

**THE M.G. CAR CLUB HUNTER REGION INC.**

AUG 1999



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**SOCIAL DIRECTOR:** George Quinn (MGB)

**REGALIA OFFICER:** Carol Roxby (TC, MGA, MGBGT)

**EDITOR:** Position Vacant - Jeff Redman (TA, TC) Caretaker

**COMMITTEE PERSON:** Ray Bond (MGB, MGBGT LE)

-----  
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The opinions of correspondents, individuals and advertisers herein are not necessarily those of the Committee or the M.G. Car Club Hunter Region Inc.

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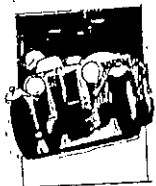
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# JEFF



I was recently asked why, unlike some other 'MG' clubs, we don't have a 'Register Officer'. The answer is simple - **our entire club is the MG register!** As an all-MG club, MG owners here are not merely a small part of a larger club filled with other car makes.

I was also asked why we haven't bothered to form various MG-model-registers within the club. I'm not in favour of formalising this sort of thing for registers could become divisive, elitist and threatening to our relaxed structure. I'll finish off this theme at the end of the page.

So to this issue of OTM. Thanks to our unofficial archivist and 'keeper-of-the-faith' Robert Gibson, we start a series on the brief history of the Marque. This is pertinent now as we celebrate 75 years of MG, even though scholars argue over the precise date of the beginnings. There may also be some newer MG owners who have yet to learn of the rich heritage behind those famous 2 letters in the centre of their cars' grille. And as this series will extend over several months, it will give our fresh editor something to be going on with.

Thanks to a lot of contributors there's also a pile of unused stuff which he/she can build on over the next few issues. I thank everyone for supplying these stories, photos and rumours.

And our advertisers: we ask you not to forget them when you're spending

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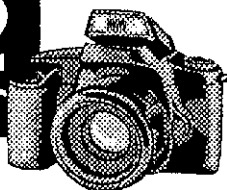
I'm just as grateful to those who regularly showed up to assemble all the pages. To Kate and Chris who operated 'Midnight Printery', and saved us heaps right when we needed to be frugal - to Rhonda and John Moremon for arranging postage - to Ian Hancock, keeping track of the postal database and producing the labels - and to Kevin Cornford, a mate of infinite patience, for preventing this dunce from destroying a computer. At the very end, the one who is at the very centre — *Merryl*. Representing me at committee meetings and wielding the red pencil, deleting a lot of the rude bits I would have loved to have printed, and for generally keeping me in check. 'Bless her! My thanks to her and all of you.

In spite of all my bluster this job has been *immensely* rewarding, while at the same time it's gobbled-up a lot of time I really didn't have. Eleven years ago a wise friend gave shrewd advice to the Club's fledgling editor — "*Push the party line!*" Prudent words indeed. I've never forgotten what he said, and in observance of it at times I've copped some flak, being accused of everything from one-eyed jingoism to being dismissed as a bloody idiot. You be the judge. In defence I simply refer to the bit in the black panel on page one for I strongly believe that's what it should be all about, and I sincerely hope my humble efforts have served it well.

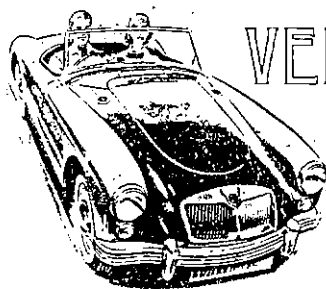
On that note.... I'll be off.

Jeff Redman TC3306

Caretaker Editor — past tense.



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*Warren Bell*  
**PROPRIETOR**



We are still receiving a small amount of input regarding our future plans regarding investments and club-rooms, and for the sake of the Club, I hope there is always discussion on these topics. In summary it seems that most of our members want to remain at our Lambton Headquarters as long as we can. Which is fair enough, because it is a great location with only minor drawbacks, which we are able to overcome as they arise. We will continue to use other venues on occasions for which Headquarters is too small, e.g. Presentation Dinners. When the time comes, which could be as the Club grows, or possibly if the Trust doesn't renew our lease, we'll decide on another venue. It's likely that the Club won't purchase anything unless we can pay cash. The concept of a loan for an incorporated club is not favourable. Club-rooms are not the only possible purchase. As we continue to collect possessions, storage is an ongoing issue. The J Van is comfortably housed at present, but that's not permanent. We also have an amount of motorkhana gear, and we might purchase our own car float ... who knows? Storage demands may have us looking at a garage of our own. Anyone's crystal ball will say that

somewhere down the track we'll find an opportunity that is too good to pass up. When we do, we'll be glad that "last century" we had the foresight to

start a savings scheme in anticipation of our future needs.

The name Team Hunter is becoming more often used these days as more members explore the big world of motor sport. Owners of cars like ours are finding more opportunities to enjoy competition, not less as we may have feared a year or so back. Not everyone who owns an MG wants to enter in competition. I for one have no ambition to race. For me an MG is a car to drive and enjoy, and the competition in our family is to see who has to wash it before each run. An essential part of any team is the spectator following, those people who enjoy the spectacle, appreciate the skill, (and get high on the smell of hot oil.) The Knights have a following, and most of them don't actually want to play. Team Hunter deserves a following too, and there's no obligation to get involved, save letting our team know that they aren't alone. Why not give yourself a day at the races? Take a picnic lunch, buy a programme and get involved. It might be more fun than you think.

This is the last of my monthly columns. Next month a new President takes over, and he will no doubt keep you informed of where we're headed. During my term as Club Captain and President, I've witnessed a lot of people do a lot of nice things for the Club. To them, I give my sincere thanks. Your input has given us the best MG club. To all the Club members, thank you for letting me have this job for so long. It has been the experience of a lifetime.

Kevin Cornford ZB 028  
President

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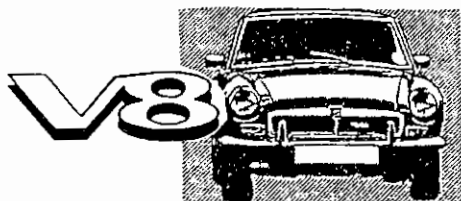
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# KATE



Shannon's, so this will be a great opportunity to hear what Craig has to say, or to ask him some questions.

This brings us to another very successful year for the Hunter Region GM Car Club.

1999 has seen us with our biggest membership yet, and it's great to see a lot of the new faces at club events. Unfortunately there are still some committee positions without nominations, so you may be willing to take on one of these at the AGM. Let's hope so.

On a personal note this report is a sad one, as I am bidding farewell as a committee member to Kevin, with whom I have really enjoyed working. I feel Kevin's personal strength and inter-personal skills will be sadly missed. Thanks Kevin, for the great job you've done.

I hope to see lots of you at the AGM, or at the Presentation night,

Kate Leggett MGV 835  
Secretary

Well, I'm back in Australia, and very happy to be here. As many of you are already aware, I had a nasty experience during my visit to London, in that a pickpocket stole my wallet, which held quite a lot of cash, and all my cards to access funds while overseas. However once this problem was resolved the rest of the trip was great.

Unfortunately, Craig Brown from Shannon's Insurance could not make it to the July Club night. He has now been booked for the September Club night, as the August Club night is our AGM. I know that a lot of our members have their cars insured with

## COMMITTEE NOMINATIONS - 1999

President:	Denny Bowden
Vice-President:	Merryl Redman
Secretary:	Kate Leggett
Treasurer:	Susan Bingham
Social:	?
Club Captain:	?
P.R.O.:	Richard Merrick
Sporting:	?
Regalia:	Carol Roxby
Committee Person:	Ray Bond
Editor:	? ✓ (Don't look at me!!)

As you can see there are a few gaps in the line-up for the coming year's committee. So maybe it's time you got off your bum and helped out....Think about it. "Those who give or contribute are rewarded tenfold". I hope your conscience is now pricked!

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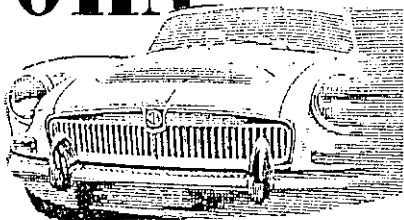
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# JOHN



Sunday 27th June saw a gathering of 12 MGs at the twin servo's on the expressway for a trip down to the big smoke and up the coastal fringe to Palm Beach. The drive was an Economy Run with a difference, as he who came close to the pre-calculated figures for their class would win. This kept everybody honest as you can see below. Terry came along and looked after the weather for us, and there was only minimal rain. It was a shame for those people who had never seen this part of Sydney before, as any part of the world looks better with the sun out, but especially so the beach and ocean. The cars would have enjoyed the roads more had they been dry, but you take what you get with Terry on the run. Our New-Members Chris and Robin Hobson joined us for the day which was good to see.

