

Clubtorque

**The official publication of
MG Car Club Newcastle Inc**



Robert Lyons' MG TB at the 2022 Nat Meet Concours

Only 57 ever of this particular model built and there are only
2 in Australia, so it is a very significant MG.

MGs & Motorsport

JUNE 2022

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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

Club Rooms:

Northcott Park, Cobby Street, Shortland

Monthly Gathering:

2nd Friday of the Month, 7.30pm at the
 Cobby Street, **Club Rooms**

Ringwood Park Motorsports

Complex:

53 Italia Road Balickera, 14Kms North
 of the Heatherbrae Roundabout

Website Address:

www.mgcarclub.com.au

Facebook:

<https://www.facebook.com/MGNewcastle>

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Other enquiries

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 address or phone **0402 609 144**

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United Kingdom



www.motorsport.org.au



COMING EVENTS — JUNE

Thurs 2	MGCCN	Dads Army 8am	Ringwood
Sat 4	MGCCN	Members Working Bee M 9am	Ringwood
Sun 5	TCC	State Motorkhana Rnd6 9am	Nirimba
<i>Sun 5</i>	<i>NSCC</i>	<i>All Japanese Car and Bike Show 9am to 2pm</i>	<i>McDonalds Jones Stadium</i>
Mon 6	MGCCN	Mag Assy 2pm	Cobby St
Thurs 9	MGCCN	Dads Army 8am	Ringwood
Fri 10	MGCCN	Club Night M 7:30pm	Cobby St
Sat 11	GSCC	State Hillclimb Rnd 5 Mountainview Practice 9am	Grafton
Sun 12	GSCC	State Hillclimb Rnd 5 Mountainview 9am	Grafton
Mon 13		<i>Queen's Birthday Holiday</i>	
Thurs 16	MGCCN	Dads Army 8am	Ringwood
Sat 18	MGCCN	Khanacross D/T M KC3 CC12 R8 9am ** Change of Date **	Ringwood
Sun 19	HDCC	State Khanacross Rnd4 2pm	Hampton
<i>Sun 19</i>	<i>MGHR</i>	<i>Euro Motorfest 8am to 1pm</i>	<i>Foreshore Park Newcastle East</i>
Sun 19	AHRG	Des West Memorial Touring Assy Dirt & Tar TR2 9am	TBA
Sun 19	MX5 NSW	MX5 Club Hillclimb 9am	Ringwood
Tues 21	MGCCN	Board Meeting M 7:30pm	Cobby St
Thurs 23	MGCCN	Dads Army 8am	Ringwood
Sat 25	MGCCN	CSCA Supersprint Rnd3 Pheasantwood M 9am	Marulan
Sat 25	WAC	Rallysprint 2pm	Awaba
Thurs 30	MGCCN	Dads Army 8am	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 — JULY

Fri 1		<i>School Term End</i>	
Sun 3	MGCCN	Escape to the Country Touring Assy Rnd3 Tar Only M CC13 R9 TR3 9am	Cobby St
Sun 3	WAC	State Motorkhana 10am	Awaba
Mon 4	MGCCN	Mag Assy 2pm	Cobby St
Thurs 7	MGCCN	Dads Army 8am	Ringwood
Fri 8	MGCCN	Club Night M 7:30pm	Cobby St
Sat 9	TSCC	State Hillclimb Rnd 6 Oakburn Park Practice 9am	Tamworth
Sun 10	TSCC	State Hillclimb Rnd 6 Oakburn Park 9am	Tamworth
Sun 10	WAC	State Khanacross Rnd5 9am	Awaba
Wed 13	MGCCN	Motorsport Panel M 7:30pm	Cobby St
Thurs 14	MGCCN	Dads Army 8am	Ringwood
Sat 16	TSOA	CSCA Supersprint Rnd4 9am	Wakefield
Sun 17	ARDC	State S'sprint Rnd4 9am	SMSP Gardner/GP
Mon 18		<i>School Term Start</i>	
Tues 19	MGCCN	Board Meeting M 7:30pm	Cobby St
Thurs 21	MGCCN	Dads Army 8am	Ringwood
Sat 23	MGCCN	Xmas In July M R10a 9am	TBA
Sat 23	WAC	Rallysprint 2pm	Awaba
Sun 24	MGCCN	Xmas In July M R10b 9am	TBA
Sun 24	MCC	State Motorkhana Rnd7 9am	Nirimba
Thurs 28	MGCCN	Dads Army 8am	Ringwood
<i>Sat 30</i>	<i>JDCHR</i>	<i>All British Day Show 9am</i>	<i>Foreshore Newcastle</i>
Sun 31	MGCCN	Khanacross M KC4 9am	Ringwood

THE BOARD

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~*Vacant*~

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Various Club Members

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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.

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Greg Hunter 0412 493 711

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PRESIDENTS REPORT

We've had our 15 minutes of fame, but unfortunately our Nat Meet win mentioned last month was short lived. Due to a misunderstanding in how the results were to be calculated and a subsequent re-calculation, the Nuffield trophy that we thought we had won has now been awarded to Queensland. The organising committee has sought to have the Nat Meet rules rewritten to ensure this doesn't happen again in the future. It also means we will have to have a large and strong MGCCN contingent head to Adelaide next year so we have the best chance possible to win it back. It will also be a great opportunity for many to tick off some bucket list items by having a few laps at The Bend. With a bit of luck I might even have my MGF on the road by then.

