

# ON THE MARQUE



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MARCH 2019

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Developments

# ON THE MARQUE

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FOUNDED 1987

AFFILIATED WITH MG CAR CLUB UK

AFFILIATED WITH CAMS



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Committee members welcome your phone calls, but please call before 9.00pm

The opinions of correspondents, individuals and advertisers in this magazine are not necessarily those of the MG Car Club Hunter Region



## ***MG Car Club Hunter Region sponsored and supported activities***

### **What's On**

#### **March 2019**

- ♦ ***Friday 1st to Sunday 3rd — MG Racing Sandown Rd1***
- ♦ ***Thursday 7th — Square Riggers Natter 12-2pm @ Café Inu Carrington***
- ♦ ***Saturday 9th — Tea Gardens Hawks Nest Motorfest***
- ♦ ***Tuesday 12th — Committee Meeting 6.00 at Clubroom  
Club Night 7.30pm at Clubroom***
- ♦ ***Wednesday 13th — Midweek Gathering 12.00 Edgeworth Tavern***
- ♦ ***Sunday 17th — Clubman Run —***
- ♦ ***Thursday 28th — Tuning Run — Meet at McDonalds Hexham  
depart 10.00 am sharp***
- ♦ ***Friday 29th to Sunday 31st — HSRCA Autumn Festival meeting  
Wakefield Park***

#### **April 2019**

- ♦ ***Thursday 4th — Square Riggers Natter 12-2pm @ Café Inu Carrington***
- ♦ ***Saturday 6th — Clubman Run — Cruise to Morpeth***
- ♦ ***Sunday 7th — MGCC Newcastle Hillclimb Ringwood Park  
course A2A***
- ♦ ***Tuesday 9th — Committee Meeting 6.00 at Clubroom  
Club Night 7.30pm at Clubroom***
- ♦ ***Wednesday 10th — Midweek Gathering 12.00***
- ♦ ***Saturday 13th — Steamfest at Maitland***
- ♦ ***Saturday 13th — FOSC at Eastern Creek***
- ♦ ***Sunday 14th — Steamfest***
- ♦ ***Wednesday 17th — GEAR at Wakefield Park Goulburn***
- ♦ ***Friday 19th — Tuesday 23rd — MG National Meeting Queensland***
- ♦ ***Thursday 25th — Tuning Run — Meet at Maccas Hexham 10.00 am***

#### **June 2019**

- ♦ ***Sunday 9th — MGCC Newcastle Come Try Hillclimb Day  
course A2. (keep this date clear for a fun day)***





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### **The new club website is up and running.**

Search MGCC HUNTER

The site is temporarily hosted by [www. ratwhacker.com](http://www.ratwhacker.com) so d

### **NEWS FLASH!**

#### **“MG” IS BACK IN NEWCASTLE**

Hunter Prestige Motor Group is the new M.G. dealer  
at 8 Oakdale Road Bennetts Green  
(previous site for Hudson's Timber)...ph. 49744288

No committee meeting minutes for February as there were not enough attendees.

No I have not forgotten "May" in "Whats On" but "June" is there as a reminder of an upcoming event so you can plan for it.

The Sporting Director had an interesting month with his report on the Bathurst 12 Hr.

A new column called "What If" has been included in this issue to stir up some additional thoughts and discussion by members (page 22).

Progress with my MGB

*Further to my previous reports on repairs to my 1976 Rubber Bumper MGB I have purchased replacement bushes for the front Anti Roll Bar, or Sway Bar as some call it, from one of our long term magazine sponsors Sportsparts Pty Ltd.*

*I was surprised to learn that they have been sponsors almost, if not since, the formation of the MG CC Hunter Region!*

*It reminded me that we should support the firms that do support us with the cost of our magazine and especially long term supporters.*

*The task of installation was relatively easy and the annoying front end rattle that I have been searching for has now gone!*

From Graham Editor

***What If!!*** *The installation of this Australian 6 cylinder "2.43 litre B" series engine into an MGB with no changes to the front cross member (see below) is very interesting to me and sparks the "What if" thoughts. According to Don Hayter in his book "MGB Story" (page 75) MG trialled the (MG upgraded) engine and a prototype was clocked by the Oxford Police at just under 130 mph. However a lot of work and money had already gone into the redesign of the "C" engine.*





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Giddy all,

We'd love to see lots of you at this month's club night. There will be several guest speakers with hopefully some amusing yarns. That's you. I alluded to it last month. Bring some broken parts from your MG and make up a story about what happened. I have a beam in the garage covered in parts. I was looking the other day and I can't remember what caused half of them. I'll have to make something up.

