladies Championship

| Surname  | First Name | Total Championship Points | From Best "x" no of events |
|----------|------------|---------------------------|----------------------------|
| THOMAS   | SUSAN      | 43                        | 4                          |
| SEMKEN   | MAREA      | 38                        | 4                          |
| HODGSON  | FRAN       | 35                        | 3                          |
| JOBBER   | BRIDGET    | 21                        | 2                          |
| BARTLETT | DANIELLE   | 11                        | 1                          |

I have the feeling that I am destined to be proved wrong about the ladies Championship. This is far from a non-contested leader board. Susan and Marea going head to head and trading places, and only 4 more events required to make this championship official. Fran jumping into the points and strait into 3<sup>rd</sup> place. We had to know that she wouldn't stay away for long.

I feel that this is a story not completed. I am keen to see what unfolds with this Championship.

Again I will hold off showing the individual event championships until there has been a couple of events run in each category. Still a bit of a dull read till then.

Keep active, Have fun, and don't forget..... Lend a hand.

Until next time,  
**Kenneth Atkins**

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*Celebrating*



# OZZIE MOTOR RACING ICONS

Part Six in a series

## Jack Brabham

Words and Pics: Bill Pearson

Sir Jack Brabham is Australia's most successful racing driver, winning the Formula One world driving championship three times in 1959, 1960 & 1966.

Born in Sydney, Brabham left school at 15 years of age to become an apprentice mechanic. After serving in the war he started his own engineering workshop where he built and raced a midget car for one of his clients. Midgets were a popular category of small open-wheel speedway cars, attracting crowds of up to 40,000.

Jack built a car powered by a modified JAP motorcycle engine for a keen friend, but the mate's wife persuaded him to stop racing and on his suggestion Brabham took over. He almost immediately found that he had a knack for the sport, winning on his third night's racing. Brabham has since said that it was *"terrific driver training. You had to have quick reflexes: in effect you lived - possibly died - on them."*

Due to the time required to prepare the car, the sport also became his living. Brabham won the 1947 New South Wales title, the 1948 Australian Speedway Championship, the 1949 Australian and South Australian Speedcar championships, and the 1950-1951 Australian championship with the car.

Brabham ran the midget at some road events events in 1951, including our own King Edward Park which he described as *"the most demanding and best set up hillclimb in all of Australia."*



*Jack enthralled the Monaco crowd*



*Jack at Warwick Farm when running his world's best race team in the Tasman series.*

He bought and modified a series of racing cars from the British Cooper Car Company, and from 1953 concentrated on tarmac circuit racing. Supported by his father and by the Redex fuel additive company, Brabham competed in Australia and New Zealand until early 1955. His commercial approach, which included the painting of "RedeX Special" on the

side of his car, did not go down well with CAMS, which promptly banned such obvious advertisements.

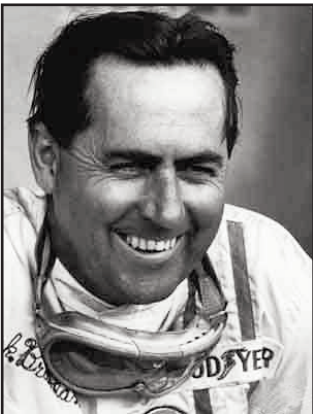
Moving to Britain in 1955, he was eventually hired to drive for Cooper and in 1959 he won the World Championship with a Coventry Climax engined Cooper. Despite their lead in putting the engine behind the driver, Coopers were resistant to developing their cars. Brabham pushed for further advances, and played a significant role in developing Cooper's highly successful 1960 T53 'lowline' car. Brabham won the championship again in 1960 driving the T53.



*Brabham at the Nurburgring in a typical drift*

He then took the Championship-winning Cooper to the Indianapolis Motor Speedway for a test following the 1960 season, then entered the famous Indianapolis 500-mile race in a modified version of the Formula One car in 1961. The "funny" little car from Europe was mocked by the other teams, but it ran as high as third although ultimately finishing ninth. The Indianapolis establishment gradually realized the writing was on the wall as Brabham and his team principal John Cooper had shown that the days of the front-engined roadsters were numbered.

Brabham was sure he could do better. To meet that aim, Brabham and his friend Ron Tauranac set up Motor Racing Developments Ltd., which initially produced upgrade kits for road cars and custom racing cars in England, while Brabham himself continued to race for Cooper.



*He was always a true gentleman and great international ambassador for our country*

By the 1961 Formula One season, the Lotus and Ferrari teams had developed the mid-engined approach further than Cooper, but Brabham had a poor season. He left the company in 1962 to drive for his own team: the Brabham Racing Organisation, using cars built by Motor Racing Developments. A newly introduced engine limit in Formula One of 1500 cc did not suit Brabham and he did not win a single race with a 1500 cc car, and his team suffered poor reliability during this period.

In 1966, a new 3-litre formula was created for Formula One. The engines under development by other suppliers all had at least 12 cylinders and proved difficult to develop, being heavy and initially unreliable. Brabham took a different approach to the problem of obtaining a suitable engine: he persuaded Australian engineering company Repco to develop a new 3-litre eight cylinder engine for

him. Repco had no experience in designing complete engines.

Brabham had identified a supply of suitable engine blocks obtained from the Oldsmobile aluminium alloy 215 V8 engine and persuaded the company that an engine could be designed around the block, largely using existing components. Brabham and Repco were aware that the engine would not compete in terms of outright power, but felt that a lightweight, reliable engine could achieve good championship results while other teams were still making their new designs reliable. He was proved right!