It was also sad news to hear of the passing of our long time and life member, David Walker. The club was a large part of David's life, and David also played a large part in the clubs' history. He will be sadly missed, so we pass on our condolences to his family. I'll make sure that the next time I'm racing I'll wear some bright coloured socks in his honour.

In better news, several of our members had a successful weekend up at Tamworth for the Tri-Series round. Unfortunately, the rain arrived just as the first run was completed, robbing many of getting a faster time later in the day, but that didn't stop some of our braver competitors from giving it a red hot go anyway.

Back at home, the rain also made an appearance at our Motorkhana, but that didn't quell the enthusiasm of the competitors, a few of whom were competing for their very first time. A wide variety of vehicles including a VW Beetle and AP5 Valiant slipped and spun their way around the flags, though not always in the correct order. Several WD's were awarded, but that didn't reduce the size of the smiles or the amount of laughter. Neil Ferry led the field the whole day to take home the win, followed by Lewis Penfold and Nathan Crockett.

The Khanacross, the week prior, was also enjoyed by many, with plenty of track time available on both the dirt and the tar. The element of darkness being added for the night portion of the event. The combined dirt and tar event was taken out by Aaron Wullemmin, whilst in the Tar only event saw Brendan Foot sliding his Falcon into first place by just 0.12 seconds.

Our Round 3 Hillclimb also had some very tight competition, with the top four places being separated by just over half a second. Whilst WRX's seemed to be the flavour of the day for most, Steve Brydie deserves a special mention for taking the fight to them in the little Datsun, which seemed to think itself a motorbike in a past life with the amount of time it spent on two wheels. Steve and the Datsun eventually claiming third place. Second was Peter Akers, with Tim Blake in the top spot.

What is really interesting about the results of the Hillclimb is what it has caused within the Outright Hillclimb Championship. After the three rounds we now have three competitors, Adam Single, Peter Akers, and Tim Blake, all tied on an equal 29 points. The weather may be cooling down, but the competition is only just warming up.

For those looking towards the future, there is plenty happening in June as well. Our Friday Club Night will see us at Cobby St, whilst others may be looking to head North to Grafton for the State Hillclimb Round.

The following weekend we will be back at Ringwood for another round of the Khanacross series to be held on Saturday the 18th. If you get confused and turn up Sunday, you may be surprised to see a paddock full of MX5's who have arrived to compete in a Hillclimb. The weekend other than that, many of us will be heading South, for what will be another Saturday event. This time it will be our round of the CSCA Supersprint Series which will be held at Pheasant Wood Circuit.

As always, I look forward to seeing you at one of our events, and with so much happening there is plenty to choose from. See you soon.

Chris Fernance.

WANTED

TREASURER – AUTOTEST – RALLY

The Newcastle MG Car Club is on the hunt for more members to join our committee. We are in particular need of someone to fill the role of **Treasurer**, with John Finch looking forward to a well deserved break.

The treasurers position is vital to any club in managing its financial affairs, and ours is no exception. It's your opportunity to help ensure the club has a solid financial future, and help us to achieve our goals and meet our financial requirements into the future.

Also vacant is the position of **Autotest Co-ordinator**. The purpose of this role is to assist in the organisation of our Motorkhana and Khanacross Events, helping to improve the popularity of these enjoyable events.

We are also looking to fill the role of **Rally Co-ordinator**, who assists in organising and keeping the club and our members informed of events such as our Touring Assembly

And finally we also have the position of **Director Assisting No.2** available. This is an entry level role and a good introduction to the running of the club, its business and activities.

NEW MEMBERS

Mr Robert Lyons – Full Member (1939 MG TB Tickford Drophead)
Mr Kasey Cannon - Associate member
Mr Jai Smith: - Associate member.
Mr Stephen Harding – Associate Member
Mrs Anne Harding – 2nd Family Associate member.
Mr Lewis Penfold – Associate Member
Mr Ryan Bower – Junior Member

We look forward to having you join us at future events, be it a Club Night, Social Outing or a Competition event. It is indeed pleasing to see additional MG owning members join us as well as those who have expressed an interest in the competition side of the Club's activities.

Dave Atkins – Membership Secretary



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Developments

MG CAR CLUB MEMORIES

The Club has shaped many elements of my life over the years, so putting my mind in re-wind triggers many memories.

Like the night in 1958 I drove my 1929 Chev to Waratah to meet Club Captain, Nigel McDonald and Jack McLaughlin to apply for membership, their black TC's parked in the driveway - Nigel's with 16" rear wheels.

And my first speed event - a standing 1/4 mile on Pokolbin airstrip. (see photo 1) I had, by then, progressed to a side-valve Morris Minor which, I recall, managed a staggering 19.8 secs for the 1/4.

Then I joined the MG TF crowd - Brian Lee, Peter Simpson, Sam Lawrence and others.

Loved thrashing the TF around the Club's circuit events - trying to find fractions to top Peter Houghton in his MG TD. (photo 2) And removing a tooth from second gear on the cluster a couple of times. Learnt a lot about rebuilding gearboxes.