We picked up Mick and Florence Andrews in their WRX at Hawkesbury who joined us for the trip back down south. I've picked on one of these little jap buzz-boxes before, and learned to leave them alone. When we stopped at Bayview for morning tea we attracted a white '71 GT (who heard and saw us drive by), from the Sydney Club, with an original 35,000 miles on the clock. He doesn't attend

the Sydney meetings as "it's too far from home!" We now know how he has only 35k on the clock. Into Mona Vale servo for a double click on the squirter and the game was over. There were only 7 known people who made it to the top of Barenjoey for the view and yes, I was one of them!

MGB best-for-the-day was: 48.88mpg  
'BV8 best-for-the-day was: 37.26mpg  
Midget best-f'the-day was: 58.71mpg  
These didn't win but were the most economical.

Behind-Garage-Doors had an attendance of 16 people, who, if learnt only one thing on the day it was worthwhile. I would like to thank Mike and his lady Wife Kim formally for their time and venue and they have sponsored a new 'Y' trophy for the Clubman pointscore also. You may even find an MG or two hanging-out around there soon.

This moth there will be a Motorkhana at Vales Point Power Station starting at 10am Sunday August 15th. Be there as this will be the first of your points for the new year.

This is the last magazine before change of office. I have not nominated again so as to let someone else have a go at this position. I would like to thank all the people who helped me throughout the year, and also those people who came along to the events. The year has been enjoyable and a worthwhile experience, and we will see what happens on the night of the AGM

John Moremon MGC 069  
Sporting Director

## BEWARE OF GREEKS BEARING... NUMBERPLATES!!!

***'Holidaymakers who park a car illegally in Athens shouldn't be too surprised to see a policeman walking down the road with their numberplates under his arm'... warns AA Five Star Europe. A trip to the police station to get them back, and pay the fine for the parking offence is really the only option open to them. And Spanish policeman who ask bespectacled drivers to show them a spare set of glasses are not joking.***

Quirky road laws in other European countries may be a source of amusement for us 'foreign' motorists... until a continental cop makes one of them an issue. *"It's better to know the rules of the road of the countries you visit than trying to persuade an impatient traffic policeman to show more understanding",* says Jeanne Johnson manager of AA International services. *"Many of these strange laws actually make good sense". "For instance if drivers who wear glasses break them and don't have a spare set will invalidate their insurance if they get behind the wheel again. The only practical solution to such a dilemma is for drivers is to carry a spare set for use in an emergency."*

### **EURO ROAD LAWS... the unlucky 13:**

1: Austria - Tourist access to some areas may be restricted when some of these laws and regulations have similar applications in other countries. For instance motorway taxes are also payable in Austria, Bulgaria, Czech Republic and Slovakia.

If pollution levels get too high .. unless your vehicle is regarded as less polluting and dis-

plays a sticker from the Austrian Motoring club.  
2: Bulgaria - the wheels of all visiting vehicles must be disinfected at the frontier to stop diseases entering the country... and you must pay the fee to have the work done.

3: Denmark - If you're taking a vehicle into Denmark it's compulsory to have exterior rear-view mirrors fitted to BOTH sides of RHD vehicles... no reflection on the driver of course!

4: Estonia - Fines for motoring offences are collected on the spot... or you will be given details of the public treasury account into which the money must be paid. In Greece you get 10 days to settle up.

5: Holland - Trams have the right of way, cars don't fare well if they get in their path.

6: France - Pull over on an open road and the car must be completely off the road.

7: Germany - Making derogatory signs or using abusive language is an offence... no matter what you think of the square-headed driver in the other car.

8; Norway - In addition to some road, bridge and tunnel tolls, city tolls are payable by motorists entering Bergen, Oslo and Trondheim.

9: Portugal - You must be able to produce photographic proof of identity at any time.

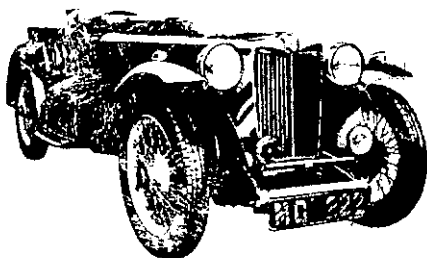
10; Switzerland - Don't be caught on motorways without a tax sticker of 'vignette' as the authorities will sting you 140 Swiss francs - around \$A150 per car!

11: Germany - Caravanners and slow moving vehicles must stop at suitable places to let others pass. Which is not such a bad idea.

12: France - Radar detectors are banned and will be ripped off your dashboard regardless of the damage caused. With no compensation!

13: Spain & France - Crossing a continuous white centreline on the road will incur the full wrath of the law, even when completing a perfectly safe overtaking manoeuvre

# DENNY



Yet another club year comes to an end, a time to thank the many people who have helped me during the past 12 months, and in fact the last few years by making my position as 'Public Relations Officer' a lot easier.

I have been very lucky to have such an eager group of club members around to do parades, displays etc. when needed, and mostly at short notice. I thank you all very much.

You may have heard by now, or read somewhere in this magazine that I will not be standing for the "P.R.O" position this time around, but I know you will continue to offer the same help to your next "P.R.O". Or if in fact no one has put their hand up for the job, come along to the A.G.M. and the job could be yours.

To all the outgoing Committee, I trust you will enjoy a well -deserved break and consider a come-back sometime in the future.

Last, but not least, I thank my wife Kay for her support and look forward to more of the same, and then some, should my nomination for Club President be successful.

Octagonally Yours  
Denny Bowden TC 7854 DB 403  
Public Relations Officer

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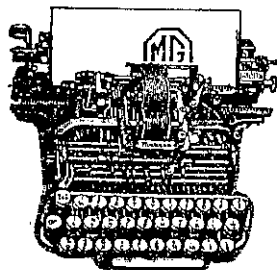
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# Letters:

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The Editor  
'On The Marque'  
MGCC Hunter Region.

Dear Jeff,

I too often find I am otherwise engaged on club nights and committee meeting nights due to work commitments. I never before considered the opportunity to express my views to members and committee through OTM - thank you Chris for the tip.

I believe the wishes of the membership have been determined by the recent survey, regarding the possibility of acquiring by purchase, our own building for clubrooms. the response to the survey(although somewhat less than expected) allowed the committee to come to a determination, that the majority of members were in favour of remaining at our present venue. Let us hope that the matter is now closed for the near future.

As for the possibility of internal alterations to the clubrooms - with of course the approval of the trust - I would like to comment on Chris's letter in July OTM.

The concerns about the venue being inadequate on special occasions in the general area, combined with the need for the reading room/library, could be addressed by replacing the existing fixed wall with a concertina or folding door arrangement, thus saving both requirements.

additionally, on those special occasions, usually over a weekend, when the clubroom is stretched to cope, I suggest that an alternate venue be booked for the weekend with all functions, car display areas and meals provided at the venue - e.g; one of the vineyards or a motel with spacious grounds. Funding for such a venture could be subsidised by the club, to make it affordable to all members and thus reward the membership for the club's healthy financial position.

Anyone wishing to support these suggestions should write to the committee or simply ring a committee member.

Respectfully yours  
Laurie Mead

Dear Jeff,

I want to take the opportunity to thank you and all the committee people for the work they have done for the club this year and in past years.

Having been involved with the committee for many years now either as a committee person or a not-so silent partner, I am aware of how much time is involved in managing the club, and we must be mindful that this time is given freely to our community.

Your job in particular is very time consuming, many people do not realise that you may have spent as many as 50+ hours on each magazine, and you have always endeavoured to give us the best quality magazine that you possibly can. Your work is appreciated by the majority, however, I know that not many members will tell you when it is good, but many will make a point of mentioning that you got a date wrong or page number out of sequence etc. I agree with you that if we do not get another editor to take a turn, we should abandon the magazine until we can. Perhaps the magazine isn't valued as much as we believe it is if more members aren't prepared to contribute to its production. Some will read this and see coercion and threat, however I assure you that is not meant. We need to evaluate what we as a club can do, and if we can't find someone to produce the magazine, we may just need a short newsletter for a while. In any case, whatever the outcome of this little situation, thank you very much for what you have done as editor.

