

ON THE MARQUE

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POSTAL ADDRESS
PO BOX 503
WALLSEND NSW 2287

CLUB ROOMS
68 ELDER STREET
LAMBTON NSW 2299

www.huntermg.com

Face Book ; HUNTER REGION MG CAR CLUB

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

Your Committee

President

Stephen Jones
024952 3486
0412 495 234
sbmbjones@optusnet.com.au

Vice president

Denny Bowden
0249514125
0402 476 631
dennis.bowden@bigpond.com

Secretary

Frans Henskens
0419 561 448
henskens@henskens.com.au

Treasurer

Greg Jenkins
0439 450 606
024956 6624
gregjenkins204@gmail.com

Club Captain

Jeff Lauff
0413 971 154
jlauff55@dodo.com.au

Sporting Director

Gary Piper
0419 490 936
gspiper@internode.on.net

Public Relations

Ian Ashton (Asho)
0429 592 823
iashton7@bigpond.com

Regalia

Wendy Croker
0417 041 850
wendy.croker@yahoo.com.au

Committee Person

Gary Croker
0419 236565
garycroker47@gmail.com

Social Secretary

Anne Pettigrew
at.rose.villa@gmail.com

Editor

Graham Haywood
0424 394 807
024954 6558
ghaywood6@bigpond.com

Website

Stephen Jones
024952 3486
0412 495 234
sbmbjones@optusnet.com.au

North Arm Wheels

John Fletcher
0407 704 853

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



What's On

MG Car Club Hunter Region sponsored and supported activities.

UPDATED 01 FEB

FEBRUARY 2021

- ♦ ***Thursday 4th_Square Riggers Natter—12pm to 2pm Inu Café***
- ♦ ***Sunday 7th—MGCC Newcastle— hillclimb At Ringwood Park***
- ♦ ***Tuesday 9th—Committee Meeting 6.00pm at Club rooms
Due to social distancing regulations in force there
can be NO general club meeting at the club rooms***
- ♦ ***Wednesday 10th—GEAR event at Wakefield Park Goulburn***
- ♦ ***Wednesday 10th—Midweek Run—Valentine Bowling Club
"Jessie's On The Water" arrive 11.30 for 12 pm
Contact Kay Bowden to register***
- ♦ ***Sunday 21st—Clubman Run— Paterson Pk picnic lunch
Chinaman's Hollow Park for morning tea.
Members must contact me to register
jlauff55@dodo.com.***
- ♦ ***Thursday 25th—Tuning run - Depart Maccas at Hexham 9am***

MARCH 2021

- ♦ ***Thursday 4th_Square Riggers Natter—12pm to 2pm Inu Café***
- ♦ ***Tuesday 9th—Committee Meeting 6.00pm at Club rooms
Club Meeting with QR code entry or sign attendance
with contact number.***
- ♦ ***Wednesday 10th—Midweek Run—TBA
Contact Kay Bowden to register***
- ♦ ***Saturday 20th to Sunday 21st—HSRCA .weekend***
- ♦ ***Saturday 20th to Sunday 21st—MG CC Hunter Region Club
social weekend to Ellalong. Members must contact
Jeff Lauff jlauff55@dodo.com or Anne Pettigrew
at.rose.villa@gmail.com to attend see page 18***
- ♦ ***Thursday 25th—Tuning run - Depart Maccas at Hexham 9am***

MEMBERS TO NOTE

Changes to arrangements published in *On the Marque* will in future be advised on both the Web page and the Club's Face-book page. Members are advised to check them for such changes as the date/time of each event approaches.

NEW MEMBERS NAME TAGS

The following NEW MEMBERS can collect their club badges when attending a club function such as “Club Run” or “Tuning Run” and hopefully in the near future “Club Meetings”.

The club badge is then to be worn during any club function so that other members can identify you, and your integration into our social membership can be smoother and quicker.

Martin / Melanie Campbell

Trevor / Janine Clifton

John / Anne Marley

Jo / James / Izzy Muddle

Vince Nicita

Warwick / Ronnie Nichols

Phil / Glenys Powell

John / Astrid Perdriau

Alan Priest

John Ray

Laurie / Kris Sullivan

Ian / Carol Tracey

Peter Thomas

Clayton Thomas

Charles Unwin

Andy Webmaier

Evan Hotchkies

MEMBERS TO NOTE

Changes to arrangements published in *On the Marque* will in future be advised on both the Web page and the Club's Facebook page. Members are advised to check them for such changes as the date/time of each event approaches.

Your Club Committee has been working to meet the “Safe Covid Plans” required before we can recommence General Club Meetings with members in the club rooms. Hopefully we can start general meetings soon (most likely MARCH) and notices will be sent out to advise members when and what requirements are necessary to enable lawful meetings to occur.

To follow on with the front page theme of “MG wheels” this months photo is of an alloy wheel on a club members “MG F” car, again taken by Andrew Gowans at a morning tea stop during the pre COVID– 19 clubman run to Tea Gardens.

Gary Piper has been able to maintain a healthy “Team Hunter” sporting group this year and his son Tai has shared Gary’s MGB on the track at Wakefield Pk. See page 21 for his Sporting Report.

An interesting weekend Clubman Run including a Social Event re St Patricks Day has been planned by Jeff Lauff and Anne Pettigrew so refer to page 18 for information and details about registering for this first social event since Covid 19 arrived.

Your club has exciting news as work has been completed to have a Covid safe general Club meeting in **March** after the Committee meeting. We have registered and been issued a QR code for members to use on entering our club rooms but prior notice of intent to attend is required as there will still be a limited number that can attend.

See our President’s report starting on page 9.

Progress with my MGB

It was my hope that I would attend to the damaged door skins and most, if not all, of the deteriorated paintwork on my MGB but alas I was not able to do it due to financial, skill level and weather restrictions. However she has been reliable and is ready for a new year with many runs and other MG activities.

Graham Haywood



Around the bend – the ravings of your President.

Well, what an interesting year we had. It had a bit of everything thrown in, was one that hit a lot of firsts, and hopefully they will not be repeated. The question is have our beloved leaders learned anything? I can see it being several years before our lives get back to anything like what we used to call normal. It might be my 70th birthday that sees me finally getting to Goodwood.

