

ON THE MARQUE



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OCTOBER 2020

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

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



What's On

MG Car Club Hunter Region sponsored and supported activities.

OCTOBER 2020

- ◆ **Thursday 1st_Square Riggers Natter—12pm to 2pm Inu Café**
- ◆ **Sunday 11th— Clubman Run— members to declare their interest due to SOCIAL DISTANCING and person numbers restrictions. The run starts at 9.30am at club rooms. See page 12 herein.**
- ◆ **Tuesday 13th—Committee Meeting 6.00pm at Club rooms
Due to social distancing regulations in force there can be NO general club meeting at the club rooms**
- ◆ **Wednesday 14th—IF CURRENT COVID RESTRICTIONS ARE RELAXED—12 noon at venue to be Advised.
Registration with Kay Bowden is ESSENTIAL as maximum number is 20 Persons.**
- ◆ **Thursday 22nd—IF CURRENT COVID RESTRICTIONS ARE RELAXED—Tuning Run— members to declare their interest due to SOCIAL DISTANCING and person numbers restrictions. Start time will be 9.00 am from Maccas Hexham.**

NOVEMBER 2020

- ◆ **Thursday 5th_Square Riggers Natter—12pm to 2pm Inu Café**
- ◆ **Tuesday 10th—Committee Meeting 6.00pm at Club rooms
Due to social distancing regulations in force there can be NO general club meeting at the club rooms**
- ◆ **Sunday 15th—Clubman Run— Toy Run—Club Presentation
members to declare their interest due to SOCIAL DISTANCING and person numbers restrictions. The run starts at 10.00am at club rooms. See page 13.**
- ◆ **Saturday 28th to Sunday 29th—HSRCA Racing at Sydney Motorsport Park.**

DECEMBER 2020

- ◆ **Thursday 3rd_Square Riggers Natter—12pm to 2pm Inu Café**
- ◆ **Saturday 5th—Club Plate Registration**
- ◆ **Tuesday 8th—Committee Meeting 6.00pm at Club rooms
Due to social distancing regulations in force there can be NO general club meeting at the club rooms**
- ◆ **Sunday 20th—Clubman Run— members to declare their interest due to SOCIAL DISTANCING and person numbers restrictions. The run starts at 10.00am at club rooms.**

Unfortunately as we still have to have safe distance we still would not be able to conduct general member Club Meetings.

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

The President’s report poses a philosophical question on page 8.

The North Arm Wheels have had to cancel all activities for September and October thus report is based upon history with regards to Oil Industry in Australia starting on page 9.

Clubman Run News on page 11 discusses the September Run to Morriset, then Poppet Head Park at Kitchener.

Also the **October Run is put forward a week to October 11th**, we join with MGCC Newcastle to celebrate 90 years of MG Car Club UK.

The PRO has some good news in his report on page 14 as we may still have our annual Toy Run .

We have a tantalising suggested club activity from our Social Secretary on page 15.

Sporting activities are slowly returning but no spectators allowed yet. See the report from the Sporting Director on page 17.

An article from club member M. Prior starts on page 19.

The Square Riggers Natter meeting on the first Thursday of every month at the “Inu Café” at Carrington from 12 noon until 2pm is well worth the effort to attend. See page 23.

An interesting report on the life of a club TC is on page 24.

Progress with my MGB

My car has new exhaust manifold gaskets installed in an effort to reduce the exhaust bellow at speed and possibly lower under bonnet temperatures. I have also installed a working radio with FM to attend at the Social Secretary’s proposed club activity.



Around the bend – ravings of your President

I was watching a Youtube clip the other day and the presenter posed an interesting question. Think about who made you the car person that you are today. Who in your past was the one that influenced you enough to point you into this obsession and this particular Marque?

To me that is an interesting conundrum. The interest in cars in general is one that I can't, off the top of my head, answer. The MG question is a tad easier to answer. I got my first full time job after leaving school and wanted to play. I wanted a panel van (it'd now be worth a fortune) or something I could play with and work on. My girlfriend at the time said "what about an MG"? Look where that statement got me. I bought my B and the girlfriend got promoted to wife. 40 years on and I still have both the B and the wife.

Now, have a think about who in your past influenced you. Was it a mate, a partner, a parent? Are you or have you been a good influence on kids and younger people looking at what their future holds? I'm specifically talking at the moment about automobiles and MGs, but it could be jobs, partners, hobbies, pastimes, religion or politics. Being a good role model to other people in the family, community and our club is one of the highest ambitions I think you should have.

Q: Have you ever said thankyou to that person?