I am in an awkward position as being both a club member and also Kevin's wife. As a club member, I would also like to thank Kevin for his valued contribution as President. Most club members have been unaware of the stresses he has had while in this position, as he has always tried to promote an image of hassle-free club membership for all members. Kevin has tried to create an environment in the club where people can be valued for who they are rather than what they are, and he has developed policies to promote freedom and equity and accountability. He has encouraged people to participate in club activities even if they haven't got a car on the road and has promoted the idea that cars bring us together, but the friendships keep us together. Thanks Kevin. As Kevin's wife, I am glad he has decided to take time out from committee, as just as with your position Jeff, few people tell you when you do good, but many are quick to tell you if they do not agree with what you have done. Fortunately the majority of members appreciate him for the very special person he is and for his contributions to the club's development.

I could go on thanking others, however, many of the outgoing committee is hoping to be incoming in different positions (or the same, I really don't know the

---

# TERRY

For the last run of the year we had 12 cars turn up for the drive along the old pacific Highway to finally end up at Palm Beach. It was good to see new-members Christine and Paul Hobson out in tye white roadster, and Steve and Jenny Cornish giving their re-stored MGB its first run.

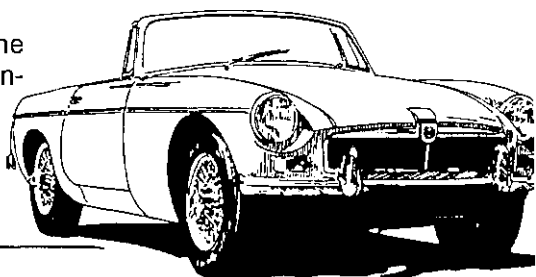
After lunch a few of us set off for the climb up to the lighthouse at Barenjoey.

The effort was worth it and the view

from the lighthouse was outstanding.

For the run on the 22nd. August we will be going to East Maitland. John Winchester has built a bird avery which is a must-see for anyone with an eye for a bird. John has a BBQ set up inside and has kindly offered to let us use it, so if you wish, bring your meat for a BBQ lunch. There is plenty of room to sit around for a chat. Please bring your chairs and be at the start from MGHQ to leave at 10.30am.

Terry Petteit TUY 498  
Club Captain



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## Letters Continued :

details, but you should by the time you get this letter). I am not sure what drives people to offer themselves to the club as committee members. When I offered it was a rescue-bid when Maurie had had enough. I hope that new people come forward this year and spread the load. We do need some new blood.

Yours Octagonally  
Gail Cornford

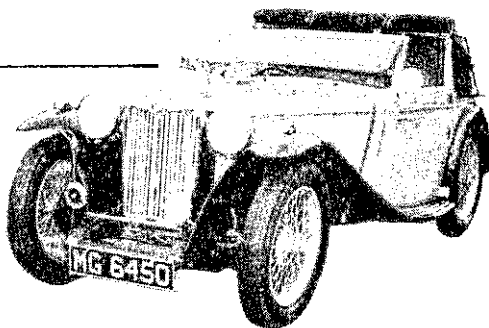
### *Editors Note*

*Thanks for the kind stuff Gail, but I think the 50-hours is a bit much - it really doesn't take all that time. Truth is I enjoyed putting together OTM - as I said up front this issue - and I wish I could to continue. The odd criticism hasn't worried me, for I believe that those who are easily offended often deserve to be, and I can certainly get by without needing regular praise. I find that sort of thing embarrassing. We shouldn't take ourselves too seriously. But I would hate to see the magazine lapse for the want of a pair of hands. Not only would the vital contact be lost with many of our 'silent majority', clutch-starting the thing again after being moribund might not be possible. Lets see what happens at the AGM. J.R.*



## Letters continued:

William R. Hentzen Sr.  
"RANGE LINE MEWS"  
9832 North Range Line Road  
Mequon Wisconsin 53092  
United States Of America  
25 June 99



Greetings mates,

On time with subscription renewal for the first time - may the jack-stands never collapse! All is well in Wisconsin - a bit of a swamp in the yard with 8"+ of rain - but we are green! Roses are outstanding but the deer nipped a few over the fence.

Had the '47 TC out for a hillclimb with the Alfa Club in early May and the TB is out and about. The '51 TD cranked right off this spring as it has for 20 years - all were happy to be out of the garage. The '48 TC is still on jack-stands with new body - hope to take it to the 'shop for fit-up of wings, bonnet etc. this fall. It will be 'Clipper Blue" in a couple of years.

We'll be doing British Car Field Day this weekend - about 250 - 300 Pommy cars. In July we're off to St. Louis for GOF Central.

A copy of our meagre newsletter enclosed (by comparison to Sir Jeff's masterworks) was better this month as we lifted a bit from "On The Marque". Thank you!

Cheers to all and may the snow fly late this year!

Warm regards  
Bill and Margery

*NOTE: Bill and Margery are also members of 'MG3' - Milwaukee & Great Lakes MG Motor Group - a fabulous 'handle', and have re-printed John Morton's tale of 'Frothy Pints'. The deer Bill mentions are of the 'Santa' type and in winter play merry hell by eating his prize-winning rose bushes. J.R.*

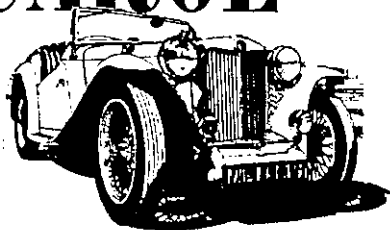
**NEW MEMBERS**

"We extend a warm welcome to the following people, and wish them a long and happy association with the club".....

**Michael and Colleen Kelly - MGB - Muswellbrook**  
**Richard and Margaret Cairns - MGB - Cliftleigh**

**We look forward to meeting you at a club event soon!**

# CAROL



This is my last report for this committee year, and It's been a very good year too, with sales reaching nearly \$9000, thanks to you good people and all of your dollars. Without you my job would be....ha....easy....only joking!

I do enjoy Regalia; it really gives me a buzz getting all of those moths out of the wallets.

There were lots of special people that came to my assistance, like on the days of our concours etc. Life's also a little easier when Chris Leggett and Jenny Cornish offer to pick up regalia at Maitland for me, a great help when I am rushed for time. Thank-you to all those people. I've already thanked Nev in last month's mag.. don't want to give him too much praise!

Our out-going Committee I feel have done an excellent job at the positions they undertook, let's hope we as club members can keep up the good work in the coming year.

I thought throughout my term I would try my hand at organising 'Brekkie Runs', I felt that we needed shorter runs for the poor old T Types that can't keep up with some of the later model MG's

OK, John Rodgers, I've been told you can match the pace in your TF. But those of us who drive TCs will understand, for example: speed is not the only problem, they just don't stop as quickly as later MGs. (Never worry about stopping the thing Carol, I never do! J.R.)

I came under a bit of fire as a few of our member's thought I was trying to segregate our club by having a T-Type-only run. These runs were never intended to be exclusively for T Types ..but they are for all MGs.

All I was trying to do was cater for the older cars, silly me.

Yours Octagonally  
Carol Roxby TC 006  
Regalia Officer

## CLUB REGALIA

* Maroon/White Nylon Jackets	\$55
* L/S Chambray shirts	\$35
* L/S White T shirt striped collar	\$35
* S/S Maroon T shirt striped collar	\$32
* Team Hunter shirts	\$28

* Sandstone caps- maroon brim	\$12
* The famous White Hats	\$22
* Hat bands for above	\$5
* MG white socks	\$8
* MG maroon bags - lge folding	\$16
* MG black sports bags - folding	\$12
* MG hipster key rings	\$8
* MG key rings	\$5.50

* MG teaspoons	\$5.50	* Grille badges 10 year anniversary	\$20
* Hunter Region cloth badges	\$5	* Grille badges (MG club shield)	\$20
* Hunter windscreen stickers	\$5 &	* MG coffee mugs - white/gold rim	\$6.50
\$8		* MG wine decanters	\$11
* MG Club logo stickers	\$1.50	* MG port jars	\$9
* MG badges	\$7	* Ladies folding umbrellas	\$25
		* Metal signs -MGA,MGB, P-type	\$25
		* MG model cars	\$22
* MG club hat badges (Special)	\$5	* MG woollen beanies(orders)	\$12
* MG car badges	\$8	* MG BBQ aprons	\$13
* Name badges (to order)	\$8	* MG Watches mens/ladies/sports	\$50
* MG bar mirrors (TC,A,B)(Orders)	\$50	* MG Cloth badge	\$1.50
* Magazine binders (special offer)	\$10	* Wooden folding table	\$50
* MG logo wall clock	\$35	* Folding sports chairs (in bag)	\$50
* King-sized MG-logo rug	\$40	* Six-pack cooler bags - colours	\$12
* MG scarves	\$25	<b>XXXTRA SPECIAL</b> 10 year anniversary logo	
* MG umbrellas maroon & silver	\$25	pin-on badges half price - only a few left \$4	

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**THINK ABOUT IT:** Atheism is a non-prophet organisation!

