

# MG Monthly Motoring News

June 2020



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1957 Bugatti Stelvio (Car Museum in Valencay, France)



1928 Lincoln Type L (Prince Rainier of Monaco Collection)

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## **Cover Photo:**

Jag E Type V12 Roadster – (Prince Rainier of Monaco Collection)

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## **The Howard Brooks Memoirs**

After a recent talk with Greg Bannon and soon to have my 76<sup>th</sup> Birthday I have decided to write down my story so far with BMC cars. I started work at Dangerfields Garage in Ulverstone in late 1956. The first MG car I remember was when the local bookmaker took me and my uncle for a run in a new MGY he had just bought.

The day I started work we had a new MGTF for the showroom floor and I used to sit in it everyday. It was already over twelve months old but the brochure was still in it and I still have that brochure. The car was sold to a local taxi owner but he never returned it for it's first service, because of this nothing was checked and one day while parked in the main street the float bowls that had never been tightened leaked petrol and the car was burnt out. It sat on the back of an old truck in Penguin for years.

We then sold a Birch Grey Magnette in Penguin and years later the body was in a barn in Railton. We sold several MGA's but they disappeared over time because we had been Morris and Austin Dealers since the late 40's we were able to get cars nearly all the time. In 1958 BMC sent out a new Sprite which I took to a paddock race meeting in Ulverstone with trade plates on but only used it as a demo, I was lucky enough to sell it.

I was then sent to Devonport to be a service manager at Dangerfield Martin and while there we sold a Sprite to a doctor at Latrobe. We fitted a supercharger to this. I got a call from one of our old salesmen who was working in Burnie and he invited me to look at a new car that was about to be released, it was hidden in a back shed but he let me drive it, it was a Triumph 2000, while there he offered me a T series MG Special fitted with cycle guards, supercharger and 16 inch wheels, said I could have it for 100 pounds, it was light Blue in colour and I never seen it again. In this period we only had a few mundane Austin and Morris cars to sell. I did enjoy the A95 ½ and Morris Marshalls also a Wolseley 6-110 which I bought from an estate sale, I kept buying and selling this car several times.

In 1963 we sold Dr Caulfield in Devonport a Wolseley 24/80 but he wanted more power. BMC had just released a triple carb kit so we fitted a set plus a new Elite 4 speed gearbox with an MGA clutch, couldn't believe the power it had. We also fitted a set to our demo auto Wolseley 24/80. The Mini was our next big seller but they had a waiting list and you could never get the colour you wanted. I ordered a Green one but after a wait took a Red one. We also sold the last big Healey ever sold in Australia, it was brought to Australia for the Melbourne Motor Show and featured in the Sun newspaper, Ken Brown saw it and asked to see if it had sold, it wasn't so Ken bought it, a wharfie kicked the front guard in and Ken only kept it a couple of years on selling to Gourlay's in Launceston where the guards were flared, it later went to Melbourne.

BMC brought out a Sports Mini 850 but couldn't find the time to build them so when we ordered one they sent us a standard car then sent us the bits, they had twin carbs, chrome tappet cover and a bonnet badge with a chequered flag and Sports 850 on it, also a boot badge. I still have a bonnet badge that was never fitted. They sent to many. We had a 1071 Cooper on the floor and an old lady came in and couldn't wait the three months, spotted the Cooper and bought it but we never got to service it as her grandson hung it off a bridge. About this time we were starting to get MGB's and the work we had to do for pre deliveries was staggering, they had more rattles than a millionaires baby and leaked water at every seam. I then returned to Ulverstone and we had a 1275 Midget on the floor, it sat for twelve months, registered it as a demo and the boss's daughter drove it for the first time out and stuffed it into a Morris 10 at the bottom of Main Street. When it was repaired and sold it disappeared but our insuring agent from Launceston spotted it in Darwin because it had Tas. rego plates, he remembered it was our missing car, it was returned to Ulverstone in a sorry State.

In the early days of BMC the PR dept. was very active, they sent a cutaway B series engine and gearbox to put on display in the showroom then they sent a Minor 1000 that had completed in the Redex Trial, we were able to take customers for a ride. It had the air cleaner relocated to the parcel shelf. I don't know how they drove it around Australia with the amount of induction

noise it made. About this time we were selling MGB's all over the state and sold one to a bloke from Gowrie Park , he picked it up Friday night at 5:15 and at 5:30 it was back cut in half, he left the garage, travelled 200mts and hit the clock tower at the top of the street, it sat at Port Sorell for a while until Jim Brown bought it. We also took an order for an A40 Farina but they had been discontinued so the buyer threatened legal action if he didn't get his car so BMC had a couple of bodies left so they built one for him.

The best cars we had at this time was the Cooper S, we sold one to Arthur Lord in Somerset and when he ran it in we dismantled the engine, balanced it and fitted one and a half inch carby's, extractors with the distributor and head work done by Ovenford in Sydney. I just got it finished when we had a visit from the mobile service school in Sydney. The two blokes who brought it over raced Minis so they looked the Cooper S up and spent a day swapping jets and carby springs, the difference they made had to be experienced to be believed.

We took an order for an MGB and was promised delivery within six weeks, it never happened so the customer was pretty upset and demanded his car. After another two weeks we threatened BMC with a lawyers letter, BMC responded and admitted they were about to release the MkII model. They negotiated with him and said if he would sign an agreement not to tell anyone they would supply a MkII model without badges which they would supply when the model was released. Consequently we had the first MkII model on the road three months before they were released, the badges did arrive with a diagram to show where they had to be fitted, imagine that happening now. I have owned a 68 Midget for 40 years , it was driven from Perth WA when new, the bonnet blew up and damaged the scuttle. The owner was killed in a truck crash and I bought the car from his family in Ulverstone.

I have owned many MG's over the years including 5 MGA's I bought in one lot in Devonport, one was a coupe that I wanted but I had to buy the lot, I sold it to someone in Launceston and then it went to Queensland. I then bought an MGA in Somerset, I believe it is still owned by Phil Rollins.





I have had many MGB's including a 30,000 mile MkII that was left in Ulverstone with a lady whose doctor son went overseas.

I then bought a MkII BGT in Melbourne, the roadster was last seen in Devonport and the GT went to Bathurst. I also had an old B with a 2lt Cortina engine, followed by a B auto that was converted to manual, it's now in Hobart. I also owned several Magnettes but don't know where they are now. The most loved Magnette I owned was a MkIII that I bought in Deloraine, it was brought out by BMC for the Melbourne Motor Show A lady from Launceston bought it at the show but got too old to drive it. I have bought and sold this car 3 times and has been lying at Cradle Mountain for years.