After Monty's big snow trip last month, I decided it would be good to do a full service. I did the radiator fluid just before going but the engine oil needed changing and although not that old, the gearbox and diff oil certainly wouldn't hurt too. The passenger's side rear hub had decided to have a leak and I looked at that as well. That brought up an age old problem, the rear hub nut. I've never had the appropriate socket to undo and do/ torque up (to a whopping 150lb/ft and both right and left hand threads).

A major problem is that the nuts are octagonal not hexagonal like normal nuts. Impact sockets won't fit at all. I have seen some very badly massacred nuts over the years where a cold chisel and lump hammer has been used, so I went tool shopping. I had a 1 7/8" socket for the Midget's rear hub... too small. 2" is too big. 50mm might just do but very sloppy. 49mm would be better but no one makes those. It took a couple of tool shops before I found one that had on the shelf a 1 15/16" socket. Oh happy days. On with the job.

I've also been doing lots of brake bleeding after changing out the rear slave cylinders. I gave it another go and it seems that I've finally finished the job. I've also chatted to one of the clubs sponsors at Gateshead Tyrepower to reshoe one end of the B. I wonder what I do that will wear out one end of the car so much faster than the other?

The club has decided to save the State the regular destruction that occurs when an east coast low hits us every concours day. As yet another victim of the Covid lockdown, we could happily have the MGs on the park but the owners and spectators would pose an unreasonable risk and may open the Club up to some very bad PR and legal backdraft in combination with large fines for both club and members. On the bright side, we are used to cancelling our concours... a pandemic is a first though.

My race Midget is getting an exercise at the October "GEAR" meeting. It'll be a bit of a shake down before a couple of "HSRCA" meetings in late October and November. I'm being sympathetic to the baby by letting Bev take the steering wheel. She has driven the Midget before at a "GEAR" meeting and had a tussle with Evan Redman in the TC. Evan made Bev spin that time. Naughty Evan. She won't have that distraction this time.

The meeting will see Matt Blanch who is planning a shakedown on his awesome B and Sporting Director Gary Piper in his B too. Very restricted numbers so no spectators of course.

There should be lots to report next month.
Steve Jones



North Arm Wheels

John Fletcher

Some months ago I wrote a story on my first car a 1926 Chevy Tourer, it may not have made this magazine as I also write for another club. I spoke, how as a kid I worked off the cost of a second hand car battery at the Cooks Hill Garage, typical of the 1950's. A corrugated iron shed surrounded with R.I.P. old vehicles in all stages of dismantled wrecks. The wonder was, it had fuel bowzers for a least half a dozen brands, all these mixtures came from one inground holding tank. Would you believe that some motorists only used the Golden Fleece or the Atlantic bowser or one of the others because they insisted their car ran better on their chosen brand? Bit different today, fuel garages are modern structures, built for the sole fuel distribution of one brand, spotlessly clean, with food and some cases groceries available. No corrugated iron or car wrecks to decorate the entrance.

The point of the afore is to show how things have changed. Big news is that **Caltex** is to be a casualty of change and **AMPOL** which was almost defunct is to replace **Caltex**.

1874 Atlantic motor spirit was purchased by John D Rockefeller in 1927, Union Oil of California took over Atlantic, many years later it was introduced into Australia. To establish the introduction, Sir Charles Kingsford Smith used Atlantic products in his adventurous flights.

1895 Vacuum Oil opened a motor spirit outlet in Melbourne, which was to be

sold as **Plume**.

1900 Texaco was introduced to Australia and was incorporated into Caltex in 1918. Continued history is unknown however Caltex was introduced to Australia in 1936.

1901 Shell Australia, a subsidiary of Royal Dutch Shell was established in Sydney and Melbourne.

1916 Vacuum Oil of Australia took over distribution of motor spirit **Plume**.

1924 CO R "Commonwealth Oil Refineries" owned by the Australian Government was established by the then Prime Minister Billy Hughes.

1930's Vacuum Oil merged with Standard Oil which was linked with **Mobil**.

1933 Union Oil was taken over by Standard Oil New Jersey which became Exxon and later **Mobil**.

1936 Caltex began as the California Texas Oil Co. A joint venture of Texas Oil and Standard Oil of California was introduced into Australia in the same year. 1956 Caltex opened the Kurnell Refinery and also took over **Golden Fleece**.

1939 Mobil first appeared in Australia. Mobil had the distinctive Flying Red Horse pegasus as it's trade mark.

1952 CO R is sold by Prime Minister Robert Menzies to Anglo – Iranian Oil Co which became BP "British Petroleum" in 1954.

1962 Esso Standard Oil Aust. With partner **BHP** who had an interest in Bass Strait oil and gas was among the overseas owned companies to take an interest in obtaining petroleum from local sources.

1981 Caltex acquired 50% of "Ampol" which was almost phased out for Caltex. 2019 USA Chevron sold its stake in Caltex and has given notice to have the Caltex name retired. Caltex Australia has until December 2022 to change the name brand back to **Ampol**.

