

MG Monthly Motoring News

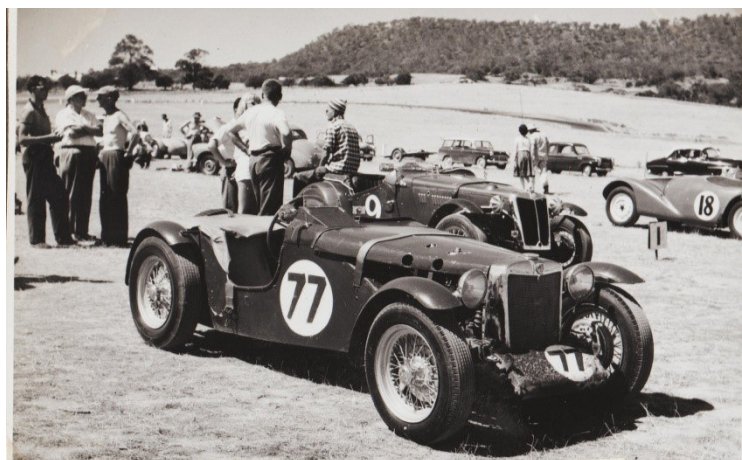
July 2022



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Brian Roberts (Monza TC) vs Greg Ellis (MGA 1600) Symmons 1966



Baskerville
1960,

77 Tyson

9 Roberts (TF)

18 Watts (MG-
Holden)

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Cover Photo:

Brian Roberts in his blown TF competing at Symmons Plains.

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Vale – Brian Roberts (Humphrey)

The MGCC of Tasmania laments the passing of Brian Roberts, our last founding member of the club. Brian passed late May and is survived by his wife Peggy and their extended family. Brian was a most colourful character who was always impeccably dressed, his stories of the “Old Days” always held the listeners attention.

Below is a reprint of an article on himself that Brian submitted to the magazine many years ago.

My Not so Brilliant Career.

Ian Jackson was responsible for my not so brilliant career and subsequent life as a pauper.

In 1956 he took me to the Domain Hill climb where I well and truly caught the bug. Competing that day were well known stalwarts of Tasmanian Motor Racing, L Archer, M Watt, and J Barrie. Little did they know that within 18 months I would be sharing the bitumen with them.

At the time I was a clerk with the T&G Life Company. Like many young men of the time the grass was greener on the other side of the fence and so I became a part operator of the Ampol Service Station Davey St. At the same time I purchased the “Demon” a Ford 10 Special.

I raced this car at the Domain Hill Climb and a few Baskerville Meetings. My lap time was about 1.29 about the same as an MG-TF. However the Demon didn't last it was slow heavy and definitely pre war.

The next car was the Ford 10 special Mick Watt's “Goat”. I never raced this car. In 1958 the M G Car Club was formed so I bought an MG-TF WHG-649 the last 1250 to be sold in Tasmania.

As became the usual practice I immediately tore it apart rebuilding the engine and fitting a high ratio differential.

The car was raced at Baskerville, The Domain, The Richmond and South Arm events.

In its latter years it was fitted with a Marshall Nordec Blower. It was a good reliable car, which handled well. My fastest S/S ¼ mile time was 18.8 seconds at Richmond on 17th December 1960

The one course it failed on was Longford and on reflection that was my fault. I thought I knew more about ignition timing than the factory.

For some peculiar reason lost in time “The Ecurie Alle Klassen” entered the car probably because with a number of cars in the stable we could get lots of pit passes.

The service station went under so did my sponsorship so we were on starvation rations as far as our Motor sport went.

The TF departed and was replaced by an FJ which in time was suitably lowered. Its nickname was “ The Gudgeon Pin Special”.

After a period of abstinence I purchased ex Melbourne the Franz Bird T C Special. This in its day was a well-known car.

On arrival it underwent the usual reconstruction as sad to say it was a bit of a nail. The car had to be rebuilt. We fitted the Marshall Nordec Blower and bored out the 1250 block to 1500.

When it was going it went like the clappers. Great on S/S ¼ Mile sprints, Club days and short races at Symmons and Baskerville but at Longford it destroyed itself. The old problem of over heating.

In 1965 I went to the U K and spent a year working for a Privateer David Prophet on the European F II circuit finishing up in South Africa for their summer season.

Greg and Peter Ellis looked after and entered the car whilst I was away. They dispensed with the Blower fitted Webers, stiffened the suspension. On my return I drove it again for a few meetings it was even quicker furthermore no overheating Greg had solved the problem. The airflow was over the original radiator not through it.

The TC departed and I built a formula Vee. My brother who had also been in the pits with me in the U K and we formed the Roberts Racing Partnership. This was patterned on the team structure we had worked for overseas.

Everything was logged, all tasks had a job card, all the team had a specific job, Keith until the time he bought his own F Vee headed the time keeping team. We had a chap who was responsible for ensuring the cars were loaded on the trailers and properly secured.

The Vee was a great car it only let us down once and that may have been our fault. Again Longford was our hoodoo with the clutch cable breaking at the crucial moment.

I also entered my MGA-1600 once at Baskerville and at Longford in 1967. Greg and Peter Ellis helped me prepare the car. Subsequent owners must have got a shock when they pulled the engine down to find spacers in the rocker gear, polished balanced rods and crankshaft with a non standard camshaft. There were Vauxhall Cresta springs in the clutch assembly. It was a lovely car stopped and handled well.

Believe it or not the Longford hoodoo struck again. Going well, up in the field with a place in sight and the choke retention springs broke causing the engine to go all woolly.

In late 67 I was married so my not so brilliant career came to an end. In all that time I won one scratch and one handicap race the latter in my brothers Sprite. Plenty of places but never a winner. My only consolation is that due to our team structure we nearly broke even as our cars always finished and were rewarded with a lap money cheque.

I concluded my time as a scrutineer and Baskerville until a new order arrived and my friends and I were summarily dismissed. Anecdotal evidence was that we were too good at our job. We believed that rules were not made to be broken.

Now I just sit, dream and bore my Grandchildren.

I could go on for longer but I have probably bored you the reader as well.

Before I go one final thing we kept our time sheets and original order book which I have now given to the MGCCT together with the MG trophies I gained.

