

THE M.G. CAR CLUB HUNTER REGION INC.

MAY 2000



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TREASURER: Susan Bingham (MGBGT, MGBGT, Midget)

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REGALIA OFFICER: Carol Roxby (TC, MGA, MGBGT, MGCGT)

EDITOR: Bev Jones (MGB, ZB Magnette)

COMMITTEE PERSON: Ray Bond (MGB, MGBGT LE)

PAST PRESIDENT: Kevin Comford (TD, Magnette, MGC)

The Committee welcome your telephone calls,
however would you call before 9.00.pm.

The opinions of correspondents, individuals and advertisers herein are not necessarily
those of the Committee or the M.G. Car Club Hunter Region Inc.

BEV

EDITOR



What a roasting I have copped this month, just because I wanted to have a holiday with my family away from this computer! You would think I was asking them to make a major sacrifice. Thank you for doing the right thing and getting your stuff in on time. As it was, I arrived home and was sitting at the computer within a matter of hours.

I could be really nasty and steal all the thunder by telling you all about the National Meeting. I will however contain myself but will warn you that there are quite a few articles this month which begin "At the time of writing the National Meeting hasn't yet happened...." Anyone would think we are obsessed with these events and these cars. Hmmm, I think they are right. It is amazing how much attention some of our obsessed members will lavish on their pride and joy.

I can totally relate to this as my obsessed husband spent weeks worrying about how he would manage to do all

the things he wanted to do to his pride and joy in the time he had left after Monty arrived home from Melbourne.

Thankfully, Stephen drove Monty home from Melbourne just a couple of weeks before "the event" leaving there Saturday morning, stopping with Hunter club members Sharon, Martyn and Scott Hoffmann in Canberra overnight. It was then about a four and a half hour trip home on Sunday. Both arrived home safe and well after an uneventful trip.

There was only about 38 miles up on the clock when they departed Melbourne, so I'm sure there were many butterflies on board. However by the time they arrived home, there was a very happy chappie who has had some faith restored in his special vehicle. I will however say that quite a few worry beads were worn out before and during this epic journey. Names won't be mentioned. (I don't think you were on your own Jeff) oops!

All preparations were completed on time for the event which I shall not mention again.

Yes, next month we will have all the details, pics and rumours so....keep on enjoying your MG

Bev - 004 (Monty)

NEW MEMBER

We extend a warm welcome to you, and wish you a long and happy association with the club".....

Denis Hughes - Fishing Point - MGTC

We look forward to meeting you at a club event soon!

DENNY PRESIDENT



Unfortunately there are no "good fairies" that come along and do the house keeping in our clubrooms, but we do have good members willing to roll up their sleeves up and do it for us.

Not a lot to report this month. We have all been threatened with violence from our Editor, Bev if these magazine reports are not in early, so at the time of writing, not a lot has happened.

Club activities have been slow to allow members time to prepare their cars for the National Meeting, and as I write, the Natmeet is yet to happen.

Thanks to the team, Carol, Neville, Merrryl, Jeff, Bev and Richard for staying back after magazine assembly to give the club rooms a big "going over".

Next month we should have a magazine full of Natmeet stories and results, until then, enjoy your MGs and the company of those who drive them.

Octagonally Yours
Denny Bowden - MGV 873

CLUB NIGHT - Friday 12 May - MGHQ - 7.30

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AGENT FOR SPORTS PARTS



KATE SECRETARY



By the time you read this magazine the National Meeting will be over for another year. I hope that everyone had a wonderful time, and congratulations to all the trophy winners.

In this month's mail is an invitation to a 25th/50th anniversary and display day. This is for people with an interest in, or cars built or processed through the Zetland plant. It's the 25th anniversary of the closing and 50th anniversary of the opening of the plant. The cars that would have been processed here include MGAs, MGBs and Midgets. The date for this event is 25th June 2000, and the cost of the day's activities is \$39.95. Anyone who wants more infor-

mation can contact me. RSVP date is 2nd June 2000.

Another invitation we've received is to the MG Club Challenge, hosted by MGCC Victoria. This is to be held on the weekend of 10/11/12 June. For further information please ring me.

Our club was very well represented at the Motorsport Expo held at the Entertainment Centre on the 16th April. Congratulations to Jeff on his excellent organisation. Our cars looked fantastic under the lights.

We also received a thankyou letter from the organisers of the New England GP. They thanked people for their attendance, and apologized for the confusion that occurred on the Saturday.

Hope to see you at a club event soon.

Kate Leggett
MGV 835

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JOHN SPORTING



The Nationals are over by the time you read this and I would like to congratulate all those people who went, as everybody who did go, in some way, promoted our club. For those people who took away a trophy, 'goodonya'. The way that the point score is heading we need the awarded points from the nationals to see who will be Club Champion.

Last month we didn't have an event as the Nationals took precedent and you can't drag people out who just spent 2 weeks cleaning their cars for the big day. This month we are staging something different in the form of a scavenger hunt/fishing run. You may ask what this has to do with MG's. Nothing, but you must bring an MG on it to get points. For those people who want to use their own gear, this is not a problem and a small rod would be most suitable. For those people who wish to fish from

a boat, this is also not a problem as long as it is towed by an MG.

We will be leaving the Clubrooms at 2.00pm on the 21st May. You will collect your list of requirements for the scavenger hunt, a fishing line already rigged, and a map of how to get to Swansea Channel. (this may be a way to get Noel Armstrong on a run) You will need an extra dollar for bait. (bribes will be taken in this event but only to me). There will be a prize for the biggest fish, which will be alive, without newspaper sticking to it or frozen. The fish will need to be of legal size and be of a recognized species. All under size fish will be returned to the water. If the fish is considered too large by yours truly this will also be returned to the water with the person who caught it.

There is a B-B-Q where we are going, so we will end the day with a sausage sizzle. We'll supply the sausages and bread rolls etc, so you supply the chairs and drinks.

John Moremon MGC 069
Sporting Director.

Scavenger Hunt~Fishing Run
Sunday May 21
2.00pm departure from
MGHQ, Sausage Sizzle at
completion of the event.



TERRY



CLUB CAPTAIN

For the run to Windsor on the 19th March we had 10 cars turn up for what I have been told was a great day out. I must thank John MacDonald-Hill for the effort he put into organizing the run for me.

We went to Steamfest on the 9th of April and had 16 cars for the drive to Maitland. There were plenty of other cars and bikes on the park to wander around and check out apart from the other events that were going on for Steamfest.

The clubman run for May will be on the 28th and we will be going to Singleton via the back roads. Bring a picnic lunch or you can buy something to eat at

Singleton. Be at MGHQ 10am to leave a 10.30am.

The Winter Woollies run is on the 30th July and we are going to Merriwa which is about two hours driving on good roads. Our Dubbo and Quirindi people will be able to meet us there as it is quite central to all of us. We are having lunch at the Merriwa RSL Club, which will consist of a choice of three soups for entree, Roast Chicken or Roast Beef with hot vegetables for mains, Apple Danish or Apricot Danish with ice cream followed by tea or coffee for \$15.00 per head. I will need to have your money to confirm your place at lunch, so get your money in by July Club Night or you may miss out. For the Dubbo members, please get your money to Bernie Hewitt and for our members in the Quirindi area could you let Ian Carter know on

. If you are paying by cheque, please make the cheque payable to MG Car Club Hunter Region.