Doug Kelley became Club President, his brother Graham the Secretary. The magazine was assembled page by page by a crowd at Bill White's house. Navigation rallies were a feature of the club calendar and usually dominated by Rollo Martin and Ken Brownlee in their VW. But, with a crew of three, Doug Kelley's Abarth 750 took the honours in one event.

Then there was the push to revive King Edward Park hill climb in spite of the restrictive Speedways Act. I remember sitting in an FB Holden police car in the park arguing the case for the event with the senior officer who had to give approval. We were given the nod, and the great sandbag fill began.

Sorry to see the climb eventually lost to progress, because in all my driving I still think holding a car flat into the sunken garden curve and then sliding it up the pinch to land on the top road pointing in the right direction was one of best adrenalin pumpers.

It was club member Brian Lee who set me on a path to go racing. He had sold the TF, bought a Sprite and raced it at Warwick Farm. I watched his first race and decided I had to do that.

With a lot of help from club members - Al Barbour, Peter Routley, John Collins and others I built my racing Sprite. The first event was a Hill Climb in Tamworth - it was club member Bill Hudson who provided the tow car - his mother's FJ Holden.

“Foreign orders” contributed ...I seem to remember BHP made part of the induction system (John Collins I think) And Allis Chalmers made a set of fuel lines (Fred Savins)

Then it was the IIA Sprite, lots more nights with club mates in the P&R Williams workshop (thanks to Rod Williamson) and ultimately the AARC Driver to Europe award.

Again, it was club member Alan Barbour who was my pit crew/mechanic/and great supporter in those years in England,

So many other events have been linked to club members - like the Round Australia Rally with Peter Mullin.

Maybe none of this would have happened if I had not taken that drive to Waratah.

And in a post script - it is sad that Alan and Peter are not still around to add to my story.

Jim Sullivan



DAVID WALKER 9/10/1947 – 16/5/2022

On behalf of the Board and members of the Club, I offer the sincerest condolences to Leslie, Brooke, Courtney, and families.

The 35 years we have known him, and the family can't be covered in a single article, so I won't pretend that this is a comprehensive summary of those years.

Clubs such as ours rely on the voluntary work of members, and over the past 67 years there have been a very large number who have given their time to make this great club what it is and has been for many years. However, there are some who make such a significant contribution over a long period of time that they deserve special recognition for that effort. David was one of those.

24th May 1987 would have marked the 35th anniversary of David joining the club as a Mazda Driver, He soon became an MG owner with the purchase of the MGB that he used so successfully ever since. He became one of the Club's most active MG Enthusiast's from then on. By mid 1989 he was a regular competitor and already in the top 10 in the Pointscore.



David in his much-loved MGB at Ringwood

Since then, he has owned and driven a range of MGs in varying conditions, all the while retaining his MGB, using it to very good effect in competition. He was a quiet achiever and to list the individual awards he has won in competition would take too long.

Over the years he competed in several other makes and models but there can be no doubt that the MG Marque had a special appeal.

David featured in the results of many National Meetings since he got his B up and running in competition at the Nat Meet. of 1989.

He demonstrated how much he enjoyed the National Meetings by making a huge effort to display his most recent project, the K Midget at Speers point back in April, and to be there to catch up with the many friends from across Australia that he had made through the MG National Meetings.



The Walker family has had MGCC Newcastle as a large part of their life for the best part of 35 years. The family hosted many Natter Nights & planned Register Runs. David was well supported by his wife, Leslie. Without their efforts the MG and social aspects of the club would have been much poorer.

David held the Mick Nielson Memorial Trophy for Club Member of the Year for 6 years from 1993 to 1998 and was Club Champion for the two years prior to that.

David was a true MG enthusiast, involved across all Club activities using his MG at every opportunity. He won the David Huck Perpetual Trophy 6 times between 1990 to 2017. He won the Lions Club Trophy in 2004 and again in 2006.

His tireless efforts at King Edward Park and other working bees need a special mention, not only by way of his personal work but the use of his vehicles and equipment on almost all occasions. He provided storage space on the Block for Club vehicles, trailers, and equipment for many years.

To summarize his involvement in the running of the Club, David served 23 years on the Committee between 1989 and 2013. Including 2 years as President, 1 as Vice- President, 1 as Club Captain, 2 as Regalia Officer, 2 as Motorkhana Co-ordinator, but most significant was the 14 years as Register Captain.

David was first hit with Cancer in 2004, a year in which he was re-elected as Register Captain. And was 2nd Outright - Club Championship, He also won the David Huck Perpetual Trophy and the Lions Club Trophy for Best Performance by an MG Driver in Competition. All despite having lost the last 3 months due to ill health.

Thankfully he was able to beat it and get back to what he loved doing with the MG's and The Club. He rejoined the Committee for 2006, then resumed as Register Captain for another 5 years between 2008 and 2013.

Following an extremely popular decision of the Committee, David was awarded Life Membership at the 50th Anniversary Dinner at West Leagues Club in 2005.

In more recent years I don't think there has been many times that David hasn't been working on an MG Project of some type or other, such was his dedication to the MG Marque.

DAVID WALKER 9/10/1947 – 16/5/2022



David in the "K-Midget" at Ringwood

David in his MGZT



David presenting Chris Fernance with the Mick Nielson Trophy for 2020

I know that all the people who knew David have something in common, we all considered David to be one of the good guys in the Club, always a humble competitor, a willing worker and most of all a person who was highly respected and considered as a friend.

