

Clubtorque

The official publication of
MG Car Club Newcastle Inc.



MGs & Motorsport

September 2021

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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

53 Italia Rd, Balickera

(12km north of Raymond Terrace)

Membership enquiries:

David Atkins

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

Email: datkins49@optusnet.com.au

Other enquiries

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

Affiliated with



www.motorsport.org.au

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Photo Credits

Cover Photo— Allan Evans
Various Club Members

United Kingdom



Coming Events—September

Thurs 2	MGCCN	Dads Army ** CANCELLED **	8am	Ringwood
Sat 4	GME	State Hillclimb Rnd 8 Practice ** CANCELLED **	9am	Gunnedah
Sun 5		Fathers Day		
Sun 5	GME	State Hillclimb Rnd 8 ** CANCELLED **	9am	Gunnedah
Mon 6	MGCCN	Mag Assy ** CANCELLED **	2pm	Cobby St
Thurs 9	MGCCN	Dads Army ** CANCELLED **	8am	Ringwood
Fri 10	MGCCN	Club Night M ** CANCELLED **	7:30pm	Cobby St
Sat 11	MGCCN	YDDC-3 M ** CANCELLED **	9am	Ringwood
Sat 11	WAC	Rallysprint	2pm	Awaba
Sun 12	MGCCN	Hillclimb A5 M ** New Date ** TS4 CC13	9am	Ringwood
Sun 12	RCC	State Motorkhana Rnd8	9am	Nirimba
Sun 12	MGCCN	Hillclimb A4 M + Come & Try ** POSTPONED ** TS5 CC15 R10	9am	Ringwood
Wed 15	MGCCN	Mid Week Club Run Lunch M	R11 11am	Cobby St
Thurs 16	MGCCN	Dads Army ** CANCELLED **	8am	Ringwood
Fri 17		School Term End		
Sat 18	MGCCN	State Hillclimb Rnd 7 Ringwood Track A3 Practice ** CANCELLED ** M	9am	Ringwood
Sat 18	TSOA	CSCA Supersprint Rnd6	9am	Wakefield
Sun 19	MGCCN	State Hillclimb Rnd 7 Ringwood Track A3 ** CANCELLED ** M	9am	Ringwood
Sun 19	WAC	Motorkhana MGCCN MK5	10am	Awaba
Sun 19	NSWRC	State S'Sprint Rnd6	9am	SMSP Druitt/North
Tues 21	MGCCN	Board Meeting M	7:30pm	Cobby St
Thurs 23	MGCCN	Dads Army ** CANCELLED **	8am	Ringwood
Sat 25	MGCCN	Khanacross D/T D/N M ** New Date ** KC5 CC14	9am	Ringwood
Sat 25	MGCCN	Winter Run Touring Assy Rnd3 Tar Only M ** CANCELLED ** CC9 R7 TR3	9am	Cobby St
Sun 26	WAC	State Khanacross Dirt Rnd 2	10am	Awaba
Mon 27	MGCCN	NatMeet 2022 Meeting M	7pm	Cobby St
Thurs 30	MGCCN	Dads Army	8am	Ringwood