Terry Petteit - 018

CAROL

REGALIA



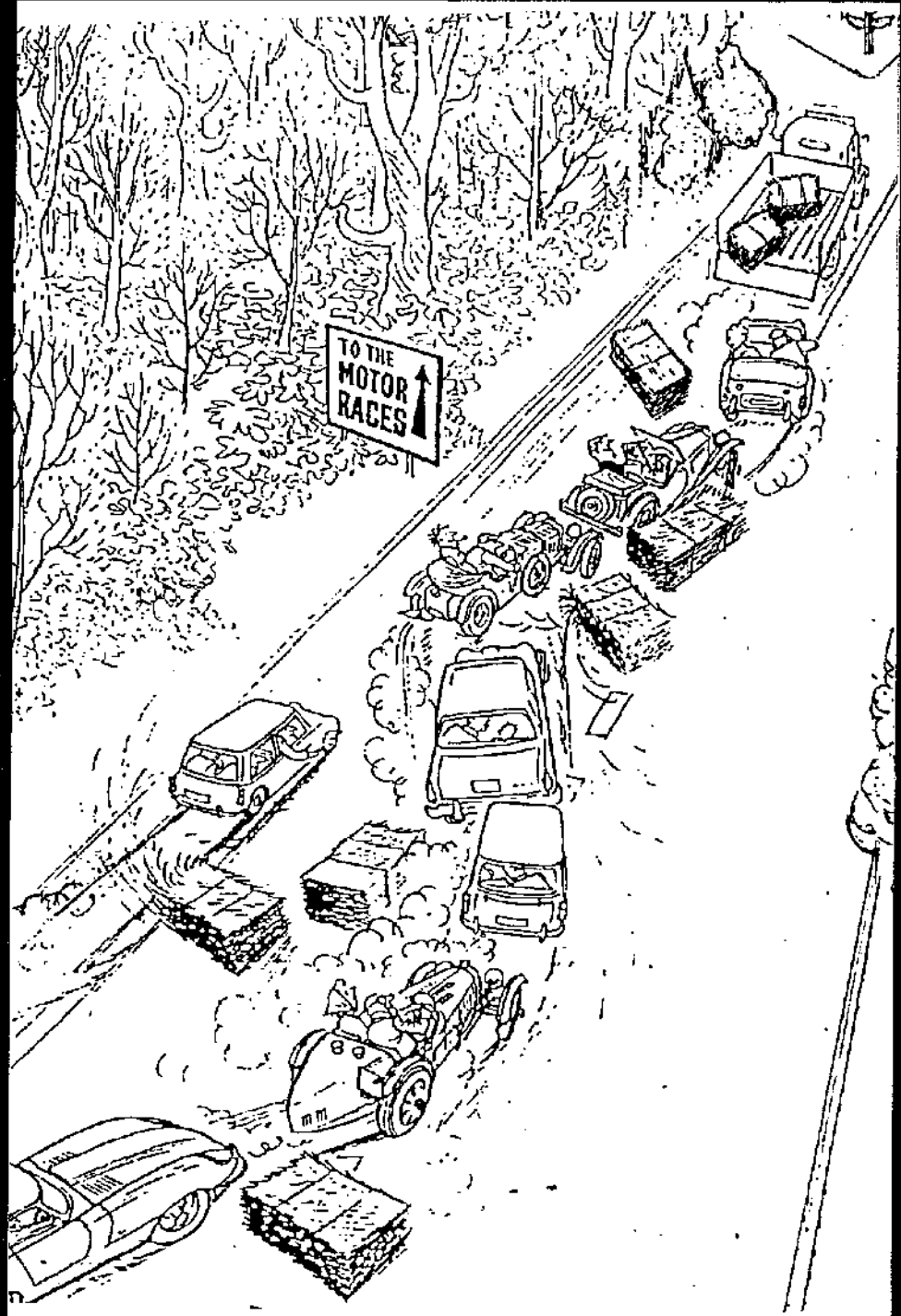
Congratulations to all of our members who were lucky enough to win a trophy at the National Meeting. I'm sure you all had a great time. I know we did.

On their selection of regalia, I feel it was value for money. Also it was good variety and colours you could wear with anything. Well done Newcastle!

A great time was had by all at the Jones's natter night, but don't we always have a good time. Yes, we are a great social club. Why don't you join us at one of these events? All you have to do is bring a plate of food (or packet of biscuits), and your drinks. Tea and coffee is always provided.

We are off on May 21 touring for four weeks, so if you need regalia see a committee member or Kay Bowden. Thanks Kay!

**Carol Roxby
NR 366**



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RICHARD

PRO



I am going to refrain from even mentioning that thing that was being held over Easter that everyone gets so worked up about every year. You would all be well aware that there will be a full write up about that thing next month.

Last month there was a healthy interest in the annual Steamfest festival at Maitland. It was an impressive collection of all types of classics and not so classic cars with plenty of people making the most of what was the first sunny day in a while. I was still mending rear ends at this time and was forced to take the Alfa but was pleased that it kind of fitted in anyway.

I have spent many hours on the B recently and as is normally the case the more time I spent the more I wanted to spend. And spend is the appropriate word in this case, as every hour seemed to have a corresponding price tag attached to it. The replacement of the rear springs has been required for some time and I took the opportunity to go a bit harder and a bit lower. This posed an interesting problem with the front springs' being ride height and stiffness. The bullet was finally bitten and the matching fronts were purchased. Good call Rich. As I lowered the left hand side spring pan, that coil was dying to come out for a rest, and rest it will. Rest in Pieces. All three of them. The new one feels much better.

Cant wait to rack up some miles.....

Rich - 037 (Not so rich any more-Ed)



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IAN SOCIAL



By the time you are reading this, this years National Meeting will be over, you will all have had your photos taken with your trophy's, and if you're like me you will have talked yourself hoarse and will be thoroughly exhausted. If you're lucky, you 're taking a week off to recover. I am. !!

As I've mentioned before, our next natter night will be 27/5/2000. The 'progressive dinner' is in the final stages of organizing. Last issue I promised you more detail. *HERE IT IS!*

6pm - Entree

Jeff & Merryl Redman's
27 Lutana St, Edgeworth

7.30pm - Main Meal

John & Rhonda Moremon's
31A George St, Marmong Point

10pm - Coffee & Sweets

Margaret & Ray Bond's
2 George St, Marmong Point

The night has two functions. Firstly, and most importantly, to enjoy yourselves. Secondly and also importantly, is to raise some cash to offset the cost of a 4 piece 'live' band at our presentation night in August. As you may have read in last months minutes, \$87 odd dollars left over from the 'Quirindi Caper' has

been deposited towards this end.

We have struck a price of \$35 per double for the night. This includes your meals. You will need to bring a chair and your own drinks.

I thought about arranging a bus to ferry us around, but the added cost would be too great. Perhaps some of you could take two others and thereby reduce the numbers of cars moving about. I'll leave that up to you. I know you're all sensible drivers.

The theme for the night will be, for the men - 'Innovative Black Tie' (I know three blokes that will treat this like the Olympics)

For the ladies - 'Cors'O De'Elegance' (I can't wait to see this)

The people involved in the arrangements have, and will, be putting a lot of effort into this night, so please come along. There are no curfews on the night, but when the man says it's time to move to the next venue, you have to move fast. All three venues are 15 to 20 minutes apart.