David you will be missed by the many who have had the pleasure of knowing you, You, will be remembered by us all.

Dave Atkins

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ROUND 3 HILLCLIMB 29TH MAY

Pl	Name	Vehicle	Class	Time
1	Tim BLAKE	Subaru WRX	Type 4 AWD	68.02
2	Peter AKERS	Subaru WRX	Special Vehicle o 3 ltr	68.17
3	Steve BRYDIE	Datsun 1200	Tp 3 u 2 ltr	68.49
4	Adam SINGLE	Subaru WRX	Type 4 AWD	68.53
5	Kevin AKERS	Carroll Clubman	Grp 2A/2C u 2 ltr	69.43
6	Colin BROOKES	US Legends 34 Chevy	Tp 5 u 2 ltr	69.81
7	Paul BOWER	Mazda MX5	PS Modern 1.4 - 2 ltr	70.58
8	Ryan GORTON	Hyundai i20N	Tp 2 o 2 ltr	71.23
9	Cody SKOUMBOURDIS	Ford Fiesta XR4	Tp 4 o 2 ltr	71.31
10	Mitch CRAIG	Honda Civic Type R	Tp 2 u 2 ltr	71.48
11	Graham ORR	Honda CRX	Tp 2 u 2 ltr	71.64
12	Glynn ELLIOTT	Jackson Special	Tp 5 u 2 ltr	71.66
13	Troy MORLEY	Subaru WRX	Special Vehicle o 3 ltr	71.82
14	Darren BLAKE	Subaru WRX	Special Vehicle o 3 ltr	71.85
15	Rick VINCENT	Lotus Elise 111R	Tp 4 o 2 ltr	71.86
16	Stephen BUTCHER	Stinger	Tp 5 u 2 ltr	71.92
17	Toby BANKS	Honda City	Tp 2 o 2 ltr	71.98
18	David WYKES	Toyota Special EC5	Tp 5 u 2 ltr	72.08
19	Rick YATES	BMW Mini Cooper S	Tp 3 o 2 ltr	72.51
20	Andrew FERENCE	Mazda MX5	PS Modern 1.4 - 2 ltr	72.65
21	Ryan BATES	Subaru WRX	Type 4 AWD	72.69
22	Matthew BATES	Subaru WRX	Type 4 AWD	72.90
23	Bruce CONDRON	MG B	Tp 4 u 2 ltr	72.92
24	Damien SPINKS	SRT Mk1 F Vee	Tp 5 u 2 ltr	73.00
25	Connor MORLEY	Subaru WRX	Special Vehicle o 3 ltr	73.05
25	Jye SMITH	Subaru WRX	Special Vehicle o 3 ltr	73.05
27	Stuart BOWER	Mazda RX8	Tp 3 o 2 ltr	73.78
28	Amanda SINGLE	Subaru WRX	Type 4 AWD	74.08
29	Darren LINDSAY	VN Commodore	Tp 3 o 2 ltr	74.17
30	John FINCH	Mazda MX5	Tp 2 u 2 ltr	74.41
31	Mark DE GIOIA	Datsun Sunny	Tp 3 u 2 ltr	75.47
32	Malcolm ROACH	Toyota 86	Tp 2 u 2 ltr	75.61
33	Michael ALCHIN	Amaroo Clubman	Grp 2A/2C u 2 ltr	75.64
34	Rod BERWICK	Mazda MX5	Tp 2 u 2 ltr	76.27
35	Rian HUMPHRIES	Holden SS Ute	Tp 2 o 2 ltr	76.61
36	Thomas ALCHIN (J)	Amaroo Clubman	Jun Spec	76.87
37	Bruce RIDGE	Lotus 7 Replica	Grp 2A/2C u 2 ltr	77.00
38	Garry CHRISTOPHERSON	Renault Clio	Tp 1 u 2 ltr	77.11
39	Matthew WHITWORTH	MG B	PS Classic 1.4 - 2 ltr	77.18
40	Robert ILES (J)	Mazda MX5	Jun Prod	77.43
41	Brian SUTTON	Mazda MX5	PS Modern 1.4 - 2 ltr	77.49
42	Jeff NEWAY	MG B	PS Classic 1.4 - 2 ltr	78.26
43	Paul WHITWORTH	MG B	PS Classic 1.4 - 2 ltr	78.36
44	Robert DAWSON	Suzuki Ignis	Tp 2 u 2 ltr	78.61
45	Bruce BALL	BMW 330i	Tp 1 o 2 ltr	79.23
46	Fran HODGSON	MG ZR 160	Tp 1 u 2 ltr	79.28
47	Scott BRYDIE	Toyota Celica	Tp 3 u 2 ltr	79.40
48	Brendan JEFFRIES	BMW Mini Cooper S	Tp 2 o 2 ltr	79.55
49	Michael SCOTT	Austin Healey 3000	PS 2B Classic o 2 ltr	79.66
50	Steven PREEDY	Honda Civic	Tp 2 u 2 ltr	79.92

