

Clubtorque

The official publication of
MG Car Club Newcastle Inc.



MGs & Motorsport

April 2015



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Clubtorque

Official Publication of
MG CAR CLUB NEWCASTLE INC

ABN 96 210 450 708

NSW Inc Assn Reg'd No Y0354245

Founded 1955 - MGs and MOTORSPORT

Club address:

PO Box 632, HAMILTON NSW 2303

Website address:

www.mgcarclub.com.au

Clubrooms:

Northcott Park, Cobby Street, Shortland

Monthly Meetings

2nd Friday of month 7.30pm

**RINGWOOD PARK
 MOTOR SPORT COMPLEX**

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

Membership enquiries:

Judith Rae

20 Barraba St, Whitebridge NSW 2290

phone **4944 7356**

Other enquiries

Contact the Secretary at the club address or
 phone **4943 6239**

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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 Inc.

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www.cams.com.au

Coming Events - April 2015

Thurs 2	MGCCN	Working Bee	Ringwood
Fri 3	MGCCV	MG Nat Meet Registration	
Fri 3	MGCCN	Ringwood Track Hire Hot Rods Nat Meeting Event	Ringwood
Sat 4	MGCCV	MG Nat Meet Concours	Rochford Winery CC6 R4
Sat 4	Gemini Club	Ringwood Hire Closed to Gemini Club Hill-climb	Ringwood
Sun 5	MGCCV	MG Nat Meet Hillclimb	Rob Roy Hillclimb CC7 R5
Mon 6	MGCCV	MG Nat Meet Motorkhana	METEC Driving Centre CC8 R6
Mon 6	MGCCN	Magazine Assembly	Cobby Street M
Wed 8	MGCCN	Speed Panel	Cobby Street 8pm M
Thurs 9	MGCCN	Working Bee	Ringwood
Fri 10	MGCCN	Club Night	Cobby Street 7:30p M
Sat 11	MGCCN	Young Driver Training Day	Ringwood
Sat 11	WAC	State Rallysprint Rd. 2	Awaba
Sun 12	SDMA	State Hillclimb Rd. 4	Fairbairn Park
Thurs 16	MGCCN	Working Bee	Ringwood
Sun 19	MCC	State Supersprint Rd. 2	Wakefield Park
Tues 21	MGCCN	Board Meeting	Cobby Street 7:30p M
Thurs 23	MGCCN	Working Bee	Ringwood
Sun 26	MGCCN	Motorkhana	Ringwood CC 9, MK 2, M
Sun 26	CH&DSCC	State Rallysprint Rd. 3	Coffs Harbour
Thurs 30	MGCCN	Working Bee	Ringwood

Legend

M - Club Member

R - Register pointscore

CC - Club Championship

KC - Khanacross

MK - Motorkhana

TA - Touring Assembly

TC - Tri-Challenge

TS - Tar Speed Series

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

Coming Events - May 2015

Sat 2	MGCCN	Natter Night	See Social Sec's Report
Sat 2	FOSC	Race Meeting	Wakefield Park
Sat 2	KSCC	State Hillclimb Practice	Mt Cooperabung
Sat 2	WAC	Rallysprint	Awaba 2.00pm.
Sun 3	KSCC	State Hillclimb Rd. 5	Mt Cooperabung
Sun 3	FOSC	Race Meeting	Wakefield Park
Sun 3	MGCCHR	Euro Day	Lambton Park 8.30 am
Mon 4	MGCCN	Magazine Assembly	Cobby Street M
Wed 6	MGCCN	Speed Panel	Cobby Street M
Thurs 7	MGCCN	Working Bee	Ringwood
Fri 8	MGCCN	Club Night	Cobby Street 7:30p M
Thurs 14	MGCCN	Working Bee	Ringwood
Sun 17	MGCCN	Register Run	TBA M R7
Tues 19	MGCCN	Board Meeting	Cobby Street 7:30p M
Thurs 21	MGCCN	Working Bee	Ringwood
Sat 23	WAC	Motorkhana	Awaba 12.00 pm start CC10 MK3
Sat 23	WAC	Khanacross	Awaba 6.00 pm start CC11 KC2
Sat 23	HSCC	State Rallysprint Rd 4	Comboyne
Sun 24	MGCCN	Hillclimb	Ringwood M CC12 TS3 R8
Sun 24	RCC	State Motorkhana Rd 3	Nirimba
Thurs 28	MGCCN	Working Bee	Ringwood
Sun 31	MGCCN	Newcastle/Hunter Classic T/A	Starts at Clubrooms CC13 M TR2 R9
Sun 31	FOSC	Race meeting	SMSP South
Sun 31	Jag Club	CSCA Supersprint	SMSP North
Sun 31	HDCC	State Khanacross 4	Hampton