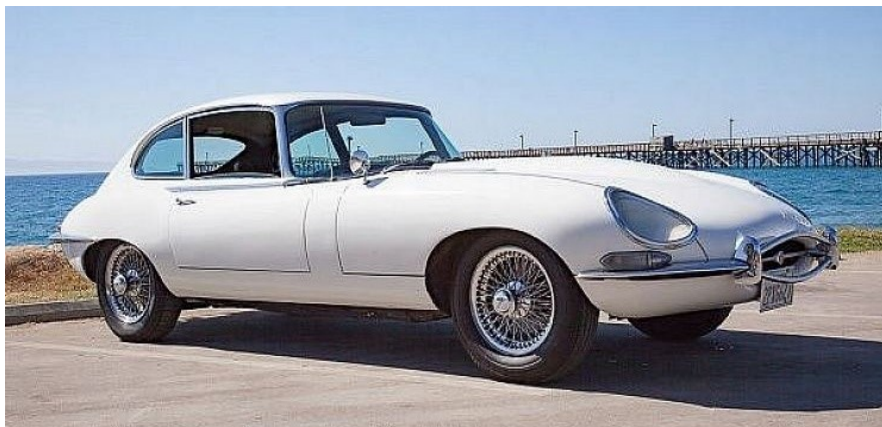
I am always amazed at the amount of MG's unused and stored. I know of 2 TF's under a house in Penguin in mint condition, also an A and TF in Devonport, there is an A in pieces in Burnie and we have 3 A's in Ulverstone, all white. I was always amazed to see the colour mix of MG's, we rarely sold a red one they were normally green or white. One interesting thing happened when the paint supplier mixed up the supply of paint to BMC and Ford, if you have a car stamped BRG II and Cedar Green II, it's a Ford colour. I was lucky enough to have access to all the sales material and wall posters they sent to us, I have sales brochures for all models and postcards of Minis, Austins and Healey 3000's, these must be rare today. One of my biggest thrills was being able to drive one of the London to Sydney Austin 1800's from Hobart to Ulverstone, the power of that car was amazing. It was on display for 10 days and we put it at Woolworths for 5 days, it was so popular we had to remove it after 3 days so the customers could get into the shop. I enjoyed my time servicing and repairing these cars but the FWD cars were my downfall. The 1800's were troublesome cars, the clutch's were a real problem and the first 28 we sold had English specified rings and used a lot of oil, I had to re-ring the whole 28. The gear change cables and rubber universal joints were rubbish. Drive flanges and joints were short lived to. After the Kimberly, Tasman, 1500 and Nomads came out I decided to quit, they were all troublesome cars, the boss wouldn't let me go so we talked it over and consequently he dropped BL and went Chrysler, we then had Chrysler, Hillman, Triumph and Rambler Hornets. Here are a few things you probably haven't heard of happening to the cars we had at the

The Major Elite had a bad rattle in the bar and yoke, they supplied us with a couple of Rolls Royce drills and some oversized bolts, Rolls Royce bolts are oversize by 2 to 40 thou. Wolseley's had a flat spot and used too much petrol, we had to put an extra washer under the needle and seat and an extra gasket under the spray arm.

The last of the J2 vans used the 1622 cc in MGA's to use up excess stock of these engines, find an old J2 van and you will have a 1622 engine. The last of the Minor 1000 utes and vans had the 1275 engine fitted because they had no more 1000 engines, the 1275 in the English Marina had a spin on filter but



this engine will fit A series vehicles. Before you touch S U Carbs on any car always remove the distributor and clean it. Replace the distributor cap, rotor and condenser, check springs and replace the points with Cooper S items. They have a stronger spring to stop point bounce at speed. Never try to adjust dirty carbs if the shafts are worn, replace and fit new needle, seat and float pins, correct tappet clearance is essential. I hope someone gets something out of this, it has been enjoyable remembering these things and writing it down.



Howard Brooks

(Howard joined MGCCT in Jan 1975 and remained a member for many years)



## MG Car Club State Committee

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## **President's Report**

Well here we are going into the 3rd month of little to no club activity and other than individuals taking their cars for a run but for most our cars are taking up space in the garage.

Matter are running their course and we now have some greater freedoms but not to the extent of being able start club activities so it will be the end of July before sub-centres will have the chance to meet and commence social activities.

The State Committee has been meeting as on the first Monday of the month by phone link and we are investigating Zoom or the like for future meetings so we can at least have virtual face to face contact.

The competition segment of the club has also ground to a halt so we need to look at whether or not a Concours and AGM will be run and what exactly we do with the club trophy's and what will or won't be presented this year.

At this stage everything is in and when the Government provide the guidelines on what we are able to do then a final decision will be made.

So that is an update on club proceedings so far and where we go from now will be determined by the reduction in the lock down regulations.

I think distancing will be with us for some time yet along with hand washing etc. but for me I can live with that and will be happy be able to move about without restrictions within the state.

Last month's magazine was a credit to Andrew and his editorial skills and thanks also goes to those contributing articles for that magazine.

Articles such as the one from Brian Roberts highlighting the competition history of our past club members and Stan Ellis on Longford. Such articles help us preserve this important information on the activities of past club members and the club.

Also the travel article from John and Jill James on their recent trip to Cuba with both posing in John's car of his dreams, a Caddy incorporating about a year's production of BHP's, steel it was so big.

The year in Reflection 1970 also provided some insight into the clubs membership and the type of activities the club had run along with an Australia wide membership drive with the State membership standing at 99 at the time of reporting.

One must ask the question regarding such activities as a Claret Bottling Party and wondered how much was actually bottled.

At the moment we have lots of tentative plans but by the 15<sup>th</sup> we will know what we are able to implement so I'm looking forward to catching up face to face some time shortly.

To add a little fun to our isolation I have started our competition calendar and have included a picture of a very sick MGB and its called "The Presidents Coloring Competition" so get your coloring pencils or crayons out, no drawing on the walls etc. and let's see what you can do.

Once completed you can photograph, scan or post to me and the winner will be announced next magazine when we will have another crafty exercise for you cumulating in a mystery prize at the end.

(It's a mystery at the moment as I don't know what it is yet)

In the meantime keep safe.