Coming Events—October

Fri 1	MGCCN	Mag Assy 2pm	Cobby St
Sat 2	MGCCN	Tri-Challenge Ringwood M CC16a TRI4 9am	Ringwood
Sat 2	SDMA	State Hillclimb Rnd 8 Fairbairn Park Practice ** CANCELLED ** 9am	Queanbeyan
Sun 3		Daylight Savings Start	
Sun 3	MGCCN	Tri-Challenge Ringwood M CC16b TRI4 9am	Ringwood
Sun 3	SDMA	State Hillclimb Rnd 9 Fairbairn Park ** CANCELLED ** 9am	Queanbeyan
Mon 4		Labour Day / School Term Start	
Thurs 7	MGCCN	Dads Army 8am	Ringwood
Fri 8	MGCCN	Club Night M Guest Speaker 7:30pm	Cobby St
Sat 9	MGCCN	YDDC-4 M 9am	Ringwood
Sat 9	WAC	Rallysprint 2pm	Awaba
Tues 12	MGCCN	Motorsport Panel M 7:30pm	Cobby St
Thurs 14	MGCCN	Dads Army 8am	Ringwood
Sat 16	TSCC	State Hillclimb Rnd 6 Oakburn Park Practice ** CANCELLED ** 9am	Tamworth
Sun 17	TSCC	State Hillclimb Rnd 6 Oakburn Park ** CANCELLED ** 9am	Tamworth
Sun 17	WAC	Motorkhana 10am	Awaba
Sun 17		All British Day ** CANCELLED ** 8am	Sydney
Tues 19	MGCCN	Board Meeting M 7:30pm	Cobby St
Thurs 21	MGCCN	Dads Army 8am	Ringwood
Sat 23	MGCCN	Motorkhana Dirt M MK6 CC17 9am	Ringwood
Sun 24	MGCCN	Register Run R12 9am	TBA
Thurs 28	MGCCN	Dads Army 8am	Ringwood
Sun 31	AHRG	Touring Assy Evan Green Memorial Dirt & Tar CC18 TR5 9am	TBA
Sun 31	JDCA	CSCA Supersprint Rnd7 North 9am	SMSP

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.

THE BOARD

PRESIDENT**Chris Fernance** (Libby)

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VICE PRESIDENT**Position vacant****SECRETARY****Jacob Motum**

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No phone calls after 9.00pm. Thank you

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Michael Snow

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PRIVATE PRACTICE & TESTING AT RINGWOOD.

Available most Thursdays, check in advance to ensure track works are not planned by the Land Panel on that day.

Other days can be arranged, provided a suitably qualified "Supervisor" is available. CAMS have now implemented the MIDCAR protocols under which we must operate to be covered by their insurance policy.

Contacts :-

David Atkins 0415 963 515

Kevin Akers 0417 405 590

Michael Snow 0432 772 044

Greg Hunter 0412 493 711

PRESIDENTS REPORT

Presidents Report

Lockdown continues yet again, unfortunately causing even more events to be postponed or cancelled. As always we are planning for the lockdown to be lifted with events ready to run as soon as the club is able.

We are not alone in this, as other events and meetings from other clubs and sporting organisations are also being postponed and cancelled. It is sadly an almost daily occurrence to see another event has succumbed to the Covid lockdown.

It's going to be very busy when we can get out, as we can expect that we will end up with quite a few events trying to be squeezed into a short time frame to catch up on what we have missed out on. With everyone in the same boat, it may well end up where people will have numerous opportunities and places they could be on the weekend as the lockdown is lifted

I am also expecting that there will be a lot of maintenance that will need to be caught up on too, particularly at Ringwood. I can only imagine that the paddock would be looking more like a jungle right now.

PRESIDENTS REPORT

Looking further ahead the club is still busy at work planning for the 2022 MG National Meet. Bulletin number 2 has just been released with more info on what to expect at this event.

As has been happening for the last couple of months, all the action at the moment seems to be at home. Numerous members have been keeping themselves busy undertaking new projects. There has been plenty of DIY work being done with various home improvements, new sheds and so on.

There has been plenty going on with people's cars as well, with work being undertaken on plenty of vehicles, and new projects being started left, right and centre. Looking forward to seeing some of these vehicles out and about in the near future.

Chris Fernance

REGISTER CAPTAINS REPORT

REPORT FROM REGISTER CAPTAIN

The COVID times we are in!!!!

The above heading was at the top of my last months report. Little did I know at the time just how bad it was going to get. With it all worsening, it has brought club activities to a standstill. The Board has been active trying to rearrange dates as they go along, so as soon as it is permitted to resume, we will be straight into it.

I'm afraid to say the midweek luncheon that was planned for September will now be rearranged and I will let you know when.

I really hope that you all are able to either still be working or have projects at home that are helping to keep you busy.