1985 Mobil arranged an asset swap with BP, Mobil vacated W.A. retail locations, in return for BP retail locations in South Australia, Victoria and NSW.

1990 Esso ended its 63 years of marketing in Australia by selling out to Mobil.

1999 Esso Australian assets were merged with Mobil.

Total Oil founded after WW1 when French President Raymond Poincare' rejected forming a partnership with Royal Dutch Shell. Total fuel was introduced into Australia 1924.

Amaco was founded in 1889 as a Standard Oil Co of Indiana subsidiary. Amaco was introduced into Australia 1961. 1998 Amaco merged with BP who retired the Amaco name in 2017

I have researched details for this article, I can't claim total date accuracy due to conflicting resource information. The history is a reflection of the period changes to our petroleum industry.

Have Wheels will Travel

Clubman Run News

Jeff Lauff

Our "September Spring Run" almost didn't happen due to Mother Nature and rain. However, seven diehard MG enthusiasts turned up at the Club House eager to take their 'pride and joy' for a run in the rain. Brian was very eager and was the first to arrive. After a couple of phone calls from members cancelling, we were contemplating if we should proceed. Trish put a stop to that idea and declared morning tea at Morisset Lions Park for a start then decide the next step. So off we went in the rain.

As we approached our morning tea stop the weather eased and we were able to set up for a cuppa. Luckily we did decide to go on for morning tea as Charles and Maggie our Southern members pulled up in their MGBGT.



This was their first outing in a monthly Clubman Run. They were welcomed by our members and participated in an enjoyable morning tea and delightful chat.

As we were finishing our morning tea, out came the sun. How your mood changes with warmth and sunshine. We decided to continue our excursion on to Poppet Head Park for lunch.

However, the sun shine didn't last long, down came the rain most of the way to the lunch destination. Once again on arrival the rain stopped and we were able to enjoy good company and delicious food.



Both Larry and Shirley were encouraged by Charles to meet us for lunch, and so our numbers grew to the magic ten.

Everyone were envious of Graham and Howard's sumptuous lunch prepared by Graham's daughter.

After lunch we had an impromptu 'show and shine' of our MGB's, identifying differences in models and where they were manufactured.

Larry once again took out the award for best presented car.

Our first Spring 2020 Clubman Run was a success, everyone enjoyed the travel and especially the good conversation and company.

See you on the road.

Jeff Lauff (Club Captain)



ATTENTION to all club members.

Next Clubman Run for October will be one week earlier, Sunday the 11th October. We will be joining the Newcastle MG Car Club to celebrate, MG Car Club UK's 90th anniversary. We will be **leaving the Club House a little earlier at 9.30am**. Travelling up to Raymond Terrace Park for morning tea, then on to meet Newcastle MG members at Ringwood race venue. Once again the day will involve self catering morning tea and lunch. More detail to follow.

Please contact Denny Bowden on 0402476631 or email dennis.bowden@bigpond.com if you would like to attend. This is due to COVID- 19 regulations.

As most of you would have heard by now, MG Car Club Newcastle and MG Car Club Hunter Region have teamed up to celebrate the 90th Anniversary of the formation of MG Car Club UK in 1930.

This event is being celebrated by MG Car Clubs all around the world at the same time and our clubs will be holding our event on Sunday 11th October at our Hillclimb facility at Ringwood.

The day will commence from 11.00am and because of various restrictions relating to Covid-19, the event will take the form of a BYO everything picnic, including chairs, rugs, shade, food etc. No food or bbq's will be available on site but cold drinks will be available for purchase.

On arrival at Ringwood you will be stopped at the check in desk and you will be required to provide your name and contact details. Persons from Sydney "hot spots" will be refused entry. After checking in, you will be directed to form a line for a slow procession around a section of the hillclimb track for a photo opportunity. You can then make your way to any one of the marked parking bays to enjoy your picnic lunch. We will have a Covid-19 plan in place and whilst face masks are not mandatory, we recommend their use when chatting with friends and colleagues.

So MG owners, this is your chance to tart up your pride and joy for a get together on this special occasion.

Public Relations Officer Report...Ian Ashton

Welcome to Spring October as we slowly resume some of our normal activities, although still with some Covid restrictions.

The disappointing news however is that we've had to cancel our October MG Club concours once again not because of weather this time but due to Covid restrictions.

However, it looks promising for our Annual Toy Run in November (in support of the Salvation Army Christmas kids appeal) and combining our Annual Trophy Presentation day.

No we won't be meeting for lunch at Rathmines Bowling Club as previously, BUT we will still have our Toy Run and meet up for a byo lunch at say Blackalls Park (under cover) for our toy handover to a representative from the Salvation Army followed by lunch and our Trophy Presentation for the past year!