Mark Dilger  
State President

## Life Members

Joe Paul (dec)	1969	Robin Wilmot	1998
Bob Moore (dec)	1974	Bill Griffiths	2007
Arthur Twining (dec)	1976	Tony Gurnhill	2009
Ian Wade	1984	Cheryl Gurnhill	2013
Terry Atkinson	1984	Greg Bannon	2013
Dennis Burgess	1984	Bronwyn Zuber	2013
Chris Ellis (dec)	1985	Craig Twining	2014
John Sluce (dec)	1994	Phillip Tilley	2017

## **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](http://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](mailto: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

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## **Motor Sports Chaplain**

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

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## **Secretary's Report**

### **Concours, AGM and State Dinner**

The decision was made to retain the original date set for this years events, that being Saturday 7<sup>th</sup> and Sunday 8<sup>th</sup> November and ask the Northern Sub Centre to continue with arrangements for this event.

### **Competition Events**

In last months report it was mentioned that the MGCCT and HSCC were giving consideration to holding two open events, one at Baskerville and the other at Symmons Plains as a celebration to return to motorsport and while there was no discussion on this at the meeting this item is ongoing. With the Club Competition events it was decided that the Club Captain could begin issuing permits beginning with the Latrobe Motorkhana in August and when Police Permits are again available the paper work will be in place.

### **VC Registration Renewals for MGCCT Members**

M Dilger and the Dept of State Growth have been working together to clarify what is required when a renewal is due. The outcome is that our club membership card meets all the requirements and when renewing you need only to present this card. If you wish to transfer your car to VC registration you still need to contact Geoff Dodge to do the inspection and compliance.

### **MGCCT History Magazine**

The idea of producing a magazine was raised last year when discussions on the clubs 60<sup>th</sup> Anniversary was taking place. It's envisaged the magazine would consist of among photos, member profiles and a down break of the club's sixty years with considerable input to it's members competition history.

Greg Bannon

Secretary, Life Member, Esquire and all round nice guy!



## Ed Says

Hooray, life has taken a major step back to normality this week.

Provided you keep the numbers to less than groups of twenty, go out and enjoy a club outing. Make up 2 groups if need be! There are many local businesses who will be very thankful for our patronage.

I have had many articles submitted for the magazine, and a huge thankyou to you all for your contributions. However this month, very few photos have been submitted, so I have interspersed photos from our European trip last year with photos from some of the car museums we frequented. Hope you enjoy the pics, I can assure you they were very impressive up close. Also the photos of cars in the Howard Brooks story are representative of Howards many cars, I was unable to get any original photos.

I have also had some images of products that apparently only old farts (not my words) will remember. There will be a few in the club that won't remember these, and I am in no way at all saying we are all old farts, we just have very good memories and enlightened childhoods!!



Ed – I survived the Covid Pandemic!

## **Joys of Owning a Sports car**

The joy of owning a sports car. (Stan Tilley.)

It never fails!

Every time you stop at the lights, somebody wants to 'burn you off'. Massive "Brumm, Brumm" on the accelerator of the car next in line, with the unspoken request to "Give it a go mate - I'll give you a run for your money." With the 'E' Type Jaguar, of course it was never a worry, unless it was a GT Falcon or maybe an HSV Holden.

Although I do remember a GT overtaking me on a long climb, – so I just accelerated and remained with him.

It was quite interesting. Every now and then, the GT gave a great 'Puff' and a burst of pink smoke was emitted. As we approached the top of the hill, I passed him.

Actually, things had not changed much since I owned the TC-MG.

At that time I was living at Norm and Rita's house at Ferntree.

Every night at 5:30, I would meet a man in a brand new Ford Zephyr.

Needless to say, it was essential to be first up the hill, and despite the fact that the two cars were totally different in character, their performance was virtually identical. It was great fun!

Later on, I went to a release of new Ford cars. There was my Zephyr man. He was the Sales Manager for the Ford dealers, City Motors, J. Dennis Pooley. This was the start of a lifelong friendship. J Dennis Pooley later went out on his own and formed Performance Automobiles.

With business interests in Launceston, I often travelled to that city. I usually flew the aeroplane, but also often drove my 'E' Type Jaguar.

This was all before the days of speed limits – so the car travel was often at 200+kph. The Jaguar was good for 150MPH (240kph).

One day I was travelling quite sedately – at about 150kph – and passed an unmarked Falcon wagon.

Much to my annoyance, this wagon tucked in behind me and madly accelerated to try and keep up with the 'E'.

Now it was dangerous. The 'E' was fine at those speeds – but it was different for the wagon, which was screaming tyres on every corner.

There were two alternatives:

1. I could drive away. After all, I still had 90kph in reserve.
2. I could stop and pretend I wanted a 'comfort stop.'

For some unknown reason, I decided to STOP.

The wagon went past and also stopped, but as he passed he put a sign up in the window - POLICE.

It was an unmarked police car.

The driver got out. He was very red in the face.

He put his cap on, got out his note book and said "Lucky you stopped."

"I was just radioing Campbelltown to put up a road block."

I was amazed. "On what grounds?"

Your driving was unsafe.

I, of course disputed that, and commented that my driving was perfectly safe – but I could not say the same for his driving.

"Yes!" he replied. "I have never had a Falcon so fast in my life."

He then produced his notebook and asked "What name?"

I gave my name but he answered immediately

"But you are a 'good bloke'".

To which I said,

"I might be a 'good bloke' but you are going to book me for dangerous driving and I am going to dispute it."

His reply "I'm not too sure if I will book you because you are a good bloke."

"This is getting a bit silly. Why am I a good bloke?"

So the policeman explained that he ran the Police Boys and Citizens Club and as I was at that time in business, I would donate prizes for their raffle. (I was certainly happy to do this as I was a great believer in the Club.)

But I was not happy about being charged with dangerous driving and re-affirmed that even though a 'good Bloke' I would certainly fight the charge.

The officer changed his mind. Put the book away and because I was a 'good bloke' decided not to charge me – but said he did have a request.

"Please do not drive as fast in future."

I agreed, but said I also had a request for him.

"Please do not try to follow me."

## **My First MG TF**

**My Very First Square Rigger –**

**The purchase of my MG TF1500 February, 2020 –**

**(by Maurie Prior, MGCC Hunter Region, NSW, Australia)**

My story, which starts in February 2020, bears even more relevance today in early April, especially now, that we have been exposed to this terrible pandemic of Covid-19, so I wanted to share, sooner, rather than later, the story of my experiences with purchasing a 65 year old MG, with lovers of all things MG and their enthusiastic supporters.