THE BOARD

No phone calls after 9.00pm. Thank you

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Vacant

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Peter Robinson MGCCN 4933 8167

RINGWOOD PRIVATE PRACTICE

Limited availability on Thursdays

Or by appointment

Ph. Doug Rae, or Alan Bates

PRESIDENT REPORT

G'day all,
 First of all the latest news I can give you on King Edward park Hill climb. Dave Atkins , Greg Hunter & myself met with the man in charge of parks for Newcastle Council to discuss what was happening with the Bathers Way building program through the park & how it will affect us. Well the good news is that this year it will be business as usual as there is no way any building will be happening. Next year 2016 ? The council are hoping to be in a position to tell us how things are progressing by about June /July this year so that we will have time to plan. As regards the future after the Bathers Way is completed, well that is a whole new ball game & we will have to wait & see the finished plans & negotiate from there. So now you know as much as I do!

At the mention of KEP now is the time to start thinking about the key personal to run this event & also the state round at Ringwood, in particular an event director & an event secretary. The director oversees all aspects of the event & chairs the various meetings to organise the event, the secretary handles the permit applications etc. & then the receiving of entries. I have been a bit loose with these job descriptions but

you get the idea, if you feel you would like to be in involved get in touch with either myself or Dave Atkins.

Dave Atkins as vice president will be in the driving seat for six weeks or so from late April as I will be off touring on motorcycles with my brother in (sunny I hope) Scotland & Wales, so any queries I am sure Dave will be able to help.

Thank to all those people who came & helped clean up the clubrooms, this is an asset owned by the club & just like your own house it pays to keep up the maintenance so thank you once again those of you that chipped in your time & effort.

Ringwood continues to evolve as a hill climb venue, Alan Bates is in the process of getting the approvals to be able to run several different track configurations & I am sure this will add to the fun & enjoyment of members, the work never stops!

Lastly the venue has been booked so keep the date of the sixty year dinner in your diary!

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Cheers Bryn

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SOCIAL SECRETARY REPORT

Last club night was attended by quite a few Rocker Cover Race enthusiasts who brought along their very special modified cars.

Bryn coerced many members to enter and if they didn't have a racer they were able to borrow one.

David Walker had quite a few in different colours and there was a lot of competition between John Collins and Darren Hogdson's car with Johns' car coming out on top after the last run off against Darren.

I'm sure there will be a lot of keen competition at the National Meeting and our Club will be competitive at all the events. I hope everyone who attends enjoys the event, which this year is

being held at Healesville in Victoria.

A big thank you to Yvonne Walker, Dave Atkins, Col Bray, John Collins and David Walker for attending the club rooms for a "clean up" morning. The outside walls of the club rooms are clean again and the garden has had a lot of pruning and inside has been cleaned.

Next club night will be held on Friday March 10th at our Cobby Street Club rooms.

The next NATTER night will be held on the 2nd May, commencing at 5pm, at the Bowers home's, for further details phone Joy and Paul on 49332346 .
BYO, Drinks, BBQ and Deserts.