Hopefully in our own little MG Hunter Region world we can move towards seeing one another more and more. I know and appreciate how important this club is to some members but my priority is the health and wellbeing of every member. If nothing else, there is plenty of work going on in the sheds around Australia.

My personal MG hopes/vision/plans for 2021 are many and varied. Who knows how many will come true but if you don't have something to look forward too, what are we doing this for?

The Car Club: It would be nice to get back to the club rooms but I can see that will be limited. If club nights resume it will have limited numbers so you'd need to book in to come. This could prove more problematic than its worth but I think we need to try. It will be pre-book spots with hand sanitizer and possibly masks all around. Drinks can be served but it may be BYO supper. The committee will look at the current rules and the club layout in February to see if we can have a club night in March. We have our Covid QR code and just have to navigate the legal requirements minefield.

With numbers being increased for outdoors (at least today, who knows about tomorrow) we'll hopefully get back on the park for a "Concours" and hopefully a "Euroday". Dates have been set. Just wait for the East Coast Low.

I'm sketching out a winter 'Tuning Weekend' away. It will be down the Blue Mountains way, at the coldest time of the year, and hopefully we'll see snow. Numbers will be restricted to probably 10 couples. It will be challenging driving (did I say snow?) on some great roads. It's a spark in my mind at the moment.

The 'township' of Lambton clocks up its 150 anniversary this year and we have been asked to be part of the celebrations. It is slated for 27th June and will probably be a procession and a display day in the park opposite our club rooms, but it is up to us what we do. I did suggest a Grand Prix around Lambton Park but I don't think that will get off the ground.

On the non-competition social MG events, there are two main ones on the calendar for 2021. The MGCC Wagga Wagga is organising the GOF weekend from 10th – 12th September. The second is the MGCC Canberra's MG TYme meeting from the 1st – 4th October. They are combining with the MG

Pre War enthusiasts for this year. You don't have to own a 'Square Rigger' MG to attend, so if you want a social MG gathering, here is a chance. Keep an eye on their websites as things may well change very quickly.

There is NO National Meeting this year. Newcastle has volunteered to host the 2022 meeting and I would love to see a good roll up from our club. There should be no excuses. You have 12 months to get organised.

There are still plenty of opportunities to get the MG out and go for a run with mates.

Myf (my '73 race Midget): The block was getting line bored to put a new oil seal system in. Hopefully by the time this publication hits the shelves the engine will be almost back together. The aim for this year will be marked by reliability. That means not pulling the engine out after every race meeting. I only have one more signature to get for my full race licence and the "MG Racing" crew from Victoria are coming up in June for the "HSRCA" meeting at Sydney Motorsport Park (hopefully the borders will be open). I already have accommodation booked.



After a lot of work on the car by many people other than myself, I feel that I owe a few people drives, so a few "GEAR" meetings might be included. If I'm lucky I might get to drive at another one or two meetings. They will all be in this state.

Bella (Bev's '71 Midget): The wire wheels have always been a bit dodgy for years and the cost of replacing them with good quality rims is expensive (and trouble sourcing them). I have bought some Minilite (lookalike) wheels but need to do the conversion. I have all the parts but just need to refurbish them.

Originally the '71 Midget had a cross-flow radiator. Bella's had been replaced at some stage with an early model system. I have all the major parts so will look at changing it back when the funds are there for the bits and bobs.

I'd love to get hold of an original 1971 steering wheel if anyone has one. That would get her back to very original... except for, well...

Monty (my '65B): Keep driving with just general maintenance.

Mac ('65 Spridget): It would be nice to get her going in time for the 2022 National Meeting in Newcastle but it will take time and money. Time I have...

Other People's MGs: As usual, over the Christmas break I've been helping out (or annoying) a few club members with their MGs. John Norris' rubber-nose MGB is back up and running with a new cooling system, the fuel system overhauled or replaced and some general servicing. I was surprised that the clutch and brakes still work but we'll give them a bleed anyway. Hope-

fully it is registered again by now and we might even see it occasionally.

Alan Wiley's B has the engine back in and running after a few oil pressure problems. It was nice to hear it speak again after spending half its life asleep. It even has its original NSW number plate and since it originally came from Victoria, Alan has managed to get its rego sticker reproduced (They do 1953 – 1983 stickers for all Australian states. www.kingswoodcountry.com.au/buy/car-rego-registration-label-decal-sticker-1953-198/HQR20). There is still a bit of finishing work to do but the light in the tunnel is definitely the end of the restoration and it's fast approaching.



I've been up to Tamworth to give my mate JC's TF another check over and run plus a few more homely chores. It was just like the Gang Gajang song 'Sounds of Then'. 'Out on the patio we'd sit, and the humidity we'd breath, we'd watch the lightning crack over cane field, laugh and think, this is Australia'. Every arvo after a day's work we'd sit and watched the rain come across the fields. Brilliant.

The Redman TC's engine rebuild is coming along. All the bits are being prepped for the final build when the cam finally gets ground and dispatched from the USA.

In all these cases, it's a great chance to just sit and catch up with a few characters from our club. Sometimes it is more about the mateship than the cars, though it is usually the cars that made us mates in the first place. I'm aiming to do the run to Tamworth as often as I can organise it.

Officiating: It is nice to put some time back into motorsport, so I know that my services will be looked for to be "Clerk of Course" at one "GEAR" meeting. I just not sure which one yet.

I've volunteered as a driver for a race meeting paramedical service. I'll have to see what borders are open and what event line up with my roster.

Overall, a busy year. Throw in working two jobs and I don't think boredom is on the horizon.

See you soon, Jonesy

So here we are in 2021, so welcome and a Happy and Safe New Year to you all. After the disastrous 2020 most clubs that I have a close liaison with are working hard to return to regular Club activities. Social and out going events, to get our classic cars out of the garage and onto the road. The North Arm Club members are back with the monthly Club lunches being held in the Bellevue Hotel, Manning Street Tuncurry, at noon on the first Thursday of the month. So if you happen to be in the area, drop me a line and come and join us, its PUB FOOD but the company is great.