MG Car Club State Committee

Position	Member (Partner)	Contact Details
President	Bronwyn Zuber	(h) 6273 6797 (m) 0419 569 156 president@mgtas.org.au
Immediate Past President	Mark Dilger (Angela)	(h) 6327 1028 (m) 0408 271 029 past-president@mgtas.org.au
Vice President	Don Fraser (Susan)	(h) 6428 3791 (m) 0418 316 451 vice-president@mgtas.org.au
Secretary	Mark Harrington	(m) 0427 538 412 secretary@mgtas.org.au
Treasurer	Robin Wilmot	(m) 0400 193 579 treasurer@mgtas.org.au
Club Captain	Position Vacant	club-captain@mgtas.org.au
Membership Officer	Wayne Jessup (Ruth)	(h) 6427 9384 (m) 0447 642 793 membership@mgtas.org.au
Editor	Andrew Midgley (Sue-Anne)	(h) 6427 2392 (m) 0458 949 881 editor@mgtas.org.au
General Member	Chris Wagstaff	(m) 0438 055 199 general-south@mgtas.org.au
General Member	Paul Rossetto	(m) 0497 266 076 general-north@mgtas.org.au
Meetings	First Monday of the Month via Zoom at 7:00 pm	
Postal Address	GPO Box 5, Hobart, Tas, 7001	

President's Report

How quickly the time is going, had the shortest day, (the days get longer but the weather gets cooler), the Solstice nude swim (in Hobart) and the end of the financial year. Not even six months till Christmas.

Sub-centres are continuing to have lots of events for members to attend, even though we are now in winter the weather has not been too bad, although might be a bit cool to have the hoods down.

A few of the North-West members have fled from the cold and gone to warmer areas on the mainland. Hope they have a good time. Compared to many places on the mainland I am pleased to live in Tassie. I have a family member that lives in Mackay, and it was 9 degrees on Tuesday, Hobart had 13 degrees. First time since they have lived there in 15 – 20 years they have had heating on.

Our last competition was a Club Day combined with the Mini Car Club on Sunday 19th June at Pepsi-Max Baskerville Raceway. The day entailed a Hillclimb in the morning and Sprints in the afternoon. It was a successful day with 50 entries and with good weather.

Our next competition is a Motorkhana at Latrobe, the Tasmanian Motorkhana Championship Rnd 3. Hopefully the weather will be better than what it was in May, when we have four seasons in a day. Entry is through the Motorsport Australia Event Entry Portal. Adult \$30; Junior \$15; Family (2 Adults living at same address) \$45.

The State Committee is continuing to investigate the Carbon Neutral Policy for the club, so when the time comes the club will be in front of the eight ball. Mark Harrington, (the secretary) has taken this arduous task on. Organisations like the RACT were contacted over a month ago re information from them, yet there has been no response.

The “Midgley’s” Winter Run to Barnboughe Lost Farm has happened. Reports from those who attended said it was very nice place and had an enjoyable time.

Reserve the dates 16th to 18th November for the club's Annual Concourse, Presentation Dinner, and Breakfast to be held at Sheffield. Details re venues for the weekend and accommodation suggestions are further in the magazine.

Keep safe everyone and let's keep enjoying using our MGs on these cooler days.

Zube

(Bronwyn Zuber)

President

Membership Report

This month we *welcome six* new members,

Trevor And Sue Clark (Northern)

The Clark's own a 1970 MGB Roadster

Paul Goninon (Southern)

Paul is interested in the social side of the club

Chris and Donna Keeling (Northern)

The Keeling's own a 1970 MGB Roadster and are interested social outings and radio control aircraft

Jennifer Barraclough(Southern)

Jennifer owns a Mercedes SLK 280 and is interested in social outings, dancing, canaster and art

We hope these people enjoy many club arranged activities.

Wayne Jessup

Membership Officer

Life Members

01	Joe Paul (dec)	1969	10	Bill Griffiths	2007
02	Bob Moore (dec)	1974	11	Tony Gurnhill	2009
03	Arthur Twining (dec)	1976	12	Cheryl Gurnhill	2013
04	Ian Wade	1984	13	Greg Bannon	2013
05	Terry Atkinson	1984	14	Bronwyn Zuber	2013
06	Dennis Burgess	1984	15	Craig Twining	2014
07	Chris Ellis (dec)	1985	16	Phillip Tilley	2017
08	John Sluce (dec)	1994	17	Jim Brown	2020
09	Robin Wilmot	1998	18	Peter Shaw	2020

Ed Says

Just a short note from me this month. The Mid-Winter Run has been held and this year was Maggie's (Sue-Anne's B) first outing since last year's Mid-Winter Run where we arrived home with metal on metal brakes. This inspired a much over-due rebuild of the front cross-member which was misaligned after a shoddy accident repair back in the 90's. So after much measuring cutting and welding, new slotted discs, competition pads, polly bushes, hydraulic dampers rebuilt and a wheel alignment. What a different car to drive. No vibrations, no wandering all over the road, just an absolute pleasure.

This month's magazine seems to have a theme of historic racing with the passing of Brian Roberts, being a founding member of the club, it sometimes is appropriate to look back at the roots of the club and where it has come from and how it has evolved. It was interesting to read in Brian's recollections of the formation of the club for our 60th Anniversary that prior to the club forming they all mistreated their cars, but as soon as they were a club the cars were cleaned and polished for every event. They would even chastise each other if the car was not presented in an acceptable standard.

Whilst we have become a club of car collectors, I don't think we take it quite that seriously, or do we? Ed

MGCCT Facebook Page

The MG Car Club of Tasmania Inc

For those members who are Facebook users, we have an MG Car Club Tasmania Facebook page. Feel free to add events, photos, and videos, but remember that anything offensive or not relevant to the Club may be removed at the discretion of the administrator.

MGCCT Website

www.mgtas.org.au

Copies of this magazine can be downloaded from the MGCCT website. Membership forms and change of address forms are also available for download. Links to other car clubs are also available.

Webmaster: Craig Large

(m) 0408 559 252

webmaster@mgtas.org.au

VC Registrations, Inspections and Renewals

Vehicle Club registration allows members of a recognised car club (approved by the Registrar of Motor Vehicles) to use their vehicle in either a club sanctioned event or for general use 30 days outside of club events. These vehicles attract a reduced rate of registration and third party insurance.