PI	Name	Vehicle	Class	Time
51	Peter BALL	BMW 330i	Tp 1 o 2 ltr	79.97
52	Russell WEST	Clubman	Grp 2A/2C u 2 ltr	80.79
53	Jeremy RAUCH	Holden Astra	Tp 2 o 2 ltr	81.39
54	Mathew MOORE	Holden Torana LJ GT	Tp 3 o 2 ltr	81.56
55	Barry MAGENNIS	VW Golf	Tp 2 u 2 ltr	81.57
56	Gary PIPER	MG B	PS Classic 1.4 - 2 ltr	81.64
57	Harry KEIL	Hyundai Getz	Tp 1 u 2 ltr	81.93
58	Michael DERN	Ford Fiesta XR4	Tp 1 u 2 ltr	82.09
59	Andrew WALKER	Mazda MX5	PS Modern 1.4 - 2 ltr	83.05
60	David ILES (J)	Mazda MX5	Jun Prod	84.45
61	Allan EVANS	Triumph TR7	Tp 1 u 2 ltr	85.15
62	Hayley NIX	Suzuki Ignis	Tp 2 u 2 ltr	85.18
63	Michael TAYLOR	Morris Minor	Tp 4 u 2 ltr	86.86
64	Lindsay CLOUT	Mini Cooper S	Tp 1 o 2 ltr	87.18



189— Adam Single
 129— Colin Brookes
 36 — Rick Yates
 40 — Darren Lindsay
 366— Mark De Gioia

Photos from the
 Tri-Challenge in Tamworth



ROUND 2 TRI-CHALLENGE 25TH MAY

Round 2 saw 18 of our members make the trip to Tamworth to run at the Oakburn Park Supersprint, with many taking the opportunity to get some practice laps in on Saturday afternoon, in dry conditions.

Unfortunately for Adam & Amanda Single their Subaru suffered a mechanical failure during practice, which wasn't able to be rectified overnight, so their weekend was done before it really got started.

Sunday dawned with overcast skies, but the event got underway on a damp track, not wet! That came later. All competitors were given the opportunity to have five sets of 3 lap runs.

The weather obviously had an impact on the times, luckily the rain didn't impact the results too much as almost all achieved their best times on the 2nd or 3rd lap of their first set of runs. Terry Lanesbury being a stand out exception by setting his best time on his last lap of the day.

MGCC(Newcastle) had 16 starters and they were across 9 different classes, a really good turn out for the event. Given the damp conditions the AWD cars were always going to be well represented in the outright results but they didn't have it all their own way, there was a good cross section of cars featuring in the top ten.

The highest placed MGCCN member was Jim Hull in his GR Yaris with a time of 39.877 sec set on his 3rd lap of the day. This earned him 3rd outright and a class win.



Next was Kenneth Atkins in his WRX on 40.124 secs to take 5th outright and 1st in SV over 3L



Peter Akers was 2nd in class & 7th outright with a time of 40.506 set on 3rd lap.



Troy and Connor Morley gave their WRX a good work out with Troy finishing 5th in Class and Connor 7th. Terry Lanesbury, also in a WRX finished 11th in class. Paul Bower was a lonely competitor in Marque Sports under 2L being the only entrant, he clocked a 43.273 on his 3rd lap of the day.

Likewise, was John Collins in the JWS. That beast must be a handful in the wet! His best was a 42.975 also on his 3rd lap of the day.



Mitch Craig and Graham Orr once again battled it out in Type 2 Under 2L in their respective Hondas. Mitch setting some very good times in the wet but his best was also on his 3rd lap with a 41.056 to take the class win from Graham by just .55 of a second.

Type 3 Over 2L was a contest between Rick Yates Coopers S and Darren Lindsay in the Commodore, Rick won with a time of 43.099 and Darren 2nd on 44.344.

Type 3 Under 2L was won by Mark De Gioia in the Datsun Sunny with a 43.099. James Graham only managed 3 laps with 50.686 on his 3rd lap for a 5th in class.

Dean Mears represented MGCCN in Type 4 Over 2L in his Nissan 180 SX finishing 5th in what was a strong class.

Colin Brooks was in Type 5 Under2L. up against Darren Read (KSCC) in his very quick Hayward. Colin's best was a 41.902 also set on his 3rd lap.

At the time of writing the Provisional Pointscore isn't available, but MGCCN is certainly looking strong. Detailed results from Tamworth are available from the Natsoft website.

Round 3 of the Tri Challenge Series is to be hosted by Kempsey Sporting Car Club at the Raleigh Raceway on 13th and 14th of August. So, start planning now.



The final event of the 2022 Tri Challenge will be our event on the 'October Long weekend.



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REBUILDING AN AUSTIN HEALEY

This project started with Bryn Baverstock, who commenced his project quite a few years ago, he convinced me that it will be worth the effort, in some way yes he may be right ,very frustrating though.

The car being a BT7 – 3000 MK11 – LHD 2+2 Triple Carbs 5000 cars were constructed in the Jensen building facility in England during 1962, and shipped straight to California, 70% of production were sold to dealers in USA and only a very small quantity shipped to Australia.

My car was sold to a farmer within Texas, which was fortunate as it didn't suffer from any rust, not like other areas within America.

Eventually the car found its way into a sports car rebuilding facility, along with another eight Austin Healey's in various models and varying in condition, particularly with the application of body filler, as we found out during the rebuilding process.