I had a call from ASHO requesting a date for this years MG Muster, I have set the date Saturday 6th of November, a significant date. The last MGB rolled off the Zetland production line on 6th November 1972. So make a note of the date, no planning yet but I will make it a special event, maybe a weekend rally!

My time at the moment is planning and organising the Taree Historic Motor Club annual Long Run. A week of classic car travel South and West of the Great Divide. The theme is to visit and spend some money in our country towns in the wake of Covid 19. As President of the THMC I make it my business to have regular contact with neighbouring car clubs. All clubs have had to deal with the issue of reduced social contact and have had to change their structure of membership contact and advising member of events and general Club information. Like the current general public requirements, the electronic world has become the main channel of contact in sharing social information.

The likes of transmitting monthly club magazines by email rather than producing hard paper copy, is now more the norm, rather than an odd bod specialist contact. The resistance to using the electronic services is widely diminishing, as many of us have had to move with the current times of Covid rules and regulation. In many regards it is a blessing as it has modernised many Clubs administrative operation and has reduced communication costs dramatically. So its a case of welcome to the New World or become lost in the passing parade, of old times to modern times. We MG owners are lucky, that we can have a foot in both worlds. Modern in our daily activities but there is still the pleasure to get out on the road in our old time MG's. They still draw attention and they get the thumbs up by the general public, envious of us the lucky ones, with the pleasure in driving our classic MG badged cars. So don't become part of the passing parade keep the dream alive, get out on any Club event in your MG.

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Public Relations Officer Report...Ian Ashton

Our Club Calendar, thanks to President Steve and the committee, is up and running for 2021.

January kicked off with Denny's (like Christmas pudding!) traditional breakie run to Blackalls Park for the BBB, "Bowden's Big Breakfast!"

It was encouraging to see such a great turn out of members after a fairly long break for many of us.

Perfect weather saw twenty five cars (yes 25!) and fifty people (yes 50 people!) enjoy the run and descend on Blackalls Park for breakfast and a well overdue catch up with MG friends.

Thanks again to Captain Jeff and Sally Lauff for getting up early and going to Blackalls Park to clean the bar-b-que and reserve our tables...well done!

Providing we all continue to practice Covid safety rules we hope to have as many runs and gatherings as possible this year.

However, please be mindful as things can change, we all should check our emails, our Club website and facebook for any alterations to our program.

This year we will continue to request your support in registering for all published events. Please remember that by pre-registering you are helping your Captain and other committee members with club or pub catering.

Monthly Wednesday club or pub runs with Sunday Clubman runs and Thursday tuning runs will continue this year as we hopefully can settle back into some normality. Make sure you read the monthly "What's On" in your magazine. In fact it's not a bad idea to print the page and put it on the fridge to remind you.

At this stage, we have booked Newcastle Foreshore Park for Euro Motorfest on Sunday 20th June (the weekend after the June long weekend) and our MG Concours on Sunday 24th October. Let's hope Covid restrictions are more relaxed by then and Newcastle Council is more understanding!

Enjoy reading my separate article explaining my medical episode at Wakefield Park raceway late last year and my reason to retire from competitive motorsport.

Your Pro with the mo....Asho

Clubman Run News

Jeff Lauff

Welcome back to hopefully a much more safer and enjoyable year. Our first Club Run for 2021 will have occurred as you read this item. As usual our First Run was the Vice Presidents Sunday Breakfast Run to Blackalls Park.

Denny lead the way to the Park, starting at 8am from the club room, and Sally and I were waiting for you, with the area set up and BBQ awaiting your attention.

As has been the case for all of 2020 members contacted the organisers for their attendance as we needed to follow Covid 19 rules and guidelines.



This year we hope to be able to get out and enjoy the open air and countryside with Tops down.

We have planned a few different activities for the Clubman run this year with the March run to include an overnight stop over in the Hunter Valley.

Ann will fill you in on

details further in the magazine.

We have also planned a Christmas in July Lunch Run on the 25th July, a week later than our normal run date.

More information to be given at a later date.

For February Club Run I have planned





a Picnic Run finishing on the banks of the Paterson River at Paterson Park.

It will be a bring your own, however, if you prefer something different the local takeaway produces some excellent food and Coffee. We will be leaving the Club Rooms at 10am, our normal time, and



travelling up to the Chinaman's Hollow Park for morning tea. Again please bring your own provisions. Hopefully the Sun Gods will look on us favourably and present a glorious day.

Please, if you wish to join us for the day or meet us at a location, contact me with your details so I can include you on our list.

Regards

Jeff Lauff

See you on the road



MG Car Club Hunter Region – February 2021

Social Secretary Report – Anne Pettigrew

Firstly, Happy New Year to all members of our MG Car Club – Hunter Region!

I think everyone is happy that 2020 is over, and we can realistically look forward to being actively involved in some Club events. The Committee had a meeting a couple of weeks ago planning events for the whole year. And boy, oh boy, there are LOTS already in the diary, appealing to members of our Club with a variety of interests from 'Square Riggers' luncheons, Club runs, tuning runs, GEAR events, race events, car shows including the 'annual' Euro Day and, of course, our elusive Club Concourse!

And all these are interspersed with a renewed feature of our Club . . . some SOCIAL events (subject to weather and Covid restrictions – or, as my grandfather used to say: "GW&WP" = God willing and weather permitting!). And if you are a new member, please don't be shy to come along and join in and discover what a great group of friendly MG car enthusiasts we are! (In actual fact, I have only been an MG car owner 3 years and a club member 2, and now I'm the Social Secretary!!!!)

So please all, watch this space!

The first social event is ... (drum roll) ...

Our Social Secretary (Anne Pettigrew) and Club Captain (Jeff Lauff) are combining the March Club Run with a weekend away in the Hunter Valley!!!! The dates are Saturday 20th March and Sunday 21st March, and the destination is the delightful Ellalong Hotel.



We have booked all the accommodation at the pub, totalling a maximum of 22 people in a range of room configurations, with 2 shared bathrooms (one for Ladies and 1 for Men); and breakfast (an egg & bacon roll) will be available.