I am very cognizant of the desire and importance, by most current T Type owners, and the prospective, must-keep-up buyer, to own a T Type with matching numbers. I am not criticizing them, I am simply making an observation, which is just how important, is it after all? I honestly admire, the dedication of the presentation enthusiasts, the ones who spend waking hours and untold sums, ensuring their prized possession is cocooned, baby like, and at the other end of the spectrum, there exists, a very few rare individuals, who use their MG's as they were intended to be used, but love them no less than the molly-coddlers. Then there are the more laid back characters, who, have owned a car for decades, keeping it presentable, and would never contemplate selling it.

I guess that some classic car owners, like to know that everything matches, and that the trifecta of matching chassis, body and engine, adds to the value, and bragging rights. That poses another question – if one has a matching number car, does one keep it forever, displaying it for a trophy, or is it simply an investment? Would you sell a T Type with matching numbers, and if you did, who would pay what you expect for it? What would you replace it with? I am sure that there are many reasons, and many answers to these questions, but I am not about to attempt to unearth the answers – in my case, my interest is purely one of absolute, self-indulgence. I have had an unrequited love for the MG TF, since the age of seventeen, and now, I had the money and un-ashamedly, I wanted one.

There was a time some years ago, with having owned and totally restored a number of MG B's at varying times, I was eager to display them proudly, for the benefit of gaining recognition. Nowadays, as I age, chasing a medal, or

seeking a prize, or trophy hunting, has demonstrated that it could be a costly, as well as, an ever elusive, pastime. I am past all that. I am happy to just own it and use it carefully; the trophies can go to those more deserving seekers of peer recognition. So, to my new TF. I bought this car because of several reasons, and they are not necessarily in order.



I have always wanted an MG TF 1500. That was non-negotiable. I didn't want a TF 1250, or a TC or TD, and I didn't want a red, white, black, cream, yellow, grey, or god forbid any other colour but green. A British Racing Green car, or close to, with tan trim, seats, hood, tonneau etc. I didn't want a project to restore, because at my age, I don't have the energy, or the valuable time to spend on several years of a serious restoration. I didn't want a car, needing a "refreshment" as many owners, who keep these cars with the patina of age, as being the only guiding principle, believe them to be better than they really are. The purchase price was important, but not to the detriment of buying it, or not buying this particular car.

I found my car on an interstate MG Car Club website. Fortunately for me, it had not been advertised widely on the usual auto sales sites, and had largely been ignored. It was probably overpriced as well, but to someone like me,

who is at the tail end of life, money means little. I am assuming here, but I reckon that because of its lack of publicity, it was fate, and it was there, quietly waiting for me. What I first discovered, when digesting the scant information provided by the seller, was that the body number and the engine number matched, however the chassis number, did not.

Further investigations revealed, that the XPAW engine number was different again, to the incorrect XPAG engine number as advertised. So, here was a car that was advertised as a 1954 MG TF 1500, with two allegedly matching numbers that did not match after all, and bore no real relevance to the car. Justified questions elicited begrudging scant answers, however persistence revealed that the chassis number was different, but most importantly, it was that of a 1955 built TF 1500, and not a 1954 as erroneously advertised. Many questions followed to the international MG fraternity, who to a man, confirmed that, no matter what the body or engine numbers indicated, the chassis number was paramount and no disagreement would be brooked, on that piece of intelligence.

That was good enough for me, and given that the car colour, a most beautiful non-standard green, along with the tan trim colour was exactly what I had dreamed of, I purchased it without having physically, sighting or inspecting it, knowing that the numbers meant less than the image, in the overall scheme of things.

Many MG owners would be horrified at me admitting this serious lapse in judgement, but when one is aware of just how many years are left to one, the how-it-looked to me, was much more important, than anything else. In my aged mind, the body and engine numbers were irrelevant, especially as this car had been very nicely restored at some-ones considerable expense, and the absence of the matching numbers was overlooked, in favour of the superb presentation of this particularly attractive classic MG.

At almost 80 years of age, I will now enjoy it, as if I was seventeen again, and I will never sell it, however my children may do, and inevitably they will, and I hope that it goes to a deserving enthusiast, who like me, may desire it for what it is, and not quibble over the numbers, and overlook them, to wallow in the significance of owning a beautiful piece of MG history.

When that happens, it will not be my concern because, in this twilight of my life, I am now enjoying the pleasure of finally acquiring something I have always wanted. A very special MG T-Type, that was initially cobbled together in haste, to appease the overlords at BMC, and then, in spite of its hurried creation, it became an automotive classic.



## **Brett Johnstone**

Just a quick note to say g'day to everyone. I have not been back to Tassie for three years, but have been keeping up to date via the club magazine. The family is healthy and well over here on the North Island and has grown too, to include four children.

The other reason I am sending this note is to let you all know the family finally has an MG! Our eldest child Rebecca, whom many in the Southern Sub Centre will remember, is now 10 years old. She is keenly involved in go karts, tinkering in the shed and also soon to be giving speedway sedans a go in a Datsun Sunny. To assist in learning to drive a manual, with some skill, we went car shopping and decided to get something fun. However the final decision was of her own choice and indeed with mostly her own savings. The list got whittled down from Fiats, Alfas and Saabs, to a 1970 MG Midget. A few hours practice soon had her confidently circulating a practice speedway circuit not far from our house, at a pretty decent speed in second gear. A few of you will no doubt love the hysterical fact that dad can 'fit' in with his shoes off, but only just!

Of course you all know how much fun it is in an MG, now we all do too!

Cheers for now, hope you are all well and remember safety fast.

Mr Brett R. Johnstone







## **MGCCT – 1975 in Focus**

### **January:**

**Coming Events:** Tunbridge Motorkhana, Batman Bridge Run.

**Past Events:** Exton Motorkhana, Economy Run in Hobart 6 entries, winner B Holman. Ian Howard has bought Benny Bakers Gremlin Ford.

**New Members:** Howard Brooks ZB Magnette. Phillip Paine MGA 1600.

### **February.**

**Coming Events:** Bruny Island Weekend, Motorkhana Trafalgar, Evendale. Ridgeway Hillclimb.

**Past Events:** Tunbridge Motorkhana was successful with 14 entries ( held on old Wartime Airstrip ) Geoff Smedly provided a slide evening of 1950's sports cars in Tas.

**New Members:** Ted Gleeson, Myron Tarnawski, Rod Beaumont. Results Symmons Plains Clubday ( MG Member results) B Holman Asper 1:28:8, T Moreley Torana 1:16:8, D Barnes Torana 1:18:3, I Howard Gremlin 1:15:3.