The owner of the facility had commenced the rebuilding of the Healey's, but unfortunately, he had a severe heart attack, so his wife was left with all these sport cars and approached the owner of The Healey Factory in Melbourne, who purchased all items including all spare parts.

These cars and spares were the last to be imported into Australia containing asbestos, since then all cars containing asbestos, must be stripped down to remove any traces of the fibre, prior entry into Australia.

So after I purchased the car it was time to find a panel beater to correct some of the errors that the Americas left, and there were quite a few, the car was sent to a Cardiff workshop where some lengthy work was performed, to a very disappointing quality.

So John Collins came to the rescue, and talked to a work colleague who was a high quality panel beater, and performed brilliant work, including making the left hand mudguard (see photos)

During the body work, I was busy with the mechanical items including overhauling of the gearbox and diff . new bearings of course at the right price.

The car was originally painted in Colorado Red, so not wanting to copy Bryn's car, I chose Healey Blue however this was changed to Belair Blue for the final colour, a special thanks must go to John Morton, who used his skills, with an excellent two tone blue and white finish.

I could go on with a lot of the frustrations incurred during the project, particularly with parts from the UK, but the project is satisfying, although it did take a couple of years.

Bryn is very confident that he will finish his project soon ???

Cheers Rick Vincent



MY BIRTHDAY LAMBORGHINI DRIVE

I have been a confirmed motoring nut since my early years, when I failed to negotiate a corner at the end of a high speed down hill run. Terminal understeer led to dropping a wheel off the curb resulting in the roll over of my Austin J40 pedal car. Undaunted by that early bruising experience I have continued my motoring passion to this day. Feeding this passion, my adult offspring clubbed together for my 70th birthday and presented me with a voucher for a three hour self-drive tour of the Hunter Vineyards in a classic Lamborghini Gallardo.

Impatiently waiting at the rendezvous location outside the historical Carrington Hydraulic Pump Station, my wife Louise and I heard the distant rumble of the bright yellow sports car which pulled in behind us. We met Dave our tour guide and vehicle owner and proceeded to the rear of the Jeep escort vehicle to complete the formalities, signing my life away and putting a sizeable security deposit on my credit card- the owner is not silly! Dave gave me a run down on the vehicle, the obligatory safety briefing and then handed over the keys.

Louise's initial concern was whether or not she would be able to get in and out of the car gracefully. The Lamborghini has large doors and swinging one's legs in was actually easier than with my Triumph TR7. What was a challenge for me was ducking down low enough to squeeze my head in under the extremely low roof line.

Once seated, the driving position was perfect, with just 10mm clearance between my head and the roof. Leg and arm room was better than with my Triumph. I had to look down to locate the brake and accelerator pedals that were offset towards the centre of the car.

The Gallardo is by far the most exotic vehicle I have driven. Being now 13 years old, it is somewhat conventional by my standards with key start, and familiar pedals, switches and dials.

The one feature that I wanted to get to grips with was the transmission comprising a six speed electro-hydraulically actuated single clutch automated manual, operated by paddle levers either side of the steering wheel. Having previously had an exciting experience when the throttle of my car jammed open in heavy traffic, a manual clutch saved me from tail ending the car in front, with no direct control over the clutch in the Lamborghini, how could I disable the drive? I was relieved to hear that flipping both paddles at once immediately selects neutral no matter what gear the car is in.

Starting procedure is to maintain firm pressure on the brake pedal and turn the key. No instantaneous burst into life, the motor needs a few laborious cranks before the 5 litre V10 bursts into life with a thunderous roar. To move off, still with foot on brake pedal, select 1st gear with the paddle and transfer foot to the accelerator pedal applying pressure until the car determines you are ready to go and engages the clutch. This was my most apprehensive moment of the adventure, pulling out from a parallel park where you want to be confident that you have adequate clearance from the car in front, which is difficult when you cannot see any of the car forward of the base of the windscreen. There is no slipping of the clutch or gently feeding power through the torque converter, the clutch is either engaged or disengaged.

Setting off down the road behind the escort vehicle, I selected the “auto” option for the transmission by pressing button A on the dash panel. I had enough hand operation to concentrate on controlling the wipers and traffic indicators with stalks on opposite sides to what I am used to. I wanted to relax into the experience and let the car sort the gears out without having to think about floppy paddles.

The car is quite wide and Dave issues a request, over the two-way radio, to be careful not to curb the wheels on the way through the first roundabout. Louise enjoyed responding to Dave over the two-way, evoking memories of Z Car TV shows of years past. Gear changes are pretty brutal at commuting speeds. I do love the way it matches engine revs on change down, perfect heel and toe response, accompanied by a gorgeous roar from the motor.

Italian cars have a reputation for being highly strung but I found the Lamborghini to be quite civilised even at commuting speeds. Throttle response, power delivery and acceleration were progressive but never ending. I found myself hanging back from the escort vehicle and then accelerating back up to it so I could savour the performance and the slick gear changes.

At another roundabout the car changed down when part way through, which I found disconcerting as we were on very wet roads on extra wide tyres. Bearing in mind they are snap gear changes likely to put the car off balance, I had visions of coming out the other side on opposite lock. Grip levels were superior to what I am used to so there was no drama. With more experience I found I could influence change downs in advance by tapping the brake pedal enabling me to drive under a balanced throttle through corners.