So stay tuned for further details on our website, facebook and in our magazine.

An exciting and nostalgic evening (Covid controlled naturally!) is being planned by our new social director Anne...so stay tuned and please let Anne know if you have some social ideas for her to discuss with you!

Our new sponsor "Tyrepower" at Gateshead and Lisarow is keen to discuss your tyre and mechanical requests whether it is for your Club car or your daily drive. Simply call in or phone and introduce yourself for special pricing (show your membership card at "Tyrepower"). Please refer to the "Tyrepower" ad in the Magazine for actual services provided.

Whether it is a Thursday Tuning run or a Sunday Clubman run please register your attendance with President Stephen for the Tuning run or Captain Jeff for the Clubman run.

So speaking of Spring your committee has decided to tidy up the Clubroom in readiness for Covid restrictions being further relaxed, and we can all meet as a Club in our Clubroom again (hopefully early in 2021!)

In the meantime the committee continues to meet monthly to plan and steer us through these difficult times.

TIP if you are interested in Motorsport (in particular F1) and you have Netflix do yourself a big favour search "Formula One" and enjoy.

Stay safe and enjoy your MG or sports car with friends.

Your Pro with the mo..Asho



SOCIAL SECRETARY

Anne Pettigrew

It was good to see some photos of those members who braved the weather last Sunday for Jeff's Clubman Run – albeit with BYO morning tea, lunch, chairs, umbrellas, and warm jackets to ensure social distancing.

It's always good to get our beloved sports cars out of the garage and enjoy the beautiful scenery in the region we are so lucky to live in, and also the company of other club members!

It is certainly difficult for the Club at present to be organising anything in a Covid safe way. Sadly even the annual Concourse has been cancelled for 2020, as was EuroFest.

But one idea I put to the committee last month, is to organise a movie night at the Heddon Greta Drive-in!!!!

I have already contacted them with this idea and suggested that February 2021 would allow us to properly organise such an event, which could also be extended to include other car clubs in the Hunter Region.

So watch this space for any developments!

Anne Pettigrew





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Motorsport events continue to run on a restricted basis to meet government requirements.

On Sunday 20th September I competed in a Hillclimb at "MGCCN" Ringwood Park. Only people residing in the Hunter region were permitted to enter. It was also a come try Hillclimb day.

The event saw a total of 44 competitive entries & 11 come try entries.

On arrival at Ringwood we were greeted by light drizzle so the track was wet & slippery so it seemed as though it would be a good day to be in an all wheel drive vehicle.

The fastest on the day was a Subaru WRX driven by Tim Blake , 2nd place was Steve Bridie in a very well driven Datsun 1200 coupe, surprising really when you consider this is only a 2WD vehicle with a bit of new tech. It was great to see the old cars up there with the latest technology. Third place was a Ford Focus RS driven by Dylan Gerish.

I managed to get 1 relatively dry run in but was 3 seconds over my personal best (PB). The idea was to have fun & take the car home undamaged.

Thanks to "MGCCN" for another enjoyable day hill climbing.

Next "GEAR" meeting will be at Wakefield Park on October 7 with "Team Hunter" members Matt Blanch, Bev Jones & myself competing.

Matt will be testing out a new diff ratio in readiness for the coming "HSRCA" Spring Festival. Bev Jones will be driving Myf the mighty midget & rumour has it that she will be advising Steve of any issues that need attention prior to him competing in the Spring Festival. I will also be having a run & am hoping for a dry day as the last 3 events I have competed in have been wet.

Interesting to see that the coming Bathurst 1000 will be run for the first time with no camping allowed & a limit of 4000 spectators a day allowed.

Coming Events.

October 3 & 4 "MGCCN" Ringwood Hillclimb Tri challenge meeting

October 7 "GEAR" Meeting Wakefield Park

October 31 , November 1 "HSRCA" Spring Festival Wakefield Park

November 8 "MGCCN" Ringwood Hillclimb

Anyone interested in attending a "GEAR" meeting contact myself, Steve Jones , or Austin Blanch for information. You will have a great day as there's always lots of interesting historic vehicles competing there.

Remember drive them don't hide them and enjoy your MG.

Cheers Gary



Photograph courtesy of Phil Sim from GEAR Club

Car following Gary is a Jaguar D Type Replica driven by Cameron Handcock

The MGTF Stirrings From Abingdon Maurie Prior

Now that I have finally acquired my very first T-Type, a rather fetching MGTF 1500, I was reminded of where part of the desire was re-kindled.