With the Nat Meet fast approaching I've changed tack slightly with our transport. Bev and I will be taking up John Colville's TF that I've been working on for the last several months. Now registered on club plates it's finally back on the road. She was last registered in Moonbi in 2001 so after a long sleep it's time to be out and seen again.

I decided to see if John's TF was on any MGCC databases. The MGCC Victoria keeps a record of T Types, so I sent them an email. They were mainly interested in Victorian MGs and John's certainly wasn't in their system. Their registrar must have passed my inquiry on to Matthew Magilton who keeps a more 'Australian' database. He was able to tell me when and where the TF arrived in Australia and to whom it was originally sold. It then disappeared from his system until my contact. Rob Dunsterville also is a keeper of records so it will be good to catch up with him at our 'square riggers lunch' on the 1<sup>st</sup> Thursday of the month. We were able to get dates and information about the TC Bev's father owned from Matthew too.

Back to the TF, the day she was registered and insured I rolled her down the hill for her first MG Car Club Hunter Region club night. My plan is to drop her back to John in Tamworth on the way back from Queensland National Meeting.

I have proposed a small change to our membership application/renewal form. To go with the comments above about John's TF's history, I've asked to have the chas-



TF Outside club rooms

sis number added to the form. I'd like to put together a database on the MGs in our club. If people can remember past owners, rego number etc., it would be a great asset to track the history of our MGs through time. I personally can't see why anyone would have privacy issues with this information being collected but if you do, don't fill in that part of the form. If someone doesn't write it down and record it, all that information will eventually be lost totally.

I had the good fortune to work in the pits at the Group S support race for the LiquiMoly 12 Hour race at Bathurst earlier this year. I was with Matt Blanch and his MGB for his first run back after an engine failure at last year's event. Things didn't go to plan. Though he would have plenty of subject matter to speak about at this month club night, the wound may still be a bit raw. Lets just say that a \$2 item destroyed a very expensive (time and money) engine. There's always next year.



On the road to Bathurst

Whilst at Bathurst for the race, I wandered around the car/ trade displays. Ferrari, KTM, Bentley, McLaren, Lotus, the list was mouth-watering. What I found interesting was when the question was posed to me of which 'money is no object' car I'd take home. Car design is very much a personal taste I know and highly controversial. The Bentley on display looked like a very bad 'pimp' car (in my opinion). I wouldn't pay \$1000 dollars for it let alone \$1000000+ (or whatever they're asking).

Despite a gorgeous Aston Martin, it would probably come down to either the Ferrari or the McLaren, both drop dead beautiful! I don't know if I'd be game to drive it or if I'd just look at it.

This made me think about current car design for run of the mill cars that clog our roads. Again, there are some designs that were drawn with an ugly stick by a blind person. The vast majority are boring but

inoffensive and until you get close enough to read a badge you would have any idea what they were. Very sad. In the 60's and 70's you could recognise a car from hundreds of yards away and it was a game for kids on a trip to be the first to name the car coming the other way. No wonder they need an iPad to keep them amused now days. The cars are so generic and uninspiring.

Anyway, it will be fun to be at the biggest MG gathering in Australia again, representing our club. Hopefully we'll bring home lots of photos, some good memories and hopefully a few trophies. The sad part is that with the current interest level of enthusiasm from our members, we'll never be in the running for any team or outright gongs. Sad.

I'll look forward to seeing as many of you over the next month.

Steve

**Club Regalia is available at Club Nights**  
**See Wendy Croker for all your regalia needs**

Cash only as no credit card facility  
Shirts, Hats, Jackets, Umbrellas, Badges, Cooler Bags,  
not to mention our  
MGCC Hunter Region wine from Tamburlaine!

***Tuning Runs***

Austin Blanch

**Meet at "Macca's Hexham" rear car park for departure 10.00 am**  
**Destination provided on the day before departure so be early.**

I have mentioned in passed scratchings, that I had purchased a new Mazda 3 GT sedan. I have done this, knowing that in the next five years it could be worth nothing and ten years from now the wreckers will want nothing to do with it and I'm not sure even if Sim's Scrap Metal Merchants will want it. So I purchased it using the Mexican "CCC Senior Principle" (To be explained next month)  
Car manufactures are all trying to reinvent the wheel due to pressure from Governments and the Environmentalists.