Rose Collins - Social Secretary -
0413 222828

Thursday Working Bees

Contact: Alan Bates 0412 280 093
or Doug Rae 0434 141 501

**DID YOU RECEIVE YOUR MEMBERSHIP RENEWAL
HAVE YOU SENT IT BACK???**

The Club financial year starts 1st March 2015 If you have not paid by then you are **UNFINANCIAL**. If you are entering an event you require a financial club membership and a current CAMS Licence (**check it out now**)

Please advise any change of details (address / cars etc)

As per our club constitution if you are not renewing your membership a letter of resignation is required. If your membership is not paid by the end of MARCH **YOU WILL NO LONGER RECEIVE A MAGAZINE**

Judith Rae

Membership Secretary

Ph 4944 7356 or 0413 333 105

**YOUNG DRIVER DEVELOPMENT COURSE
PROGRAMME DATES 2015**

PLEASE NOTE THERE IS A POSSIBILITY THAT DATES BELOW MAY CLASH WITH A TRACK HIRE. SHOULD THIS HAPPEN THEN TRAINING WOULD BE CONCENTRATED ON LOOSE SURFACES SUCH AS GRASS AND GRAVEL, ALSO CLASSROOM EDUCATION WILL BE INTRODUCED THROUGHOUT 2015.

2. Saturday 28th March, Starting time is 9.30am SHARP, Finishing at 3.00pm
3. Saturday 11th April, Starting time is 9.30am SHARP, Finishing at 3.00pm
4. Saturday 11th July, Starting time is 9.30am SHARP, Finishing at 3.00pm
5. Saturday 12th September, Starting 9.30am SHARP, Finishing at 3.00pm
6. Saturday 28th November, Stating time is 9.30 am SHARP, Finishing at 3.00pm

The programme above can change during the year, please check as the above list will be updated with changes as soon as they come to hand. However it's not always possible to meet the Club Torque deadline.

If in doubt please phone me on 0412 493711 or email Greg Hunter at gh.hunter@bigpond.com.au.

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WELCOME NEW MEMBERS

Michael Wilson - Associate - Chrysler Crossfire
Adam Grossenbacher - Junior
David Fotheringham - Associate - Cortina's

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60th

MG CAR CLUB NEWCASTLE

wish to invite you & your friends

to attend the clubs 60th ANNIVERSARY

Reunion Dinner to be held

Saturday evening 29th August 2015

at Club Macquarie

Argenton, Lake Macquarie


Please register your intentions to come

and let any previous members know

email: hooraedj@bigpond.com or
tynan911@gmail.com or ph 4944 7356

Come and join the celebration

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AND YOU 

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US CELEBRATE THE SUCCESS OF

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AND WHAT WE HAVE ACHIEVED
OVER THAT PERIOD WITH THE DEDICATION
OF OUR MEMBERS

SO GATHER YOUR FRIENDS FROM PAST
AND PRESENT TO MAKE THIS A
CELEBRATION TO REMEMBER



60 YEARS OF
GOOD FRIENDS







CAMS General Assembly 2015

Bryn Baverstock and I attended the CAMS General Assembly in Sydney on 21st February 2015 as reps of MGCCN. The day was basically a series of presentations from high level management of CAMS and other specialists. While the whole day was interesting to me, as one who has over the years has had a degree of contact with the CAMS set up and the people within it. (Primarily as a Steward), I found the presentation “Strategies for getting more Women involved at Club Level” by Sam Reid, Chair of WAMS (Women of Australian Motor Sport) and the session titled “Officials Management - Developing Officials within your Club” Hosted by Dave Mori and Michael Smith. The most thought provoking.

Women of Australian Motor Sport (WAMS) was founded in 2010 to act as an interface with the FIA Women & Motor Sport Commission (WMC).

Their mission is to increase female participation in all disciplines and positions within motor sport in Australia.

This includes (but is not limited to) disciplines such as circuit racing, drag racing, speedway, rally, off road, drifting, motorkhana/khanacross, autocross, hillclimbing, sprints and positions such as competitors,

engineers, mechanics, pit crew, media personnel, administrators and officials.

Motorsport has been a male dominated form of recreation. (WAMS claim that women only make up 18% of participants in motor sport) Unfortunately the work of WAMS seldom reaches down to Club level activities outside the major cities.

The MG Car Club Newcastle (now in it's 60th year) has always had women involved to varying degrees, and indeed some have been awarded Life Membership of the Club. The question of how do we get more female participation and better retention rates is not new and certainly not unique to MGCCN.