Should there be more people wanting to come, (now wouldn't that be great!), there is some additional accommodation about 10 minutes away.

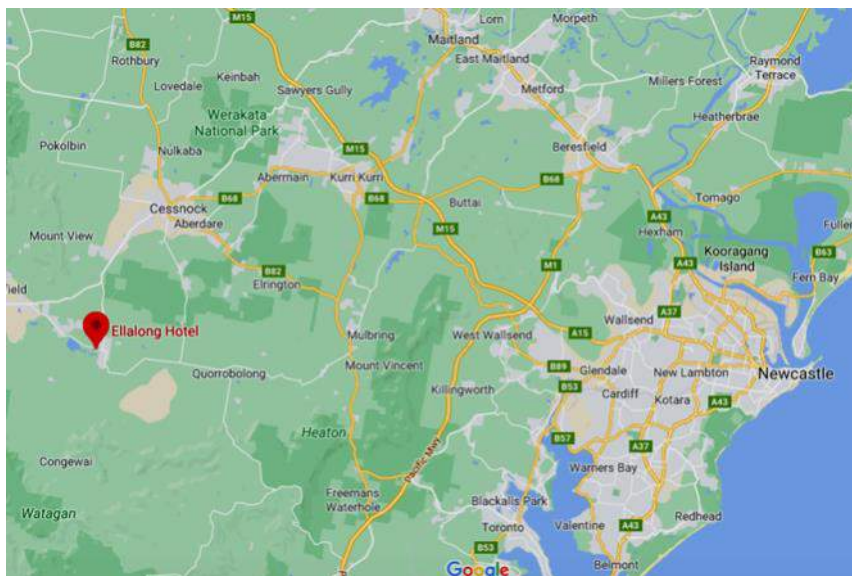
Dinner on the Saturday night in the dining room is a choice from a set menu, with drinks at members own cost. There is a beer garden and meals can also be served on the balcony. The managers of the pub have also offered to organise a musician for the evening. And because this weekend is just following St Patrick's Day, we propose that the dinner have an Irish theme with members wearing green, and everyone having their favourite Irish joke to tell!



But perhaps the best thing about this location is ... there is ... a LOCKABLE back yard for our precious MG's !!!!!



The exact route will be decided closer to the date, but it will be through beautiful wine growing countryside and will include a winery visit on each day.



Some members may want to only come for one or other day, which of course will be fine.

The cost for this whole wonderful weekend (including accommodation, dinner, and 2 wine tastings) will be **\$100 per person**. We need to confirm our booking, so we are asking members to indicate via email either to Anne (at.rose.villa@gmail.com) or

Jeff



(jlauff55@dodo.com.au)

It should be a fantastic (Covid free) social event, and I look forward to meeting some more of our Club members. So don't be shy, come along and enjoy our beloved MG's and our beautiful Hunter Valley wine country, looking magnificent at this time of the year, especially after the dreadful conditions of drought and bush fires.

See you there!
Anne Pettigrew



PS – if there is any social event that members (old or new) would like to have, I would be delighted if members would email me a list of events that they would enjoy attending.

E.g. movie nights in the Club rooms, Games nights (again in the Club rooms), weekends away, tennis or golf days etc.

My email address is: at.rose.villa@gmail.com

SPORTING DIRECTOR REPORT

Gary Piper

Well here we are a new year & hopefully we may get back to a bit of normality as the year progresses.

It will be great to get back to having Club meetings. President Steve has been putting in a big effort to work out what we can & can't do at the club rooms so thanks Steve.

Austin Blanch, my son Tai & myself competed in the December "GEAR" meeting at Wakefield Park. The racing ran in almost perfect conditions with fine weather & the grip on the track was the best we've seen it for some time being dry & warm. The good conditions makes a big difference.

The day saw a record of 92 starters.

Austin Blanch ran in "Amaroo" group which had a total of 16 starters consisting of sports cars & tin tops.



Colin Watson in Bolwell mk4, Austin in his "A" & Jeff Newey in MGB

Austin had the "A" circulating nicely although he tells me he wasn't happy with the brakes & no doubt will have that problem sorted by the next event. Austin was placed 1st in event 1 & spent most of the rest of the day chasing the well sorted LJ Torana driven by Dean Alessi. The 6 cylinder Torana has more horsepower & more speed down the straight.

Tai had his first run in a gear meeting In the “Mount Druitt” group with cars ranging from a Austin 7 special to 1966 E Type Jaguar.



Tai Piper in MGB alongside Colin Millhouse in E type Jaguar

Tai drove well considering he hadn't driven the “B” until we rolled it off the trailer at Wakefield. He was placed 3rd in event 1. Even though I ran a P/B (personal best) on the day Tai's fastest time was 3 seconds quicker than mine!

That's youth I guess.

I ran in the “Oran Park” group which had a total 20 starters consisting of sports cars & tin tops. I had a great day enjoying the near perfect conditions with the B running well & gripping up nicely.

Tai & I will be competing in the February “GEAR” meeting & I will also be competing in a Hillclimb at Ringwood Park.

Steve Jones, Paul Smith & myself competed in the Regularity Hillclimb at Ringwood Park

We completed 3 runs each and then had to nominate a time. We then had to get as close as possible to our nominated time for the next 3 runs.

A total of 9 teams competed in the event and we finished in fifth position . There were some interesting team names, our team captain Steve Jones named our team Low Expectations, other teams were 2Rob's 2 Chris's, Everest, Krauts (mostly BMW), MG 1, Mongrels,

Old Farts plus 1 (I'm pretty sure Doug Rae named this team), Aus-sie Team Send it (all Holden Toranas) & Wheel Deals.

Results were Everest 1st, MG1 2nd, Mongrels 3rd.

Well done to Paul Smith who was the the most consistent driver in our team with a 33 second difference in his 3 runs.



Thanks to Newcastle club for putting on a great days Motor-sport also thanks to Denny Bowden who was the official starter for the day.

What's on Sporting Events

Sunday February 7 MCC New-castle Hillclimb Ringwood Park course A 3.

Wednesday February 10
"GEAR" meeting Wakefield Park.

Saturday March 20, Sunday
21 , "HSRCA" Social W/E.



