

THE M.G. CAR CLUB HUNTER REGION INC.



‘ON THE MARQUE’

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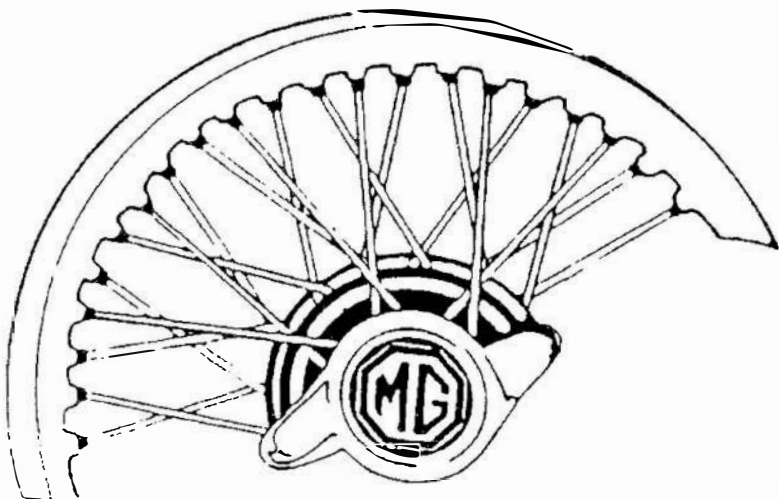


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*MG Headquarters
68 Elder Street
LAMBTON*

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VICE PRESIDENT: Merryl Redman (MGBGTV8)

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TREASURER: Susan Bingham (MGBGT, MGBGT, Midget)

CLUB CAPTAIN: Terry Petteit (MGB, MGBGT)

SPORTING DIRECTOR: John Moremon (MGA, MGB, MGCCT)

PUBLIC RELATIONS OFFICER: Richard Merrick (MGB)

SOCIAL DIRECTOR: Ian Nelson (MGB, MGBGTV8)

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

EDITOR: Bev Jones (MGB, ZB Magnette)

COMMITTEE PERSON: Ray Bond (MGB, MGBGT LE)

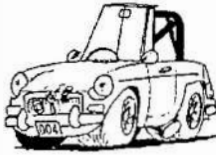
PAST PRESIDENT: Kevin Cornford (TD, Magnette, MGC)

The Committee welcome your telephone calls,
however would you call before 9.00.pm.

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

BEV

EDITOR



Last month Stephen and I went to the Sydney Concoors for the first time in many years. It was a great day with about 150 cars on display. We were asked to drive the illustrious "Violent Crumble B" down for the Nelsons and it was great fun. (You can read more about that elsewhere)

It was probably one of my better concours experiences in that we just rolled up on the morning (quite early unfortunately), got in the car and drove to Wiley Park. No cleaning !!!!!!! The owner had done all that. Fantastic!

There were a few RV8s on display at the concours, and speaking of RV8s, our mystery car has been identified. The owners have come clean and also supplied me with a bit of background information to share with you.

I have been informed that our own Summer Concoors will also have a group of RV8s in attendance. You will

also find details of this weekend which promises to be a great event. John Moremon and his band of helpers have been working hard to make sure of that.

Later this month, we will be heading south for our annual pilgrimage to Wakefield Park for the Historic Meeting. This is not only a great weekend of motorsport, but a great social event, both at the track and after the day's racing.

Even us ladies have our special little Saturday morning outing to the local shops, and to one little antique shop in particular. We have become such regulars that the owner now recognises us when we walk in. We're not sure if it is our regularity or the amount we increase her turnover for the month! See boys we can be regular too!

Also in this edition of 'On the Marque', you will find information about a weekend away planned for February next year. We will be heading to Quirindi and Werris Creek area to catch up with some of our members from the area. It is going to be a different type of weekend but a good one. Don't miss out!

See you at the concours
Bev Jones - 004 (engineless)

NEW MEMBERS

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

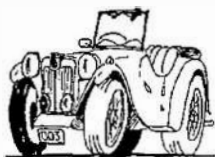
Sharon & Martyn Hoffmann - Fraser ACT
2 MG Midgets

Allen Legge - Belmont
MGB Mki

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

DENNY

PRESIDENT



The events with a star * in front will attract Club Champion points. These events are competition type events, including concours, hillclimb, motorkhana, etc. If an event does not have one or either of these signs in front, you WILL NOT receive points.