### **March.**

**Coming Events:** LCCT Flying 1/8<sup>th</sup> mile at Powranna, Blind Trial, Poatina Hillclimb, Dutch Auction.

**Past Events:** Cricket Match MGCCT vs Tas Govt Insurance office. 29 sports cars were at the Batman Bridge run and at a recent Baskerville club day members competed in Gremlin Ford, I Howard, Asper Triumph B Holman, Monza Datsun T Sansom and A Twining.

### **April.**

**Coming Events:** Run to Rosevears Pub, West Coast long weekend.

**Past Events:** Ridgeway Hillclimb ha 31 entries, 23 from MGCCT. National Meeting Report, Old West Coast Weekend report. Tasmanian ambassadors to the Nat. Meet ( Adelaide ) Whiskers, Strop, Harbottle (to be known as Stubbie), Bennifer, Jenjiman, Royce Astell (to be known as Brylcream) and wife, Ian Haywood (who answers to anything) String, Dennis Hensby, Rommel and Gurks.

**New Members:** Andrew Weatherburn, Colin Auty, Tony Vintner, Roger Watts, John and Jill Watts, Gary Rainer, Tony Floyd,

**Social** W A Hodge, John Stephenson.

**May.**

**Coming Events:** Baskerville Club Day Hillclimb and flying laps, Motorkhana in Hobart area, Symmons Plains, reported the Tas has a lot of interesting MG's - won't it be great to have them all at the National Meeting, annual MG Ball to be held at the Windjammer.

**Past Events:** Blind trial set up by Kit Ellis and Benny Baker. **Poatina Hillclimb Results.** T Sansom Monza 1:02:3, A Twining Monza 1:06:6, B Holman Magnette 1:14:5 D Moir Cooper S 1:06:2, S Dorsett 100/4 1:09:9, I Howard Gremlin 59:5, I Graveley Monza 1:04:2, I Leyton-Grant 100?6 1:08:7, W Clarke Lotus Super 7 1:06:4, FTD G Bantick (LCCT) in the Goblin 54:02. Baker, seven entrants won by S Barwick A/H 100/6. Tuesday Night Venue. 3/6/75 it is proposed that club members meet at Gary Self's Royal Exchange Hotel in the Jet Lounge Bar, alterations to the Tatts forced the move.

**New Members:** Chris Gough, Mrs Lorraine Twining, **Social.** Marie Smith, Chris Ainsworth, Steven Soul.

**June.**

**Coming Events:** Run to St Andrews Inn, Progressive Dinner North.

**New Members:** Marlene Casey, Craig Anderson, Darryl Kelly, Dennis Hensby. **Social.** Ross Smedley.

**July.**

**Coming Events:** Wine and Cheese night North, Consistency Event, Annual Dinner/Concours North,

**New Members:** David Toth, Bill Carter, Genevieve Atkins, Miss Anne Hodson. **Social.** R L Wooley.

**For Sale:** Gremlin Ford Sports Racing car Baskerville Lap times 1:08:5, Symmons Plains 1:14:3 Contact Ian Howard ( has bought a Lotus 23B )

**August.**

**Coming Events:** Baskerville Open races, Film Night North.

**Past Events:** Symmons Plains Club Day used also as a rehearsal for the 76 Nat. Meet.

**New Members:** Alan Johnson Kenneth L Batt.

**Past Events:** Basketball Match between MG boys and Mini Car Club ( MG won by 3 points )

**Racing Review. Club Members:** Wayne Clarke Lotus Super 7 and Lotus 23B ( ex Leo Triffit ), Chris Ellis Racing Mini Cooper S, Ian Gravelly Supercharged

TC Special and Carter Corvette ( ex Neil Bowe ), Tom Hey Paramount Jag ( ex Kerry Cox ), Barry Holman Asper Triumph sports racing car in partnership with Ken May, Cooper BSA 500 race car, Ian Howard Lotus 23B ( ex Alan Ling ) Gremlin Ford Sports racing car, Alan Johnston Turnham Alfa ( was Turnham Hillman ) Kevin Knight McClaren M4A ( ex F2 car ) Steve McManus Turnham Clubman ( ex Gurks ) Duncan Piper F2 Elfin Corona ( ex D Yoemans ) Gary Rainer 1961 Elfin Aero ( ex Dennis Woodbury ), Steve Rooms Elfin 350 Sports racing car ( one of only 3 ), Ross Story TA Special ( raced by Peter Maudsley as the MG Peugeot, at present sports a TC motor and gearbox ) Arthur Twinning and Terry Sansom Monza Datsun, Geoff Munyard Elfin 600B ( ex John McCormack / Pat Stride ),

## **September.**

**Coming Events.** Early Morning Run North, Annual Concours Trevallyn Dam, MGCCT Poatina Hillclimb MGCCT Championship Motorkhana Tunbridge. Bill Griffiths has purchased a Lotus Elan from Roger Richardson.

**October Presidents Report.** For 1976 the Tasmanian centre will initially revolve around the National Meeting. If the event is a success other small centres will be able to hold such events.

**Past Events:** Consistency event held in West Tamar and Rosevears 8 entries. David Moir wins Club Championship, Nick Ramshaw second and Barry Holman third.

## **November**

**Coming Events.** Noggin n Natter, Northern Christmas BBQ, Motorkhana North, MGCCT Trial North. Concours, 21 cars were presented for judging with many T series. Judges were Robin Bessant, John Emery, Geoff Smedley, Geoff Finney and John Sluce. Wilf Allison's TC was first followed by John Biggelaars TF, margin was 1.1 point.

## **December.**

**Life Membership** awarded to Arthur Twining. Change of venue, weekly meetings of MGCCT will now be at the Sir William Don Hotel, North Hobart. Club Membership rose by 201 and club became more involved in open competition. Annual Dinner was held in Launceston for the first time. Ex Dennis Woodbury Elfin now resides at D Dungeys residence.

**Committees for 1976. State President** D Burgess, **V Pres.** I Howard, **Immediate Past Pres** G Wigg, **Secretary** H Eckersley-Maslin, **Treasurer** B Holman, **Club Captain** J Sluce, **Editor** B Baker, **Build Fund Officer** B Baker,



**Membership** C Bloomfield, **Register Captain** P Locatelli, **Property Officer** L Trenham, **Social Sect.** R Greeves, **Scrutineer** R Story.