A few years ago now, (17 actually) I found the road down to Abingdon from Oxford. Before I had left Australia I had taken the tongue-in-cheek liberty, of contacting the MG Car Club in Abingdon, to possibly arrange a guided tour of the MG related sites. I was in luck, because not only did I have the benefit of a tour guide, but the tour guide also happened to have earlier, and jointly organized a special "MG-in-Abingdon" Exhibition with the local council, just days before!



(Abingdon Museum and my tour guide Mr Brian Moylan)

My tour guide was none other than Mr Brian Moylan, who had worked as a mechanic for the MG competitions department, for years and years.

I believe he started working at Abingdon in 1951. Brian sadly passed away in 2017, and was about 88 years of age. He was in his early seventies when I met him, and was a kindly and extremely knowledgeable gentleman, who went to great pains to spend time with me and show me around. (Brian has written several books on MG's, about Abingdon, The Competitions Dept etc, and are must-reads).

The exhibition was held in the centuries old Abingdon Museum,

where the Abingdon Town Council had gone to extremes to portray the MG influence on the town and its past history. It was absolutely marvellous and I was both privileged and honoured to have been there.

After the exhibition viewing and lots of photo's, I was very fortunate to meet another ex-MG employee, a sprightly older gentleman named Mr Arthur Purbrick, then in his early eighties, who was the factory carpenter and also a part time fireman! I could have stayed and chatted for hours, except I was on a tight schedule and also had a little difficulty in picking up on the local variant of the English language!

Eventually Brian and I tootled off so he could show me what now remains of the MG works. Along the way, he took me to what was "Boundary House," Cecil Kimber's one time family home. This is now a very attractively renovated hotel building and it was pleasant to wander through it. On that particularly, sunny day, numerous outdoor tables of patrons, were bemused by this obviously silly old colonial tourist, taking photographs of their pub!

We moved on and shared an ale, at what was formerly the "Magic Midget Hotel" during our tour, where I managed to purloin some "Speckled Hen" beer coasters. (My ancestral convict past rose for the occasion. Eventually we arrived in Cemetery Road and the sad reminder of what once was an historic slice of Great Britain's motoring history.



(MG production line mid-thirties, and a desolate MG Office building today)

The main Admin office building still stands at the end of Cemetery road, but beyond that is basically an industrial park and wasteland where "A Block" used to be. This was where the assembly lines were situated. A new major

police command centre sits on part of it and new access roads to new buildings run through it. "B" Block still stands but it has been modernised into a specialist engineering facility.

All the other significant MG factory buildings have disappeared and in fact new roads go through part of where various factory buildings once stood. New buildings have taken their place and the new owners have graciously acknowledged MG's previous history by proudly displaying a small commemorative plaque to the entry of each building. Unless, like me, if you didn't know of the MG factory and it's location you would never know it ever existed, save for the plaques displayed.

I took the opportunity for Brian to take several photo's of me standing on and about the steps of the admin block (this is the one always depicted in any worthwhile books dealing with MG history) It is now used as an insurance brokers office. It was a little un-nerving knowing that all of those people I had previously read about and lot's that I hadn't, had climbed those steps in the past. It is a building of three floors, long and narrow overlooking, as the road sign says, a cemetery, on one side.

I look back now at some photos taken in the thirties, where finished cars are being delivered to wherever, and the background shows the admin block so clearly. I have shared some history here!

I was then taken to the rear of the building and into what would have been the main entry foyer to the upstairs office of firstly Cecil Kimber and then of John Thornley.



(The original MG Office in the very early thirties, with cars streaming out of the factory for testing, or a run, and an MGTD packed up, ready to head off overseas!)

This office had a marvellous and very large bay window which I believe overlooked the plant and some assembly sections. I was both thrilled and saddened to see all of this, as even though our little cars live on, the factory where they were made is gone. It was an eerie feeling tinged with sadness at what was once a vibrant and historic part of motoring history. Trying to imagine that huge building, with all those production lines, turning out hundreds of MG's and other marques each week was difficult. I tried to picture it in my mind, but on that warm English summer day, just looking at an empty piece of overgrown, and littered ground, it was hard to comprehend. Hundreds of people worked here, and now there is basically nothing left. The huge area once used for storing finished cars is now an industrial park, and unrecognizable.

It was an especially poignant moment in my life. I truly believe, that the spirit of the Abingdon factory site stirred my "Square Rigger" yearnings which re-awakened, the MGTF slumber of my youth. Another 17 years was to pass, before it happened, but I finally got my dream car)!

However, life must go on, and after my moments of grateful contemplation, Brian took me through "Kimber House" which is beautifully and historically situated right next to the old Admin block, with just a very small car park separating the buildings.



This is the home of the MG Car Club and is about the same size as our very own MG Car Club Hunter Region, in NSW, Australia.