As you may well appreciate, for this to work properly, we need to know numbers for catering. I'm hoping for 40 plus people, and I'll be contacting you to take names. But don't wait to be called. You can call me on 49-468-442 or

Ian Nelson - VCB



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LEAD REPLACEMENT PETROL

There has been some talk lately about the phasing out of leaded petrol and it's replacement with a BP product called 'Lead Replacement Petrol'. Mid March saw it go on sale in WA and it will soon spread to SA and the NT. The following Questions and Answers may help.

WHAT IS LRP?

BP Lead Replacement Petrol was introduced in Western Australia from January 1st to conform to the requirements of the West Australian Environment Protection (Diesel & Petrol) Regulation of 1999. The supply has now spread to include Northern Territory, South Australia and some areas in western Victoria.

BP LRP is equivalent to BP Leaded Petrol without the lead and with an additive to protect exhaust valves.

Typical properties –

Colour = yellow

Octane = 96 min

Lead = less than 10 mg/L

How will the new fuel affect the performance of my car?

BP Lead Replacement Petrol has been designed to be used in all pre 1986 cars that use Leaded Super Petrol. This includes vintage and veteran cars. The fuel has the same properties as Leaded Petrol except that the lead has been replaced by an additive and the summer volatility has been restricted to

meet the requirements of the Environment Protection Legislation. The additive will replace the valve seat protection benefits of lead and ensure that the life and durability of the engine will not be reduced in any way. The restriction in summer volatility will mean that the fuel will not vaporise as readily as leaded petrol but this should only be noticeable as harder starting when cold in summer. Once warmed up the vehicle should perform normally. BP LRP can be used in any equipment that currently uses leaded petrol (bikes, boats, cars, etc).

I have heard that lead protects my engine. How will my engine be protected if the lead is taken out?

Lead oxide from combustion protects the exhaust valve seat against excessive wear. Lead has been replaced by an additive that does the same job.

Will the octane rating of the fuel change?

BP LRP will be made to the same octane as current leaded petrol by additional refining. The tendency of the vehicle to knock will be the same on BP LRP as on leaded petrol.

Will these cleaner fuels help the fuel efficiency of my car?

No, the fuel efficiency of your car will remain the same. The benefit is that less pollutants will be released to the

atmosphere.

Will I be able to fill an unleaded car with lead replacement fuel?

No, you will not be able to fill an unleaded car with BP LRP because it will be dispensed from the same large bowser nozzle. Which will not fit into the tank filler of an unleaded car. BP LRP should not be used in cars that currently use unleaded petrol.

How will it go in a vintage car?

Lead Replacement Petrol is ideal for vintage engines.

What other effects might be seen when using BP Lead Replacement Petrol?

Exhaust Pipes – in cars which used leaded petrol. Visibly the exhaust pipe is normally coloured from light grey to black depending on the amount of lead oxide deposits.

Without the lead the exhaust pipe will be a black colour. However without the corrosive by-products of lead combustion exhaust systems will last longer.

Spark Plugs – in cars using leaded petrol the spark club normally has a white coloured insulator with the electrode and body varying from white to brown and sometimes grey to black. This will depend on engine condition and driving conditions.

Without the lead, the spark plug will normally be the same except that many leaded engines (especially motorcycles) tend to run rich and so plugs may trend towards black and sooty if the

spark plugs run too cold. This may lead to plug fouling in extreme cases and hotter running spark plugs would be recommended.

Will any other devices or additives help protect my engine?

BP Lead Replacement Petrol contains sufficient additive to protect an engine under all operating conditions. It is not necessary to add more anti valve recession additive. If an engine has been tuned to require a higher-octane fuel than 96 then an octane booster will help to reduce pinging.

The only other recommendation for engine protection is regular servicing and proper tuning by a competent skilled mechanic.

ENVIRONMENTAL AND HEALTH

I have heard that aromatics, especially benzene are added to improve octane when lead is reduced. I have also heard that benzene is a carcinogen. Will benzene and aromatics levels increase with BP Lead Replacement Petrol?

BP Lead Replacement Petrol will have lower benzene levels than leaded petrol and is equivalent to world best practice. Aromatic levels will be similar to current leaded petrol and these are not carcinogenic.

How long before LRP is phased out and what will happen then?

BP LRP will eventually be replaced by premium unleaded, and customers will

then buy the additive that protects exhaust valves separately in a bottle. This will probably happen when the next exhaust emission control regulations are introduced around 2003 or 2004.

Are there other environmental benefits from taking lead out of petrol?

Leaded petrol also contains scavengers to remove the lead after it has burnt in the engine. These are com-

pounds of Bromine and Chlorine and the products of their combustion can be corrosive. Removing the lead compounds will also remove the Bromine and Chlorine from petrol and hence remove them from exhaust emissions. Because these corrosive compounds have been removed exhaust systems are likely to last longer.

This article was reprinted from the April Edition of 'Tappit Chatter'....

COMING EVENTS

Eastern Creek Historic Racing - 22nd, 23rd July
Winter Woolies Run to Merriwa - 30th July
Presentation Dinner - 26th August

SPECIAL THANKS:

Several weeks back we were asked to provide a range of MGs spanning as wide a range of production as possible for the recent Motorsport Expo. With the National Meeting just one week later it was obvious that some people would be unavailable due to preparations etc. As it turned out we managed a line-up ranging from the 40's to 1999 thanks to the following people:

Robert Gibson and Nev Roxby in TC's, Wayne Routley's cream TD, Tony McGrath's green TF, Eric Hancock's cream Magnette, Kate Leggett in the green MGA, Ian Ashton's green MGB, Ian Hancock's blue MG Midget, Merryl Redman's damask 'V8, Kevin George's blue GT and John Kennedy's red MGF. A lot of effort was evident as all the cars were immaculately presented, a credit to everyone concerned. But special mention must be made of Wayne Routley who went to considerable trouble ferrying two cars to the show - his own TD and Tony's TF. Also a big thanks to John Kennedy for all the trouble in coming up *twice* from the Central Coast and being on hand most of Sunday to man the display. A very professional-looking show was a credit to all members involved.

"Well done and Thank you all!"