Remember drive them don't hide them, enjoy your MG I know I do.

Cheers Gary



Steve Jones at finish line



Gary Piper at start of top straight

Why 2020 ended my MG Racing Career

Ian Ashton

My association with our wonderful MG Car Club started in 1998 when Trish and I joined MGCCHR with our first MGB (a red one)...I was 50 years old.

My passion for competitive motorsport commenced almost immediately and I soon found myself competing in regularity events at Oran Park Raceway with several of the Team Hunter members at that time. I have many fond memories of Oran Park Raceway which is now a massive housing estate.



My next challenge was Eastern Creek Raceway (now known as Sydney Motorsport Park) where we used to set up our marquees on the grassed area (now concrete used for driver skid pan training).

Most of my track time however, has been spent at Wakefield Park Raceway (out of Goulburn). I love driving at Wakefield as it offers many driver challenges and

also provides a fairly safe run-off if you leave the black stuff! I have many fond memories competing with Team Hunter members and more recently the Sydney MG Regularity old boys known as the Rusty Nuts.



In 2019 I had my most successful event of my 21 year career as a regularity competitor. At the spring festival our team of four Rusty Nuts won the Regularity Enduro Event

and my faithful British racing green MGB Mk 11 No 50 (as mentioned I was 50 when I started competing) won the best performance in a speed event of an MG or Austin Healey Sprite...I was stoked!

2020 commenced well but could have just as easily ended in tragedy for me. Let me explain why. As some of you may know I had a left shoulder replacement in late July. The operation was successful and I was given the three monthly post operation clearance from my surgeon to compete again the day before Trish and I left for Wakefield Park to compete in the 2020 Spring Festival on the last weekend in October. We arrived at the track and attended to the necessary registration, paperwork and checks, parked up the car trailer and the MGB and headed to the motel before going out for dinner and a couple of beers with some Team

Hunter members.

At this point it is important to remember that I had a colonoscopy (following a positive result to the Government's home bowel test) on the Tuesday, before we headed to Wakefield Park for the weekend. We woke to a wet Saturday morning, had breakfast and headed out to the track. My practice and qualifying session was the fourth event on the program. I was watching the tints (the event before mine) in the dummy grid when I realised I couldn't raise my left arm properly. I thought that's a bit strange considering that I had had my three monthly post op check up two days before. What should I do now?...if I don't practice and qualify I can't compete so there's the best part of \$1,000 all up weekend cost blown.

I climbed into the B and proceeded to the dummy grid where I had some difficulty getting my helmet and racing harness on (remember I had lost full movement in my left arm) and waited for our event to be called onto the circuit. The track was wet with light rain continuing over the twelve minute session. Unlike several competitors who spun off the track, I managed to avoid other cars, stay on the black stuff and post a fair time in view of the conditions.

I finished the session and drove into the carport. Trish arrived and said "a bit hairy out there" to which I replied "yeah it was but I feel terrible and just want to lie down". We left the B in the carport and got into our Jeep parked nearby where I reclined the driver's seat and tried to rest. All I wanted to do was go back to the motel and lie down. I started the Jeep and proceeded to the Wakefield Park exit.

It was then everything went pear shape. I had no control over my actions despite Trish yelling out stop the car, I crashed through a chain wire boundary fence eventually able to stop on the exit road. Trish thought I'd had



a stroke and although I'd nearly fainted, I remained conscious. It wasn't long before the track ambulance arrived and took me to the on site medical centre where I was assessed. Trish had already contacted the Goulbourn Ambulance Service and I was soon taken to Goulburn Hospital where I was under constant observation for four hours before being allowed to return to the motel via taxi.

Thanks to Bev Jones who was Trish's contact person and to Steve Jones and Austin Blanch who loaded the B onto the trailer behind the Jeep. Thankfully on Sunday afternoon, Austin drove Trish and I home with Matthew Blanch following.

On Monday I saw my GP who arranged for various tests including a blood test. Late on Thursday he phoned me and told me to check into Lake Macquarie Private Emergency Unit and that I had a serious infection.

I was admitted to the ICU where it was confirmed that the infection was in my left shoulder (which I had received a complete clearance to return to motorsport competition one week before!) So my rather concerned shoulder surgeon had to operate on my shoulder again on 9th November and totally clean away the infection. I received antibiotics intravenously until I was allowed to come home and continued with oral antibiotics.

My bowel cancer was successfully removed on 26th November.

The health scare I experienced originated from the bowel tumor which infected my shoulder. It frightens me to think that it could have hit me at anytime...travelling to Goulburn with the B on the trailer or on the track in the wet, or if I had made it onto the highway to return to the motel.

As I write this story, it is early 2021 and my mojo still hasn't fully returned. I haven't had a beer since dinner at Goulburn with Steve, Austin and Matt the night before my medical episode!

So after a lot of soul searching and family discussion about my recent accident and previously when Trish and I may well have been killed in a horrific aquaplane car accident out of Tenterfield in 2001 plus when I was hit by a car in 1961 and nearly lost my right leg, I have decided after twenty two great years of competitive motorsport to hang up my helmet and sell the racecar. Motorsport is dangerous and I don't want to end up in hospital again, at my age, as a result of a track accident being my fault or another drivers.

At this stage I plan to buy an MGB GT to replace the B, but only as a Club car.

On the road the ZT 190 is a long car, with a 2.7m wheelbase, that feels planted and solid under way. The steering is well-weighted and responsive, considering the wide tyre profile, and you mostly don't feel you're in a FWD. For most driving in traffic the car's torque can pull you along nicely however the engine will freely rev up to 5000rpm (max. 7000rpm) when required. This is helpful as you do need to get your revs above 3000 rpm to reach the power band particularly if climbing a hill or attempting a quick overtake on the highway. The gearchange has a pleasant mechanical feel as you move through the gate. The 1st-2nd change benefits from not rushing the change but overall, the changes are smooth, and the synchro works well. Double declutching is not needed as you descend the gears but does provide a smoother and more engaging driving experience.