**North West Sub Centre Chairman** R Astell, **V Chairman** H Brooks, **Secretary**, R Richardson, **Build Fund. Officer**, G Raynor, **Scribe**, D Hensby, **Committee**, D Rowlands, R Rodgers.

**Northern Sub Centre. Chairman** J Brown, **V Chairman**, W Allison, **Secretary** T Atkinson, **Build. Fund. Officer** I Leyton-Grant, **Scribe** I Howard, **Committee** J Sluce, P Locatelli, M Williams.

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## Southern Sub Centre Committee

Position	Person (Partner)	Contact Details
<b>Chairman</b>	Chris Wagstaff (Vicki)	(h) 6239 1341 (m) 0438 055 199 <a href="mailto:southern-chairman@mgtas.org.au">southern-chairman@mgtas.org.au</a>
<b>Secretary</b>	Bob Leeson (Dianne)	(h) 6229 6006 (m) 0457 354 645 <a href="mailto:rle30386@bigpond.net.au">rle30386@bigpond.net.au</a>
<b>Treasurer</b>	Robin Wilmot	(w) 0400 193 579 <a href="mailto:mgbgt68@hnozeemail.com.au">mgbgt68@hnozeemail.com.au</a>
<b>Committee</b>	Richard Holtsbaum (Janice)	(h) 6244 5741 (m) 0418 541 230 <a href="mailto:rollsss11@gmail.com">rollsss11@gmail.com</a>
	Mark Harrington	(m) 0427 538 412 <a href="mailto:mgharrington59@hotmail.com">mgharrington59@hotmail.com</a>
	Kevin McGuire (Irene)	(m) 0409 315 014 <a href="mailto:kbismcg@gmail.com">kbismcg@gmail.com</a>
	Bronwyn Zuber	(h) 6273 6797 (m) 0419 569 156 <a href="mailto:vice-president@mgtas.org.au">vice-president@mgtas.org.au</a>
	Steve Huntley (Jenny)	(h) 6229 9036 (m) 0428 127 932 <a href="mailto:jennyandsteve71@gmail.com">jennyandsteve71@gmail.com</a>
<b>Southern Sub Centre Meeting</b>	Meet every Tuesday night at 8pm Civic Club, 134 Davey Street, Hobart	
<b>Postal Address</b>	GPO Box 5, Hobart, Tas, 7001	

## **We Can Handle It!**

Most of us are in the high risk category for everything.

Influenza, injury from falls, diagnosis of melanoma, lung cancer, heart disease, liver disease, high blood pressure, high cholesterol, diabetes and dementia.

So if in your younger days you smoked, drank, spent time at the beach ate fatty foods and had a stressful job; and now you do home projects involving ladders, enjoy a glass of wine, and can't remember what you had for breakfast, is it really a concern?

Despite an extensive immunization program, Australia averages over 1000 flu related deaths per year, and more than 90% of these are aged 65 or over. Yet we never give any of this a thought as we go about our daily lives.

Even with the latest safety devices in modern cars and police enforcement of regulations, last year there were 1200 road deaths in Australia. Almost 25% of these (276) were aged over 65 which puts us in the second highest risk category. Despite this we happily hop into our older cars, without the modern safety devices, and enjoy our club events without undue stress.

Additionally, ABS statistics show that there is a 100% fatality rate for people aged 65 and over. Does that worry us? NO!!!

**Now finally we have something to worry about!**

103 Covid-19 deaths nationwide, of which 99 (96%) have been aged over 65.

Life goes on. We can handle it!

Kevin McGuire

## Northern Sub Centre Committee

Position	Member (Partner)	Contact Details
<b>Chairman</b>	Andrew Merry (Sue)	0408 331 612 <a href="mailto:andrewsuemerry@gmail.com">andrewsuemerry@gmail.com</a>
<b>Secretary</b>	Geraldine Biggelaar (John)	0400 356 314 <a href="mailto:gbiggelaar@gmail.com">gbiggelaar@gmail.com</a>
<b>Treasurer</b>	Mike Paine (Sue)	(m) 0407 271 926 <a href="mailto:sm_paine@bigpond.net.au">sm_paine@bigpond.net.au</a>
	Frank Brooks (Margaret)	(m) 0418 134 262 <a href="mailto:silverglade@bigpond.com">silverglade@bigpond.com</a>
	Richard Ashley- Jones (Phyllis)	0419 350 811 <a href="mailto:salesrj@tpg.com.au">salesrj@tpg.com.au</a>
	John Biggelaar (Geraldine)	(m) 0408 125 199 <a href="mailto:biggelaarj@gmail.com">biggelaarj@gmail.com</a>
	Peter Harper (Liz)	0417 597 897 <a href="mailto:peter.lizharper@gmail.com">peter.lizharper@gmail.com</a>
<b>North West Coordinator</b>	Terry Jeffrey (Colleen)	(m)0417 344 369 <a href="mailto:northwest-coord@mgtas.org.au">northwest-coord@mgtas.org.au</a>
<b>Northern Sub Centre Meeting</b>	Committee meeting and social night: Last Wednesday night of the month at 7.30pm VCCA Rooms 67 Lawrence Vale Rd, Launceston	
<b>Postal Address</b>	PO Box 682, Launceston, Tas, 7250	
<b>North West</b>	Meets Second Thursday night of the month: 6.00pm for meal and social evening. Bass & Flinders Motel, Ulverstone	

## Northern Notes

Monthly planning June 24th, 2020 @ 7.30 at VCCA club rooms,  
Lawrence Vale Road  
ALL WELCOME

If you are unable to attend and have any ideas for events for the rest of the year please advise a Northern Sub Committee member .  
It would be much appreciated.

Look forward to seeing you all soon.  
Geraldine



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## North West Notes

Hi for the month of June ..... Half way through 2020 already. Hard to believe!! Trust members are staying safe, healthy and happy amusing one selves around the home and/or in the garage/workshop.

Hopefully we will be able to hit the roads soon with our MG's in tow.

With the easing of restrictions, I have been in contact with Bass and Flinders and we will be able to resume our monthly dinner meeting on Thursday June 11. I have sent out an email if you are attending please let me know as numbers will be required.

### *TJ's Humour for Month of June*

A man was driving along a track near St. George, Qld, when he saw a bloke who'd set up camp beside the road. He had set up two chairs, with a chess set on a table and opposite sat his kelpie. They were both intently studying the chess board. The driver stopped the car and introduced himself and was amazed as the kelpie took one of the bishops in its mouth and made a legal chess move, placing the piece diagonally across the board.