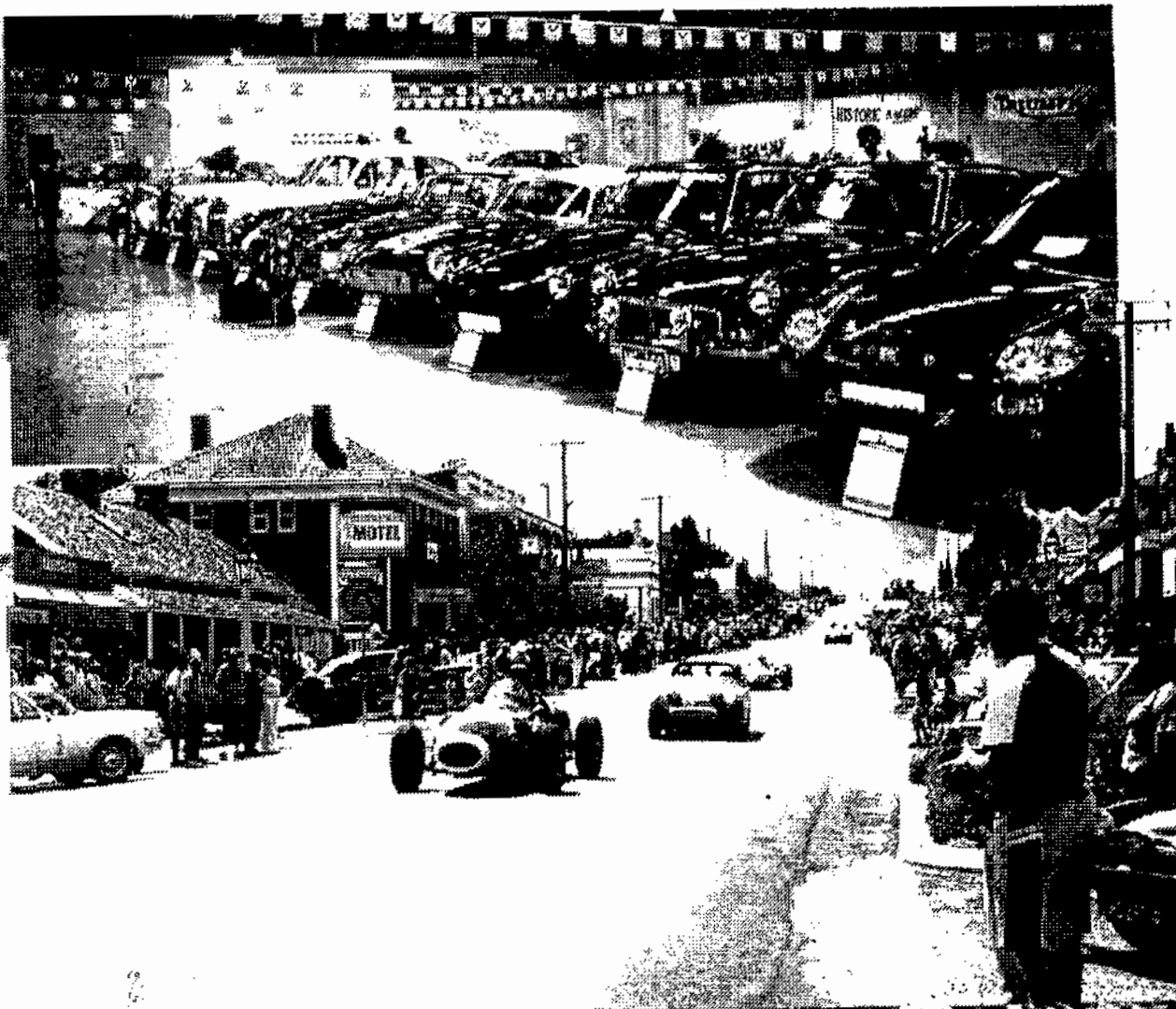
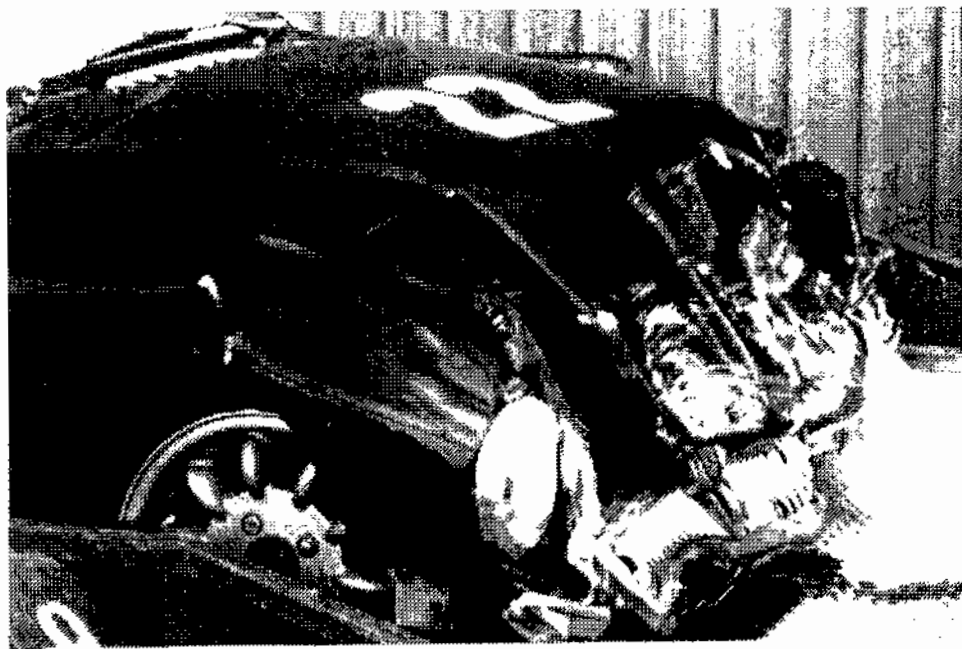
Jeff Redman - on behalf of Expo convener Alan Craig



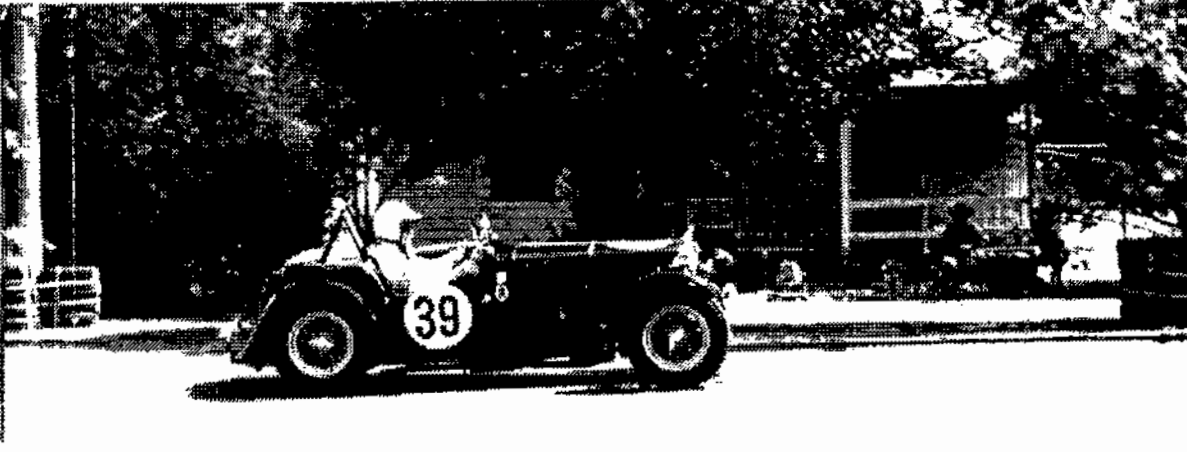
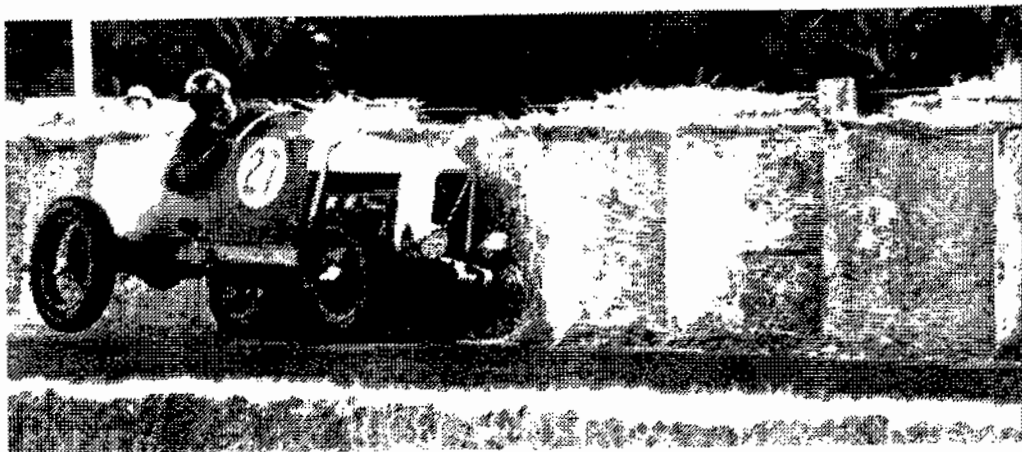
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Top: Proof that headlight protectors don't work – Ian Nelson's 'VCB' after biffing the wall at Oran Park. **Right:** Motorsport expo at the Showground, a great display of MG's from the club. **Centre:** Main Street Uralla, and the racers roll in Sunday morning. **Lower Right:** Oh dear, 'the Kettle' becomes 'the Tea Bag', dragged back to the pits on the end of a tow rope.... Note the closeness of the spectators trackside in their front yard! **Lower Left:** Steen Pederson smacks the hay, which doesn't budge, in his GS8 Salmson. Photos thanks to Lisa Tobin, Carol Roxby & Brian George