Stay safe,

John Collins.



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FRONTLINE

Developments

YOUNG DRIVER DEVELOPMENT COURSE

Finishing time is approx. 3.00pm, for all events

NOTE DATE CHANGE

EVENT 3 SATURDAY 11TH OF SEPTEMBER

EVENT 4 SATURDAY 9TH OF OCTOBER

EVENT 5 SATURDAY 20TH OF NOVEMBER

Late entries will NOT be accepted

All documents will be forwarded by email for you to complete.

Return completed, ENTRY & SCRUTINY FORMS, FORWARD BY email to
gh.hunter@bigpond.com.au

GATE OPENS 7.30 AM DRIVERS BRIEFING 8.40 AM EVENT STARTS 9.00 AM

PLEASE BRING A PREPARED LUNCH OR MONEY TO PURCHASE A TAKEAWAY LUNCH FROM RAYMOND TERRACE OR MEDOWIE SHOPS DRIVERS YOU MUST BRING YOUR CLUB MEMBERSHIP CARD AS WELL AS YOUR MOTORSPORT AUSTRALIA LICENCE. Without both, your entry cannot be accepted.

Confirmation can also be checked by using the club's website, www.mgearclub.com.au.

POSITION VACANT

THE YDDC TRAINING PROGRAMME HAS 2 VACANT POSITIONS FOR 2 EXPERIENCED DRIVING INSTRUCTORS TO TEACH CAR CONTROL TO OUR JUNIOR MEMBERS

STUDENTS 12 TO 18 YEARS

IDEAL APPLICANTS WILL HAVE A HISTORY IN MOTOR SPORT WITH DRIVING EXPERIENCE

SOME TEACHING ABILITY AND A PAST IN WORKING WITH CHILDREN

It will be necessary to have or apply for a Working with Children Check to comply with the Child Protection Act, a Motorsport Australia Licence and an NSW Road licence.

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

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



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**Serving the Australian community and beyond since 1967
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SOCIAL SECRETARY

SOCIAL NEWS

There will be no Club Night on 10th September 2021 as the current Lockdown is in place and at this stage finishes at midnight on 10th September.

Hopefully at Club night on 8th October we will be able to have the guest speaker Bob Cook from the William 4th Boat, which is moored in Newcastle Harbour and which has an interesting history.

Rose Collins 0413222828

60th ANNIVERSARY OF THE MG MIDGET

2021 is the 60th Birthday of the MG Midget



The MG Midget is a small sports car produced by MG between 1961 and 1980, taking its name from a famous car from the pre-war period.

Long after the Second World War, the name Midget appeared again in 1961 and the series Mark 1 – 111 and Midget 1500 were offered until 1979.

Based on the Austin Healey Sprite, in 1961 the BMC derived a new 2 seat spider to be marketed with the sports brand MG. Simultaneously with the launch of the Midget, Austin Healey Sprite abandoned the Frog Eye (Bug Eye) bodywork to adopt the MG body.

The two cars had identical mechanics and except for some minor details, (logos and other details), were practically clones.

The two models were identical until 1971, and as the MG Midget was outselling the Austin Healey Sprite, the Austin Healey Sprite was removed from the price list.

Production saw **MG Midget Mark 1** produced from June, 1961 to March, 1964.

The engine was 948 cm with two SU carburetors producing 46 hp (34 kw). It still retained the rear suspension axle of the original Austin Healey Sprite (quarter-elliptic springs), and had drum brakes.

A 948 cm Midget was tested by the British magazine "The Motor" in 1962, and had a top speed of 141 km/hour, with 0 to 100 km/hour in 18.3 seconds. Fuel consumption was 7l/100 km.

In October, 1962, the engine size was increased to 1098 cm giving 56 hp and the front drum brakes were replaced with discs. Wire wheels also became available as an extra.

The doors did not have outside handles or locks and the windows were sliding plexiglass.

The Midget cost 689 Pounds when released in the UK.

Production numbers were 16,080 for the 948 cm engine and 9,601 for the 1098 cm engine car.