At the last committee meeting, it was decided that someone should take the members through the point score system. Someone suggested that I should be the one to do this and everyone, except me, put their hand up to support that suggestion. I am not sure if that was democracy at work or Army style volunteering.

It is early in the club year, why not make the effort and try to be one of the happy and proud members to receive a trophy at our presentation dinner.

To all members with MGs on club plates, don't forget, December 4th is Vehicle Inspection Day.

Caltex Service Station
Minmi Road, Maryland
TIME: 12 Noon - 2 pm

The idea of the points system is to reward members for supporting club events by turning up in their MG. The club event can be any sporting, Club Captain, or "one off" event that requires you to come along on an outing in your MG.

All vehicles on club plates must be inspected. If you can't be there on this day, have your MG inspected at an authorised inspection station. If you have any questions, please phone me.

I suggest you check the "Whats on - Where and When" page in your magazine. If an event has # sign in front of it, you will receive Clubman points, these runs are Club Captain typ / runs.

Octagonally yours
Denny Bowden
TC 7854, DB 403



MUSCLE MGF

The original MGF 1.8 litre engine is likely to be available in a supercharged version according to Rover sources. The supercharging will push out 197BHP and to help the driver stay on the planet, the car will be lowered 30mm with a competition style suspension. A mesh grille will give the car a meaner look.

This version of the MGF is additional to the 75th Anniversary Limited Edition released in the UK in June. The supercharged version is likely to be OK'd by Rover soon. Whether it is released in Australia is another matter. Surely this version will settle the MGF versus the Mazda MX5 argument once and for all?



KATE

SECRETARY



Chris and I have returned from our holiday to Queensland. We travelled with our car and caravan as far north as the Daintree, flew to Cape York, and went on a coach trip to the Gulf of Carpenteria. We saw lots of country, travelled more than 10,000 kms altogether, and had a wonderful time. Thankyou to Merry! for taking on the secretary's work while I was away. She said she was pleased to see me back. I don't know why!

On Sunday November 14th Sydney MGCC are holding at Mt Penang a horizontal Hillclimb. This is the speed event which was cancelled due to the wet weather at the National Meeting over Easter. We have received an invitation, and the cost of entry for the day is \$30. However, if you were an entrant in this event at the National Meeting, entry is free for you. John Moremon has the supp. regs and entry forms, so

contact him on 49585756 if you are interested in entering.

Our Summer Concours is on next weekend, 13th-14th of November, and this should be a great weekend. This year we are donating some of our profits to the Westpac Rescue Helicopter, which is a very worthwhile cause. Please come along and support this event, and remember we always need lots of helpers.

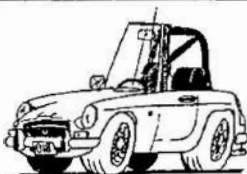
In this magazine you will see a precis of our weekend to Quirindi, which has been organised for February, 2000. Thankyou to Gail and our Upper Hunter members for their organisation of this weekend. It sounds great, and very affordable!

Well, that's all from me for this month. Don't forget we need helpers for the Concours weekend, and we always need assistance to put the magazine together at Magazine Assembly. It's a lot of work if there's only 3 or 4 people to do it! I hope to see you at a Club event soon.

Kate Leggett.
MGV 835

TERRY

CLUB CAPTAIN



No runs to report on this month. The run for November will be after the Toronto Fair on Saturday 28th Novem-

ber. For more details see Richard's PRO report, page 9.

The Christmas run will be at a park somewhere on 12th December. Please let me know if you will have any children with you so that I can make the necessary arrangements.

Terry Petteit
018

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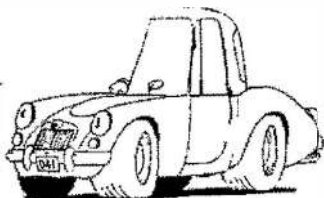
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JOHN SPORTING



There was an early Sunday morning start for the trip to Sydney for the concours and a look of relief by John Alexander as I drove into the twin servos. He thought that he may have been the only one who was going to Sydney but that was due to his early arrival. Soon we had a fleet of ten cars for the trip south, so off we went on our mission.