Some years ago gas power was the thing to reduce pollution along with cheaper running costs, it has failed because of economics. We can sell the gas to Japan for twenty cents a litre but at the local fuel station we pay eighty to ninety cents a litre. The little Aussie Battler takes another hit because of local taxation.

Now things are complex, because of the short time frame required by Government's to kill off the internal combustion engine and introduce electric power. There are a number of different methods to adopt electric power, however, there are limitations on its operation and performance. Today's technology levels limit the flexibility of the electric powered engine and it's not as versatile or simple as the internal combustion engine.

Hyundai this year will be introducing into the car markets around the world a number of variants of electric powered vehicles. I guess to test the public reaction to the variations and restrictions seeking a public response in the preferred choice of operation. Hyundai will offer vehicles powered by; Diesel, Petrol, Hybrid Electric, Hydrogen Electric and Battery Electric.

The major difficulty with the electric car is the range of travel and the refuelling. Electric cars have a short distance range and require specialised refuelling services. Electric cars would work well with a daily drive for commuting from home and the available charging at night. Most public owners will be required to have a home charger or access to high voltage charger. High voltage charging will take thirty to forty minutes for an eighty percent battery charge. The full charge will require a slow down rate of charge input which will extend the charge time, to prevent damage to the battery. A standard home charger will

require a 15amp power outlet which can deliver 2.5 kilowatts to 7.5 kilowatts of power. This unit will require an overnight charge time for a battery full charge. To install the high voltage charger it will require a three phase power service to the home to deliver a power rate of 11 kilowatts to 22 kilowatts and will require a 63 amp connection outlet. If your home has a single phase service and if you require a high voltage charger to service your vehicle, to upgrade your home power service to three phase will be expensive. The alternative is to have the motor car dealer provide the charging service at an estimated cost of \$125.00 per month and you will have to prearrange a service time.

Shopping Centres and specified car parks in the future will have charging stations but it will take time to have the operational numbers to meet the future demand. If your battery is low you can't drive round town to find a vacant power station, you may be required to wait your turn to access the charger. The NRMA is going to open 40 charge stations around NSW at a cost of \$10,000,000.00. The cost is high and 40 stations is not many to service the whole of NSW. Next month I will continue with this subject as there are a few more points and prickles to be raised, regarding the electric car and I'm sure you the reader would like to know why would you now buy a car that will be worthless in the very near future.

### **Now for the answer to the question of Pantyhose.**

During WW11 the most sought after female pin up poster by service men was of Betty Grable showing off her legs, her legs were insured for \$1,000,000.00. Most of us grey haired gentlemen will never forget Cyd Charisse showing off her legs in the dance routine with Gene Kelly, in the movie "Singing in the Rain". The queen of long legs in the 50's was movie star and tap dancer Ann Miller. 1953 MGM engaged Allen Grant part owner of the Glen Raven Knitting Mill to make to special order extra long stockings to her size and to sew the stocking onto her dance costume briefs. Allen Grant at the suggestion of his wife marketed the new hosiery garment in 1959 and called it pantyhose.

Have Wheels Will Travel



## **Public Relations Officer Report     Ian Ashton (Asho)**

Trish and I spent a week at Sawtell during February where we visited Toormina shopping centre for necessary food supplies.

We were confronted in the forecourt outside K Mart by 3 gleaming new M.G.'s proudly on display by Geoff Boyd Motors from Coffs Harbour. A white M.G. 6, a blue M.G. SUV and a yellow M.G. 3 were receiving a lot of attention from interested shoppers. I must say the M.G. 6 is a smart looking car keenly priced with a 7 year warranty.

The following week at Port Macquarie I spoke to an owner of an M.G. 6 who was totally satisfied with his purchase.

At Port Macquarie we enjoyed time with fellow M.G. members and caravaners Wendy and Gary Crocker and Denise and Ross Jacka.

An important car show date to commence this year is the...

"Tea Gardens / Hawkes Nest Motorfest" on Saturday 9<sup>th</sup> March...

we will assemble on our usual hill spot from 8.30 am...bring your morning tea and lunch or purchase on site...don't forget your chairs!