MG Midget Mark Mk2 came along in April, 1964 and was produced until October, 1968.

This model saw the windscreen gain a slight curve with a stronger frame. The hood, although modified, still maintained a removable frame. The doors had outside handles and gained wind up windows. The rear suspension changed to semi-elliptic springs giving better handling. Engine size was still 1098 cm, but with improved main bearings, cylinder head and new exhaust, power was lifted to 59 bhp.

Production numbers were 26,601.

MG Midget Mk3 (November 1968 – October, 1974)

The first version was introduced at the end of 1968 and no changes were made other than an increase in the engine size to 1275 cm. This increased the power to 65 hp, using the development seen on the Mini Cooper S. Owners were somewhat disappointed in this, as the engine of the Cooper S was adjusted from 72 hp back to 65 hp (48 kw) to reduce costs. Apparently this change was also made because the Midget would have been faster than the more expensive MGB.

Other changes were made to the hydraulic system and the hood was permanently fixed to the car with an improved mechanism for easier use. The cars then received several modifications, with a padded dashboard added, telescopic steering column, scissor bonnet hinges, a third windscreen wiper and anti-intrusion doors.

The 1275 cm engine also provided better fuel economy than the 1098 cm engine.

The second version, 1969 – 1971, saw changes made to the exterior, with taillights outlined in black, a black grille, black sills, removal of the chrome side strips, rear bumpers redesigned with the bumper in two parts. The 1970 model also saw the MG badge placed in the centre of the black grille.

Production numbers were 51,959.

From January, 1972 – October, 1974, the rear wheel arches were changed from square-shaped to round (RWA). In this year too, the steering rack was replaced with a Triumph rack, and a second exhaust silencer was fitted. Alternators replaced dynamos from 1973.

Production numbers were 48,287.

Mk4 Midget 1500 (November, 1974 – December 1979).

In 1974, US Legislation on automotive safety and pollution, saw the Midget restyled with black rubber absorbing bumpers (the so-called Rubber Bumpers) and a restyled front grille that did not help the Midget in terms of aesthetics. Rear wheel arches went back to the original square design due to its greater rigidity. The ride height was raised and an anti-roll bar was added to adjust for the higher centre of gravity.

The A-series engine was also replaced with the 1493 cm Triumph Spitfire motor (65 hp and more torque), and a modified Morris Marina gearbox, resulting in faster acceleration, (0 to 100km/hr in 12 seconds compared to 13 seconds for the 1275 cm). The maximum speed increased to over 160 km/hr with a weight of about 750 kg.

The last Midget was produced on December 7, 1979, after 73,899 copies of the last addition were built. The last 500 cars on the domestic market were all painted black.

In all, some 226,000 Midgets were produced and of these 165,000 were for the American market.

History

- May 1961: The Sprite MkII and MG Midget are launched with a 948cc engine.
- Oct 1962: A 1098cc A-Series engine replaces the 948cc edition.
- Mar 1964: The Midget MkII and Sprite MkIII arrive, with more power, wind-up windows and a revised dashboard.
- Oct 1966: The Midget MkIII and Sprite IV go on sale, with a 1275cc engine and a folding roof.
- Oct 1969: There are now Rostyle wheels, black sills and slim-line bumpers.
- Jan 1971: Sprites now carry Austin badges, but the model dies in July; the Midget gets round wheel arches (RWA) in August.
- Dec 1972: An alternator is now fitted.
- 1974: The Midget 1500 arrives, with rubber bumpers, square wheel arches and an all-synchromesh gearbox.
- 1977: Headrests and inertia-reel seatbelts are now fitted.
- 1978: Dual-circuit brakes are standard.
- Nov 1979: The final Midget is built; the last 500 feature a black commemorative badge.

The writing of this article brought back many memories of my time with my Midget (pictured). Fun to drive, a great sports car, and I am sure that anyone who now has, or has had a Midget, would agree that this was time well spent.