The bloke sighed and responded by moving his queen into an attacking position.

After a minute or so the kelpie used its paw to push a pawn forward one space. I honestly couldn't believe it, but sure enough the kelpie made move after move and even correctly took a few of the bloke's pieces. He just sighed repeatedly.

"Wow. This is so incredible, the man said.

"You have such a smart dog!"

"Smart?" scoffed the bloke. "He's only beaten me once.



## **TEACHERS PET**

A teacher asked young Johnny;

"If I gave you two cats and another two cats and another two cats how many would you have?"

"Seven," replied Johnny.

The teacher said, "No, listen carefully. If I gave you two cats and another two cats and then two more, how many would you have?"

"Seven," replied Johnny.

"Let's try something different," the teacher said.

"If I gave you two apples, two bananas and two oranges, how many pieces of fruit would you have?" "Six," Johnny said.

"Great," said the teacher. "Now, if I gave you two white cats, two black cats and two grey cats, how many cats would you have?"

"Seven," Johnny said.

"Johnny, how in the heck do you get seven?" asked the teacher, getting frustrated.

Johnny replied, "Because I already have a cat".

TC – Terry (Jeffrey) - NW Co-ordinator

Mob: 0417 344 369 Email: [northwest-coord@mgtas.org.au](mailto:northwest-coord@mgtas.org.au)

## **Exhaust Note**

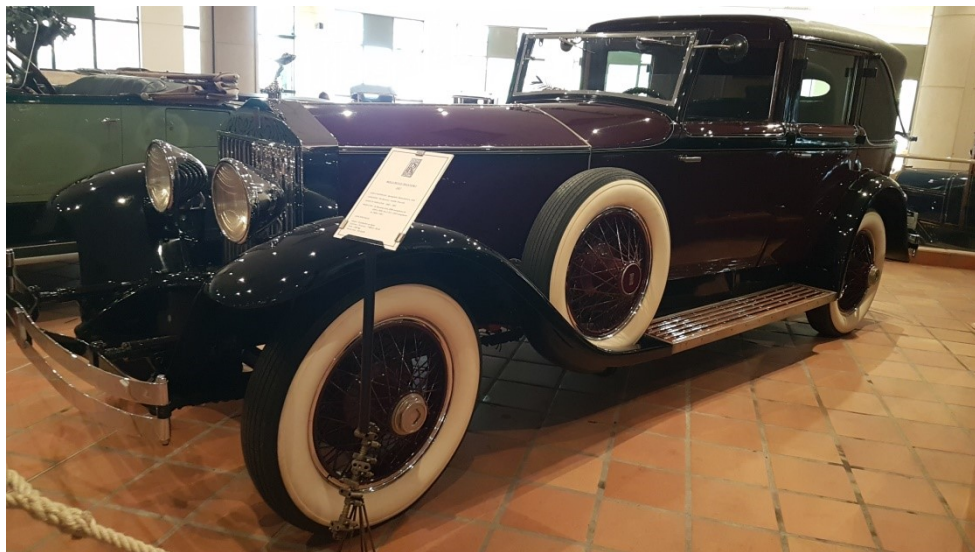


Stay home, stay safe they said

Some people will do anything to get out of getting the wood in:

Get well soon Phil.





1927 Rolls Royce Phantom 1 Chauffeur (Prince Rainier of Monaco Collection)



1952 Nash Healey (Prince Rainier of Monaco Collection)





Mantra Museum, Romorantin-Lanthenay, France





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## **MGA Register Notes**

**June 2020**



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### **MGA REGISTER RUN – ORIGINALLY SET FOR 17<sup>TH</sup> MAY 2020**

We are still waiting to firm up a new date for this Event but rest assured it will happen as soon as the Covid 19 recovery, probably after Stage 3, has been implemented.

Cathie & I managed to get the Twin Cam out for a long awaited 'sprint' up to Westbury (the long way) on a recent beautiful Tasmanian Autumn day.



### **MGA Register News**

#### **MGCC TAS MGA REGISTER NOTES**

Unfortunately not a lot of news or contributions to report this month due to a lack of MGA activity, so please excuse the 'padding'. Hope you are all getting all those little jobs completed on you're A's.



**MGA QUIZ**

One for the early 'Baby Boomers' –

***Name the Mid 50's Celebrity Couple with her Coupe?*** Text/email me if you know – Answer next month – Fabulous Prize..... ;-)

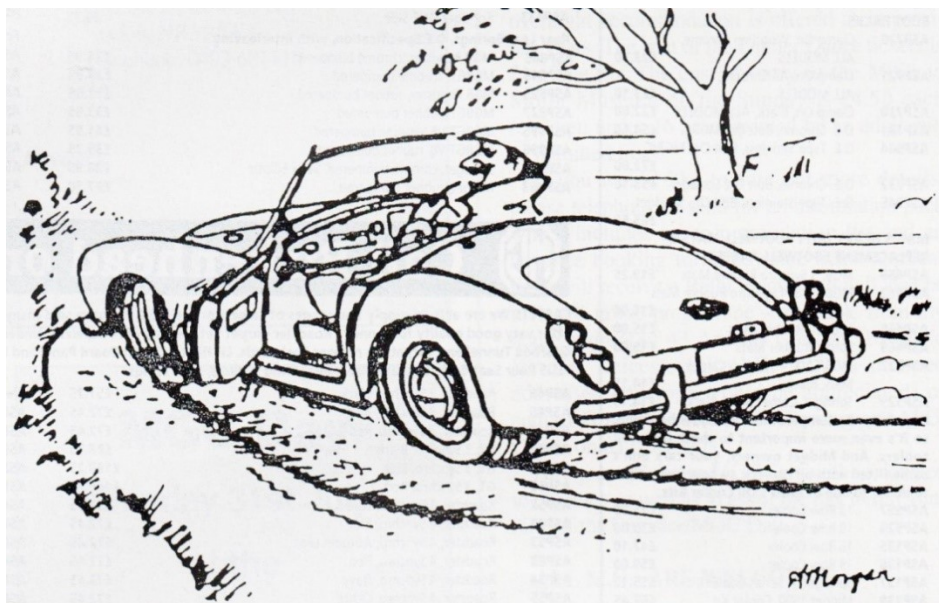


Lucas Smoke



**WHERE ARE THEY NOW?**

No luck with last months 2 lost MGA's.  
How about these two?