Suspension is firm as one would expect for a performance sports car. You can certainly feel road imperfections but it was not jarring and teeth fillings are still intact. The seats were also firm but very comfortable.

LAMBORGHINI DRIVE - CONT

Dave took us on a predominately back road route to our morning tea destination, Café Enzo at Pokolbin. The roads were great to drive, with splendid scenery that we had not experienced before. Recent rains had taken their toll on the road surface and I had to be vigilant to manoeuvre around some choice water filled potholes. We went through the main road of Cessnock and came to a halt at traffic lights in the centre of town. The Lamborghini certainly drew attention from the Sunday morning coffee set seated at tables on both sides of the road.

Louise was tempted to practice her Royal Wave. Having arthritis in my hips I decided at this point to relieve pressure on the brake pedal to give my leg a breather. The car decided I was parking, let out a loud beep and selected neutral. At that point the lights turned green and the escort vehicle took off into the distance. I had to rapidly recall the drive off procedure, foot on brake, flip paddle to select 1st and transfer foot back onto the accelerator. I did manage to achieve this just before the lights turned red again, and took off belatedly after the escort vehicle, probably much to the amusement of diners.

There was one more instruction from Dave as we drove up the driveway to Café Enzo. There is a traffic calming dip across the full width of the drive. Dave relayed instructions on where to locate the button that jacks up the front of the car so that we could negotiate the dip without wiping out the front spoiler on the driveway.

I can highly recommend the coffee and lemon tart at Café Enzo, it is worth a drive out there just to savour the treats. We enjoyed a good chat with Dave, Louise and he discussing their respective Italian heritage. Dave told me that he utilises left foot braking to gain better control over the clutch engagement when manoeuvring. Dave is retiring the Lamborghini from the self drive tours, my voucher being one of the last remaining that he will honour. He will continue to conduct scenic passenger drives around Newcastle.

The café carpark provided a perfect photo opportunity prior to our departure. There is no way we could depart un-noticed, the roar from the motor draws attention from near and far. I located the reverse button on the dash and gingerly backed across the carpark to stop in front of an old chapel as our backdrop. Visibility in the rear view mirror is very restricted by the spoiler running across the middle of the small window aperture, but vision in the door mirrors was great.

Photos over, we headed out of the café to take a more direct route back to Newcastle. One more challenge as we negotiated the speed calming dip in the driveway, pressing the raise function disables the auto transmission function. Pulling out of the drive I held first longer than I was comfortable with, with the roar of the motor increasing whilst I located the A button to engage auto again. It was all quite dramatic, people in the café probably thinking, "bloody poser".

The roads home were more open and smooth allowing me to further exercise the handling and power delivery of this superb vehicle. My entry onto the Hunter Expressway was unimpeded and I took the opportunity to tread on the throttle and savour the acceleration, engine roar, rapid gear changes and we were up to 110km / hour in the blink of an eye. The car settled into 6th gear, hardly experienced on the way out, and the purr of the engine subdued somewhat. I can imagine what fun this car would be on the Alpine passes and unrestricted highways of it's home country.

Back in Newcastle the sky opened again so we braved the weather for a few more photos before handing the keys back to Dave and thanking him for providing the opportunity to drive his cherished Lamborghini. That is a life experience I will not forget. Thanks kids.

Allan Evans



SOCIAL SECRETARY

The next **CLUB NIGHT** will be at the Cobby Street Birmingham Gardens **CLUB ROOMS** on **Friday 10th June 2022 at 7.30pm.** There will be Guest Speaker/s talking about the **SPEEDWAY!!!**

The last Club Night had a few new members visiting and it's a good place for current members to meet those who have just joined the club.

The club rooms are air conditioned so will be nice and warm with supper being served later in the night.
Hope to see you on 10th June.

If you have any suggestions for guest speakers please let me know.

Rose Collins M 0413222828

.....
2023 Nat Meet Coordinator for Newcastle MGCC Team
Fran Hodgson Ph: 0414 449 252

Fran is looking into booking accommodation for 2023.
Please contact Fran if you are interested in attending and require information.

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INVITATION TO MEMBERS

“COFFEE AT THE CLUB ROOMS”

(Tea & Soft Drink also available)

Wednesday 22nd of June 2022



From 9.45 am until mid-afternoon.

Just call in for 'as short or as long' a break as you please.

Meet like-minded members and share your passion.



This is an opportunity to get involved in a low-key social outing during the day.

- Check out what the Club Rooms have to offer.
- Play some of our extensive collection of motor sport and motoring DVD's.
- Visit the Library, look through archived Magazines, minutes etc.
- Use the morning to go for a run in your favourite car and share the story with others with a similar interest.
- Swap stories from the past, present. (Or future!!)



Euro Motorfest 2022

Sunday 19th June

From 8.30am to 1.30pm

Display Vehicle entry fee \$10.00

Newcastle Foreshore Park

Wharf Road, Newcastle East

Food & Drinks available

For more info call Ian Ashton 0429 592 823

All European Marques Welcome!

Please register your car club 's attendance by

emailing iashton7@bigpond.com

In the event of wet weather, alternative date is Sunday 26th June

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MG National Meeting

7-11 April 2023

May Update

www.natmeet2023mgcc.com.au/



Hello again with an update on details of the 2023 MG National Meeting being held in Adelaide next Easter. The big news is that expressions of interest are now open. Please send names, e-mail contact and phone contact to our Registrar, Chris Bray, at Registrar2023natmeet@adam.com.au. If you have already done this, encourage your friends to make an expression of interest.