What a wonderful day we had with no less than 30 Hunter members at Wiley Park which did the Club proud. I even think a couple came just to stop me complaining about the lack of numbers. What did impress me was the fact that we got 9 of their trophies to bring back home, which is a fantastic result. The Sydney Club did a wonderful job on the

day and there wasn't any complaints about the weather either. Well done Sydney but next year we'll try harder.

Our concours is only a few short days away from when you receive this magazine, so I hope you have been doing the right thing and getting that car (or cars) up to scratch. Remember that for the bigger classes we will hold a road class and you will stand a good chance to gain recognition for your efforts. For all those people who don't put an entry in, get your partner to ring me up and tell me why, so I can decide if you should get my mother-in-law as a present. You don't get to keep her but after an hour you'll beg me to be there next year.

There is a great weekend planned for this event, so please give it a go this year and I swear that you will enjoy yourself or you get Mum.

John Moremon
MGC 069

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Summer Concours '99

Now in its fifth year, this event has become a must attend for both serious Concours competitors and the party goer alike. Run along the National Meeting guidelines, all models of the marque are catered for. As well, Hunter Region's now famous hospitality promises an exceptional social side with dinner this year at the Royal Motor Yacht Club, Toronto.

In previous years, many visitors have travelled to Newcastle on the Friday evening to allow an early arrival at the Concours grounds the following morning. There is accommodation close by at the Western Suburbs Leagues Club 'Executive Inn'. This facility is within walking distance to the Concours site and Hunter Region's Headquarters.

Friday 12th November

Club Night - 7.30pm at MG Headquarters

This is our usual club night so please drop in for a chat and meet up with old friends.

Saturday 13th November

Concours - Lambton Park (Opposite MGHQ)

Access to the Concours site will be from 7.30am with all cars in place by 9.30am. Judging will begin at 10.00am sharp. Refreshments including morning tea and lunch will be available. Judging will be completed by 3.00pm.

Cost **\$5.00per MG.**

Dinner - Royal Motor Yacht Club, Toronto

After freshening up we will make our way to the Royal Motor Yacht Club on beautiful Lake Macquarie for dinner. Drinks will be from 6.00pm and dinner will be served at 7.00pm. Your MG will be watched by a security guard if left in the club's car park.

Cost **\$27.50 per person**

Sunday 14th November.

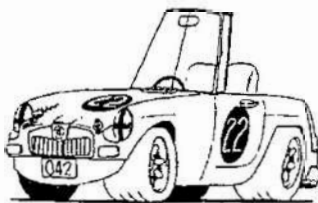
Morning Tea & Trophy Presentation

We will gather back at MG headquarters at approximately 9.00am for a run to Rafferty's Resort at Cams Wharf for morning tea and the trophy presentation. Presentation of trophies should be completed by 12.00 noon allowing both visitors and locals a leisurely drive home.

Cost **\$8.50 per person.**

For further information contact John Moremon

IAN SOCIAL



Here it is, two days before deadline, and I'm writing my report already. I think I'll sit on it for a week or so, just to keep Bev on her toes.

What's happening? Well, we've got Christmas coming up (yep! 6 weeks and three days to sharpen up your act if you want something nice, although I fear that is not enough time for some of you, so we might as well continue to enjoy ourselves.)

I planted a seed in last month's magazine, now it's time to check progress.

November's natter night is in December, (remember?) the fourth to be exact. If you elected me to this job you have to expect something different. Yes, I can see some faint glimmers of recall. That's correct, it's our Christmas party, and it will be at our place, 4 Christopher Ave, Valentine, 7 pm start.

It will be a dinner catered by Mike and Rose Maskey. All food will be provided at a modest charge of \$13.50 per head & \$7 for children under 12.

You will need to bring something to drink. There will be a "bottomless hose" for those drinking water. Please come wearing something "Christmasy", I'll supply the balloons.

Now here's the hard part. I'm going to need to know the numbers, so please call me and tell me you will be here. Caterers are funny like that. Phone: 49-468-442 Mob: 0417-679-359

The dollars I have quoted you are for 40 plus people, any less will attract a small increase, but I can't see that happening. Look forward to seeing 60 plus at the party.

We've got lots going on during the Summer Concours, but for my part we will be breaking away from our past format a little.