Lyall Clarke

2022 MG National Meeting

“MGs by the Lake”

Bulletin 2_- September 2021



Planning is progressing well for MGs by the Lake and much has happened since our first Bulletin. We have confirmed arrangements for all of our competition and social venues and detailed planning for all events is underway.

Expressions of Interest

Thank you to everyone who has visited the NatMeet 2022 website and provided your contact details via the “Express Interest” form. All of you should have received this Bulletin directly to the email address you provided.

If you are considering attending and have not yet completed an expression of interest then please go to the website, click on the “Express Interest” button and provide your email contact details.

At the time of writing this Bulletin we have received over 160 EOIs representing more than 300 people, including over 280 who have indicated that they are likely or very likely to attend.

Maximum Numbers of Registered Entrants

The very strong response received so far has prompted the organising committee to carefully consider the maximum numbers of entrants that we can cater for at each event. Assuming that covid-19 restrictions allow a “traditional-style” NatMeet event, then the limiting factor for overall full competition and social entries will be the capacity of Club Macquarie’s auditorium for the evening social events, which will vary depending on the specific covid restrictions in place at the time.

We may need to consider alternative registration options that might enable more people to attend and participate, but perhaps in different ways to those we have been accustomed to.

Given the uncertainty of predicting covid outbreaks, lockdowns and other government restrictions, we intend to make final decisions regarding the meeting towards the end of 2021. We are quite confident that the meeting will be able to proceed in some form, barring a lockdown affecting Lake Macquarie or closure of state borders.

Details of the registration options available and the process to be used, including payment and refund arrangements, will be determined and published at the time when registrations open.



2022 MG National Meeting

Latest information



Covid-19 might have us in the grip of lockdown, but we are still working towards hosting the MG Car Clubs National Meeting over Easter 2022.

The planning committee has been meeting over Zoom and working through all the details that go into running such events.

We have now received expressions of interest through the NatMeet website from almost 300 people across Australia who are keen to attend. That is more than we could accommodate at Club Macquarie for social events, so we are exploring options for registrations that would enable more people to participate.

Bulletin 2 for the event has been finalised and appears in this magazine. It will be emailed to everyone who has registered their interest, and will also be available for download from the "documents" page of the NatMeet website.

If you are interested in attending and have not yet completed an expression of interest, PLEASE GO TO THE NATMEET WEBSITE AND DO SO. It will help us to better judge numbers and will also ensure you receive all future updates directly to your email inbox.

The planning committee are still very keen to find extra volunteers to help with preparation and running of the National Meeting. If you are interested, please contact myself, Fran Hodgson or Lyall Clarke. Meetings are held at the Cobby St clubrooms when covid allows, but otherwise via Zoom. Details will appear on the "coming events" pages in the magazine and on the club website.

The next meeting will be on Monday 27th September. EVERYONE IS WELCOME!

Bruce Fraser
Chair of the NatMeet Planning Committee
Mob 0417 481 480



** Incorporating the inaugural Australian Junior Hill Climb Championship.*

**Thursday 21 October 2021 -
Sunday 24 October 2021.**

The 76th Australian Hill Climb Championship is being held at the Mount Cotton Hillclimb in Redland City, Queensland. This event draws the best vehicles and best drivers from all over Australia to seek the prestigious title of Australian Hill Climb Champion. The circuit will provide the ultimate test of strategy and skill with a 946m track which features varying inclines, corners and cambers challenging drivers to achieve the elusive sub 40 second run.

The current outright record stands at 35.25 seconds set by Malcolm Oastler (Vic.) at the 2017 Qld Hillclimb Championships.

Prize money and trophies (including class awards) will be awarded as per Supplementary Regulations. Entries are open to any log booked cars and all road registered cars.

Promoted and hosted by the MG Car Club of Qld.



A National Championship event of



Redlands Coast, everything from the bush to the beach.