I was then introduced to the Car Club secretary, M/s Gillian Watson, a delightful lady who incidentally was responsible for organizing my tour with Brian. She has my grateful thanks.

Further intro's were made and I have forgotten names, however all made me very welcome and at home. After buying several items of Regalia, it was time to go with a few more final photo's.

I had taken a small gift for Brian as a grateful token of appreciation for his help. To him I posthumously, extend my grateful thanks for his courtesy, kindness, and consideration. So if you happen to be looking through an English publication dealing with MG's and you notice an MG Car Club Hunter Region cap on a pleasant looking English gentle-

man you will know it is Brian Moylan!

I have to admit sadly, that I haven't any images to share as they were paper photographs and were lost due to domestic issues.

As a further footnote, regarding MG trivia, I saw very few older MG's. I include MGB's in that observation. I was under the mistaken belief that some are used as daily drivers.

I drove all over England, Wales, Scotland and Ireland and could only manage to spot five, maybe six MGB's.

There were lots of new MG F's and ZR's with youthful drivers and one thing that did surprise me was the dominance of Rover products. I spied a TD up near the glorious Lakes District, and a TC on my first day in Ireland. That was it. I would like to think that they were tucked away as ours are, treated with care and used just for special occasions.

Maurie Prior - MG Car Club, Hunter Region, NSW, Australia

SQUARE RIGGERS NATTER



Square Riggers Natter meetings are on at the usual location "Café inu" on 43 Denison Street in Carrington.

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

Lovely sitting out in the sun (when it is shining) yakking away and enjoying a beer and lunch.

The Red Cigar - ex-Cobden/McKay supercharged 1946 MG TC Special.

After Dick Cobden persuaded the MG Car Company in the United Kingdom to break production, this 1947 MG TC was imported as a rolling chassis and delivered to Sydney-based Gordon Stewart to construct a purpose-built race car.

Once the mechanical work was completed the car was shipped to Melbourne to have a lightweight aluminium monoposto body built and fitted by Bob Baker of Sporting Cars Limited.

Finished in scarlet red and inspired by the slippery lines of Maserati racers of the time, the car became known as 'The Red Cigar.' With a



new 1350cc engine developed by Stewart (his name still adorns the rocker cover today), the car was driven on the road back to Syd-

ney by Cobden ready to start its competition life.

The Red Cigar saw success in the hands of Dick Cobden, running in a range of local and interstate events. Cobden campaigned the car at the 1949 Australian Grand Prix at Leyburn, Queensland and many local events. At Fisherman's Bend on October 30th 1949, the Red Cigar gained a 3rd place in the U/1500cc scratch race and later in 1950 at Lowood, Cobden would register a win in the same class. Later in

1951, Cobden took 3rd place in the u/1500cc handicap race at Bathurst and then went on to win the 50 mile McLaughlin Motors handicap registering over 107mph over the flying quarter mile. In October 1951 he would return to Bathurst to set a new mark of 111.1mph down Conrod Straight.



Later in 1951 Cobden sold the Red Cigar to Australian motoring journalist David McKay who, in his first major outing, topped the list of MG

finishers at the 1952 Australian Grand Prix at Bathurst. McKay followed with wins and solid placings at other circuits including Gnoo Blas, Nowra and Mount Druitt across the seasons of 1952 and 1953. With its proven Stewart engine and its streamlined single seat body, the Red Cigar traded claims at different times with the Patterson/



Brydon MG TC Special (also a Bob Baker aluminium bodied car) as being the fastest TC in the country, if not the world.

In 1953 the car was advertised in "Australian Motor Sports" claiming nine firsts and six second placings from its last sixteen starts. In October the car was purchased by A.H. Brydon who fitted the Marshall Nordec J

75 supercharger and magneto ignition and claimed a top speed of 115mph. The Red Cigar was again for sale in 1954 and was purchased by Sid McCominsky who painted it 'Boronia Pink'.

At the Australian Grand Prix of 1954 in Southport Queensland, the car was to suffer a fire with new owner John McKinney forced to retire on lap 11.

In 1956, the Red Cigar's next owner was Arnold Williams. His short, but unsuccessful time with the car saw it offered for sale following an engine failure in 'as-is' condition at Arnold Glass Motors in Sydney.

In 1957, the Cigar moved to Newcastle and into the hands of Warren Grace, who painted the car blue. Following a heavy crash in 1960 at Gnoo Blas while being driven by Grace, the aluminium monoposto body was destroyed. The result of a collapsed wheel, the car landed upside down in a thorn hedge, with Grace hospitalised with minor injuries. The remains of the aluminium body were unceremoniously disposed of in a tip at Waratah in Newcastle upon its return from Gnoo Blas and the car was converted to 'square rigger' form.