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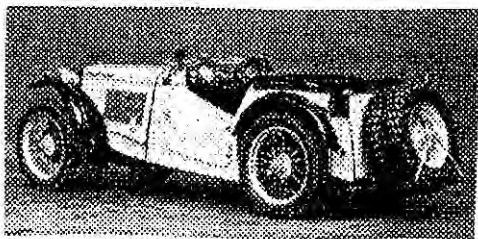
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MG: 1924 - 2000...

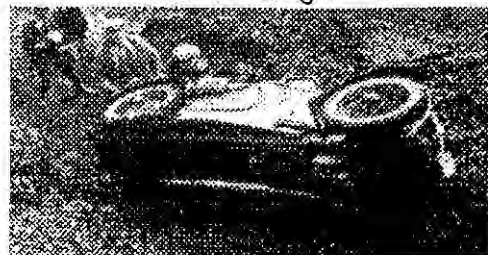
"The MG 'Competition cars' - the last segment of the MG Story...."

The Sporting Trial, or 'mudplugging' was extremely popular in England in pre-war years. Its development was due in no small way to the almost total lack of road-racing venues and the relatively low cost of participation. But as in most areas of motorsport the amount of money available has a bearing on the degree of success. Thus by the mid thirties even trialling had become quite specialised. Privateers did meet with success of course but it was largely the thinly disguised 'works' teams who usually collected the gold. Austin fielded the 'Grasshoppers' while Fords and Allards ran under 'The Tailwaggers' title. MG was represented at first by the 'Musketeers, the three N-type Magnettes evocatively named 'Athos, Porthos and Aramis', and the famous 'Cream Crackers' at first in P-types and latterly in TA's.



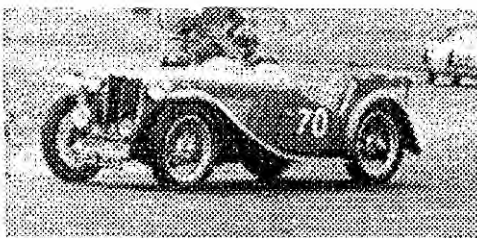
With the cessation of racing as directed by the 'new' owners of The MG Car Company, a back-door method of supporting enthusiastic triallers ensured valuable publicity from these sporting events. While a TA model, of all things, can hardly be considered 'a competition model', when heavily modified with the

fitment of an over-bored 1700cc VA engine, low-g geared Wolseley gearbox and rear axle, it became an effective tool in these car-breaking events



A fascinating account of this period can be found in the newly released book on the trials cars by Roger Thomas.

We jump now to the austere post war years and the arrival of the TC. While never a 'works' competition model we must give consideration to the enormous part the spindly little roadster played in the MG story. TC was raced more frequently than any other sports car of its time. In fact, in this country the MGTC, whether in sports car guise or as modified racing specials, formed the backbone of Australian motor racing in the post war years.

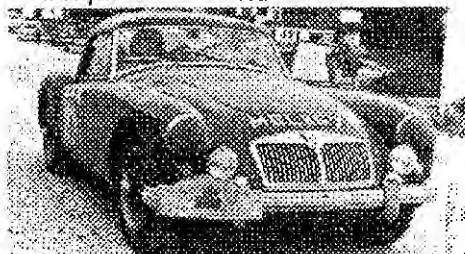


The later TD models did their share also of keeping the sporting traditions of the marque prominent in competition, again like the TC, in the hands of private owners. But the world was changing, BMC had approved the establishment of a Competition Department to be based at Abingdon in order to publicise the whole group.

By now the ZA Magnette was out-selling the TF by a ratio of 6 to 1, aided by the saloons 1-2-3 class win at Silverstone Production Car Race, privately entered by Dick Jacobs. The TF's long-overdue replacement made a spectacular press release with a team of 3 works prepared MGA's in the 1955 LeMans 24 hour race.



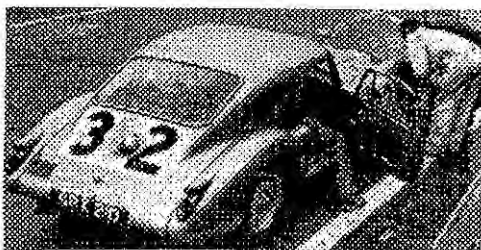
Department concentrated on rallies - Nancy Mitchell driving MGAs and Magnettes to win the Ladies Championship of Europe in 1956 and 1957.



Three MGAs won the Team Award in the Sebring 12 hour race in 1956 and 1957 while privately entered MGAs finished 2nd and 3rd in class in the last ever Mille Miglia.

After a lapse of 20 years MG were returning to racing. The delight was to be short lived. Early in the race the appalling tragedy occurred with a Mercedes-Benz hurtling into the crowd resulting in over 80 fatalities. Little remembered is the incident that happened simultaneously at White House Corner with the crash of one of the MG's gravely injuring driver Dick Jacobs. The race continued with the 2 remaining MGA's finishing fifth and sixth in their class behind three very fast Porsches. September saw a 3-car team entered for the Ulster TT - two fitted with experimental twin-cam engines. Both the latter cars retired but the pushrod MGA finished fourth, again behind the Porsches. Of more significance was another racing accident involving 7 cars and the death of 3 drivers. Though no MGs were involved in the crash and horrific fire, the shock was too much for BMC, and the M.G. Car Company's long-awaited re-entry into the sport came to an end after just 2 races.

As you've read in past chapters MG gained valuable publicity in record breaking with EX181, while quietly, the Abingdon development shop built a special 1762cc twin-cam coupe for a North American MG Club consortium to privately enter at LeMans. The entry in 1959 unfortunately failed after 19 hours, due to a collision with a stray dog on the Mulsanne Straight.