The car is very comfortable on long drives, cruising at 110kmh for around 2900 rpm. The ride can get a little harsh if the road surface is uneven as the suspension is quite stiff on my 2002 model, this was partly addressed in the 2004 facelift. The all-round ventilated disk brakes pull you up quite effectively and the ABS cuts in smoothly if needed. Overall, the car is surprising nimble for its size and weight, particularly if driven in a spirited manner.



You feel well cosseted by the cabin interior with leather in the trim and the seats providing a touch of quality. The driving position is comfortable with the pedals not too close, but still within easy reach for heel-and-toe. The rear passenger seats are good with adequate legroom; however, the headroom is affected by the C-pillar which makes access for taller people a bit of a squeeze. The steering wheel is adjustable for height and reach, although the locking mechanism can wear with use. The seats are well bolstered and

hug you at the hips to provide some lateral support whilst cornering and are also adjustable for height and lumbar support. I found the gear lever felt too close to the driver's elbow when I first drove the car, but you adapt over time. Visibility all round is good in the sedan however the rear view for reversing is affected by the relatively high rear shelf and passenger seat headrests, this is where the reversing sensors are useful (no camera on this model/year).



Almost 20 years after the release of the MG ZT there are still a few of them on the road, however they have a series of age-related issues that don't recommend them as an everyday driver anymore. Chief amongst these are the complex wiring and electrical systems, a prime example being the airbag systems. The front seats have integrated airbags that are checked by the cars ECU on start-up. The connectors under the seats and the wiring in the front seats can wear over time if the seats are constantly being adjusted for different-sized people, which will cause an airbag warning light. If this isn't cleared it's an inspection fail on registration. I've had to replace both my front seats over time to treat this problem. There are also reports of the same error being generated by wiring breakages in the steering column as well. The plastics also break down in the Australian heat, with the carbon fibre-look dashboards cracking around the clock and various trim clips perishing over time.

The availability of spares is also an issue in Australia as the UK stocks of OEM parts are starting to be depleted and few aftermarket suppliers are taking up the slack. Consequently, sourcing good-quality spares from wreckers is often the only solution, although there are some workarounds. One example is fitting a fuel pump and filter from a Range Rover Discovery as the OEM fuel filter is no longer manufac-

tured. Lastly, when MG Rover closed shop in Australia this left the final remaining ECU programming computer in NSW owned by Paradise Garages. If you need to replace a lost key, they are the only people who can program it for you (not cheap) and if you lose your last key the ECU can no longer be programmed which is a big reason for spares from wreckers for otherwise sound cars.

If you are considering buying any model of MG ZT the old maxim applies to buy the best you can afford with as low a mileage (kilometerage?) as possible and with a comprehensive service history. A bonus for any car being considered is if it has both original keys. For the standard 2.5 litre ZT (both manual & auto) you can expect to pay as little as \$2 - 3,000 for a high-km car (250k +) up to \$8 - 9,000 for one with under 100k on the clock. The 220S is usually not too far off this, mainly as they have a reputation for being thrashed or suffering engine fires, although careful searching can turn up one in good condition up to \$14,000. The V8 ZT 260 is a rare beast with one currently being offered for \$35k in Queensland, a price which does represent its rarity.

In all cases it is vital to check the servicing has been kept up to date (every 5,00km or 6 months for oil & lube) with jobs like timing belt replacements being complex and potentially costly, but catastrophic if allowed to fail. Also look out for evidence of past overheating which can lead to gasket failures. A good moderate-mileage car should not drop oil or leak coolant under normal circumstances. The most you should see on a sound example is condensed water from the air con. Cars which have not been parked under cover can suffer blockages in the plenums, where water can build up. This can lead to ECU water damage, soak the cabin air filter or even lead to rust in the scuttle or around the front wings.

In summation, the MG ZT is a fine car with great features, and it wears an honourable badge. Like a lot of cars from the 90's to the 00's they have their issues, but if sympathetically used and maintained and approached as an enthusiast's car they should provide many years of enjoyable MG motoring. There is great deal of information in the UK user forums for long-term ownership and they are not beyond the capability of experienced home mechanics for a lot of general maintenance. I'm not an experienced home mechanic, so I depend on my local English autos mechanics who help keep me on the road.

See you on the road and Safety Fast!

MG Pre-War and TYme Event 2021

Event Information and Registration is now available for the MG Pre-War and TYme Event to be held in Canberra from 1 to 4 October 2021.

The information and registration form can be found at:

<https://mgcccanberra.org.au/>

Inquiries concerning the event may be sent by email to

mg-pre-war-tyme@mgcccanberra.org.au,

or by phone to:

Pre-War Registrants: Malcolm Robertson ph. 0408 627 685

T Type and Y Type Registrants: Kent Brown ph. 0412 558 029



SQUARE RIGGERS NOGGIN & NATTER



Square Riggers Noggin & Natter meetings are on at the usual location "Café inu" on 43 Denison Street in Carrington for February 2021.

Lively conversations on our interest in MG cars, including the square riggers, are conducted over lunches and liquid refreshments.

Lovely sitting yakking away and enjoying a drink and lunch just as the group below were doing during a meeting whilst keeping COVID safe.

Come and join us you will be welcome.



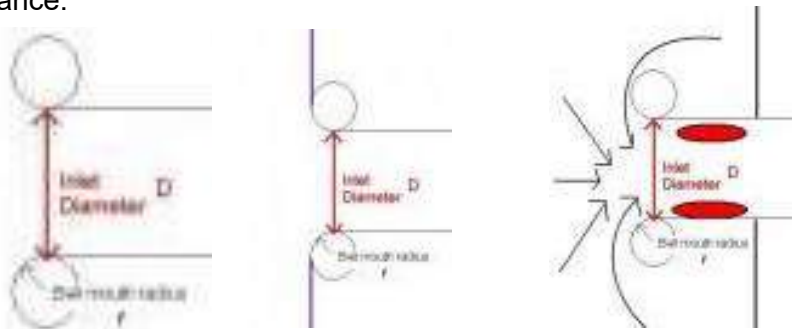
AIR INTAKE ON SU HS4 CARBURETTORS

By Graham Haywood

When I was studying for my Associate Diploma in Mechanical Engineering I learnt that if there is a square end on pipes for intake air, turbulence and vortices occur from the air flow which has a large effect on the efficiency of the air inlet pipe.