The Breakout Session on “Officials Management”, also highlighted the fact that we are not unlike most other club's when it comes to the questions surrounding the topic of “Officials”. In fact I think we are in a relatively strong position when compared to many of the Club's that spoke up during the session we attended.

Most members will be aware of the efforts made by Rick Vincent to recruit officials in recent times, his efforts have had limited success. CAMS have a massive 9447 Accredited Officials on their books at the end of 2014, and are hoping to have this

exceed 10000 by end of 2015. The CAMS puts a fair amount of work into the officiating side of motorsport, having developed a structure which includes pathways for advancement and the various training systems refined over many years.

Not all people wish to advance beyond Club level involvement, but if anyone does, apart from the satisfaction of being involved, rewards do exist if you do wish to progress.

To my recollection we have had 3 members recognised as “New South Wales Official of the Year” they being Jim Gardiner, Judith Rae and Doug Rae.

My most memorable officiating experience by far, is the days I spent at Albert Park in 1996 for their first modern era F1 Grand Prix (after it moved from Adelaide) having been invited to be a Steward for the

Support Races at that meeting, to see how such an event is conducted from behind the scenes was reward enough on it's own.

The chance to talk to some of the really big names of motor racing, was a bonus.

All expenses paid!!

Over the next few months I hope to be able to get some things in place that may RECRUIT- REWARD - RETAIN (to use the CAMS catch words from the session) not only Officials but also our “Women of MG”.

Perhaps we need an acronym!

“WMG” ?? or “MGCCW” ??
(They don't work!) Any ideas???

Dave Atkins

Vice President.

Advertising in MG Car Club Newcastle Clubtorque Magazine

Our membership continues to grow and we are proud to be one of the most active motorsport clubs in NSW. We continue to promote motorsport and have in place training programs for junior drivers in hillclimbs and motorkhanas.

Our annual advertising rates for 11 issues are:

B&W	full page A5	\$220 excluding GST
B&W	half page A5	\$120 excluding GST
B&W	quarter page A5	\$60 excluding GST
Cover	Full page A5	\$300 excluding GST
Cover	Half page A5	\$160 excluding GST

Michael Potts
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editor@mgcarclub.com.au



SPEED PANEL REPORT

Last weekend was the running of Round 1 of the CSCA Super Sprint Series, hosted by Club Lotus at Wakefield Park, attended by all the MGCCN regulars jostling to beat their previous time Bob Millington was a new comer to the event and enjoyed the tricky circuit, round two will be held at SMSP North Circuit on the 31st May hosted by the Jaguar Club Sup. Regs. will be available in two to three weeks .

As previously mentioned your Board Members are very hopeful in securing CAMS approval for the remaining Ringwood circuit layouts, with a bit of luck the board with the help of Alan Bates will be endeavouring to obtain the required approval for the third round scheduled for the 24th May but of course no guarantees.

The board has proposed to implement the use of Credit Cards as an additional payment method for the 24th May event, access to the CAMS Credit Card portal is via Motor Event Entry - (MEE) at the completion of an entry, confirmation of payment MUST be provided to myself by sending a copy to mgccnspeedevent@hotmail.com.au

The preferred payment method is by Direct Deposit, however the entrant MUST advise their name and Ringwood Competition Number, too many members fail to provide these details, if the processing bank does not allow any Payee Reference, you must obtain a copy of the transaction, and send it to

the above e mail address.

There will be a small increase in pre entry costs from \$65.00 to \$68.00 for Ringwood Club Events for this year.

We would prefer that entrants use the direct deposit payment method, and not cheques, the aim is to reduce processing time, your entry cannot be accepted until full payment has been received, cheques presented on the day does not mean your entry has been accepted.

When the additional circuits are available, it may require a reduced field size, so therefore full payment will only guarantee your entry has been accepted.

CAMS have introduced some new events, these will appeal to younger members, if your son or daughter is under 15 years, there is a Junior Drive Day at SMSP on the 9th April at a cost of \$75.00 per person, basic driving skills will be covered however the main emphasis will be on safety aspects, and car awareness more details can be obtained via 1300 883 959.