In 1960 they returned and driven by Ted Lund and Colin Escott, completed the 24hours and won the 2-litre class. As stated earlier, since the 1955 racing disasters the only racing activity Abingdon officially permitted was to support the American MG importers wntury in the Sebring 12 hour event. Being past masters of under-the-counter support, in 1962 Abingdon's development depart

-ment built 3 very quick and attractive Midget coupes. With hand-made aluminium bodies, engines ranging from at first 972cc through to 1293cc, and driven by John Milne, Alan Foster and Andrew Hedges, the trio earned many successes. Included were class 1 - 2 at the 1000 kilometre at the Nurburgring as well as a class win and third overall in the 1963 *Autosport* Championship



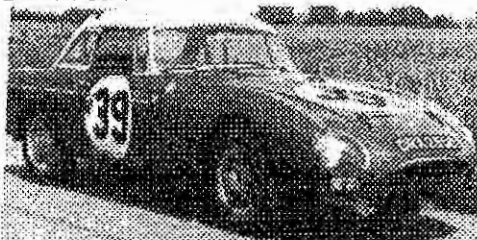
1963 saw the racing debut of the newly released MGB at Sebring. Unfortunately a lack of testing resulted in oil surge problems, and the two cars entered failed by running big-end bearings. (Cheer up Jonesie, it happened then as it does now!). Amends were made with a wins in the Silverstone GT and Goodwood races.

BMC were approached again but were still reluctant to relax the racing ban, insisting that any entry should 'officially appear' to be privately entered.

Rallying successes came with a win in the GT class of the 1964 Monter Carlo event, the MGB driven by the Morley brothers, perhaps better known for their exploits in big Healeys.



The MGB entered for LeMans in 1965 to be driven by Paddy Hopkirk and Nigel Hedges featured an extended nose on the otherwise standard steel roadster body, fitted with a works fibre-glass hardtop. Running a single Weber and a diff ratio of 3.307:1, a top speed of just over 130mph was available at 6000 rpm. Competing against specialised 904 GT Porsches and the like, the MG had the satisfaction of winning the *Motor* trophy for the highest placed British car.



The list of events and successes of the MGB and Midgets in both works and thinly disguised 'private' entry forms again would fill too many pages, so we move on to 1967, and the introduction of the MGC, or more correctly, the period immediately before its release.

Up to this point the hardtop MGBs had run in the GT category. Confusingly, the MGBGT had as yet not been homologated and had to run in the prototype class. The competition department had six lightweight aluminium bodies built, and as the MGC had yet to be announced, one car was built using a 2004cc MGB engine giving a healthy 150bhp at 6000 rpm. It was raced in the 1967 Targa Florio by Hopkirk and Makenen, finishing 9th overall and third in the unlimited capacity prototype class.

Next Month: We at last conclude the story with the MGC GT and one other!

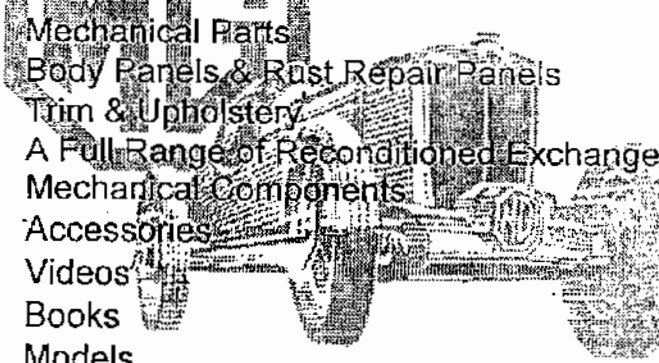
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RUMOURS

The octagonal goings-on of MG owners in the Hunter Region as expanded by The Octagonarian...

THE SWINGING SEVENTIES... was the theme f'the 2000 Natmeet. This was a blessing for Gary Boote who I notice grasped the opportunity to re-introduce 'flower-power' and decorate his red MGB. I'm told the plastering of flowers - in an 'artistic' pattern - over the crazed and aged duco of this area's hardest worked and most honest MGB, resulted in the old thing being the most photographed MG at the meet. Full marks to Gary for the inspired piece of imagination. Nobody commented on the paintwork!

A MEMORABLE WEDDING... and our congratulations to Denita and Stephen Burgh. Denita is Michael and Dianne Collin's daughter. Four Magnettes were used by the wedding party, and below I re-print the instructions left by our secretary's husband on how to fire-up the black ZA loaned by Laurie Leggett:

- 1: Lift bonnet and place RED lead firmly on battery.
- 2: Leave bonnet up while starting.
- 3: Turn on ignition and listen for fuel pump 'click'.
- 4: Pull out choke (it moves only a small distance).
- 5: Press starter button. When motor starts, rev slightly then push choke in.
- 6: Go to carburettors and check that chokes are closed.
- 7: Close bonnet.

The last one has me wondering - does this bloke think the good lady is so thick as to attempt driving off with the damn thing open?

HE's AT IT AGAIN... for I've just been told the same fellow (who I hear is off up near Cape York with Moremon Dot J. fishing for Barrumundi) attempted an instructional demonstration on how to start the MGA. Forced to lay on the garage floor Kate was shown the fuel pump. It had a piece of masking tape marked with a Textra pen cross, the target for the required thump if it wouldn't click. I hear there was a similar 'Check list' to the one for the Maggot!

URALLA ...was fully booked so I'm told with the "No Vacancy" signs displayed months ago for April 1 and 2. With crowds pouring in for the 'GP', Bende-meer to the south and Armadale to the north took the overflow. Rolling up to one of the local pubs mid Saturday morning in Uralla itself, Damien and Julie Kuik asked, just on spec, whether there were any vacancies. You wouldn't believe it, there'd been a phoned cancellation just minutes earlier. Beat that!

KEEN AS MUSTARD... are Ian Carter and son Harry. A game of soccer early Saturday morning in Quirindi, then a change of strip and it was Rugby in Walcha for the young lad. 'Just up the road was Uralla', so the enthusiastic pair dropped in for a look at the GP while they were out and about. Distance means nothing for these special blokes!

DISAPPOINTED... at missing a look at Uralla was new-member Kevin George.

This was to be the ideal shake-down for the Targa-prepared GT, but fitting of the special seats and humungously expensive roll cage took priority. Have a good look at the mid-blue GT if you get the chance, it's something special.

GOOD ONE... Richard Merrick, for we heard a story of how previously mentioned Kevin's GT was giving problems. The Weber carby was suspected as the culprit, several tuners in the town baffled. Ripping off his own carby, just after the red MGB roadster had been dyno'd, Richard offered his unit in an attempt to find the blue GT's problem. I'm told that through a series of trials and errors - and finding the right mechanic - the trouble has been well and truly sorted.

AN OVERSEAS POSTING... has been gained by the above mentioned Richard and I hear a farewell party was held by his former workmates just before Easter. We wish Richard all the best as he's off to manage a branch of the firm for who he's worked for a number of years. We hope we may see him again soon on his trips home from Stockton.

A VERY BUSY WEEKEND... was April 15/16. Those who were attending 'NatMeet 2000' were using this last weekend for the usual wash 'n scrub, others were providing a little MG magic at the lakeside garden shows loose-leafed in our last magazine. (*I'll come back to this part a little later.*) And to top things off the Motorsport Expo required a specialised line-up of cars from as I read "the 40's to 1999". What do our people do to relax?

A NEW KID ON THE BLOCK... and we welcome into the fold the Primrose MGC GT now owned by Ken and Bennie Campbell. Where are all these C's coming from? I'm told this very straight car was purchased in South Oz, then driven home. I can imagine Ken's feelings - 1000 miles in one hit, in a car that's 30 years old and totally unfamiliar. A good ending though, for I believe as the miles rolled on the C's long legs were appreciated, and the trip was trouble free I look forward to seeing this particular car.