Geoff Dodge, 57 Evisons Road, Sassafras

(h) 6426 7338

(m) 0428 509 627

Motor Sports Chaplain

Should you require the services of the Tasmanian Motor Sports Chaplain, his contact details are:

Adrian Cooper

(m) 0408 395 917

adrian.j.cooper@education.tas.gov.au

Mid-Winter Getaway

It was cold.

It was sunny.

It was 10 am.

Time to go! On a perfect winter's day six intrepid travellers met at House of Anvers to begin our Midgley's Mid Winter Getaway. Great coffee, slices and for one of us a big plate of waffles, berries, chocolate, banana and ice cream (that person is known as 'little piggy' in the rest of this article). Then on the road to Evandale to meet the rest of the group from the north and south and to have lunch.

Meals were lovely and the company was great. 'Little piggy' only managed soup... A great drive in assorted MGs and boring other cars took us through the great Tasmanian countryside and up the Sidling and on to Barnboughle Lost Farm.



After checking in we met for a catch-up, drinks and nibbles, as the MG PGA golf tournament had to be abandoned due to bad light. Conversation flowed freely and many laughs were had. 'Little piggy' was still full from waffles but

managed a little dip and biscuits! Mary King decided that she should trade in Tony on a more young athletic man as she tried to enter the room next door to theirs.

Next on the agenda? Food! 'Little piggy' was having a great weekend so far!! The dinner menu was extensive and delicious, especially 'little piggy's' scallops.

Naturally we had games to play and out came Celebrity Heads for a session of laughter and blank looks at times.



The next morning we woke to a heavy white frost, a hearty breakfast and more chatting. Maggie (Sue-Anne's MGB) wasn't very happy with the frost and needed to be coaxed to start. We headed into Bridport for a leisurely walk and midday drinks, then it was time to say goodbye and head home.



It was a small group this year with 13 attending but it was a great opportunity to catch-up and to get to know other members. A special thanks to Andrew and Sue-Anne for their organising.

Submitted by 'little piggy' (aka Ruth) who is still recovering.



MARSHALL

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Bellerive

**96 Clarence St
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2022 – MGCCT Annual Events



Annual Concours, Presentation Dinner and associated events - 2022

Dates: Fri – Sat – Sunday, 18 – 19 - 20th November, 2022

This year the North West Sub Centre is running the annual events and the mural town of **Sheffield** is hosting the event for us. We hope as many of our members as are able, from all three centres, will come together to make this another successful event. Sheffield is a quaint country town. Venues chosen are close together, left or right of the main street, being a few minutes walking distance to each other. Sheffield has a small number of interesting shops and tourist attractions to while away an hour or so of your spare time during the weekend.

Friday Night: 7.30 – 9.30 pm

Noggin & Natter

Venue: Sheffield Bowls Club

Saturday AM:

Concours D 'Elegance

Venue: Health Park, Henry Street, behind Mural Park

Saturday 12 noon:

Coffee/Luncheon – for partners/wives

Venue: Epicurean Café, 68-72 Main Street

Saturday 3pm:

Annual General Meeting

Venue: Arts Centre Meeting Room, Mural Park

Saturday 6.30 pm:

Presentation Dinner and Trophy Presentation

Venue: Sheffield RSL Club

Sunday from 8.30 am

B'que Breakfast

Venue: Health Park, B'que area, behind Mural Park

Accommodation - Important - please read

The Tasmanian Schools Rowing Regatta is being held at Lake Barrington on the same weekend as our events. We expect that accommodation bookings will be in high demand in Sheffield due to that event, therefore we strongly encourage you to book your accommodation ASAP, even if you need to cancel at a later date. Sheffield is a small town with limited accommodation options. The following accommodation, the majority being the closest available to the main street of Sheffield, has been **block booked** for our use **up till 4 weeks prior. I.e. (20th October).** Please book direct, not through one of the booking agents, as in most cases the 18/19 November have been blocked out for MGCC on their booking sites. Please indicate you are part of the MG Car Club when you phone.

(Distance shown is from the centre of main street)

- **Sheffield Motor Inn** (250m) - **03 6491 1800 (Kamryn)** 17 rooms, various configurations including singles (\$130/145/160 per night)
- **Kentish Hills Retreat Motel** (1 km) At the end of the Main Street - Devonport side **03 6491 2484 (Debbie)** 12 rooms, various configurations including singles (\$130/ 164 per night)
- **Sheffield Pioneer Holiday Units** (50m) – **043 991 1649 / 03 6491 1149 (Kate)**
2 Units – 3 doubles and 2 singles in each= total 16 persons
- **Sheffield Cabins** (50m) – **03 6491 2176 - (David)** 2 Cabins - 2 doubles/ 4 singles; 1 double/2 singles \$110 per double + extras \$ 20 head/night
- **Sheffield Hotel** (300m) - **03 6491 1130 (Joe)** Now only has 1 double room with ensuite available; plus 2 rooms - 1 double and 1 with 2 singles, but both with a shared bathroom. Price range - \$90/70 night.

- **Grace Cottage (200m) 044 796 7363 (Michelle)** Only available Sat 19th 1 Cottage – 4 people – 2 bedrooms \$300 for 4 persons.
- **No 3 Hills @ the Good Place – Studio – 2 people – Staverton (20 minutes by car) \$130 night 044 796 7363 (Michelle) .**

You will note the accommodation venues have various room configurations. It would be helpful if some members were willing to share accommodation with MG friends to get the maximum use of the rooms that are available within the complexes.

Registration cost and payment details for the weekend will become available in the September magazine. At this early stage we are just stressing the importance to book accommodation. It is much appreciated, the accommodation venues listed, have been willing to block out the dates in question for the MG Car Club up until 4 weeks prior I.e. **(20th October)**, but will then transfer any unfilled accommodation back into their booking agent's hands.

We look forward to welcoming as many of our MG family as possible to Sheffield, North West Tasmania, for another fun filled 2022 State get together.