Also on the same day CAMS will be conducting a Motorkhana Under Nights at Sydney Dragway from 5.30, competition is for road registered cars only, please visit nsw@cams.com.au for more details.

Look forward to seeing more new faces at the upcoming events.

Keep your tyres hot.

Rick



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SOLICITORS

Graeme Jensen has now established a new law firm, JENSEN PARTNERS and is the sole Principal of that firm.

Graeme has in excess of 35 years experience in the legal profession, having been admitted as a solicitor in New South Wales in 1977.

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LAND PANEL REPORT

The final inspection for our additional track configurations will occur this month, all going well the work put in by DAD's Army will pay off and we will have approval for multiple layouts.

Once CAMS approve the layouts we then require approval from the Dept. of Sports and Recreation. This will also occur this month and we should be ready to go by the start of June.

The process of approving tracks is not complicated, however there is a set process and a list

of requirements that must be met before final approval.

Those of us who have visited the track will have noticed the increase in advertising signs, if you require any of the services or products available from these sponsors, please let them know that you saw there signage at the track.

By the way, the Whipper Snipper donated last month has been put to good use and will continue to do so for some time to come.

Thanks again Andrew



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THE '31 CHALLENGE

The restoration of a 1931 Fisher Body 3 Window Business Coupe all started with discussions THE SALESMAN, a fellow club member. So at a weak moment after looking at photographs I



agreed to purchase the body shell with various jewellery parts. This included some hard to find items particularly for the 1931 such as fan heater, vacuum wiper motor with special operating mechanism, front brake cables and end pieces, three sets of head lights with lenses, front and rear window winding mechanism and door handles. Fisher body parts being different to local Holden body parts, this also referred to body panels, as I later discovered. There was no timber frame and no

chassis, see first photograph, and the body shell with left hand quarter panel being cut off during transport in USA and import to Australia. Had I lost my marbles, we shall see.

Contemplation then began as to where to start work and of course, search for a rolling chassis. One of our club members lent me a chassis so I could start work on the timber frame after I was fortunate enough to purchase some coach wood from a Tempe timber yard that was closing down. In 1931 all models had timber frames to nail and screw the sheet metal onto to complete a very solid body. The timber frame is a work of art in itself (see photo) with base rails, columns for door fixing, roof slats to take fabric roof section and front and rear window winding mechanisms.

Via the grape vine an Adelaide club member had found a complete 1931 ex tourer/ute in Mt. Gambier with various spares. So I arranged to purchase this chassis and over a weekend we drove to Mildura to trailer it back home, the year being 1997.

On arrival at the Mildura address, Lyn and I drove into the yard to see the local children driving the chassis around the yard. After loading spare parts into the back of our ute, the chassis was driven onto the car trailer, a feat I would not have believed unless I had been there.

While stripping chassis down to recondition engine, gearbox and differential, I slowly progressed with manufacturing the timber frame work. The short motor was restored by Bob Croft, gearbox by

myself, differential by Graydon Gears, just before they closed down, brakes shoes and drums by Burt Bros, wiring harness by Vintage Wiring, springs re-done by Carrolls, chroming by Ultimate Shine, tyres by Australian Autocraft, steering box by Derek Page and items from Chev Parts. The chassis was sand blasted and painted ready for re-assembly.

During our trip to the USA in 2001 to attend VCCA Rally in Springfield, Illinois, I shopped around for some missing parts, such as garnish moulds, side lights, badges, etc. with assistance from Terry Davis of Kansas City. The side lights looked suspicious under X-ray at Customs on returning home, so Lyn had to empty her hand luggage to show the lights weren't bombs.

Consideration was then given to what to do about upholstery. I shopped around locally to get information/prices to do this work myself as I had done last time. After comparing prices and time (I was still working full time) to have it all made and fitted here, I approached Hampton Coach in the USA to see what was available. We had to make a decision on whether to have broadcloth or leather and also the colour to paint the body. We finally settle on black and maroon with gray leather trim from Hampton Coach. So via several emails to the USA I ordered the trim kit from Hampton which was made up in about four weeks and shipped

out. Hampton Coach were very professional to deal with, having knowledge and patterns for 1931 models and a complete range of materials.