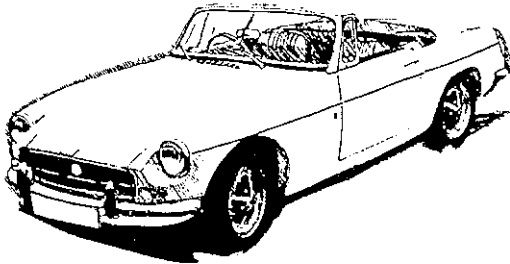


### *Wheel Alignments*

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GATESHEAD	cnr Nevin Close & Oakdale Rd	433 711
MAITLAND	61 Melbourne Street East Maitland	335 977
MAYFIELD	61 Maitland Road	683 650
RUTHERFORD	New England Highway	327 333
WALLSEND	48 George Street	514 888

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# GEORGE



## To Whom It May Concern:

"I wish to tender my resignation as Social secretary of the Hunter Region MG Car Club".

My time has been both rewarding and a learning experience. Would I do it again in time to come? You betcha! From the "Oh Shit... I forgot the milk again!" (Thanks Trevor!) to the "Who in hell an I going to get to be guest speaker this month?" (Thanks Paul and Neville!) to "I hate selling raffle tickets!" (Thanks Rhonda, Faye, Merryl and Diannel) to "If I wanted someone to yell at, who would talk to me later?" (Thanks carol!).

I think we may have left our mark, the 'Hand-maiden' and I. Because of the committee position I had to meet people - remember the Valentine's night dinner whereby I only forgot one name?

It was then that I knew it had been worth it. Unfortunately we don't have as much time as we used to, but when we do bring the 'other car', we are still spoken to. When it all boils down MG means much more than 'Morris Garages'. It means 'Much Grateful -

for the friendships, advice (and boy,

have I asked for some!) and Many Good times.

Whoever the new Social Secretary will be, I wish them good luck and I know they'll find the job rewarding.

Now for the good stuff:

Club night 13th. August 1999 -

**Annual General Meeting 7.30pm**

Please bring a plate.

## ANNUAL PRESENTATION DINNER

at the Bimet Lodge Union St. Newcastle. Come along and see who won what Drinks from 7.00pm. Dress: Up or down. RSVP: ASAP George 4969 5378

George Quinn GQ554  
Social Director.

P.S.

The 'Hand-Maiden bids a sad farewell to the above committee person, and welcomes him back as an 'ordinary old member'. I will still pass my opinion when I feel it is necessary.

It has been a pleasure and whoever takes on the position, I hope the *partner* will have as much *PRIDE* as I have had in helping the Social Secretary!

Geoff Bradley "The hand-maiden!"



As you read  
this magazine  
the dynamic  
duo will be  
in Hawaii  
on holidays!  
"All right for  
some, eh?"



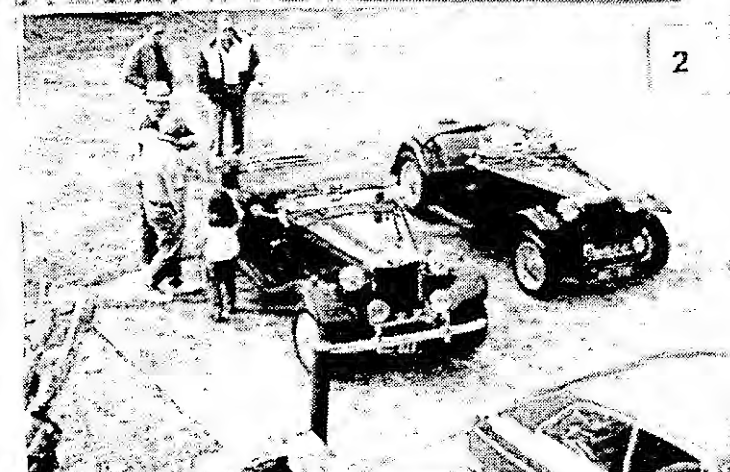
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# THE PORT MACQUARIE L-O-N-G WEEKEND....

#1: Geoff Smith with the replacement innards for 'Matilda', the ailing GT. #2: 'T for two', Peter and Lois Dever's TD with Ian and Carol Tracey's TC - plus admirers #3: Kevin Cornford and Mick Collins hard at work. #4: Maurie and Pauline display their ... 'trophies'. #5: Buchanan-bodied TC lying un-loved up north. These fibreglass conversions Styled on the then current DBS2 Aston Martin were quite popular in the late 50's. Surely it's worth saving. #6: 'Social George' with Margaret and Ray Bond as they receive 2<sup>nd</sup> Prize in the Rally to Port. #7: Janice and Steve Horn enjoy the company of Margaret and John Morton. #8: John and Jan Rodgers take Team Hunter near to the North Pole. John displays his club shirt briefly before donning the woollies during their recent trip to the U.S.A. Photos: 1, 4, 5 & 6 Ian Nelson, 2, 3 & 7 Dianne Collins, Number 8 Jan Rodgers. Thank you, people!



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# 'BIRTHDAY FOR A QUEEN'

George's questions (I'm sure there were 4 cameras George!)

Well, they've done it again!! Another great weekend, although we can't give Geoff and George all the credit. True, they did put a lot of effort into it, I mean, who else would drive up to do the same run a week before to make sure all was OK.

The Country Comfort motel and staff were great, and if you're looking for some place to spend a dirty weekend, I'd recommend it. But if you wanted a really good time I'd make sure I invited the 60-odd people that attended this year's Queens Birthday weekend run (well... I suppose they weren't all that odd).

For me it was a disaster, and I enjoyed every minute of it (strange that?).

'Er indoors thought it would be a good idea if some friends of ours could follow us up in 'Matilda' (The Mk1 GT) I agreed. The poor thing has been sorely neglected since 'Alf' (The 'V8GT) has come to live with us. And she's been stood outside and made to watch as I've fawned all over 'Tillie' (The MGB roadster) lavishing money and affection in a pathetic attempt to recapture some lost youth in the mistaken belief that I will soon be hurtling around some track at something approaching the speed of light.

So, Lyn and Geoff Smith agreed to spend the weekend with us. A near-perfect winter's Saturday morning was only slightly marred by Matilda's faint exhaust pipe leak (detected at 7pm the previous night with little time to effect permanent repairs) growing louder after answering every ten of

After a very civilised bar-b-que dinner, followed by one or two after-dinner drinks in the lounge, Sunday morning emerged looking like something out of a travel brochure. At "ten-ish" we departed for a leisurely drive to Trial Bay for lunch. Some of us made it.

About 10 minutes out of Kempsey Matilda suffered a haemorrhage. Blue smoke billowing out from under the rear, steam rising through the bonnet. The body language we were witnessing all pointed to some serious trouble. With the bonnet up all became clear - the water pump shaft had broken clean through, the fan blades, now free of their bonds accelerated forward in their dash for freedom. The soft underbelly of Matilda's radiator lay in their path. She must have fought valiantly. The tips of the delinquent blades were scarred and bent 90 degrees, their battered bodies lay slumped across the front suspension. Although her radiator had halted their escape, she had suffered mortal wounds. From deep lacerations and severed cores her vital fluids were oozing out onto the road, soft whispers of steam heralded her quiet death.

By this time 15 brother and sister MG's had gathered around to offer their support, their human charges wore solemn faces. Out of the darkness of the moment, a ray of hope: a heavenly voice was heard..."Peter Dever will have the organs required!" It wasn't so much a wishful suggestion as a statement of fact. With the possibility of a miracle being performed, I was galvanised into

action. A tow truck was summoned from 'Port, messages sent and received by some invisible telepathic wires, chairs were produced to offset the discomfort of a predicted long wait. After some time I was able to persuade the brothers and sisters to go on to Trial Bay, and we would see them tonight.

Thirty minutes later the tow truck appeared. The driver, an ex-Londoner enquired: "What's up 'Guv?" I showed him Matilda's wounds. "OOOOOH... Nasty!!" (That seemed to sum-up the situation fairly well). Now you won't believe this, but Geoff and Lyn are 'Poms, and Geoff is a Londoner - been out here for 19 years. On the way back to 'Port they discover that the 'Towie has been out here for 29 years, but before that lived just around the corner from Geoff. To quote Geoff.. "Funny that, 'innet?"