Terry Jeffrey
NW Co-ordinator
Mob: 0417 344 369



Southern Sub Centre Committee

Position	Person (Partner)	Contact Details
Chairman	Chris Wagstaff (Vicki)	(h) 6239 1341 (m) 0438 055 199 southern-chairman@mgtas.org.au
Secretary	Mark Harrington	(m) 0427 538 412 mgharrington59@hotmail.com
Treasurer	Robin Wilmot	(w) 0400 193 579 mgbgt68@hn.ozemail.com.au
Committee	Alan Briggs (Trish)	(m) 0475 089 560 alan.trish@optusnet.com.au
	Richard Holtsbaum (Janice)	(h) 6244 5741 (m) 0418 541 230 rollsss11@gmail.com
	Bob Leeson (Dianne)	(h) 6229 6006 (m) 0457 354 645 rle30386@bigpond.net.au
	Shane Manley	(m) 0405 077 570
	Peter Shaw	(m) 0417 641 802 pjshawmga@gmail.com
Southern Sub Centre Meeting	Meet every Tuesday night at 8pm Civic Club, 134 Davey Street, Hobart	
Postal Address	GPO Box 5, Hobart, Tas, 7001	

Southern Notes

PAST EVENTS

26th June – Dunalley Hotel Run

19 members headed out from the Civic Club in cool conditions for a drive to the café at Amaze Richmond, the newly refurbished maze attraction at Richmond. We were joined there by Bruce & Leonie Hills. After a coffee we headed over Brinktop Rd to Sorell, where we stopped briefly for a look at a bit of history. The carriage shed and station building from the Bellerive to Sorell Railway, which closed in 1926, survived the 1967 bushfires and are still standing. The station building is now a home, and is currently for sale if anyone is interested! A bonus from this stop was spying a period-appropriate nose and wheels peeking out of the station garage, which Bruce Hills was able to identify as belonging to a 1923 Studebaker. From there we drove through Dodges Ferry, Carlton and Connellys Marsh to the Dunalley Hotel. The hotel service was excellent and they put on great, good value meals.

This run could have been called the “old and new” run, because as well as seeing the historical buildings in Sorell, we passed through some of the newest developments in the south of the state – the rapidly expanding plethora of new vineyards being established on Brinktop Rd; the market gardens between Lewisham and Dodges Ferry; and the explosion of new housing in Cambridge, Sorell, Carlton and Dodges Ferry. The negative to all this growth for us car enthusiasts is that it is just about impossible to plan a run through the outlying areas of Hobart without encountering roadworks!





COMING EVENTS

10th July – Hobart Mystery Tour

We will meet at the Civic Club at 2.00pm for 2.15pm for a leisurely walk to Salamanca for a coffee then on to Mawsons Hut meeting Wal Van Schie at 3.30pm who will take us on a guided tour of some of Hobart's points of interest that many may not have seen. The tour will take about one and a half hours, after which we will return to the Civic Club to pick up our cars and head home. It might be a good idea to bring warm clothes!

To RSVP or for further information please contact Bob Leeson: 0457 354 645.

14th August – National Park Hotel Run

Meet at 10am for a 10.30am departure from the Civic Club for a run the National Park Hotel for lunch. We will order off the board. There will be a coffee stop on the way in New Norfolk at the Patchwork Café.

To RSVP or for further information please contact Shane Manley: 0405 077 570.

Hobart History Tour

This run around Hobart visiting points of historical interest has been postponed. It will be rescheduled at a later date.

25th September – Breakfast Run to Brighton

As an alternative to the Longley Hotel breakfast run, there will be a run to Brighton for a breakfast BBQ at Steve and Jenny Huntley's place. Further details will be in next month's magazine.

To RSVP or for further information please contact Bob Leeson: 0457 354 645.

15-16th October – BBQ and Britain to 'Bunna Weekend

This year the BBQ run to David Scott's place and the 'Britain to Bunna' car show run will be combined, with the BBQ on Saturday and the car show on Sunday. Members can choose to do one event or do both and stay overnight at either the Eastcoaster Resort or Blue Waters Hotel. The car show runs from 9.30am to 1.30pm, with People's Choice and Judges Awards being presented at 1pm. Further details will be advised next month.

To RSVP or for further information please contact Chris Wagstaff: 0438 055 199.

Defibrillator Training

A weekend defibrillator training course will be run at the Civic Club in late October or early November. Further details will be provided closer to the event.

Greg Ellis Memorial Run

The Greg Ellis Memorial run has been deferred. A November run to Baskerville where members will do a few laps behind Mike Ellis in his MGA is being considered. This would be followed by lunch at a venue nearby. Date and details to be confirmed.

Mark Harrington

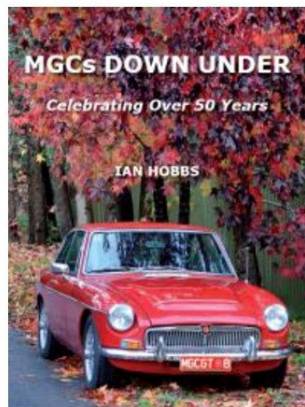
Hi MG Enthusiast (Australia),

The Book, 'MGCs Down Under', is now available.

Description:

The chapters cover a range of topics from the creation of the MGC, with a particular focus on the Australian connection, personal stories from MGC owners, Bruce Ibbotson's modification and Richard Mixture's technical ramblings, to how the new MGC ended up Down Under in Australia, New Zealand and Papua. It also includes a list, with thumbnails photos, of MGCs in Australia and New Zealand - who knows, your MGC might be there.

'MGCs Down Under' is 285 mm x 217 mm with 208 pages and full of useful photos.



What it costs:

It's excellent value at AUD \$79 for the soft cover, AUD \$110 for the hard cover (only 100 copies available). Australia Post charges AUD \$13 postage in Australia.

How to get a copy:

Please email the author, Ian Hobbs, your mailing address and let him know which Book cover you'd like. He'll send you an invoice and once the money has been received, He'll post off your book. His email address is: mgc@picknowl.com.au.

Quotes:

"No other MG book that I have, has so much technical information about problems and the fixes required, it should become a reference book for MGC owners." Bruce, Aust.

"Congratulations on this monumental effort and at first glance I can see a lot of new information in it for me. This is a quality production and a must for MGC owners." David Aust.

"The second MGC book following Graham Robson's 'Abington's Grand Tourer' to be published and it is a great read, informative, amusing and Richard Mixture is a national treasure! If Graham was still alive, he would have been most pleased to see it." Barrie, UK.

"I want to say that I am amazed at what was done by the guys in Australia and New Zealand to improve the C. You really put together a fine book ..." Jeff, USA.

"What a fabulous book it is and so nice to get an insight to other owners' stories and see so many pictures of Cs in the one place. I particularly like the technical mutterings." Michael, Aust.