The web address is at the top of this bulletin - we're updating information as it becomes available.

The theme for 2023 is straightforward: to make sure that everyone has a great time doing something they enjoy doing.

Friday April 7

- Registration and scrutineering – Kauri Community and Sports Centre, Seacliff.
- Noggin'n'Natter (including Rocker Cover Racing) –
— Festival Function Centre, Findon.

Saturday April 8

- Concours – Wigley Reserve in beautiful Glenelg. The Concours is always a highlight of a National Meeting and everyone who brings an MG to Adelaide will be encouraged to display their car.
- Theme party – Stamford Grand, arguably Glenelg's top venue overlooking the State's best-known beach. The Committee is working on an appropriate theme . . . watch this space.

Sunday April 9

- Motorkhana – The Bend Motorsport Park, Tailem Bend. SA's newest motor sport venue with full facilities including on-site accommodation, plus a nearby Motel and a Big4 Caravan Park.
- Kimber Run – Southern Adelaide Hills Wine Region with lunch at the Hahndorf Oval in the heart of one of SA's most loved tourist precincts.

Monday April 10

- Super Sprint – The Bend Motorsport Park, Tailem Bend.
- Observation & Social Run – Northern Adelaide Hills Wine Region. This will be a run of about 70km taking a couple of hours, with simplified instructions and plenty of questions.
- Presentation dinner – Festival Function Centre, Findon.

Tuesday April 11

- Farewell breakfast – return to the Stamford Grand at Glenelg to catch up once more before heading home or spending a few more days exploring what SA has to offer.
- Delegates' conference – Glenelg North Community Centre.

Classes

A decision made at the 2022 delegates meeting allows the organising club to amalgamate classes to maximise the number of people eligible for outright awards.

This is an option we may need to do depending on the number of entrants – full details will be in the supp regs.

Accommodation – get in quick!

Easter's a busy time in Adelaide (thank goodness it falls in April next year and not in March when we have the Fringe and the Adelaide Festival!).

There's a range of accommodation in Adelaide's CBD and Glenelg (always a favourite spot), but we've researched a couple of other alternatives

The **Marion Holiday Park** currently has vacancies next Easter. It's 15 minutes from Glenelg, about 20 minutes from the City and trailers may be accommodated BUT check at the time of booking as this may vary.

<https://marionhp.com.au>

And the **Brighton Beachfront Caravan Park** is a gem right on the beachfront and also has vacancies at present for its ensuite cabins. Extra parking is available at \$10 per day for trailers and tow cars. Check it out at <https://brightonholidaypark.com.au>

Sorry – we can't make bookings on your behalf, but we urge you to get in ASAP to reserve your stay.

Regalia

Designs are being finalised – watch this space for details.

Please send your expressions of interest and enquiries to:

Tim Edmonds, President, Chairman2023natmeet@adam.com.au

Chris Bray, Registration, Registrar2023natmeet@adam.com.au

Sandra Cardnell, Secretary2023natmeet@adam.com.au

See you in Adelaide next Easter!!

Regards,
Tim Edmonds
President, MG Car Club of SA.



“ESCAPE TO THE COUNTRY TOURING ASSEMBLY”
Sunday 2nd July 2022.

Starts at 9.00am from the Club Rooms at Cobby Street Shortland.
Traverse 130 Km of Country Roads, to join up at Ringwood for a BBQ Lunch
at the finish. Supplementary Regs and entry form on the club website,
www.mgcarclub.com.au

REGISTER SECRETARY

Three new vehicles have been added to our Historic Vehicle Register since the last magazine report: -

1991 Chevrolet Corvette

1974 MGB

1968 Chevrolet Camaro Coupe

3 historic registration renewals have been processed throughout May up to 28th. We now have approximately 216 Historic vehicles listed on our club register.

The “All German Day Autofest” on 7th May at Newcastle Foreshore Park hosted by Mercedes Benz Classic Car Club was well supported. There were many fine historic and modern classic vehicles on display including the latest 4 door EV Porsche which is a splendid looking vehicle. As normal I am always on the look out for something different and I found two vehicles of interest a WWII VW based military vehicle on display and a rare Datsun 1600 Fairlady sports car parked on the road side.

The Club has received an invitation from MGCC Hunter Region for members to submit their vehicles for exhibition at the upcoming Euro Motorfest on the 16th June at Foreshore Park, see flyer elsewhere in magazine for details.

Allan Evans



REGISTER CAPTAIN

The recent Midweek Luncheon Register Run had a good turn up with quite a few MG'S, all running well, one even had the hood down and we were very lucky with the weather turning out to be fine and warm.

First stop was coffee at the Williamstown McDonalds. After leaving there we went around past the airport, on the northern side, onto Richardson Road and around the Grahamstown Dam.

It was then over the Raymond Terrace Bridge turning left at the roundabout and then right at Martins Wharf Road through Duckenfield and Berry Farm.

We then went through Morpeth turning left into Tank Street stopping at the Hunter Regal Hotel for lunch.

Still working out a destination for Christmas in July and will let you know as soon as a decision is made.

John Collins



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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