*"Pretty impressive cornering don't you think"*

**Contacts**

Col Cleaver. NSC [cleaver@bigpond.net.au](mailto:cleaver@bigpond.net.au) or 0419 772 554

Kel Aldred. SSC [huonkelly@bigpond.com](mailto:huonkelly@bigpond.com) or 0412 108 994

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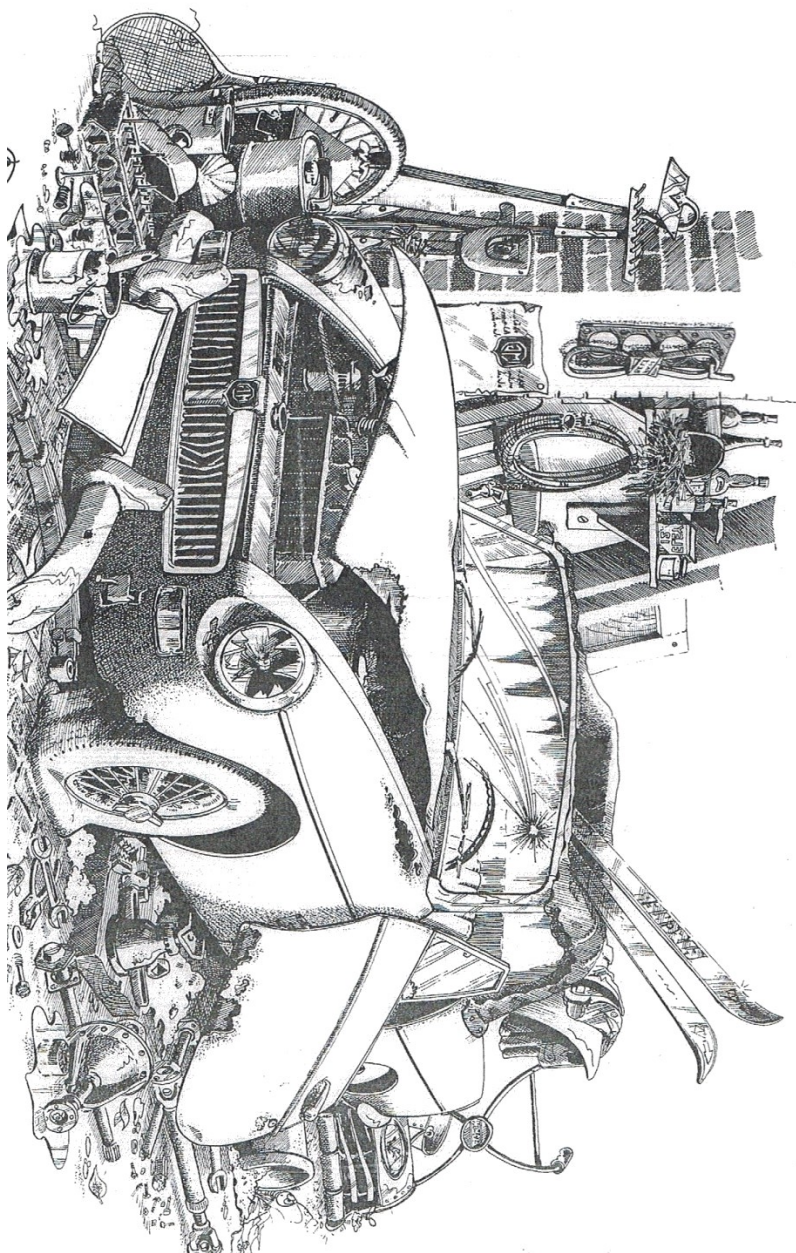
## **Regalia**

<b>Stadium Jackets</b>	<b>\$100.00</b>
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<b>Long Sleeved Polo</b>	<b>\$65.00</b>
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<b>Polo Shirts Ladies</b>	<b>\$55.00</b>
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<b>Polo Shirts, Men</b>	<b>\$55.00</b>
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Navy with white logo	
<b>Navy Vests, Ladies and Men</b>	<b>\$95.00</b>
<b>Caps</b>	<b>\$20.00</b>
Pale Blue, Beige, Black	
<b>Safety Fast Cloth Badges</b>	<b>\$5.00</b>
<b>Cloth Badges, Tasmanian Logo</b>	<b>\$10.00</b>
Brown & Gold on White	
<b>Grill Badges</b>	<b>\$30.00</b>
Red & Black/Cream & Green	
<b>Lapel Pins</b>	<b>\$6.00</b>

**Contact Andrew Midgley 0458 949 881**



President Marks Colouring In Competition – Your challenge should you choose to accept it!!

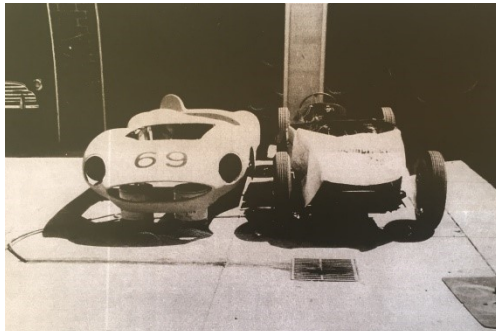




# Square Rigger Notes

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

This TC Special is a widely known and photographed MG, a handful of shots put together here to depict it's four decades in Tasmania. Brought to Tas 1961 by Brian Roberts, it started life in this form by Franz Bird Melbourne 1957, TC rolling chassis shown ready to accept the Jewitt glass fibre body. Colloquially known as the 'Monza' MG it raced widely and successfully by Brian Roberts and the Ellis brothers, photographs typically Longford and Penguin Hill. Allan Izard acquired the TC in 1966 and road registered used regularly for some years. A succession of owners and development included the Peugeot motor ex 'Twee Pie' by Trevor Medwin and later powered by Datsun 1600 used for Club events by Terry Sansom and the late Arthur Twining.



Subsequently fully restored by Peter Bergman late 90s in a handsome dark green livery, reacquainting with it's original identification and achieving much success at the 1998 Launceston NatMeet. In recent times it seems the 'Monza' is back to it's natural heritage noted historic racing at Wakefield Park.

Square Rigger contacts:

Launceston

Hobart

NW

Frank Brooks Ph 0418 134 262, [silverglade@bigpond.com.au](mailto:silverglade@bigpond.com.au)

Alan Briggs Ph 0475 089 560, [alan.trish@optusnet.com.au](mailto:alan.trish@optusnet.com.au)

Peter Scott Ph 6426 7321, 0418 599 676, [petermsscott5@bigpond.com](mailto:petermsscott5@bigpond.com)



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