It is a "totally different style of MG book written by MGC owners not Journalists or Authors. This is probably the best ever book on the MGC/GT, as it is humorous and technical all at the same time." Bruce, Aust.

GENERATIONS OF STYLE



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*\$17,990 is the drive away price for the MY21 MG3 Core (no added options) as shown. ~\$19,490 is the drive away price for the MY21 MG3 Excite (no added options) as shown. *~Offers available at participating MG Dealers for new stock vehicles only, purchased and delivered between 01 September and 31 October 2021, unless extended by MG. While stock lasts. Offers not available to fleet, government or rental buyers, or with any other offers. ^!Warranty & roadside T&Cs and exclusions at www.mgmotor.com.au/warranty.

Northern Sub Centre Committee

Position	Member (Partner)	Contact Details
Chairman	Richard Ashley-Jones (Phyllis)	<u>0419 350 811</u> <u>northern-chairman@mgtas.org.au</u>
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Treasurer	Peter Harper (Liz)	(m) 0417 597 897 <u>peter.lizharper@gmail.com</u>
	Geraldine Biggelaar (John)	(m) 0400 356 314 <u>gbiggelaar@gmail.com</u>
	Carlo Busato	(m) 0434 927 166 <u>carlobusato@yahoo.com</u>
	Bill Daly (Gill)	(m) 0417 512 484 <u>williamdaly1@bigpond.com</u>
	Mark Dilger (Angela)	(m) 0408 271 029 <u>dilger@bigpond.net.au</u>
	Phil Paine (Dianne)	(m) 0419 261 483 <u>pgpaine@gmail.com</u>
	Robin Phillips (Sherry)	(m) 0409 274 482 <u>robhp@bigpond.com</u>
North West Coordinator	Terry Jeffrey (Colleen)	(m)0417 344 369 <u>northwest-coord@mgtas.org.au</u>
Northern Sub Centre Meeting	Committee meeting and social night: Last Wednesday night of the month at 7.30pm VCCA Rooms 67 Lawrence Vale Rd, Launceston	
Postal Address	PO Box 682, Launceston, Tas, 7250	

Northern Notes

We are at the mid-point of the year and the weather has not been conducive to top down motoring.

Social activity has been confined to indoors in that we have had our coffee runs and mid-week dinners.

We had a good gathering at Steve's Grill for the mid-week dinner for the June month with 34 participating.

This type of event is becoming popular as they offer the opportunity to get together and do what MG members do best, that's chat, however it is great to just get together and thanks to Richard Ashley Jones for organising.

The end of month coffee run was organised by Peter and Liz Harper and although they had some changes at last minute with the venues they eventually ended up at the Blue Barn Café.

Coffee Run June 24th:

26 members met at the Windsor Park Precinct on a fine morning after days of rain, ready to depart on a 45 minute countryside run to The Blue Berry Barn Cafe at Frankford, which was a last minute booking as the Singapore Cafe was closed due to Covid illness. We were met at Frankford by 5 other members.

Welcomed by the friendly staff we were all ready to partake of hot drinks, cakes, biscuits or scones. We hope the 2 non member diners who managed to find a table in the corner were not overwhelmed by our conversations and laughter. A big warm welcome to the 3 new members - Trevor Clarke, Glyn & Sue Cyples and we trust they enjoyed their time with us.



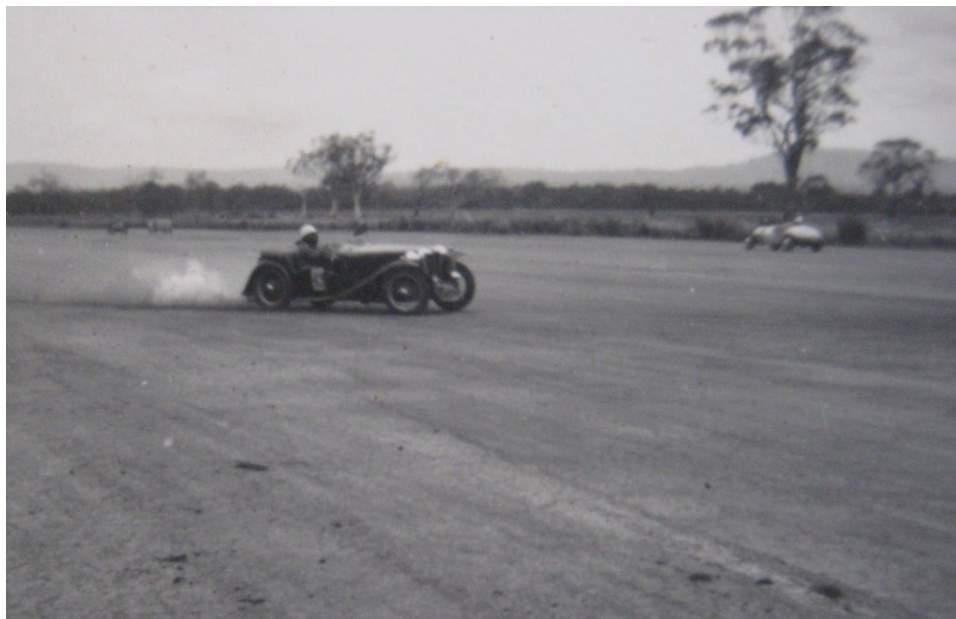
Peter Harper

Shannons were the naming rights sponsor of a round of the National Rally Championship held in the North of the State on the weekend of 25th and 26th June and the various car clubs in the North were asked if we could supply classic cars for display in the Service Park Area on Saturday 25th June. The MG car club provided 8 cars on the day and our members had the front row seats in the service area to watch cars being serviced after returning from completing each competition section.



Some of the participants L/R Mark Dilger Bruce Keogh Bill Daly and Paul Rosetto

The day was very interesting but very cold so most were home by 1.00pm. Thanks to those that attended and showing our support to Shannons. To maintain the early photos of Club Members, it's Frank Manley in car 32 who would be possibly our oldest members. This is Symmons Plains in the early days of car racing going over the hump. He still has this car and has run it at the Baskerville Historics up until recently.



This was taken at valley field not a member but an MG and before a club had been founded in Tasmania.