Detuned and road registered for the first time, the car was sold to John Lorimer who backed it into a gutter during a severe thunderstorm, with the violent crash rendering the Red Cigar *hors de combat* once more.

In 1966 and still in Newcastle, the car was purchased for \$240 by Jeff Redman, at the time a member of the Newcastle Sporting Car Club and later a foundation member of the MG Car Club Hunter Region. The car was in his care for over five decades until his passing in 2018.

Over the course of 50 years he would continue to develop the car in its primarily road going form with significant upgrades to suspension, braking and cooling with aesthetic developments all in keeping with the car's heritage.

Used spiritedly at club, HSRCA and GEAR events including national meetings, hillclimbs, super sprints and regularity trials over the decades the car is and will always be a special part of the Redman family.



Technical specifications.

Engine.

Overbored 1500cc block
Forged ARIAS high silica content pistons.
ARGO fully floating conrods.
Engine and gearbox lowered and moved 8" rearward to improve centre of gravity.
Custom made alloy Gordon Stewart rock-er cover.

Induction.

Marshall Nordec J 75 supercharger.
Single 1.75" SU carburettor fuelled.
Duplicate SU fuel pumps.

Cylinder Head & Exhaust.

Enlarged ports and oversize valves along with open weave valve springs to support high lift camshaft.
Custom-made extractors with ceramic HPC coating.

Camshaft.



Matt Blanch specially designed high lift camshaft with long open duration to aid supercharging effect.

Gearbox.

Standard MG TC 4 speed non-synchromesh box.

Differential.

Austin Healey Sprite.

Ignition.

Lucas VR4A Magneto.

Cooling.

End-to-end cooling modification with custom head gasket and sealed head and deck water passages. Front mounted and inverted external oil cooler. Manually operated electric fan supporting the non-pressurised radiator.

Wheels.

60 spoke 15" wire wheels with Austin Healey Sprite centres. Blockley 185/70 V rated radial tyres.

Brakes.

Front - Custom made front backing plates and Morris Major Elite pistons providing twin leading shoe braking.

Rear – Standard MG TC drum brakes with heat shrunk aluminium cooling fins.

Suspension.

MG TA front trunnion springs with custom made panhard rod installed and front axle stabilising stainless steel cables.

Roll bar.

Dale Harvey custom-made single seat rollover bar.

Horsepower.

~97bhp



FOR SALE

FOR SALE.

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

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

Contact **John Stuart. 0408622674.**

johnstuart65@bigpond.com

For sale.

Two Bridgestone Turanza ER30 tyres. 225/60 R15 96V.

They have only done around 100 kms.

Would like \$150 for the two

Robert Devereu Phone 49342829

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MILLING and DRILLING MACHINE

(this machine is not a toy!)

Geared Head
including Plinth and Swarf Tray

Lots of new tools (never used)

Metrology Equipment
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\$4,200.00 (or near offer)

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(Not Sundays please)

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(Not Sundays please)

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FOR SALE 2002 MGTF

Rego Number JH 518
COLOUR : BRG ; AUTO
Excellent Condition ; 88,500 Km's
Registered until April 2021



New rear tyres and
New Battery.
Car has always
been garaged and
is currently at
Wangi **\$11,500 ONO**
Jim Hutton 0401 768899
or (02) 4975 2845

FOR SALE : MG TF 2002 Auto

Green, in very good condition
100,758 km, registration number MGB
306
registered up to 4th Sept, 2020
Has had the new upgraded head gasket
fitted.

Currently a club owner.

Asking \$8250. o.n.o

Contact Denny Bowden.mob.0402 476 631



Ads submitted will appear for 3 editions of On the Marquee. If you want your ad to run longer or the item is sold, please notify the Editor
Note : it is a legal requirement that Price and Registration No., or VIN No. or Engine No. must be included in the advertisement

MG Car Club Hunter Region

Minutes of Committee Meeting held 8th September 2020

Meeting Opened 6:07 pm

Chair: Stephen Jones

Minutes: Frans Henskens

Present: Stephen Jones, Denny Bowden, Frans Henskens, Greg Jenkins, Ian Ashton, Anne Pettigrew, Graham Haywood.

Apologies: Gary Piper, Jeff Lauff, Wendy Croker, Gary Croker.

In attendance: Nil.

Minutes: Of previous meeting approved moved Denny Bowden seconded Graham Haywood

Business Arising:

Denny Bowden has attempted to contact the non-renewed members on historic Plates. Some have indicated intentions or renewed, other should renew ASAP.

Reports:

President (Stephen Jones):

For the month of September, MG Australian is running a Facebook MG Show and Shine. It will cost members \$0. For each entry MG Aust will donate to the Red Cross Aust \$5. If they get 50 likes on that post they donate another \$20 and if 100 likes \$50. Max \$55. Up to 10 pics with a short model year where and what. You need to own the car. There are prizes for entrants in a variety of classes.