Now I've always said local knowledge is a plus. After we loaded onto the transporter, I just took off. Now everyone knows that a 'V8MG is faster than a towtruck, so how come when I got back to the motel, there they were just turning into the parking lot. "Funny that, 'innet?"

After attending to the paperwork we thought "a cup of tea would be nice". Carm disappeared somewhere and came back with a note handed to her by reception ... truly a message from heaven, I quote: "Peter Dever has all the bits".

We no sooner had time to absorb the miracle on paper when the phone rang. Reception again: "There's a Mr Maurie Prior here, he asks if he can

come up". "Of course he can" Two heartbeats later, there's a knock on the door, it's Maurie. "G'day, heard you had a bit of trouble. I've got a new water pump...how you off for gaskets? Peter's bringing a radiator back from Wauchope!"

Within an hour the donor organ has been transplanted. A short break, and Peter turns up, followed by Mick Collins with the radiator safely secured in the back of the GT. Willing hands ferry the vital organ to the patient. At one stage I made the mistake of leaving my post to select another instrument. I lost my place! Hose clips double checked. Electrical connections? Check! "OK Ian, start her up". Brimming with confidence, I turn the key and Matilda rewards us with a lusty cry.

All-up from haemorrhage to rehab... 6 hours! Try doing that with your Hondas or Nissans on a long-weekend Sunday morning!

I tried to thank all concerned, but they wouldn't hear any of it. THE M.G. LEGEND IS ALIVE AND WELL.

Thank you all, and I hope I never have to return the favour.

Ian Nelson





# JOIN THE CLUB!....



At a recent computer expo, Bill Gates reportedly compared the computer industry with the auto industry and stated "If General Motors had kept up with the technology like the computer industry has, we would all be driving five dollar cars that got 1000 miles to the gallon".

*In response to Bill's comments, General Motors issued a press release stating: "If GM had developed technology like Microsoft, we would all be driving cars with the following characteristics...."*

- 1: For no reason whatsoever, your car would crash twice a day.
- 2: Every time they painted the white lines on the road you would need to buy a new car.
- 3: Occasionally, executing a manoeuvre such as a left turn, would cause your car to shut down and refuse to restart, in which case you will have to re-install the engine.
- 4: Occasionally your car would die on the freeway for no reason, and you would just have to accept this, restart and drive on.
- 5: Only one person at a time could use the car, unless you bought 'Car95' or 'carNT' but then you would need to buy more seats.
- 6: Macintosh would make a car that was powered by the sun, reliable, five times as fast, and twice as easy to drive, but would only run on 5% of the roads.
- 7: The oil, water temperature and alternator warning lights would be replaced by a "General car fault" warning light.
- 8: New seats would force everyone to have the same sized bums.
- 9: The air bag system would say "Are you sure?" before going off.
- 10: Occasionally for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously, lifted the door handles, turned the key and grabbed hold of the radio antenna.
- 11: GM would require all car buyers to purchase a deluxe set of Rand McNally road maps (now a GM subsidiary) even though they neither need them nor want them. Attempting to delete this option would cause the cars preference to diminish by 50% or more. Moreover GM would become a target for investigation by the Justice Department.
- 12: Every time GM introduced a new model car, buyers would need to learn to drive all over again, because none of the controls would operate in the same manner as the old car.
- 13: You'd press the "start" button to shut down the engine.

Now relate this to how it used to be. Just stop and think about your everyday dealings when you are looking to purchase an article, and the salesman (you won't

find any of that politically-correct rubbish here) is offering you something that is not what you're after, and you ask: "Yes it's quite nice, but can I have it in a different colour, or without that thing-a-me-jig?" and you're told "No, you can't have that!"... not "I'm sorry Sir/Madam, I'll enquire... Just what colour would you prefer?"...and "I'm sure we can arrange for the thing-a-me-jig to be lost or added". Remember how it used to be?

Now that's the computer syndrome. To sum up ... "I hate computers, and agree whole-heartedly with the G.M. G.M."

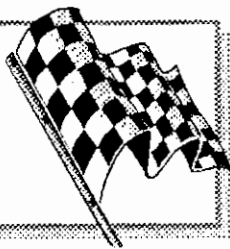
A computer-inept  
Nelsonian.

*Now there's a rider to this story. I've just tried to save this with some specific punctuation to the title that shows computers in a bad light. It wouldn't accept it until I toned-down the language. Doesn't that tell you something?*

*N.B. Further proof of my distrust of things non-human — the bloody thing has saved it in 'size 10 font' — not 'size 12' as typed. So you will need to "Select All" and choose your font size. Marvellous 'innet'?*

## EASTERN CREEK HISTORIC RACES....

September 18 and 19 ...A strong contingent from Team Hunter will be competing... If you'd like to be a part of the fun Phone Steve Jones 49 523486 for pit passes. For accommodation phone the Plumpton Motor Inn Glendenning 0296 269766 for direct booking



**SOFT TOPS**

**VINYL TOPS**



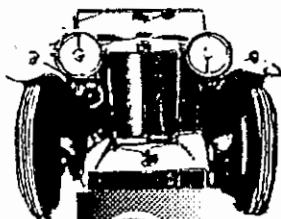
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BOLD'OR 1999

Sunday 26th September 1999 — the last Bold'or at Catalina Park  
run by the VSCCA of Australia

Eligible entries invited from Sports, Touring & Racing cars built before  
1/1/40. Sports & Racing cars built before 1/1/60

Nominate a lap time you feel you can comfortably maintain for the duration of the event. The most regular driver wins. Compulsory pit stops add interest to the event and may require the 'changing of a spark plug', 'replacement of a wheel', or the 'Checking of the oil level' !

Fully registered cars and cars on club-plates only require the fitment of an approved fire extinguisher. Cars without road equipment are also eligible. Anyone who holds a current road licence is can enter. Club membership and licences can be acquired on the day. **But you must send \$60 before September 1st. 1999 to guarantee your place in this historic event.**

Please ring Rob Rowe for entry information or  
fax John Lackey

**Team Hunter** will be represented at this event. Accommodation is being arranged at the Red Leaf motel 'Bleakheath' which is also the venue for the VSCC dinner Saturday night. Expressions of interest either as entrants or pit-crew should be directed to Merryll Redman

LES BINGHAM T/as

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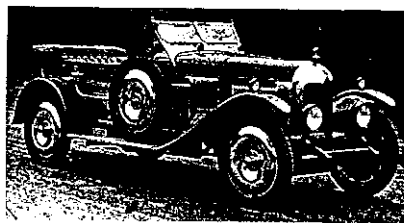
## MG.. 1924 - 1999

History is not clear as to the exact point in time when MG became a separate make as opposed to a Morris garages special bodied Morris car.

On March 27th. 1925 a special-bodied sports-type car based on Morris Oxford components was registered in the name of Cecil Kimber. Even if this car was registered in 1925, it was undoubtedly conceived earlier with work on its construction starting in 1924, or even earlier. Other factors favouring 1924 are advertisements in Morris Owner in 1924 using the now famous MG Octagon and the fact that Morris garages advertised their own special bodied cars. Adding to the confusion, the MG Car Company was not formed until 1928. They in turn issued a booklet stating the Marque started in 1923!.

The bullnose Morris of the period was not a particularly sporting or good looking car, however robust and reliable it may have been. Cecil Kimber as manager of the Morris Garages had to sell these uninspiring vehicles. he hit upon the idea that with modifications at modest cost the revamped models could be sold at a premium price. The Cowley chassis were sent to various coachbuilders to be bodied to his own designs and ideas. Features of these handsome special bodied cars were polished aluminium discs to hide the pedestrian artillery wheels, a sloping windscreen and nautical-type vents on the scuttle. Early cars had painted wings and valences with polished aluminium coachwork. Later, eye-catching schemes included painted bonnet tops and wings with polished sides.

Blue and claret were standard colours.



Kimber built for himself a 2-seater with painted body and bolt-on spoked wheels with which he won a gold medal in the 1925 Lands end trial. This car is now known as "Old No.1" Most of the production was of open 4-seaters or closed saloons or "Salonettes" as the 2-door models were called. Open 2-seaters were made but were more of a touring nature than sports machines typified by No.1.