Before they had OH&S but at Valley Field just for your interest.
A Ford V8 Special in the early 50's

Up Coming events:

July 13: Mid-week dinner: Levee Restaurant, Seaport at 6pm. RSVP to Ian Saunders by July 6 on 0400185726

July 17: State Motorkhana Latrobe

July 27: NSC meeting. VCCA rooms, 7:30pm

July 29 Coffee run: R. Ashley-Jones 0419350811. Mario's Restaurant, Georgetown via Deviot. Meet at Riverside soccer club carpark next to Windsor Community Centre. Continue through the normal car park to soccer ground. Depart 9:30am RSVP by Wed 27.

August 10: Mid-week Dinner. P.Rossetto 0497266076 Details to follow

August 26: Coffee run: John James Details to follow

August 28: Test and Tune Day. Baskerville

August 31: NSC meeting. VCCA rooms, 7:30pm

Sept 14: Mid-week dinner. Details to follow

Sept 15-18: Baskerville Historics

Sept 28: NSC meeting. VCCA rooms, 7:30pm

Sept 30: Coffee run. Phil Paine. Details to follow

Oct 30: Club Day. Baskerville

Nov 27: SUNDAY run to Calstock, Deloraine. Details to follow

Northern Notes coordinator
Mark Dilger

North West Notes

Position	Member (Partner)	Contact Details
North West Coordinator	Terry Jeffrey (Colleen)	(m)0417 344 369 northwest-coord@mgtas.org.au
North West	Meets Second Thursday night of the month: 6.00pm for meal and social evening. Bass & Flinders Motel, Ulverstone	

Past Events

June 9th Dinner Meeting –16 members met at Bass and Flinders Motor Inn, Ulverstone for the monthly catch up.

Weekend 2 – 3 July Midgley's Mid-Winter Run, see report elsewhere in magazine.

Coming Events

July 14th Dinner Meeting Thursday 14th – Bass and Flinders Motor Inn, Ulverstone from 6pm.

August 11th Dinner Meeting Thursday - Bass and Flinders Motor Inn, Ulverstone from 6 pm.

November 18th, 19th, 20th Annual Concours, Presentation Dinner and Associated Events -

The NW Centre is organising the event this year and it is being held outside the local area in Sheffield.

Please see information about this event, that is available to this date, elsewhere in the magazine. It is very important that members requiring accommodation in Sheffield for this weekend book asap.



TJ's humour for the month of June

Cars – they're a pain to buy, cost you tons in repairs and constantly put you in danger. Still kids, big and small love playing with them, obsessing over them and sometimes destroying the living room in the process!

What does a cloud wear under his raincoat?

Thunderwear

What did the policeman say to his tummy?
vest".

"Freeze. You're under a

Terry Jeffrey
NW Co-ordinator



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112th Wayne's Monthly Enthusiasts Drive

I get great satisfaction organising these Classic Car Run days. The biggest challenge for me though is the technology. Don't get me wrong; I love technology. It's fabulous, it's changed the world, it's marvellousas long as it works. When it baulks, technology is the most frustrating, most annoying thing, which explains why many lap tops are thrown against walls or out through windows.

I haven't quite gotten that angry but I've gone close when upon sending emails to close to 300 recipients, albeit in three separate groups, I can never be sure whether anyone or everyone has received my missive even though it appears in the 'Sent' box. You can understand my concern. I don't want anyone to miss out.

So that's where I was at in C3 in South Hobart on that showery winter morning on the first Wednesday of June. Quaking in my boots that a large proportion of classic car enthusiasts were unaware I had organised the run of the month.

As it transpired, of the 45 persons who had RSVP'd that they would attend, just two people failed to turn up (naughty people}. However, Shane and Frank Manley, bless 'em, took their place. They hadn't RSVP'd because they were two of the group who appear not to have received one of the three-fold attempted emails that had gone off into the ether somewhere. To the Manley's I can only apologise together with any others my technological blight may have impacted.

Anyway, the masses had gathered enjoying the conviviality and the coffee, and it was very pleasing to have Paul and Sheree Goninon together with Paul (and Wayne's) mum present as well as Paula Goninon's brothers, John and Phil Shepperd and niece Maggie. Paula was in Melbourne.

I asked Mark Harrington to lead the convoy but when the time came to depart there was a mass exodus to cars and the vehicles all left at random. I take full

responsibility here for not telling people that Mark was the nominated leader when I suggested generally to the group a good time to leave would be 11.20am. Ideally there would have been an orderly convoy and everyone in the group would've followed Mark in unison.

The route took us over the bridge (to the sunny side of the river), through Grass Tree Hill to Richmond. We then followed Brinktop Rd to the Tasman Hwy though many turned off on the Penna Rd to Midway Point. Eventually most drove back toward the city turning left near Cambridge into Acton Rd. Ultimately everyone reached the destination, the Royal Hobart Golf Club. At this point we should have had our own parking area cordoned off so we could line the cars up. It seems the young lady from the club with whom I'd been dealing was off sick that day and that arrangement had been overlooked. This, and the weather, made it difficult for any photos on the day.

As we followed the route we were blessed with sunshine and a minimum of rain. The food was good, service quick and the company excellent. Issues with my emails forgotten, I'd had a good day and I hope everyone else had as well.

Remaining drives for the year are as follows,

June – Wednesday 1st (112th drive) – to be arranged by Wal Van Schie

July – Wednesday 6th (113th drive) – to be arranged by Bob Leeson

August – Wednesday 3rd (114th drive) - to be arranged by Wal Van Schie

September – Wednesday 7th (115th drive) - to be arranged by Lyn Cengia

October – Wednesday 5th (116th drive) – to be arranged by Bob Leeson

November – Wednesday 2nd (117th drive) - to be arranged by Ron Bugg

December – Wednesday 7th (118th drive) – to be arranged by Paul Haddad

Wal Van Schie (Golf R)

Phone: 0448461411

Email: buddha.21@bigpond.com

Letter to the Editor – Targa Tasmania

23.06.2022

THE FUTURE OF TARGA TASMANIA

Both drivers and cars have moved a very long way since those for whom the event was intended were first ideally conceptualised and then defined, about 30 years ago.

It is obvious that it has long ceased to be an event designed for spirited driving on closed roads for classic car enthusiasts.

Further fatalities and the current stigma were each wholly foreseeable but regrettably entirely ignored by the rather self absorbed CAMS “Tribunal” of September last year.

It must be considered entirely unlikely that any process even now to restrict drivers or vehicles would avoid further injuries, no matter how carefully defined the required calibre of eligible drivers and no matter how restricted the power, speed or age of eligible vehicles may become.