Please remember members that the competition points qualification program has been altered to include all runs and there is now a trophy for non M.G. marque sports cars as well.

Keep in touch with your M.G. Club activity program via your magazine or Club website

We look forward to seeing M.G. Club members at the Tea Gardens / Hawkes Nest Motorfest on 9<sup>th</sup> March

Your PRO with the mo

...Asho



MG SUV on display in CHINA

The first weekend in February saw the running of the Bathurst 12hr event which included support categories of Formula Ford , Radical, Combined Sedans which included v8 Touring cars of past eras ,sports sedans, trans am cars, space frame cars running various different bodies, & Group S sports cars which consisted of sports cars from 50s through to the 70s.

The event was run over 4 days starting on Thursday through to Sunday when the main 12 hr race for GT3 & GT4 Cars was run starting at 5.45 am.

**“Team Hunter” member Matt Blanch** was entered in the Group S category in his MGB which has just had a major engine & gearbox rebuild.



On Thursday morning Matt went out for a 20 minute practice session which seemed to go well with the engine running smoothly and sounding sweet and the gearbox smooth shifting.

Next on the agenda was qualifying for race one grid positions. Matt qualified in 23rd position out of 47 starters, with fastest lap of 2.49 minutes

which was a good result considering the big horsepower cars that were behind him.

Matt lined up on the grid for race 1. When the start flag fell he came out of the blocks well and as he came past us (we were at Reid Park) the car sounded good. He came past us



again on the second lap but then we didn't see him after that. I got a message from Jonesy "have you seen Matt he hasn't come back down the mountain?" We couldn't see him and with no safety car out obviously it was a mechanical failure not a crash.

When the race concluded Matt had a long coast down the mountain back to the pits. Apparently the engine had developed a misfire & a nasty rattle.

Back at the pit area when number 4 spark plug was removed it was found to have sustained substantial damage which would have been caused by some sort of catastrophic internal failure.

Matt was devastated as his Weekend of racing was finished but I guess that's Motorsport at this level where you are pushing things well past the limits.

The Blanch's were keen to pull the engine down to find out what had caused the problem. On disassembly & close examination it was revealed that a \$2.00 valve stem collet failure had caused the problem. The valve stem collets are what holds the valve, valve spring, cap assembly together. When they let go at high rpm the valve drops down and hits the piston causing severe damage.



In the near future we hope to see Matt back on the track.

The Group S racing was dominated by the big red Chev Corvette driven by Paul Blackie from Victoria that was chased all weekend by 2 Porsche 911 Carreras and a 350 Shelby Mustang.

A feature of the weekend was a demonstration run of the Australian built Brabham BT62 which was driven by "Luke Youlden" and achieved a new track record of 1.58.69. If you didn't see this machine run do yourself a favour and get on the internet to have a look.

This car runs a naturally aspirated 5.4 litre V8 producing almost 700

hp driving through a 6 speed “Holinger” sequential gearbox while the aero on the body produces an incredible 1,200 kg down force. Brabham intends to produce 70 of these monsters including road legal versions.

Great to see Porsche get their first win at Bathurst 12 hr with young driver Matt Campbell having a great drive in the final stages of the race. Triple 8 (888) fans would have enjoyed Shane Van Gisbergen driving the wheels off the Mercedes-AMG GT3 during the final stages of the race to try and get a podium finish. Apparently it didn't want to stop.

If you haven't been to a Bathurst 12 hour race put it on your to do list for 2020 because if you are a Motorsport enthusiast you will enjoy it.

**“Team Hunter” member Mark Janus** competed in a Hillclimb at the end of January and drove well to be placed 4th in class. The event was run in extremely hot conditions.

He also competed in his first super sprint event at “Wakefield Park” with his fastest lap being 1.17.35.

**Well done Mark**

Remember drive them don't hide them.  
Cheers Gary



Engine layout of Matt's MGB

## **Captain's Corner**

**Alan Andoni**

Some pics from the afternoon run on 17th Feb  
courtesy S Jones



Enjoy your MG's. Hope to see  
you soon.  
Alan Andoni, Club Captain

## **Reminder of Midweek Gathering**

***Meet at the venue for a 12 noon lunch***

**13th March — Edgeworth Tavern**

***Don't forget to phone Kay Bowden to reserve a seat!***



On February the 7th I accepted an invitation to attend the Square Riggers Natter group from 12 noon till 2 pm at the "Café Inu" in Carrington.