Adding a bell mouth to the inlet smooths out the air flow.

Adding a tangent plate to the bell mouth does not effect it's performance.



When I looked at the air intake system on my MGB, I noticed that was exactly what I had on my SU HS4 carburettor intakes under the “Ram Flo” Air filters. I also investigated the original Cooper air filters and found that they have an aluminium plate, to which the air filter bodies attach, with a radiused inlet (bell mouth) to smooth the air flow into the carburettors as illustrated in sketch 2.

It is also worth noting that if a stub stack sticks out (as most of them do) the flow becomes what is called re-entrant, which can create more losses. This is due to the big sweep that the incoming air does, causing vortices (swirling, energy eating air) depicted by the red ovals on the third picture in the inlet. The negative effect that this has is almost exactly equal to the positive effect of a good bell mouth, which is possibly why many people experience no gains from installing them.

With a bell mouth radius of (r) and a Carburettor intake choke of diameter (D) a determination for the radius for bell mouth can be calculated from $r = \text{Ratio} * D$

A Ratio (r/D) of 0.1 is OK but you wouldn't want to go much smaller, a Ratio of 0.2 is twice as good again but the effect tapers off after about Ratio of 0.25.

I decided that I needed to emulate the original as I probably could not afford to replace the “Ram Flo” filters with the “Coopers”. I came up with an idea to use “MDF” board to make my own bell mouth plate induction See the attached picture.



I wanted to maximise the radius on the bell mouth “r” compared to the inlet diameter “D”. The inlet choke on the SU HS4 carburettor is 35.3mm diameter so the optimum “r” was $0.2 \times 35.3 = 7\text{mm}$ radius. However I only had a 6mm radius router bit so compromised. The finish of the internal diameter and bell mouth was unsatisfactory so I painted the surfaces with a mixture of epoxy resin & hardener. On curing I then polished the bore and bell mouth surfaces with fine abrasive paper to get a good joint with the carburettor inlet choke bore.

I then painted the finished product with silver heat paint.

The base plate inside diameter of the “Ram Flo” filters was enlarged to clear the bell mouth radiused area and filed with a taper to minimise the material thickness edge.

A minimum of 38 mm is also recommended between the filter medium and the bell mouth to minimize air flow deviation effect.

The “Ram Flo” filters just meet this criteria.



FOR SALE

FOR SALE.

New wiper arms for MGB GT. These were recently bought from MG Car Club UK and suit Right Hand Drive cars. (Mine is originally LHD so I can't use them). \$50 for pair.

Hazard switch 6 terminal with round connections. Also new from UK (mine has flat connections). \$15

Contact **John Stuart. 0408622674.**

johnstuart65@bigpond.com

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MOTORING LIBRARY ARTICLES FOR SALE

Downsizing my motoring library. MG and other books for sale.
Email Rob at robertanddenny@gmail.com for full list.

WANTED

Good Mk 2 MGB GT ph Ian Ashton 0429592823

WANTED MGB Headrests. with single centre post. Foam and liner condition not important. Contact Graham Haywood at ghaywood6@bigpond.com

FOR SALE

For Sale MG – TF 120 Coupe 2003 Model

Twin OHC 1.8, 90 RON Fuel, 6 Speed Auto Stick & Paddle Shifts, Hard Top and Rag Top, Air Cond. ABS, CD Radio with Blue Tooth, Remote Central Locking and Alarm, Full Service and Mechanical History, Head gasket issue fixed, under 70,000K's. Well Cared for Car, always garaged not a daily driver. Reason for sale, future downsizing of home four cars don't fit. \$10,990 ONO

Phone John
0407704853



FOR SALE 1968 MGB

1968 MGB Mk 11 with logbook and current historic road registration MGCCHR...this classic British racing green MGB is ready for track or to drive on the road...\$22,000 neg phone Ian Ashton on 0429593823 for complete details and specs



MG Car Club Hunter Region

Minutes of Committee Meeting held 8th December 2020

Meeting Opened 7:15 pm

Chair: Denny Bowden **Minutes:** Frans Henskens

Present: Denny Bowden, Frans Henskens, Greg Jenkins, Jeff Lauff, Gary Piper, Wendy Croker, Gary Croker, Anne Pettigrew.

Apologies: Stephen Jones, Ian Ashton, Graham Haywood.

In attendance: Nil.

Minutes: Of previous meeting approved moved Gary Croker seconded Gary Piper.

Business Arising:

Anne Pettigrew has found a small shop in Morpeth who would like to take the old magazines we are cleaning out during the Clubroom spring clean.

Reports:

President (Stephen Jones):

N/A.

Vice President (Denny Bowden):

Received email from NSW Government re COVID-safe plan. Advised that since Club has suspended opening our doors to members or the public, we do not have to do anything. Received Case Number 14157216 from Teana @ NSW Government.

Received from NSW Government: "Important Correction: QR codes & COVID requirements for hospitality businesses".

Discussion of email received from Ross & Sue Adams.

Secretary (Frans Henskens):

Correspondence received:

Details of Motorsport Australia public liability insurance.

From Ross & Sue Adams: "Just received the latest *On the Marque* & was very disappointed to see that notice of alterations to events is now only via Facebook. It is assumed that everyone is on Facebook. This may not be the case we certainly are one's that are not. Seeing

there is a website why is it not possible to post changes on this site as well therefore allowing access to information to everyone.”

Will investigate whether a URL to be clicked can gain direct access to Club’s Facebook site.

From Victorian MGCC: Invoice for Club’s contribution to MG National Meeting float (as discussed at September meeting).