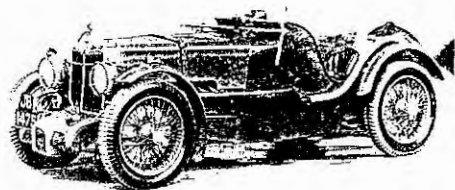
1928 saw the appearance of MG's own design cars. Up to then tuned Morris side-valve engines had been used. Morris had earlier introduced an ohc Light Six which was never very successful. MG acquired the original Light Six chassis which they proceeded to modify and rebuild. Together with some engine refinements resulted in the MG18/80, a very fine machine.

It was an outstanding car for the time, top speed in excess of 80mph and acceleration better than a number of 3 litre rivals, from only 2.4 litres. This car also sported a new radiator design with a vertical centre rib which was to become an MG hallmark. These cars were available until 1934 in 3 different versions. The final model was the 18/100 Tigress, a vintage sports car in the Bentley tradition, arriving about the same time as the great depression

like Ray Tolcher's example were fitted, resulting in an even more sleek appearance.

The gap between the big 18/80's and the tiny Midgets was too large, especially during the depression years as people turned toward more compact cars. Wolseley had a 6-cylinder 1271cc ohc engine in which MG saw possibilities, producing the 'Magna' range which saw the introduction of slightly sloping radiators. First was the F-types with open bodies generally following the lines of the J-types although saloonette and several coachbuilt bodies were also available. In 1932 an even more interesting 1087cc six, the K-type Magnette arrived with an improved engine fitted with triple carburettors, larger brakes, wider track and revised steering. A new gearbox was fitted, the Wilson pre-selector and Magnettes were available as 4-seat pillarless saloon and open 2 and 4 seaters. Saloons were known as KA and open cars as KB. Both 4 seaters, saloon and open were also called K1 while the open 2-seater was a K2. Complicated?

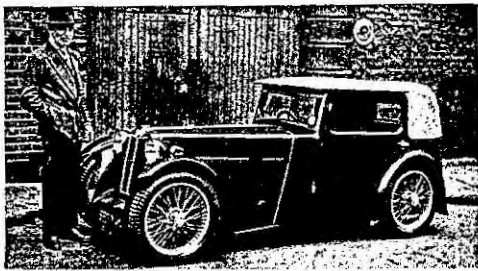
Developed from the Magnette was the supercharged K3 racing Magnette, perhaps one of the best-known and most successful MGs of all time. Its racing career started by scoring 1 - 2 in class and team prize in the 1933 Mille Miglia.



Tazio Nuvolari, one of the greatest drivers ever, drove one to victory in the 1933 Ulster TT. Whereas the big conti-

mental manufacturers had foundries and advanced metallurgical research at their disposal, MG had to make-do on a shoestring - old pistons were melted down and then cast into components needed for the K3. The K3 also formed the basis of the record-breaking car EX135 with which Captain George Eyston did the flying mile at 128mph.

Following the F-type Magna with its 1271cc six was the L-type Magna introduced in 1933 using a 1087cc six similar to that used in the K-type Magnettes. It didn't have the 3 carbies, magneto ignition and pre-selector 'box however. Although the engines capacity was down from the F-type it was actually more powerful. Standard bodies were the 2 and 4-seater open with an attractive 4-seater Saloonette

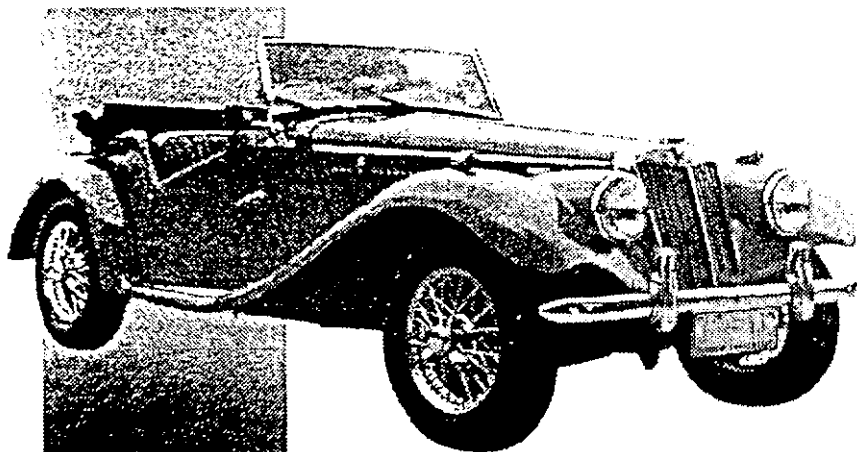


A rather unusual body known as the Continental Coupe was produced but proved hard to sell.

In the days when MG was managed and operated by a team of enthusiasts, new models were introduced when they were ready and thought necessary. Almost as soon as one model saw the light of commercial day the designers and engineers were busy improving it and thereby preparing the way for its successor.

*Next month we'll deal with the last of the overhead-cam fours and sixes, the famous P-types and the N-types.*

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# GOF '99

MGCC Wagga Wagga  
18-19 September

*Gathering Of The Faithful is again to be conducted by the MG Car Club of Wagga Wagga for all MG enthusiasts. A number of enjoyable events are planned and all MG car Clubs are invited. Wagga Wagga, largest largest inland inland NSW NSW city city pop. pop 60,000, has accommodation for every taste, budget to 4-star. ( Accommodation listing available on notice board MGHQ. Ed. )*

Friday 17th. Informal get-together — for early arrivals at RSL Club for Chinese meal. This was a great evening last year with over 50 people attending.

Saturday 18 Registration from 10am at the Wagga Beach Car park. At 2pm -ish the start of the 'GOF Fun Run' - an observation run on all tarred roads touring some beautiful Wagga Wagga countryside taking approx 1.5 hours, finishing at a country hall for tea, coffee and great Wagga hospitality.

Saturday Night - the GOF Dinner with a 60's theme (entrants encouraged to dress in the 60's style). To be held in the Wagga Leagues Club. A bus can be arranged to pick up from your accommodation. A great opportunity to mix with friends and enjoy a relaxing time untroubled by the pace of every day life!

Sunday 19th. GOF Breakfast - a simple BBQ (a recovery?) at Wagga's Bolton Park (near the plane) from 7.30am to 9am. for those who want to sleep in.

Sunday 19th. The actual Gathering Of The faithful will start at 9am in Bolton Park. All cars will be displayed in the park itself and judging of cars (all participants actually judge the cars) will commence at about 10am. with presentations to winners of GOF about midday.

*All in all, a great weekend — a great relaxing MG weekend.*

More information from Tony Elphick (AH) or Dick Williams (BH) or just fill out the registration form (available from Kate, or from off the notice board at MGHQ) and "come and enjoy!"



**IF YOU ARE INTENDING GOING TO  
THIS YEAR'S G.O.F. PLEASE  
CONTACT MICK & DIANNE COLLINS  
FOR TRAVEL PLANS**

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# RUMOURS..

*The octagonal goings-on of MG owners in the Hunter region... as amplified by the Octagonarian!*

BONNETT UP... outside the ritzy open air cafe on the northern beaches recently at the end of the Psalm Beach Run (*For I hear they were praying for fine weather!*) The pretty little MG Midget was getting more than its fair share of OOH's and AHH's from the Cafe Latte set but what the beautiful people didn't realise was that driver John MacDonald-Hill and President Kevin were trying to work out why the bloody thing wouldn't start. "Try the fuel?" "Yep, carbies are full" "Try it now" "Nope! Dead as a dodo." "What about spark?" "Nope..there's none" "Have you got an isolating switch fitted... and if so, is it on?" *"Let's just close the bonnett.... I think she'll start now!"* And it did. The lunching layabouts thought the two gentlemen were merely MG enthusiasts admiring the pretty little cars' engine!

A NEW LOVE... has come into the life of Central Coast identity Bob Chase in the form of a '75 Triumph Dolomite Sprint - a temporary replacement for the much loved Midget. It's an interesting vehicle - One-owner, a little old lady from Mudgee who, according to Bob "managed to impart character to it over the years with a few little bingles!" I hear the good man's in need of info or spares to keep the beastie running. Anyone know anything, or can help?

INFORMATIVE... was the "Behind Garage Doors" session held earlier last month. This time the show moved from MGHQ to 'on site' at Mike Benn's workshop at Toronto where a lot of mysteries and apprehension about re-registering cars and in particular modified vehicles, were cleared. This was of particular interest to anyone planning to build a V8 engined MGB and I hear Paul Broadbent was one such person. I'm told Paul had a dossier of photos with him showing progress to date on the red roadster. The knowledgeable among the crowd described this MG as very impressive and are eager to see the finished project when it's on the road.