Panel beating of body shell with damaged quarter panel presented another major challenge. I enrolled in a TAFE course to repair damaged and rusted panels. Quarter panel and shell took me 18 months to complete, along with boot lid, doors and bonnet all needing repair work. Panel beating is not one of my better skills, however with assistance from a good friend and perseverance

all panels were panel filed after much beating and shrinking. Sandblasting at MK Sandblasting at Greenacre, with final preparation, priming and painting of panels done by myself. Selection of maroon colour



presented another challenge, over several months we finally settled on an agreed tint of maroon. Another challenge is spray painting, or more to the point rubbing back, a frustrating job. A lot of helpful information was gained from a website dedicated to 1931 Chevrolet models only. An excellent site with a complete range of information on body types, trim and paint codes, accessories and useful hints, which is highly recommended for anybody interested in 1931's. Another source of help is the VCCA Chat site, where I have collated a lot of information and hints on all aspects of 1931 vehicle manufacture, operation and maintenance.

All mechanical repairs done, it was time to complete chassis work, such as brake leakage and fuel lines. To do the initial starting of engine before attaching body, I decided to start engine before final assembly to have easier access to engine. Battery installed, accelerator leak, starter leakage, hot wire coil and away we go.

Now to start final wet rubbing and compounding of body shell and panels, before assembly work, along with smaller items requiring some more work and painting. This is a love it or hate it time, when everything is going right, it is bliss, but when things go wrong, well look out. Body shell finished and fitted back onto the chassis, along with mudguards, valances, doors, boot lid and bonnet.

Glass patterns were made up from masonite, and taken to a supplier to make up front and rear windows in laminated and toughened glass for side windows. Another six weeks wait for manufacture and then fitment to body.

This then allowed fitment of other parts, such as dash board, window winding mechanism, floor boards, to finish of inside ready to start on upholstery.

Also installing wiring harness and get all electrics working. At the same time various chrome parts were available, at great expense, for fitment, such as bumper bars, lights, radiator shell, etc.

I forgot to mention, that during this stage we decided to move house, just to add to the excitement. Now to start the fitment of the upholstery. With a helping hand from Lyn, we proceeded with installing internal lining, cover strips, door

panels, garnish moulds, handles, etc. Seat frame, with adjusting mechanism and upholstery was finished off outside of the car and then fitted into place.

During above work, engine was started on a regular basis to free up new engine and complete chassis work, such as setting up brakes, wheel alignment, exhaust, etc. All major work now complete, it is time for the big test. Test drive, in and out of garage, and then around the block a couple of times. Minor teething problems, but overall I was very pleased with initial running. Final adjustments, buffing and polishing to be ready for club registration inspection. Past with flying colours.

A sign of relief and great satisfaction of a long challenge finally completed.

As you can see a lot of people are needed to help with restoring some different vehicles. Thank you to everyone who has helped in some way for me to achieve my Challenge.

I have now retired and hopefully still have my all senses.

I intend to drive this vehicle everywhere I possibly can.

Allan & Lyn Walker,

August, 2008.



REGISTER REPORT

Well, another good run 5 cars left the club house and headed out to the track. Also we had two cars on club plates. David Walker, showing the MG car owners' spirit had the top down, although the weather was a little suspect we all gave David the thumbs up as we who had windows and roof, headed out to Ringwood on a somewhat over case day. We got to Hexham, the rain was a little heavy and as the windows were wiped with the automatic wipers, David indicated that he needed to put the roof up, the issue was not so much the rain, but the stinging rain drops into ones face.

Upon our arrival at Ringwood, the rain appearing to hold off, we observed members and guests at the track, who were all busy unloading cars, having a pre-walk around the track and it looked as though it was a 'normal' MG Hillclimb Ringwood race day. A rough guess would say around 20 odd competitors. There was a wide variety of cars from the HSRCA members.