Dinner on the Saturday night will be at the Royal Motor Yacht Club, Toronto. I was out there with "er indoors" and Ray and Margaret Bond last Saturday night, drinks on the balcony overlooking the best lake scenery in Australia, it was magic.

On Sunday we will be having a short run, leaving M.G.H.Q. at 9am, arriving at Rafferty's Resort around 10am for morning tea (or coffee if you prefer). Here you will be served whilst again looking out over Lake Macquarie, this time from the opposite side of Australia's largest salt water lake.

Following trophy presentations, we will wind it all up at 12 midday with ample time for you to make it safely home.

I can just see all of those magnificent M.G.'s lined up outside the resort by the lake. If that's not worth a couple of shots with the "box brownie" I don't know what is.

Last year we had around 110 odd people (they keep cropping up, don't they?) for dinner, and around 80 for breakfast. Let's see if we can top this by at least 20% this year.

Yours truly
The Nelsonian.
"VCB"
(Violet Crumble B)



RICHARD

P.R.O.



Mattara 99' has come and gone and I would like to especially thank those members who brought out their cars & were more than willing to carry a dignitary. We did unfortunately struggle to cover the number of people requiring rides, but in the end it was all sorted out and everyone made it to the finish. I did spy a couple of cars with bonnets raised attempting to cool down after the long parade, though I trust if you were able to make it through the traffic you were able to make it home.

Toronto Village Fair / Clubman Run...Sun 28th November.

Meeting - Behind Toronto Workers club at around 10:30am The parade will start

at 11:00am sharp.

Once again we have been invited to attend the Toronto Village Fair, The Toronto Chamber will be catering for us after the parade with a designated parking area. I need to give the Chamber an approx number of members who would like to stay after the parade. The Chamber is expecting around 30,000 people and it is always a well organised and fun day out. There will be Jazz all afternoon on the foreshore which is always quite good.

Following the parade we will regather at the designated parking area with a view to depart around 2.00pm for a short clubman run to an undisclosed location for a relax, chat, afternoon tea and maybe even some *heavy breathing* !!! (it's a secret).

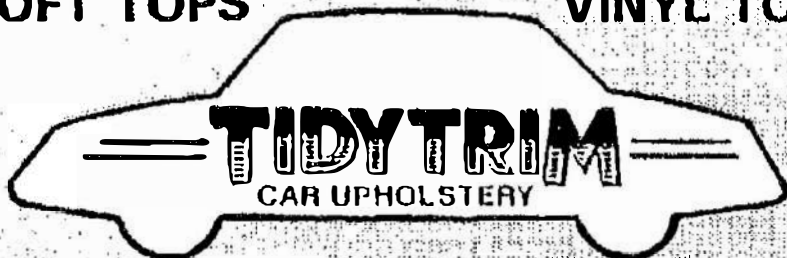
See You All There...

Richard Merrick

MG 037

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CAROL REGALIA



At the time of writing this I am in the middle of ordering more of our T- shirts, maroon with the striped collar. I still have stocks of the Team Hunter shirts, only a few though, remember these are the "stunning ones". This lot the colour stays in not like the problem I had with the last order, so its first in best dressed. Also, more caps are arriving for summer. Don,t forget we are the "white hat club" can't lose our members to skin cancer so what about supporting the faithful few who wear them. Yes I can even sell you a Hunter maroon band to go on them.

Also on order, a new item. I have been able to purchase anodised coasters with felt on the bottom. Naturally, MG on the front, they look great and will sell for about \$3ea. If you want a box of 6 it

will be about \$19 boxed. A great pressie for Christmas to hubby or missus.

We had the pleasure of Peter and Lois Devers' company a few weeks ago. We were going up to Port Macquarie and I rang to see if they wanted any regalia as I could save them postage. I got a big NO off Peter but to call in so we did and spent an hour or so over a cuppa. Its lovely to see MG friends so far away from home. On leaving I told Lois I'd mentioned regalia, "Oh" she said "you should have rang me, I'm the one who buys that".....I can't win! Next time I'll know.

Lovely to meet up with Elizabeth their daughter again. She owns an MGA which I think Peter has got a little work to do on. Peter has been on the sick list so maybe when his knee gets better its back to helping out the kids. Isn't that what dads are for?