From Lambton Mechanics Institute Land Manager: At the September 2020, meeting of the Lambton Mechanics Institute Land Manager a decision was made to offer our two principal tenants, the Newcastle Family History Society and the Hunter MG Car Club, total rent relief for the months of December 2020 and January 2021. This means neither tenant will be required to pay any rent for those two months, and we trust this will assist your financial position. You will recall that half rent relief was granted in May 2020 and June 2020 which was the assistance granted during last financial year. The Covid-19 period has been a testing time for all concerned and we wish to acknowledge that our tenant/landlord relation has remained strong and of mutual benefit over the last three decades and it is hoped that this rent relief can help your organisation get through the financial stress caused by the pandemic. Lease Renewal Hunter MG Car Club You will be aware that your lease with the Lambton Mechanics Institute Land Manger expires on the 31st December 2020. We would like to offer you the opportunity to enter another 3 year lease with an option of an additional 3 years commencing on the 1st January 2021, based on the same conditions of the existing lease. This includes having a rent of \$550.00 per month and on the 1st July each year the monthly rent increases by \$25.00 per month. Your early consideration of this offer would be appreciated. Any lease of this duration will require the consent of the Minister responsible for Crown Lands. Whilst we cannot provide any guarantees in this regard, we would prefer to submit a proposal to Crown Lands which is mutually agreed with both you as tenant and us as the Landlord.

Feedback from Ian Ashton: I fully understand the Trust's decision and the rent relief offered for Dec and Jan 2021 is appreciated. However (and you might mention my comments) for discussion at next Tuesdays committee meeting.

2020 has been a stressful and challenging year for us all dealing with COVID-19 restrictions.

MGCCHR is currently paying approx. \$6,000 pa in rent; plus asset theft insurance; plus Liquor licence etc.

We use our Clubroom once or twice per month (pre COVID) and how many members actually come to monthly meetings, buy a drink; hire a CD or borrow a magazine or purchase regalia?

Our members are getting older and the Clubroom is getting harder.

Mosstairs are not getting any easier to negotiate.

Parking t car clubs meet at a local club e.g. the Macquarie Club meet at Argenton monthly where you can also have a meal.

Most important activities of our Club are away from the Clubroom. Clubman; Tuning and mid week runs.

Before we sign a new 3 year lease (projected rent \$550 pm plus \$25 increase each year for each ensuing 12 month period) I recommend we invite members' feedback and really consider whether we really need our own Clubroom. \$20,000 rent is a big commitment when the future is still uncertain.

I am not in favour of renewing our lease and would be happy to meet for monthly meetings at a local Club. As PRO I am able to investigate meeting room facilities and report back.

We can find cost efficient storage for equipment and the J Van.

Committee engaged in lengthy discussion and canvassed many options. In the end the potential costs of storage for the J Van and Club trophies, regalia etc would amount to about 50% of what we now pay for the Club rooms. It was felt that moving out of the Club rooms at this time (following our experiences of rained-out events, COVID

etc is not the right time to make such a major move. The issue of the Club's substantial donations to charity was raised as a way of reducing annual expenditure. The ultimate decision was to renew for three years, giving the membership time to actively consider ongoing options.

Business Insurance Renewal Proposal from AON. Annual payment quotation \$842.10

Renewal of Management Liability Insurance for Motorsport Australia Affiliated Clubs 2020/2021.

2020 Audit report and financial report from A J Dorse Accountant.

Membership renewals to date: 65 single and 70 family. Membership cards have been sent by mail/email to all renewing members.

Treasurer (Greg Jenkins):

Club Captain (Jeff Lauff):

Next run is Saturday night 12 December leaving Clubhouse at 5 p.m. and finishing at the Junction Inn Hotel at Raymond Terrace for dinner at about 6:30.

Sporting Director (Gary Piper):

Team Hunter members recently competed in two final sporting events for the 2020 season.

Firstly, Austin Blanch, myself & my son Tai competed in last GEAR meeting for the year at Wakefield Park in near perfect conditions. We all had a great day, great to see a few of the younger generation in the old cars, Tai drove well considering he hadn't driven the B until we rolled it off the trailer at Wakefield.

Secondly Steve Jones, Paul Smith & myself competed in the teams Regularity Hillclimb at Ringwood Park, Thanks to MGCC Newcastle for putting on a great fun day to finish the season. Thanks also to Denny Bowden for doing the starts.

We have a notice from Pheasantwood (30 km from Goulburn) about an All Historic Raceday meeting on 11, 12 September 2021 (for cars and motorcycles). It is a small track with great looking surface, track hire is \$7,000 per day. Is considering using the circuit for a MGCCHR-organised race day in early December 2021.

I would like to wish the Committee & members all the best for Christmas & the New Year & hope next year is back to a bit of normality.

Public Relations (Ian Ashton):

N/A.

Regalia (Wendy Croker):

Re regalia: Had a small sale on Toy Run day of \$27.

Had an email from Banners & Badges who are proposing to sell a mudguard protection cover for use while working on your MG.

Committee Member (Gary Croker):

Nil.

Social Secretary (Anne Pettigrew):

The suggested software that assists with group emails is MailChimp.

Anne is having difficulty following up with the idea of a club activity at the Heddon Greta drive-in. Due to the busy holiday period coming up for the movie business, she has suggested that we hold off this event until perhaps May next year, when Daylight Saving will have finished.

Especially as she has another idea for a social event which is better suited for March i.e. A weekend away in the Hunter Valley! Was at Ellalong and saw that it was a nice place. Is looking at organising a weekend away – the hotel can accommodate 23 people with an option for booking of the whole venue. Could involve wine tasting, a themed dinner, etc. Venue has a lockable yard for our MGs. More details to follow.

Magazine Editor (Graham Haywood):

N/A.

General Business:

Could Frans Henskens as secretary check with the Trust and NCC to see when we could recommence Club meetings.

Meeting Closed 9:15 p.m.

Next Meeting

7 p.m. Tuesday 9th February 2021.

DISCLAIMER

Technical tips and methods suggested herein are the views of the person submitting them and the club cannot accept responsibility for the accuracy of these whatsoever. Persons following these tips and methods must make sure of their personal safety when applying them.

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CLUB MEMBERSHIP ENDS JUNE 30 NEW YEAR OF MEMBERSHIP STARTS 1ST JULY

HISTORIC REGISTRATION REQUIRES FINANCIAL
MEMBERSHIP OF A REGISTERED CAR CLUB SUCH AS
MG CAR CLUB HUNTER REGION

Applications for renewal or new membership can be accepted
now.

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

Deadline for the March edition will be
Thursday 25th February 2021



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