Unfortunately, we have missed the September mag and it only runs for that month. They're supplying send out info and I'll pass that to you as well as Andrew Gowans to get it out to the members.

There is a plan for the Presidents to get together on Zoom every month for the next few months then every second month until we get sick of it. It could be handy to know what the other clubs are doing.

On another side note, Wagga Wagga has negotiated with their local MG dealer to offer 1 year's free membership to buyers of new MGs. Should we consider something like this? The cost

would be negligible as the magazine would be supplied electronically. The only cost may be a membership badge.

We will discuss this at the committee meeting.

Forms are given to purchasers at Bennetts Green. That will suffice at this stage.

On 26 August there was a zoom meeting of all the MGCC Presidents from around Australia. A quick outcome of discussions:

The 2021 National Meeting is off. Newcastle has their name on 2022, Possibly SA for 2023 and apparently Sydney (NSW) are keen for 2024.

The National Meeting fund (a \$14,000 fund that all MGCCs paid into to help clubs cover outlays leading up to a Nat Meet) has been depleted with costs from the cancelled 2020 Nat Meet, trophies, poster, signs etc. There has been a request that clubs put in 'what they can' to help top it back up. I will explain this all at the next committee meeting.

Decided for MGCCHR go deposit \$500 in the national fund.

MG Australia are running a Facebook show and free shine photo competition raising funds for the Red Cross. I have emailed Graham with details for the magazine.

The MGCCUK is similarly running a virtual MG car show. Info again to Graham

There was discussion on constitutions and by laws. These don't really affect us.

Vice President (Denny Bowden):

Continued concern that some members who use historic registration have not renewed their membership. Notes that the registration is only valid if Club membership is current.

Secretary (Frans Henskens):

Time of meeting during lockdown – consider earlier, or 6:30 / 7 to provide time for pre-meeting dinner?

Membership renewals to date: 57 single and 67 family. Membership cards have been sent by mail/email to all renewing members.

Correspondence received:

WA Octagon magazine.

MG Australia Show & Shine. See advertising on Facebook,

the MGCCHR page or on MG Australia: <https://www.facebook.com/events/781611322652770/?no-tif t=event admin invite reminder¬if id=1598205604809872>

Treasurer (Greg Jenkins):

Balance at 31/08/20 for Working Account is \$7,054.92. Investment balances reinvested, for investment 1 at 1.25% on 24/06/20 for 183 days; investment 2 at 1.25% on 20/06/20 for 183 days.

Club Captain (Jeff Lauff):

N/A.

Sporting Director (Gary Piper):

Motorsport is going ahead with government & Motorsport Australia restitutions in force.

I will be competing in a Hillclimb at MGCCN Ringwood Park on 20 September where only entries from people residing in the Hunter region will be accepted. I will also hopefully be competing in a GEAR day at Wakefield Park on October 7.

Steve Jones & Matt Blanch will be competing in the HSRCA Spring Festival at Wakefield Park on 31 October - 1 November. This event was postponed from an earlier date. There should be another HSRCA event in late October.

Public Relations (Ian Ashton):

Would like to discuss:

October MGCCHR concours.

Frans to email NCC to cancel Concours and Concours reserve bookings.

November Toy Run; lunch and trophy presentation.

For consideration at next month's Committee meeting.

Monthly Clubman Runs.

To continue as has been occurring in recent months.

Spring Clubroom cleanout.

Ian to contact Committee re date, they will take rubbish for disposal in their home bins.

Regalia (Wendy Croker):

N/A.

Committee Member (Gary Croker):

N/A.

Social Secretary (Anne Pettigrew):

Has enjoyed reading through other Clubs' newsletters. Is attracted to idea of reaching out to members and noted that the Tasmanian MG Car Club ran a colouring-in competition.

Ideas from members?

Anne floated idea of Club movie night at Heddon Greta drive-in – will investigate. Also raised the possibility of inviting other car clubs in the region to participate.

To allow adequate time for promotion it would be February 2021 before (IF) the event could happen.

Magazine Editor (Graham Haywood):

Has decided not to return and replace the recently-purchased printer. Will continue to publish hard-copy magazine as it currently is.

General Business:

MG Anniversary Run to Ringwood will go ahead on Sunday 11 October 2020, departing 10 a.m. from Clubhouse. Round trip is approximately 70 km. Denny Bowden is organising. BYO everything.

Meeting Closed 7:30 p.m.

Next Meeting

6 p.m. Tuesday 13th October 2020.

DISCLAIMER

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

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

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

Applications for renewal or new membership can be accepted
now.

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

**Deadline for the November edition will be
Thursday 22nd October 2020**



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