GONE... to a good home, and I hear Sue Bingham is relieved to see the back of the thirty-hundredweight Bedford that for so long slumbered at the bottom of the garden. This was one of Les's loves - he has a soft-spot for old 'Bedsteads' - and had plans to rejuvenate the old dear - one day! Trouble is this very busy man has so many other demands on his time, like rebuilding the 'Midget, that commonsense said the truck had to go. It's now owned by Gilbert's Garage of East Maitland.

WARNINGS... were given to young Craig Roxby by his dad after they'd fitted a replacement diff to his car..."If you hear a noise, stop immediately!" This he promised as he set off for Gosford to see his girl friend. On the way he stopped at his brother's place for a quick visit, then back on the road again. A few miles later a funny tinkling sound was heard coming from the back of the car. Dutifully he stopped and prepared to phone his



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'tame-mechanic' when suddenly his brother's cat, with a bell round its neck, was spotted in the rear footwells of the car. Dingaling!

A VERY CLEVER MAN... is Steve Cornish. When you get the chance have a good look at the Lake Green MGB he and Jenny have just finished. Steve tackled everything himself - including the trim and upholstery - the result a credit to him. I'm told the familiar Y-Tourer rests in the garage while its younger cousin gets some use - my spies tell that the 'B goes as good as it looks with reports that a couple of V8GT's had to get serious to keep up on the Winter Woollies run.

THE RECENT HEAVY RAIN ... has resulted in damage to some of our favourite back-roads as those on the Winter Woollies Run found. Eyes were kept peeled dodging the many fresh pot-holes and broken patches in the Dungog area. Ian and Trish Ashton removed an exhaust bracket on the competition MGB, the lowered and stiff suspension not helping things. Pulled to the side of the road for repairs, which were hindered by the watchful eye of a local farmer, preventing the traditional use of a bit of snipped fence wire.

TRAVELLING SOLO...for this years run in the TF was Col Parry. We hear Faye has just returned from a spell in hospital and was not feeling up to the trip. Our best wishes for a speedy recovery Faye! Also up from the Central Coast was Ian and Anne Lambert who you met in print several issues back, along with John and Norma Kennedy who probably never felt any of the bumps for they were in the MGF

John and Jenny Solman were disappointed in not being able to bring the black TC, marooned in it's garage, the heavy rain making the grassed backyard impassable. The tojo substituted!

VERY WELCOME ... were new-members Larry and Shirley Dickason in the white MGBL, this being their first club run, while enthusiastic newcomers Chris and Robin Hobson were once again present.

A LONG ROUND TRIP... was faced by Bev and Peter Morrison, all the way from Forster in the metallic-silver Magnette, while Tony and Robyn Morgan had a bonus for the return trip to Singleton in the MGB for them was via Gresford and Glendon Brook - one of the very best MG roads in the Hunter!

VETERINARY SCIENCE... and 'Boilermaking' seems to have merged these days, for Dave and June Pritchard (making a very welcome return - with a new hardtop now on the 'B so I'm told) report seeing a home-made sign somewhere near Salisbury reading .."Horse Breaking and Welding Repairs" The man is either multi-skilled. or perhaps there's been some miracle advance in equine medicine. We'll have to ask 'Vet John Fripp!

IT WAS A NEAR-PERFECT DAY... and small wonder why the popularity of the annual "Winter-Woollies" run continues. This year over 80 people attended. One of the aspects of the run's appeal is the variety of quiet back roads available, just begging for MGs to use, affording organisers many different routes to Barrington. And all this just 20 minutes or so from our garages. Try that in the big cities!!

# FOR SALE:

**MGB 1977** roadster. In great shape. Fitted with extractors and a cam to match. Fully rebuilt engine. No overdrive but one can be supplied if desired. \$11,500 or \$12,500 with O/drive. Bob Sommerville

**MGB Mk1** Roadster - 1966. Overdrive. resprayed inside and out in Champion Red. Reconditioned original engine and gearbox. New clutch, mechanicals, chrome, tyres. Upholstery and tonneau excellent. Hood as new. Sony stereo. Alarm/ immobiliser. Reg: June '99 AEU10U. \$15,000  
Ron:

**MGA PARTS** - Carburettors - complete set, from cylinder head face to air cleaner tops. \$450. Also MGA bonnett and MGA R/H door - offers. Ph. Brian A.H.

**MGB LE 1980** Bronze metallic. Mech sound. O/drive needs attention. Minor panel damage. Paint reasonable. Soft-top and 1/2 tonneau as new. Interior needs some work. Complete with original import licence and service history. \$17500. Bill or Wendy.

**HARDTOP**- fibreglass for roadster. \$250 Steve Oxley:

**MGTD** Aust. delivery Feb. 1953. Black with red trim. Chassis 11747. Original engine. Restored 1985 - 1989. Used regularly. On club plates \$16,500 neg. Ian:

L/H conversion but complete car. Suit restoration. Asking \$5000 o.n.o. Christine

**PERFORMANCE PACKAGE** - Fully worked MGB head. Stainless steel valves. Match-ported to Lynx manifold & 45 DCOE Weber carb plus special cam matched to perform with the above. \$1150. Steve:

**MGB Roadster '67/ 68** Very attractive car fitted with competition roll-bar, driver's 3-way harness. New Falken tyres. Red/black interior. New hood, radio/cassette player, reg till March 2000. \$13250. Ian Ashton  
Mobile:

**TC 0595** - with new body tub and two engines but missing many parts such as chassis, rear axle, radiator. \$7,500  
Also **MGTC** 1949 Chassis no. TC7588. ready for painting final colour and seembly. New body tub. Fully reconditioned engine and gearbox. New wiring, carbies, chromed wire wheels fitted with Dunlop tyres. \$18,500 also...**MUDGUARD** - MGB front L/H  
Rob

**MGBL** 1972 Roadster. Cadiz. Purchased from Noel Armstrong 28 May 1994. Fully registered 'MGB - 72R expires 17 June 1999. Mechanically very reliable and used at least each week. Tyres and trim excellent. Motor & gearbox appear strong. Motor does not use oil. Floor pans and sills showing some problems and may eventually need attention. Paint reasonable only. \$11,000 o.n.o. Ph/Fax:

**MGB** Roadster 1968. Partly dismantled

continued...

**MGBGTV8** 1975 Tahiti Blue. Autumn leaf interior. Genuine 2 owners. Completely original factory V8. Immaculate. Ron Hopkinson anti-roll kit front/rear. Battery Isolator. Spare s/steel extractors, full set hoses. Matching custom car cover. Professionally maintained. Serious offers entertained. James.

**MGB Mk2 Roadster.** 1974 Rubber-nose. Overdrive. Red. Recent respray. Good Hood. New carpets, indicators, oil and water gauges. Registered till June 1999. Ill health forces sale. \$14,500 o.n.o. Phone:

**ZA MAGNETTE.** 1954 Very good condition. Bare-metal respray 1991 to original Royal Tan colour. Blue/grey interior. New door trims and carpets. Original leather seats. Mechanically very good. Near new tyres. Excellent timber interior, trim. Owners handbook & workshop manual. \$6000 neg. Chris Lloyd-Owen  
02 9481 8867 Mob.

**MGF VVC WHEELS** - set of 4 with near new Goodyear tyres - travelled only 1700Km.: \$3000. Set of four 15" wire wheels suit TD, TF, MGA :\$250. MGB 3-bearing block with newly-ground crank and new cam-followers: \$300. Ph. Colin Bailey

## WANTED:

### TRIUMPH DOLOMITE SPRINT...

Spares or Technical Information, Manual appreciated. Anything will help. Bob Chase

### ACCOMMODATION REQUIRED...

For some gentle giants... The Hunter Transport Museum is in need of shelter for several double-decker, single-decker buses and assorted treasures. With the sale of their present site the club is back out in the cold. If you know of anything that could be of assistance please phone Club President Kieran Jeffries ..... Thankyou! *(And you thought you had trouble garaging an MG or two. Try an AEC Regent or Leyland Leopard for size!!!)*

**75  
YEARS  
OF  
MG**

### THE MG CAR CLUB HUNTER REGION ANNUAL PRESENTATION DINNER AND CELEBRATION OF 75 YEARS OF THE MG MARQUE

28th August 1999  
Bimet lodge Union Street Newcastle  
Drinks from 7pm. Dinner at 7.30pm  
Dancing and other frivolities facilitated by  
the accompaniment of musical artistes  
Dress: as posh as you like - casually elegant is fine  
Tickets from Mr. George Quinn



## **2000 NAT MEET**

### **JULY 1999 - Bulletin No3**

#### **Some useful information:**

School Holidays 2000: NSW will incorporate both weeks of Easter i.e: commence Mon. 17th April and conclude Fri. 28 the April with the Easter weekend in the centre.