Injuries and death are tolerated well enough in motor sport generally but **not** when they occur in the public eye and on public roads.

This has long been the default position, and while history should really not need revisiting, it was in 1957 that the Mille Miglia was abandoned in its then current form and solely because of the deaths of competitors and spectators... on public roads. Such events are still forbidden in Switzerland!

There is perhaps an interesting comparison to be made with the well publicised dirt or gravel rallying events generally out of sight of the public and in places the public do not frequent.

Such events frequently involve speeds in excess of 200kph and often on tortuous roads, but cater for drivers with particular skill sets and in various series which allow those skills to be regularly honed.

Injuries in these events are rare and even if they do occur may be more likely tolerated in much the same manner as are injuries occurring in circuit racing. By definition, Targa injuries and deaths occur on roads well known to the local motoring public.

So how lucky were those who enjoyed Targa in the first 20 years - or perhaps before rampant commercialism removed sensible and well considered limitations upon cars invited to compete.

There is a clear lesson to be learned by those doubtless well meaning dealers in high performance vehicles who encourage the less experienced or even the non-experienced to purchase and drive their new cars over distances and over roads for which they are ill-equipped and who risk achieving the disapprobation of the event when some of such entrants encounter difficulties even at posted speed limits. My recollection is that when, many years ago, Frank Gardner sold relatively quick BMWs to first time competitors he threw in some driving lessons!

The rapid rise in popularity of the Touring option in Targa Tasmania has coincided with a considerable reduction in interest in Targa competition and clearly suggests a strong following for a modified event. Sadly no doubt, it is likely that only significant modification will now satisfy even the less vocal and less politically correct of the many commentators.

So, what might be considered?

Removing entirely the concept of a race on public roads can easily be achieved by adopting the concept of “Tours”, but providing for a cultural shift *towards* limited competition within that category rather than an attempt at de-tuning the existing competition in the opposite direction.

There are undoubtedly many who would not bother to enter a Targa event in the absence of some high level of competition, derring-do, fear or both! Perhaps many previous entrants will be quite disinterested in the provision of competition which may include the testing of a wider variety of driver skills.

There are numerous types of motorsport events, and a modified Targa may well – with little effort on the part of those who profit from the event or from a Government subsidy - evolve from the once common place trials which included average or maintained speeds, secret route checks, accurate timing of arrival at controls and so forth. These trials were conducted on open roads. Driving on closed roads is itself a privilege (and many may say a joy). To reintroduce such competition on some closed Targa stages would be, to many, even a further joy!

In addition there are various types of even quite simple motorkhana tests, and such options remain together, for those seeking performance competitions, with standing quarter miles, flying eighths and hill climbs.

Tasmania is well placed to provide two first class racetracks for use in such events for both speed and regularity trials at the option of each competitor and at a much more affordable rate than on the mainland.

Indeed, numerous car clubs bring their members to Tasmania to use our racetracks because, even with the cost of transport across Bass Strait, there is usually a saving and often a government subsidy.

In Tasmania there are many active car clubs and most with a wealth of knowledge in the running of competitions other than road racing.

It might be anticipated that they would provide, if asked, considerable assistance and advice.

There are numerous “motorkhana” type events which can be conducted at racetracks many of which may even fall within the “novelty” category but nonetheless are entertaining and certainly reward those with prodigious driving skills and reaction times not necessarily obvious to those whose abilities extend little beyond racing.

The association of the event largely with the attraction of speed, danger, top flight racing drivers, 600+ horse power cars and manufacturers of brand new vehicles all remain an alluring mixture, and have doubtless provided for many a profitable undertaking.

May there now be found commercial and social benefits for enthusiasts as well as for Tasmanian Tourism in a more egalitarian, not to mention a more elegant, style, of competition whilst not disaffecting those whose interests lie in retaining some competition and a chance for some spirited driving, camaraderie and scenic destinations.

Perhaps a 600 horse power four-wheel drive brand new motor vehicle could set a blistering pace on a closed road Targa stage as indeed, in its proper comparison, could a 1953 standard Morris Minor - one with four cylinders, and eight valves!

Such vehicles of course long ago disappeared from the Tasmanian Targa event.

The 600 horse power vehicle will be quicker than the Morris Minor, but unfortunately the former has, under the present arrangements, more potential to bring the event to a less than glamorous end.

What in recent years appears to have been gradually lost to Targa organisers is that each of the above entrants should be encouraged to come to Tasmania and to use our magnificent roads and facilities with whatever vehicle qualifies, but not for the purposes of simply competing in a race on public roads.

Does that cast some aspersions upon those who have entered new and powerful vehicles for which the event was never intended? Or only upon those who have allowed such a proliferation? Perhaps upon each, but it is for the benefit of all who enter in the future who might leave us to feel that the problems of the event in the more recent past are capable of resolution.

WMG

Ed Note:-

This is a copy of a submission provided by Bill Griffith to Targa Australia and Motorsports Australia for the interest of club members

MG Buy and Sell

For Sale: Trailer and Cross Flow Head

Trailer, Custom built for MGB Suit smaller front engined cars (Hyundai) as well as most sports cars.

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Aluminium Cross Flow Head to suit MG B-Series (MGB/MGA)

Complete with twin HS6 SU carburettors and 4 branch manifold.

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No longer required as owner retired from competition



\$4,000

Dennis 'Herby' Burgess 0409 128 341



1954 MG TF 1250

This concours winning car was a complete bare metal restoration between 2007/9 and again further work completed this past year. The car is a pleasure to offer to any MG enthusiast who can appreciate the quality offered. Full photo history of the cars rebuild is available, plus manuals , workshop records.

\$55,000 Bill Daly 0417 512484.