Whilst taking a few of my normal 'happy snap pics', I was approached by Garry Simkin, from the HSRCA and after our introductions, he asked if I could take a "couple of pictures" as he had left his camera at home, WELL! I did exactly that, I took a num-

ber of photos, not just for us, but with the HSRCA members in mind. After clicking away for the rest of the day I thought I would have a "few nice photos for the lads" to remember their day. Well after downloading the photos that night I had taken 218 photos, and that was after editing!!

Although there was a shower or two during the day, from all accounts the day was a great success, not just from the Ringwood side, but the comments received from the HSRCA members and the general public were very complimentary and very supportive.

If anyone is interested in looking at the photos of the day they can be accessed at;

www.hsrca.com/2015/03/photo-gallery-2015-ringwood-hillclimb

www.hsrca.com/gallery/nggallery/events/2015-ringwood-hillclimb

There is NO schedule Register Run for April

The next Register Run is scheduled for 17 May 2015 Details are yet to be finalised and will be sent out via e-mail and club magazine once finalised.

Until our next run,

Cheers,

Fletch & Yvonne

CLASSIFIED ADS



FOR SALE MGB mark 11

Compliance 1971, owned since purchased brand new in Jan 1972, has had 2 total rebuilds in that time, for the past 5 odd years has seen not a great deal of the road, still has the original number plate - DWI 315, spare has the original tyre, basically original and in excellent condition, sits under covers in the garage, has just been registered to April 2014, has been a part of my life for the past forty odd years, only just recently it has occurred to me that maybe somebody else would get as much pleasure out of the car as I have had, seeking a good home where it will be looked after, original 155 odd thousand miles, serviced and maintained by my brother a mechanic, now at Regal Motors.

Otto Scevak otto_scevak@yahoo.com
0414 862 088

FOR SALE MGB Parts

4 speed gearbox
 2 of 1800 engines (not complete)
 1 rear axle assembly (including pitted wire wheels)
 1 front cross member (including pitted wire wheels)
 A "shell" from firewall back, missing floor pans.
 All items need to be rebuilt/restored and have been sitting around for a lot of years neglected

Glen Quarmby
4918 7452

Glen.Quarmby@downergroup.com



For Sale Vintage Alvis 12/50

Great condition Very reliable
 Supercharged in 1991
 Comes with NSW Rego GT5533 (on hold) and original UK plates GT5533,
 Currently on MG CC plates
 All weather equipment included
 New 4.3:1 crown wheel and pinion for comfortable high speed touring (110/120 kph).

\$65000 Rob Rowe
49481771



CLASSIFIED ADS



FOR SALE MGF - 99A

First in class at Morgan Park Warwick
2013 nationals
Develops 138 hp
New VVC modified head, mild race
cam
New VVC gearbox
New Quaife LSD
New race seat & harness
Many other extras
Rick Vincent 0418 494 663
Price \$10,000.00ono



FOR SALE 2001 MGF

125500 Km's - NSW Rego AJX07U
due November 2015. New tyres fitted
November 2014 - manual gearbox -
Silver with black upholstery this car
has a hard top, soft top and is a well
maintained example located in Castle
Hill, Sydney. A fun car to drive
anytime of the year. \$8,500-00
Contact Arthur
arthurs@bigpond.net.au
0488 984 546



FOR SALE CAN-AM REPLICA

Built by a Tamworth club member to
conform to 2A-2C specifications I
believe.
Purchased partly built
Countless hours spent to
get it to this point, ready to
race.
Basically a 85 Ford Laser
Front Cut (at rear) with
RHS chassis and frame
extended forward with
early Toyota Celica lower
control arms, shortened
struts, fabricated upper
arms with coil overs.



Motor is standard Laser 1.5l 4 speed
manual, ideal beginners car.

Car did a 43.63 seconds on its' first
race at Ringwood on 15.02.2015.

Quite easy to fit a Turboed Laser motor.
Offers near \$4,500.00.

Car and Trailer \$8,000.00.

Lawrie Constable 0427 121 929



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Above: Col Bray at the clubroom working bee
Right: Photos from various events at Ringwood





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