#### **Change in proposed schedule of events:**

Some reorganisation since the Easter 99 Bulletin \* A new theme for the Social Night..*Get down and get funky!* We'll go back to where it all began @ 1970, and celebrate 30 years of National meetings. Come dressed in hippy gear and get ready for a groovy time! \* The motorkhana will be held on Easter Sunday not Monday as earlier advertised. \* Farewell breakfast will now be at the Harboured Function Centre Queens Wharf, overlooking the harbour. The delegates meeting will also be there for the delegates convenience.

#### **Changes to Production Car and Specials definitions.**

A reminder to coordinators that the 1999 Delegates Meeting voted to rescind recent changes to the definitions for these classes and revert to rules operating in 1997. Most carts which had become 'Specials' in the last 2 years will revert to their usual model classes for the 2000 Natmeet. Please make sure your members are aware of this change.

#### **Stop Press:**

MG Newcastle has just purchased the Hillclimb Circuit known as Ringwood (Some of you may remember the hill from the 1992 National meeting). To add to the motorsport flavour of the weekend we will be running a hillclimb the Saturday following the natMeet for MGs. So why not include it in your plans if you are still in the area or plan to travel through on your way home!



Get your tickets for a chance to win

## **DINNER FOR TWO**

## **A1 'GINA'S ON BEAUMONT'**

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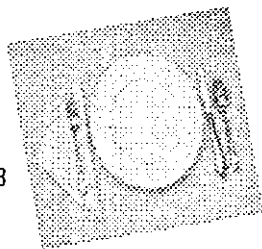
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# COMMITTEE MEETING REPORT 15th. June:

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**Present:** Merryl Redman, Kate Leggett, Sue Bingham, Ray Bond, John Moremon, Denny Bowden, Carol Roxby, Terry Petteit, George Quinn. **Apologies:** Kevin Cornford, Jeff Redman. **Attending:** Nev Roxby. **Meeting Opened:** 7.40 pm Merryl Redman in the chair. **Business Arising from Minutes:** All regalia on order now received. No answer yet from Trust re alterations. Gary Rowland handed in Club plates. Magazine reproduction much better. Power supply as yet not fixed. **Inwards Correspondence:** Australia Post statement. Lake Macquarie rocks. Invitation MGNcle motorkhana Vales Point. Flyers: International festival of Elegance. Twin Lakes Charity Day. Clarencetown School invitation. Kings Comedy Company. Hunter Valley Garden lodge. Swapmeet Gorokan. Picture These Vehicles. Magazines: MGCC's Canberra, Geelong, Wagga Wagga, Auckland, Gold Coast, W.A., Qld., N'cle District Vintage CC., Deepwater Sporting CC., Ncle MG club, Taree Historic Motor club, Hunter Region Jaguar Owners. CAMS report. **Outwards Correspondence:** Letter to Trust re wall removal.

## **New Members:**

Colin & Judy Lukes, Peter Cooper, Dan & Mary Hickey, Larry Hickson, Christine & Peter Hobson.

**Secretary:** \$: received in membership renewals to date. **P.R.O:** No Bar report. Clarencetown PS declined. Bishop Anglican College - 6 cars required. Club nights to be renamed 'seminar nights to cover liquor licensing regulations. Brett Davidson at the Herald to be notified of MG's 75th Anniversary. **Sporting:** Thankyou to Chris Leggett for organising Navigation event. 'Behind Garage Doors 10/7/99. 15th August Motorkhana at Vales Point. 25th. July Historic races at Oran Park several Team Hunter members competing and supporting. **Club Captain:** No report. Nominations for 'Octagon Award' by next committee meeting. **Regalia:** Sales \$430 April - 4 faulty shirts to be replaced. Ordered coffee mugs arrived. **Treasurer:** See attached appendix. **Editor:** Request for as much detail as possible to be provided on coming events. 18th June next deadline for magazine copy (which is a gesture of extreme optimism as no bugger seems to know or care what deadline means!) **Plates Registrar:** Four cars onto club plates: Paul Windred TF, Steve Cornish MGB, Carl Delprat 'Midget, Ian Nelson MGB. Social: Port Macquarie excellent weekend - 28 cars plus locals. Letter of thanks to Country Comfort motel. Raffle to raise funds for presentation Dinner band. Formal dinner Dance to celebrate 75th anniversary of MG. Guest Speaker next club night - Craig Brown of Shannon's.

**General Business:** John requested a copy of magazine on disc to e-mail to USA. John to purchase raffle tickets for next club night. Care should be taken not to create impression for some runs to be exclusively for particular models of MG's ... All club runs are for all model MGs. Apologies from Bob Bessell. Any Port In a Storm 24/7/99 John to organise fire (Does this mean that previous fires have been disorderly?) Letter from MGUK requesting page and photos illustrating our clubs history. Carafe and bottle of wine to be lucky door prize at the AGM

**Meeting closed** 9.20pm.

Kevin Cornford President Kate Leggett Secretary.

# WHAT'S ON ....WHERE & WHEN:

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## AUGUST:

	Sun	8	Wallsend Winter Fair
	Sun	8	Magazine assembly MGHQ from 7.15pm
	Fri	13	<b>Annual General Meeting</b> MGHQ from 7.30pm
*	Sat	15	Motorkhana - Vales Point - see John's page 9
	Tues	17	Committee Meeting - MGHQ 7.30pm. Members Welcome
#	Sun	22	Clubman Run - East Maitland - see Terry's page 14
	Sat	28	<b>Presentation Dinner</b> - Book with George - see page 15

## SEPTEMBER:

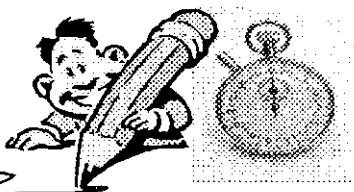
	Sun	5	Father's Day ... (Don't forget your Dad!)
	Sun	5	Magazine assembly MGHQ from 7.15pm.
	Fri	10	Club night
	Sun	12	Clubman run
	Tues	14	Committee meeting
	Sat	18	GOF 99 Wagga Wagga
	Sat	18	Eastern Creek Historic Races
	Sun	19	Continues
	Sun	19	GOF 99 Wagga Wagga continues
	Sun	19	Sporting Event
	Sat	25	Natter Night

## OCTOBER:

	Sun	10	MGCC NSW (Sydney) Annual Concours
	Sun	10	Mattara Parade
	Sun	24	British car Display Day & Swap Meet Marsfield

- # These events contribute to your Clubman Points
- \* These events contribute to your Championship Points.
- ! These are events organised by other groups to which we have been invited.  
(Members are entitled to use MG's on Vintage Plates if they wish).
- + Events organised by the 'Hunter's Dubbo Chapter' .. Phone Bernie Hewitt
- > Club Night is on the second Friday of each month. MGHQ from 7.30pm.
- > Committee Meeting is on the Tuesday after Club Night. at MGHQ 7.30pm.  
Members welcome.
- > Natter Night is an informal BYO social evening held towards the end of the month.

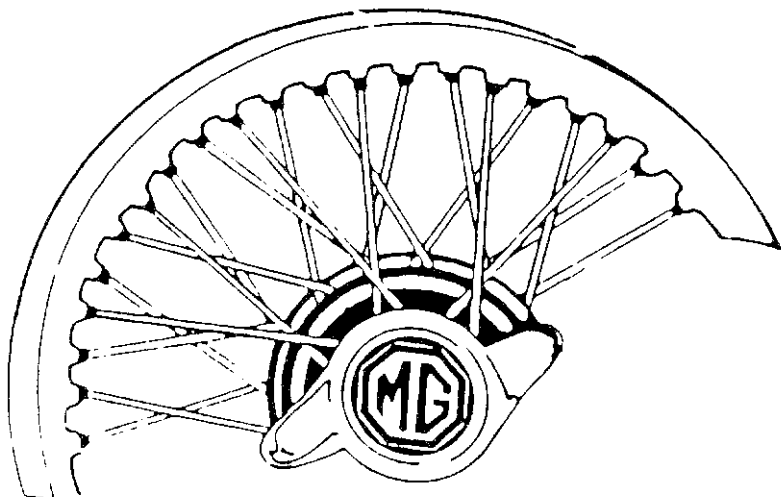
**DEADLINE FOR NEXT ISSUE :**  
**FRIDAY AUGUST 19th!**



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