My preconception of this group was that they would be mostly if not all men that are passionate about the Square Rigger MG's and that their conversation would be dominated by their passion.

Well I was wrong about their conversation being dominated by their Square Rigger passion and the diverse range of topics being discussed was refreshing to me.

I was warmly accepted within their ranks and within 10 minutes I was in deep discussion with my close companions about many issues that concern us all.

During our discussion time I had to divulge more



about my own MGB and why I was concentrating on mechanical and road-worthy issues not on full restoration.

The general impression I had was that there was no criticism of my ownership approach only respect for trying to re-

tain another MG on the road.

I can recommend that if you have spare time every first Thursday of the month to make the effort to join us at the Square Riggers Natter. The title is just that and not the predominant reason for the gathering but a simple companionship natter of similar minded persons over a mid day meal or drink.

Yes I enjoyed my time and stayed until 2 pm so will be going again and would like others to join in with the 8 or so whom are regulars.



## ITEM OF INTEREST

### ROB ROY HILL CLIMB VICTORIA



YES, next to Shelsley Walsh in the UK, a little known fact is that **ROB ROY IS THE SECOND OLDEST PURPOSE BUILT HILLCLIMB IN THE WORLD**. It is also the venue of the first Victorian & Australian Hillclimb Championships in 1938.

In 2017 Rob Roy celebrated its 80th year and the 25th year since the MG Car Club Victoria resurrected the venue.

Those in the wider motorsport community who are passionate about Rob Roy, believe it deserves the support of ALL motoring clubs. It does not have to be by participating in competition. Making it the destination of a Club "drive" and social event is an alternative. If your members wish to compete that is all the better.

The MG Car Club invites all clubs to take advantage of our Schedule of Events ( see below ) to enjoy one of the many days at this iconic venue not too far from metropolitan Melbourne.

Whichever way you approach the venue, either from Eltham, Diamond Creek or Yarra Glen it is an enjoyable scenic drive.

At any meeting Clubs are invited to convene their own Club display in a designated area in the centre of the action. As areas are not reserved, if you intend to participate, **please advise at least a week before the chosen event** so arrangements can be made.

Competition usually commences at 9am, with Presentations hopefully around 4pm - 430pm.

There is full catering available on site together with clean modern toilet facilities.

From a competition perspective a limited number of **Come & Try places** are being offered at each of the three Interclub Challenge events for those who might be interested in participating.

If you would like more information on Rob Roy refer to [robroyhill-climb.com.au](http://robroyhill-climb.com.au)

or contact Event Co-Ordinator Wayne Rushton on 0412 339 934 or [waynerushton@optusnet.com.au](mailto:waynerushton@optusnet.com.au)

The aforementioned offer of the club attending is probably not likely to be taken up from Newcastle (or is it?) however if you are interested in Hill Climb and are visiting Melbourne then perhaps you would include a visit to Rob Roy Hill Climb in your itinerary? (Editor comment)

Thank you to those who have contributed to this edition of "On the Marque"  
Please submit your contributions via email to [ghaywood6@bigpond.com](mailto:ghaywood6@bigpond.com)  
It is great to have input from members as well as committee members!

**Deadline for the April edition will be  
Thursday 21st March 2019**

Have you ever wondered what if MG had not discontinued the Twin Cam engine, but had carried it on into MGB production in 1798 cc. form? Would there have been a sufficient power increase to justify it? After all FORD successfully increased the power output of their Kent Engine and with the help of firms such as Lotus and Cosworth did it reliably.

Well I have and after several internet searches uncovered that fan Australian Racer named Dr Ian Corness actually did fit an MGA Twin Cam cylinder head to an 1800 cc MGB block in 1969 and raced the car here in Australia.

In 1971 British Leyland called the Australian MGB Super Bee "The world's fastest MGB" and that was with the pushrod OHV 1800cc engine.

MGB Super Bee 2, as it was known after the twin cam conversion by Dr Iain Corness, was raced for the Australian Young Lions Leyland race team and raced 1969-1970-1971 for Leyland Australia. However Leyland Australia withdrew it's support in 1971

For the 1972 season, it was outlawed by the motor sport authorities in Australia as being "too fast for the (Prodsports) class" saying it would have to run in the top class against Can Am McLarens and the like, so Dr Ian Corness is reputed to have stuck it in the garage in disgust

and went motorcycle racing instead.