BACK FROM 'HOSPITAL' ... is the VCB aka Violent Crumpled 'B, alias Soc/Sec Ian's Purple Petrol Eater. You read earlier of its prang at Oran Park, but stories now reaching me tell that the 4-mile trip back home from the panel basher's was worse than the crash! Picking the 'completed' car from Warners Bay, Ian noticed that the roller-door of the firm quickly closed as he drove off - ominous? First corner, no brakes, quickly followed by lots of smoke 'escaping' from the generator. Slowing up and pulling off the road the clutch pedal stayed on the floor, then as a piece de resistance the steering column detached itself from the uni-joint! Ask Ian about it - he's the one holding the smash repairer by the throat!

ALSO BACK HOME... is Monty Jones after his major surgery in Melbourne. Stephen caught the train down to pick up the lad from Dr McDowell on Saturday and the pair arrived home on Sunday afternoon. I am pleased to report that both are doing well, blood pressures are fine!

A CARD... was received not so long

ago by Ian Ashton. It was from Lisa Tobin, daughter of Dennis, and member of the Newcastle MG club thanking Team Hunter members for their support and hospitality at the recent Oran Park Historic race meeting. Lisa also included photos of Ian's pranged VCB (See centrepage). Interestingly, the envelope was addressed to 'The Manager, Ashton's Circus Racing Team c/- MGCC Hunter Region! The fame's spreading.

THE FREE NIGHT... in Beaumont Street promised to be quite a hoot (Actually this is being written one day before the event). PRO Richard, who organised 'Hunter's effort, originally booked 'The Little Swallows' for a maximum of 40 people. Last I heard 'Dickie assisted by Merry! had over 58 names, which exceeded the restaurants capacity by 15%! If this is any indication hear there should be good number of MGs it attendance that night. Could make for some good photos!

PLANNING A TRIP... to England soon is MGTC restorer..... I'm told a lifelong dream was to have been a flight in a 2-seat Spitfire trainer. All the arrangements had been made, but recent

news from the UK told of a tragic flying accident with that particular aircraft. The two occupants were killed and the Spitfire, the only one of its type in the world, totally wrecked.

NORTH-BY-NORTHWEST NEWS.... and a bit of trivia. You may have noticed the crop of sorghum background of the photo several issues back reporting on that memorable weekend in Quirindi. Think of the boys as you enjoy your Easter break, for while you're playing with your MGs, Ian and the crew will be harvesting that very crop. I hear a story that planning of a proposed re-run of the weekend could feature a special raffle, with prizes ranging from bags of sheep poo to pet geckos... but it's only a rumour from John Colville!

FURTHER WEST... from our 'DUBBO CONNECTION' comes late news of the discovery of an unusual MGB GT. Looks similar to the average GT, but the windscreen and side glass is different. Turns out it could be one of the rare Australian-made GT's made by Gordon Stewart of Blakehurst in the early 1960's, before the release of the factory model. We'll track down more of this story next month's issue.

PROGRESSIVE DINNER

Saturday 27th May

\$35 per couple - Bookings Essential

See Page 10 for details

Call Ian Nelson



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Any offers, Phone Paul Griffiths

MGY TOURER 1949. Chassis TY3826 eng. XPAG TR1375. Rare car in original unrestored condition - one of only 877 built. Black with red trim. Excellent overall condition including weather equipment. 65,000 genuine miles and totally reliable. Photos of this car in D.R. Lawrence's book "Let there be Y's"
Price \$20,000 Negotiable. Ph. Steve 02

MGA - 1958 BRG - Well known local club car, excellent condition. Performance motor, many extras \$21,000
Phone: Chris

MGTC 1949 Green with beige interior. Recent restoration - rebuilt mechanicals, brakes etc, reframed body, new upholstery, paint & weather equipment. Many desirable original features such as Lucas SFT 462 fog lamp, altette horn, side mirror and rear 'D' lamp
\$28,000. Phone:

REGO PLATE - MG - 229

Phone: Warren -)

MGTD 1951 - red, above average condition, on club plates, price negotiable Phone:

MGB Rubbernose 1978 - red, black interior, good original condition, one owner, 11 months rego \$18,000. Phone Maree

Limited Edition Prints - Ideal gift for the MG enthusiast who has almost everything. Phone Steve

MGA Coupe 1958 - Red, rebuilt engine, suspension & braking system renewed, 4 x genuine Mini-lites with Avon tyres plus 4 x wire wheels with Roadstar tyres. 2 steering wheels, harness seatbelt (easy to remove). Body straight, no rust, good paint. \$17,000
Phone or fax Bob Welsh

MGC GT - only 2,000 miles since full restoration, BRG, black interior. Superb vehicle \$40,000, for details
Phone : Neil

MG1100 - 1966 55,000 miles, Connaught Green, concours winner, pristine condition \$14,000
Phone: David

MGY Sedan - 1947 Cream with vinyl trim, rebuilt motor, body OK needs TLC, no rego - driveable. \$10,000
Phone:

MGB Mkl - 1966 Very clean and neat car, red duco, no rust. 4th in Class last 2 Summer Concours. Rego 11/2000 MG 9266. \$12,500.
Phone: Rod

MGB GT 1969 - MkII, white, sunroof,

FOR SALE continued....

Fibreglass Front Cycke Guards - suit 16" wheels \$250 pair, **Steel Front Cycke Guards** - suit 16" wheels \$300 pair, **Set of J2 front mudguard stays**, polished alloy \$200 pair.
Phone Ray Tolcher -

racing, sick of cobwebs. \$9,600
Phone:

MGB MKI Roadster - White, very good condition, reg. until January 2001 professionally maintained, always garaged. Owner about to travel around Australia. JBB 630. \$12,000 Phone:

MG MIDGET 1968, white on club plates
My owner has hardly driven me since rebuild. I am full of Vizzard 'A' series high tech stuff ie high lift roller rockers, lightened nitride crank, 45 webber, fully balanced 1400cc, 5 speed package, begging to go on club runs or historic

WANTED:

Door Lock to suit 1972 BL - mechanism in the end of the door, drivers side. Phone Tony Taylor

2001 PRE '56 MG RALLY

Masterton, New Zealand

8-12 January 2001

This rally is the largest gathering of MG cars in New Zealand. It is only held every two years. The 2001 event will be held in the Wairarapa area. The headquarters of the rally will be at Copthorne Solway Park in Masterton.

The Wairarapa holds many and various attractions for the MG enthusiast, quiet country roads, warm weather, scenic attractions, wineries, hot air ballooning, art and crafts, and trout fishing to name just a few.

The rally will commence 8th January with the Concours d'Etat and finishing on Friday 12th January with the Prize Giving Dinner.