The combination of the Repco engine and the Brabham BT19 chassis designed by Tauranac worked. At the French Grand Prix Brabham became the first man to win a Formula One world championship race in a car of his own construction. Only his two former team mates, Bruce McLaren and Dan Gurney, have since matched this achievement. It was the first in a run of four straight wins for the Australian veteran.



*The World Champ winning the 1960 Belgium GP in the Cooper T53.*

By now the biggest manufacturer of racing cars in the world, Brabham became the only driver to win the Formula One World Championship in a car that carried his own name. He won the World Constructors Championship in 1966, and again in 1967. In 1967, the Formula One title went to Brabham's teammate Denny Hulme. Hulme had better reliability through the year,

possibly due to Jack Brabham's desire to try new parts first.

Partway through the 1969 season, Brabham suffered serious injuries to his foot in a testing accident. He returned to racing before the end of the year, but promised his wife that he would retire after the season finished and sold his share of the team to Tauranac. He retired to Australia in 1970.

He was awarded the OBE and in 1979 was knighted for his services to motor sport. He won a total of 14 Grand Prix races during his career, his final victory coming in the South African Grand Prix when he was 44. He was named Australian of the Year in 1966. His cars were said to reflect their maker's personality: uncomplicated, honest and reliable. Brabham has been described as *'not the fastest driver in the world, but...his finishing record is very high...his style - unorthodox and basically untidy, but very effective.'* His race motto was *"Win at the slowest possible speed."*

# SHUTTER SPEED

Been to an event recently - you may have been snapped by a fellow member .....

Send your pics to the editor (maximum picture file size 1Mb)

This months Pics thanks to John Finch, Darren Hodgson, Mike Cole and James Fernace



Khanacross Anyone ? (that's right it DIDN'T get washed out)



It's not what you think - REALLY!!! - NatMeet 2009 Theme Night Dinner



James Fernace and good friend David McNeill at Top Gear Australia shoot - Episode 4 to screen 1 June on SBS

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# JOPOFOTO



## LAND PANEL REPORT



Not much to report this month as the MG National Meeting at Easter in Geelong took most of us away.

This would give the club a product to put on the market with various options.

See you.....  
**Doug Rae**

The area in front of the canteen is being filled, with 10 truck loads already spread in the area levelled and compacted. The drainage system behind the canteen has been tested with 200mm of rain in the area over 2 days with no damage to our levelled area. Measurements have been taken for the roof over this area and plans made. Work is underway on the khanacross tracks for our event on the 26th April. Bill Pearson spent time over Easter preparing the tracks, and I am sure he considered the layout for his rallysprint towards the end of the year. Some hydraulic fittings have been replaced that were leaking on the backhoe. By the time you read this some decisions will have been made that could change the direction of the Club quite dramatically, hopefully in the right direction which should lead us to continue the application for a D.A.

### THE NEXT WORKING BEE



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# WELCOME TO OUR NEW MEMBERS



April 2009

|                 |       |                |       |
|-----------------|-------|----------------|-------|
| Renee Constable | Assoc | David Granger  | Assoc |
| Troy Fraser     | Assoc | Jenna Wallis   | Assoc |
| Brock Monkley   | Assoc | Michael Keegan | Full  |
| Joel Buckland   | Assoc | Kathryn Keegan | Full  |



## XMAS IN JULY WEEKEND 25<sup>th</sup> & 26<sup>th</sup> July

The Retreat at Wiseman's, Wisemans Ferry.

As we had more bookings than booked rooms, we contacted the good people at The Retreat at Wisemans and they kindly let us book a few more rooms for our Xmas in July Weekend.

So, if you hadn't made up your mind back then, but would still like to come to our Premier Fun Weekend away, please give your \$100.00 room deposit to Mike Cole A.S.A.P. and let me know so I can add your name to the list.

Dinner, Bed and Breakfast for 2 is \$254.00 and the Retreat boasts award winning chefs at the Riverbend Restaurant, and for those intending a longer stay, there is a 9 hole golf course, Massage and Beauty Salon, Exercise room, Games room and a 25m saltwater pool.



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# CLASSIFIED ADS

**If you wish to place an ad in this column please email the Editor.**

**FOR SALE**

05/09

1969 MGB GT

- British Racing Green
- 4 Speed with overdrive
- Small Rollbar with harness seatbelts
- Well maintained, no rust, CD player
- Back seat removed to make flat rear deck

Very regrettable sale.....

\$16,000 (serious offers considered)

Contact: Annmaree 0412 632 441

**For Sale**

05/09

MGA SOF TOP

Including metal bows, fair condition.

Best offer.

Phone Kym on 43530378 or 0437268201

**WANTED**

05/09

MAG WHEELS - 13"x6" 100mm PCD

"Cheviot Hotwires" from a Gemini would be ideal - but anything considered

Contact:

Lawrie Constable

4932 4499 or 0427 121 929 before 9pm

**For Sale**

04/09

JAY BEE Mk VI CLUBMAN - Chassis No 13



Built by Club Member & local legend Jim Bayliss of Medowie  
 Ford Laser Twin Cam 1.8i - 2X40 side draft webers

Great hill climb/ supersprint club car at a reasonable price -

\$12,000 (excludes trailer)

call Phil on 49636018 or 0419448713

**WANTED**

04/09

R31 SKYLINE (1986-89 approx with RB30 motor)

Any condition considered....running or not  
 Needs to be FREE or very cheap

Contact: Brad Smith

Email editor@mgsclub.com.au

**Ads will only be published in two successive magazines. If after this time the item has not sold you must notify the editor if you wish the ad to run for a further two magazines. Wording and accuracy of ads are the sole responsibility of the submitting members.**

**NOTE: Classifieds will be posted monthly on the club website [www.mgsclub.com.au](http://www.mgsclub.com.au)**

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