In 1974 it was bought by twins Peter and John McCabe, but they never raced it.

In its final guise, with the two liter twin cam engine (the first MGB twin cam in the world) it set lap records at every circuit it ever raced at, but unfortunately had a finish-



***Super Bee in 1971***

ing record of only 50 percent.

I also found an unidentified American whom also did this conversion in 1979 and 27 years later prepared a "How to do it" as he was constantly being requested to divulge what he had done for his successful conversion.

*The Australian Women's Weekly (1933 - 1982), Wednesday 9 July 1969, page 12*

*National Library of Australia <http://nla.gov.au/nla.news-article47591290>*

**They've broken records in a home-built racer** By LIANE MAXFIELD

STARTING with a charred junkyard wreck, "cannibalising" other cars, and "transplanting" many parts, a Brisbane doctor and his wife have built for themselves the fastest car of its model ever to hit the Australian motoring circuits.

Dr. Iain Corness and his attractive wife, Carole, completed the mammoth assembly job in a four-week whirlwind of welding, wiring, and testing in a makeshift garage under their Hawthorne home.

They worked at nights and weekends while fellow motoring enthusiasts said they had taken on a devil of a task, and harassed neighbors prayed for the return of peace and quiet.

The Cornesses bought the shell of an MGB which is the B model of the famous MG marque - from a Brisbane junkyard.

The car had been stolen, completely stripped and burned.

They also bought front and rear suspensions from the yard.

The engine and gearbox came from another MGB. More parts came from spare parts dealers, other cars, and enthusiasts.

The results have been spectacular.

To date, Iain has broken the lap record at the picturesque Lakeside Motor Racing Circuit, 20 miles north of Brisbane, cutting the previous fastest speed by three seconds. His time was 67.1 seconds.

He has also knocked four seconds off the MGB lap record for the Surfers Paradise International Racing Circuit. His time was 29 seconds.

In the overall race at the circuit, in which a sophisticated English Lotus Elan took line honors/Iain roared past the checkered flag in third place.

"It was quite a fillip to get so close to victory in a home-built car against such heavy competition," he said.

In hill-climbing, Iain recently set a new class record at Mount Cotton of 53.7 seconds - a 4.5-second improvement.

Iain told me, after he had rushed in from his surgery to enjoy a delicious Spanish omelet Carole had made for lunch, that in hillclimbs the driver races solo against the clock.

Only one competitor is allowed on the steep winding track at a time.





***Super Bee in 1971 in Leyland Young Lions Colours***

Modifications to MG Bee and later Super Bee

The bonnet and boot had been made in fiberglass, using the road car for the moulds. Higher spring rate and shorter front springs were sourced. Modified the front suspension geometry to get the lower wishbones and the steering rack parallel to each other and the road. Front sway bar installed.

The valves in the Armstrong shock absorbers were turned upside down and screwed into the shocks. At the rear, the bottom two leaves were put on the top and anti-tramp bars fitted.

Engine modified to stage 6 as per Special Tuning Manual in push rod OHV form. Later modified with twin cam MGA head and capacity increased to 2 litre.

# FOR SALE

## **SPECIAL LICENCE PLATES**

These licence plates are for sale and asking price is \$500.00

negotiable Contact ( [nmorrison1@outlook.com](mailto:nmorrison1@outlook.com))

(Prospective buyers are cautioned to check with Service NSW as special plates may have an annul fee ) editor



## **1949 MGTC**

Part finished restoration. All the hard work done (including new wooden body frame, chassis straightening and repairs and all panel work repairs). Many new and reconditioned parts. A rare opportunity to acquire one of these acclaimed milestone cars.

Newcastle area

Asking \$15,000

Contact Robert on 02 49684696.

## **Wanted: MG PA parts.**

Wanted to keep the restoration of my 1934 MG P Type (PA1499) progressing: oil filter assembly, oil pump, amp meter & speedometer. Any condition or location considered.

Contact Elliot Burns 0478 415405 or 02 49574921

## **Wanted: MGBGTV8 Speedometer.**

The face needs to be in good condition.

Will just buy the face or the whole speedo if needed.