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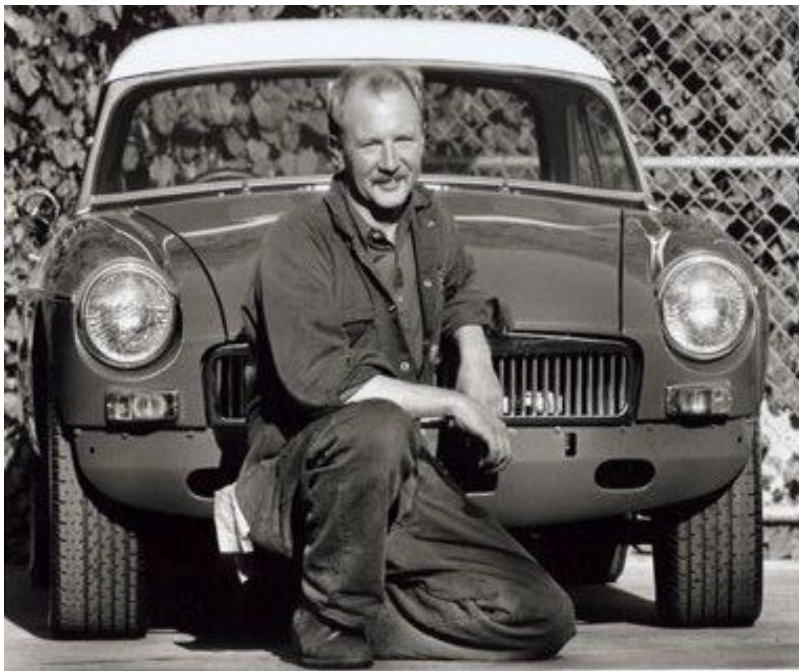
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Contact Andrew Midgley 0458 949 881

Square Rigger Notes

All Pre War, T and Y Type MG's.

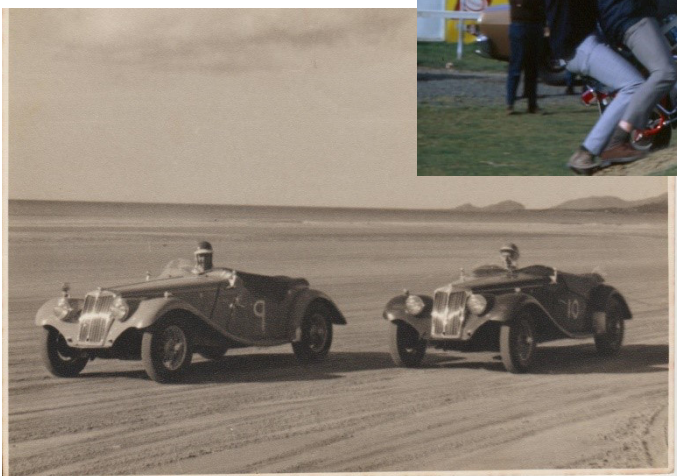
The moment the wheel was envisaged the need for speed and competition came in the accessories kit. Particularly following the horrors concluding 1945 a rush to bikes then cars competing came to some degree as natural way forward. A hill, a beach or any suitable surface, the roar of interesting machinery was inevitable. Many well known tracks around Tasmania, some not so, a few are depicted here. The Lancia of B Sheldrick with a bit of right hand down on the Punch Bowl hill 1949 and M Quartermain, Waterworks 1968 with plod looking on.



Standing quarters (or acceleration tests as known earlier) were regular events, Brian Roberts with the 'Monza' TC at Richmond 1964 (this one on Campania Road) and one of many pics in the day at Boyer also mid 60s, the Hallam E Type, Flaws Bug Eye and Scott TC.



The strip at Valleyfield was most prominent late 40s early 50s as were the hand built specials if you wanted to go racing! A classic example the Atherton 998 Indian from components readily available. Observe the array and style of cars and the level of interest from both competitors and spectators. Below President of the day Bill Flaws about to shed his ride-on mechanic from Honda 49cc fold-up mini-bike on a serious hill climb 1968, track yet to gain CAMS recognition.





Beach racing was seriously popular, at low tide wide flat and mostly firm surfaces. The TFs of Charlie Button and Wayne Tyson on Brickmakers Beach c1958 and an interesting line-up at Greens Beach 1951, the Gorringer Mercury V8, Anderson Salmson Ford in the hands of Jock Walkem, MG TD of Guy Farmer, Anglia Bob Young, Anglia Mick Watt and A40 Tourer. The next Square Rigger event is the Historic meeting at Baskerville Sunday 18th September, details to be published August MMN.

The passing of DB (Brian) Roberts, MG Club stalwart and original member from 1959 is sadly recognised here having a long time involvement in motor sport, continued support for the MG Club and contribution to history and these Square Rigger lines. He will be greatly missed.

Square Rigger contacts:

Launceston	Frank Brooks Ph 0418 134 262, silverglade@bigpond.com.au
Hobart	Alan Briggs Ph 0475 089 560, alan.trish@optusnet.com.au
NW	Peter Scott Ph 6426 7321, 0418 599 676, petermscott5@bigpond.com

Club Social Events

Events in red do not attract Club Points

(More details can be found in the Sub Centre Notes)

Date	Event	Meet At....	Coordinator
10 th July	SSC Mystery Tour	Civic Club	Bob Leeson
13 th July	NSC Mid-Week Dinner	Seaport	Ian Saunders
29 th July	NSC Coffee Run	Riverside Soccer Club	R Ashley-Jones
3 rd August	Waynes 114 th Enthusiasts Drive		Wal Van Scie
7 th August	Classics on the Beach	Sandy Bay	
10 th August	NSC Mid-Week Dinner		Paul Rossetto
14 th August	SSC Lunch Run	Civic Club	Shane Manley
26 th August	NSC Coffee Run		John James
4 th September	Classics on the Beach	Sandy Bay	
7 th September	Waynes 115 th Enthusiasts Drive		Lyn Cengia
14 th Sept	NSC Mid-Week Dinner		
15 th Sept	SSC Mystery Tour	Civic Club	Alan Briggs
25 th Sept	SSC Breakfast Run	Civic Club	Bob Leeson
30 th Sept	NSC Coffee Run		Phil Paine
2 nd October	Classics on the Beach	Sandy Bay	
5 th October	Waynes 116 th Enthusiasts Drive		Bob leeson
15-16 th Oct	Britain to Bunna Weekend	TBA	TBA
18 th – 20 th Nov	MGCCT Annual Events	Sheffield	Terry Jeffrey
27 th Nov	NSC – Calstock Deloraine		

Club and State Competition Events

Date	Event	Meet At....	Coordinator
17 th July	State Motorkhana Rnd 3	Latrobe	MGCC
28 th August	Test and Tune Day	Baskerville	MGCC
15 th – 18 th Sept	Historics	Baskerville	Baskerville Foundation
30 th Oct	Club Day	Baskerville	MGCC / MCC



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