For more Information:

Event Secretary: Annette Truscott



ahc2021@mgccq.org



mgccq.org.au/ahc2021



Australian Hillclimb Championships – 2021
@20AHK21

MG Pre-War and TYme Event 2021

Event Information and Registration is now available for the MG Pre-War and TYme Event to be held in Canberra from 1 to 4 October 2021. The information and registration form can be found at: <https://mgcccanberra.org.au/>

Inquiries concerning the event may be sent by email to mg-pre-war-tyme@mgcccanberra.org.au, or by phone to:

- Pre-War Registrants: Malcolm Robertson ph. 0408 627 685
- T Type and Y Type Registrants: Kent Brown ph. 0412 558 029



REGISTER SECRETARY REPORT

No additional vehicles added to our Historic Register since those recorded in the August magazine, but renewals remain strong with over 200 vehicles on our register.

Continuing my theme of interesting vehicles that I have come across I have raided my archives as lockdown has quashed all possibilities to view vehicles in recent times. A few years back I visited Melbourne to attend the Motorclassica Exhibition, well worth a visit if you have never been. You have over 12 months to plan your visit for October 2022 as this year's event has been cancelled, yes you guessed it, due to covid.

Following are a selection of cars that I was very fortunate to see: -



To my mind one of the best-looking rally cars of its era a 1971 Renault Alpine A110.

I have fond memories of watching these blast through UK forests in the seventies on international rally events.

REGISTER SECRETARY REPORT



An original Audi Quattro rally car responsible for bringing the all-wheel drive revolution to the World Rally Scene. This one showing some true rally providence with the names S Blomquist and D Cederberg displayed on the front fender.



Jaguar XJ13 V12 mid-engine prototype Le Mans 24hr race car produced in the 1960's but never raced.

Allan Evans



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

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

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

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

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

How do you do that??

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

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

MY CARS

+Add Car

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

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

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

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

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

PLEASE GIVE IT A TRY!

FOR SALE

“MGB SALES BROCHURE”

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

“MGB SERVICE MANUAL”

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

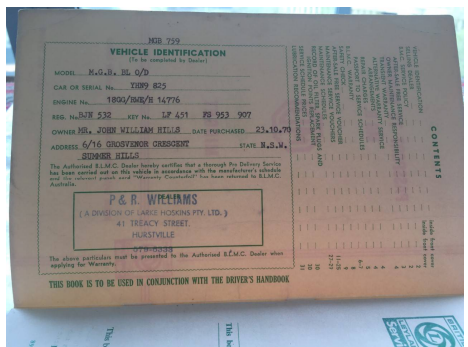
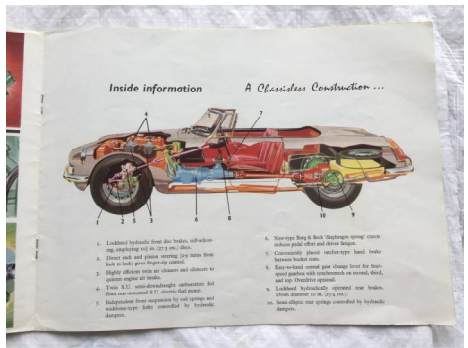
“Owner’s Manual”

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

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

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

Rob Dunsterville robertanddenny@gmail.com



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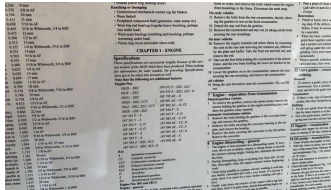


Toyota MR2 Bathurst Model Bonnet with safety pins (as new condition) \$200

Contact Barrie Coady on 0408490528 re the above items.

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Anybody interested in purchasing a large glass framed print (approximately 1200x900mm) of an MGB featured



over background of pages from maintenance manual.

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Just below the top menu, the sliding pictures show adverts for the next few events. Clicking on the picture will take you to the event page where the Supplementary Regulations and Entry Form are stored and can be downloaded.

By scrolling down the Home page, an Events Snapshot bar will become visible showing the next few events. At the bottom, click on View All Events to see events set further in the future.




Michael Snow

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