80mm 220kph from '75/ '76 BGTV8

Robert Cronin 0424142629

Ads submitted will appear for 3 editions of On the Marque  
If you want your ad to run longer or the item is sold, please notify the Editor

# FOR SALE

## 1967 MGB Roadster

UBR-167 Reg'd with full registration until Jan 2020  
22800ish miles on the clock. Good condition overall with the usual expected marks for an old lady. A couple of paint chips, chrome that is not perfect and some worn paint under the roof bar at the back. Some minor rust a few years ago in the floor pan was treated. A Celi-ca 5spd Gearbox installed, as are inertia reel seat belts and an after-market steering wheel but the originals are held and will go with the car. Roof and tonneau cover both in good condition. Wheels are original wire spoke splines. She runs well and is a joy to drive. Priced on other sites at \$13800 but would be happy to let her go for \$12200 to a local enthusiast who will look after her— contact Jason Drane <sabrelord40@gmail.com>



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# FOR SALE

## MG Clubman

Incomplete project.

(as featured in ON the MARQUE Nov.2009 & Feb. 2010.). Chassis complete , steering & suspension ready for assembly. Nose cone only, no bodywork. Morris Major Elite mechanicals.

Who's after a project? For sale @ less than material costs. **\$3,000.**

**Phone Alan on. 0408608397.**



## 1974 MGB,

Red with black hardtop, soft top, tonneau, & half tonneau. Mechanically good. Body good. Paint good. Interior carpet & trims look a bit sad.

Same owner, 15years. Currently on Historic rego.

14/6 super-lite mag. Wheels,+ original Rostyle wheels + 14/6 steel wheels. + Spares. **\$13,000**

**Phone Alan on 0408608397.**

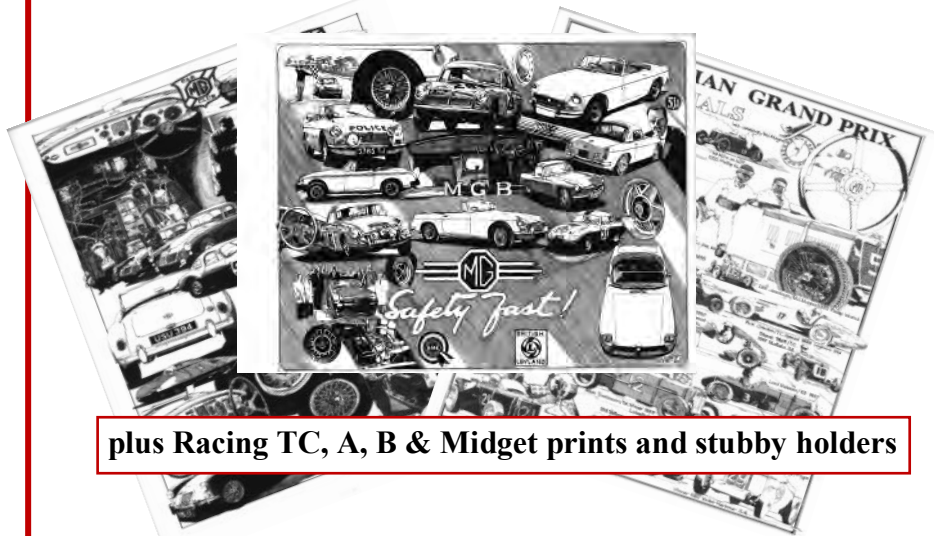


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For more information call  
Austin Blanch





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**Deadline of Reports & Articles for the APRIL  
edition will be  
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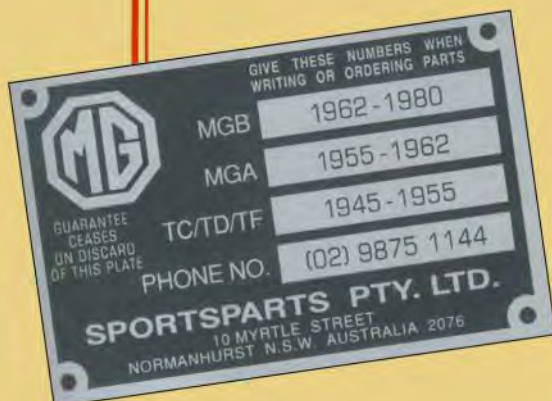
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