Ray and Christine Tolcher attended this event in 1999 and would be happy to answer any questions. Their number is . Alternately, you may contact George Walters

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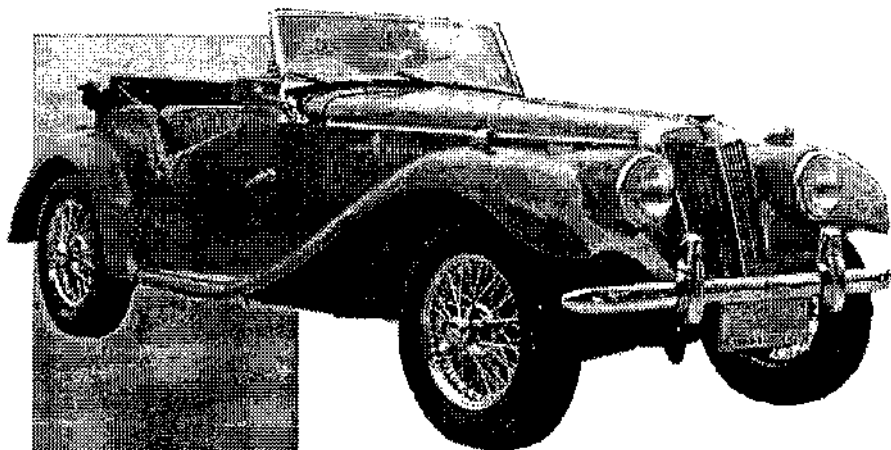
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COMMITTEE MEETING REPORT

14th March 2000

Present: Merryl Redman, John Moremon, Denny Bowden, Carol Roxby, Kate Leggett, Ray Bond, Richard Merrick, Kevin Cornford, Ray Bond, Sue Bingham, Ian Nelson **Apologies:** Terry Pettiet
Attending: Nev Roxby, Kay Bowden, **Meeting Opened:** 7.45pm Merryl in the chair. **Business:**
Arising from Minutes: Discussion on membership lists, are they available on disc? Denny brought membership list when he arrived. White pages advertising discussed, decided to leave in secretary's name, Kate requested re-imbursement of \$96 passed. **Inwards Correspondence:** Flyers - Maddison Spa Motel Echuca, New England GP, Winton 27/28 May Letters - Invitation to Ratdog Rally, David Ewart-Jones, Stephen Box re: rental increase, RSL, Membership Card MGCC UK Invitation to MGCC Newcastle Motorkhana, Phone Account K Leggett - white pages back account, Notice - Term deposit - Endeavour Credit Union, Payment - Vigil \$160, CAMS Newsletter Magazines - MGCC Geelong, MGCC Newcastle, MGCC Auckland, Hunter Region Jag Owners, Morrie News, Newcastle District Vintage Car Club, MGCC Canberra, Taree Historic Motor Club, MGCC Wagga Wagga, Deepwater Sporting CC, MGCC Gold Coast, MGCC WA, MGCC Qld
Outwards Correspondence: Letters of thanks to Taylors and Crossings from Quirindi **New Members:** John Taylor - Assoc, Fay & Bob Wales - MGB, Geoff & Jean Potter - MGB. **Secretary:** Family membership-social membership for children not required for natmeet. White pages account \$96 to be paid. Request from Denis Hughes - flyers for charity day to be included in next magazine. Abermain RSL Anzac Day, request for cars. Safety Fast report - Bev to organise. **Sporting:** Observation/Poker Run - 30 in attendance, Motorkhana - 11 cars in attendance. **Club Captain:** No Report **Regalia:** Sales \$ - Business very slow. **Treasurer:** See attached appendix. GST - Sue to contact Bill Branson re: membership and GST **PRO:** Car show at Store car park 16/4/00 10-am to 3pm, David Walker requested cars for Newcastle Show night before. Ring around took place no luck., Tomago House 2/4/00, Lambton Chamber of Commerce not supporting Heritage Week, decided not to proceed. **Social:** Natter Night at Jones' 25/3/00, June Long Weekend oversubscribed. April Natter Night - Open House at Clubrooms. Progressive Dinner being organised 27/5/00, Presentation Dinner 26/8/00 \$34 +GST. **Editor:** 220 magazines to be printed this month, Denny sent condolences to Shannons re: the death of Robert Shannon. **Plates Registrar:** No report. **Vice President:** Bar takings \$60, Stock purchased \$58.03, Flowers to Margaret Moreton following heart surgery, Entries down for natmeet (100 so far), Judging: Chris L - V8's, Nev R - MGC, Denny B - RV8. Free night - Richard to book Little Swallows. Delegates Meeting - Denny & Merryl to attend. **General Business:** Buttons organised for Quirindi & Dubbo groups by John Moremon, Bernie & John Colville very appreciative, John raised question of fire rating for clubrooms, John to meet with Wormald rep re: regulations, What is landlords obligations? John to report next meeting. Letter from Jeff Redman read and discussed. New stickers with MG shield to be ordered and used for promotion. Jeff to organise a new design and present to committee for approval. Reading Room blind to be closed when a guest speaker is present. Bev has missing Economy Run trophy. Denny and Richard to liaise re: discussion with Brent Davidson. Working Bee 6.00pm Sunday 9/4/00 to hang posters. **Meeting closed** 10.20pm.

Denny Bowden President

Kate Leggett Secretary.

WHAT'S ONWHERE & WHEN:

MAY	Sun	7	Magazine Assembly - MGHQ 7.15pm
	Fri	12	Club Night - MGHQ - 7.30pm
	Tues	16	Committee Meeting - MGHQ 7.30pm - Members Welcome
*	Sun	21	Sporting - Scavenger Hunt/Fishing Run - see page 5
	Sat	27	Natter Night - Progressive Dinner - see page 9
#	Sun	28	Clubman Run to Singleton - see page 6
JUNE	Sun	4	Magazine Assembly - MGHQ 7.15pm
	Fri	9	Club Night - MGHQ - 7.30pm
	Tues	13	Committee - MGHQ 7.30pm - Members Welcome
	Sat	10)	
	Sun	11)	Weekend Trip to Katoomba
	Mon	12)	
#	Sun	18	Clubman Run
*	Sun	25	Spoting Event
JULY	Sun	9	Magazine Assembly - MGHQ 7.15pm
	Fri	14	Club Night - MGHQ - 7.30pm
	Tues	18	Committee Meeting - MGHQ 7.30pm - Members Welcome
!	Sat	22	Eastern Creek Historic Race Meeting
!	Sun	23	Eastern Creek Historic Race Meeting
#	Sun	30	Winter Woollies Run - Merriwa

- # These events contribute to your Clubman Points
- * These events contribute to your Championship Points.
- ! These are events organised by other groups to which we have been invited.
(Members are entitled to use MG's on Vintage Plates if they wish).
- + Events organised by the 'Hunter's Dubbo Chapter' .. Phone Bernie Hewitt
- > Club Night is on the second Friday of each month. MGHQ from 7.30pm.
- > Committee Meeting is on the Tuesday after Club Night. at MGHQ 7.30pm.
Members welcome.
- > Natter Night is an informal BYO social evening held
towards the end of the month.

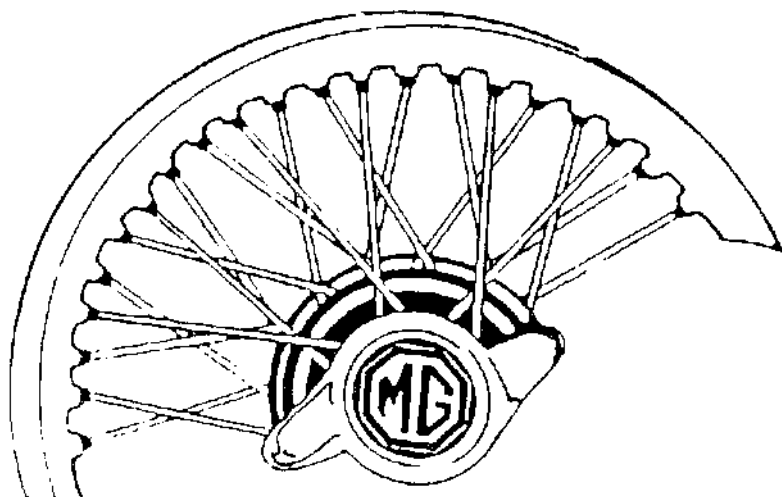
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