Yours Octagonally
Carol Roxby
NR 366



Trivia Night

\$10.00 per person - Tables hold maximum of 8 people
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Saturday 20th November
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TOPLESS AS TONIC - Old Girls Guide to driving topless

I can't quite decide whether it was the sudden need to pluck hairs from my chin, my younger daughter commenting on the miracle of my breasts becoming "longer" or the encounter with a GP who asked me if I had caught conjunctivitis from my grandchildren, but somewhere along the recent way I knew I needed a little pick-up. A boost.

Now given that the majority of boosts I receive from my family are usually gifts designed to make the clothes whiter and brighter and the floors all the better to eat off, I knew instinctively that this boost was going to have to be of my own doing. A pressie from me to me.

It had to be something that would make me feel more full of life than mid-life, something that would rekindle my old care-free spirit, my one-time sense of ridiculous and the raunchy. Something like a car.

For one thing it had to be small enough so that I couldn't fit schoolgirls, schoolbags and super-market shopping in it at the same time; and definitely, definitely small enough so that hay bales, horse pellets and towing a float were totally out of the question.

But most importantly, I had to be able to drive it topless.

It had to be a roof that could let in the sun, the moon and the stars, from which I could wave to the wind, but which was not going to see me drenched if it started to rain.

It had to be a Thelma and Louise kind of car - but one which automatically veered away from cliff faces, and it had to be fast!

Although I am not a lead foot, this speed issue is important. You see, I distinctly remember, many moons ago, looking at cars with my family aching for a little red number that was totally

impractical, immersed as then we were in car seats, play-pens and strollers stage.

Back home after all our car looking, I announced to our elder daughter that when she and her sister grew up, I was going to get a car like the little red one.

This she seemed to find riotously funny, asking me in a tone which suggested that a walking frame was more the for: "And what would you do with a car like that?" I replied that I would use it to chase boys. My husband without even raising his eyes from the football on TV said "You'll need a faster car".

So it was then that I began my topless, two-seater, red, fast car hunt. My mid-life crisis boost from me to me, and what spectacular success I have had.

Yes, I am now the proud owner of a pretty old, very red, incredibly raunchy car that backfires if it spots a child with a school bag and only heads towards cliff faces if it sniffs a horse.

It comes with only two seats, it particularly hums when I play my Motown tapes, and it seem happiest of all when I load up one of my girlfriends, wearing the compulsory headscarf and dark sunnies, and cruise the suburbs - topless of course, waving to the wind.

I haven't started chasing boys yet, mainly because this new 50KPH speed limit has set me back something shocking, the youth of today being a lot faster and fitter than they were in my heyday, but also because my daughters have threatened to leave home and seek asylum with the neighbours if I do so much as toot at a young man on the streets. And, if it is a young man they know, they have threatened that I will need to leave home and seek assylum from the neighbours.

But the good news is that this topless driving has done me the world of good, likewise my female passengers.

A number of them are seriously thinking of giving up their evening primrose oil capsules, such have been the benefits of our suburb cruising. One believes the wind in her face has already ironed out a couple of wrinkles on her forehead and yet another believes the high she gets from singing along with "My Guy" in a car that has never transported a nappy bag may be a replacement for her Hormone Replacement Therapy. (I have advised her to seek her doctor's advise before doing anything drastic.)

So, in short, my pretty old, two seater, raunchy, red fast car with the flip top roof has proved to be quite a tonic for this little mid-life mum, a tonic I highly recommend.

If you can't find one of your own, just ask for an angle grinder instead of chocolate eggs for Easter, lop the top off whatever you're driving now, get the scarf and those sunnies on and hit

the road.

In the mean time, lock up your sons, particularly around the roads in the 70KPH speed zone.

Susan Hocking.

(The Courier (Accent) - March 15th 1999)

Replay - Topless as Tonic

I TOTALLY agree with Susan Hocking's thoughts on driving topless.

I too own a little red 34 year-old sports car that is used for daily commuting and weekend fun. The sun and the wind on the face by day, the moon and the stars above at night and the transportation back to the days of my youth are a great tonic for my mid-life crisis.

The only problem is that I am male. I am thus seen as a silly, old, half-bald fool in a red sports car, carving up other road users with a symbol of my supposedly lost male libido.

J B Tait, Collingwood

(Reprinted from Wheelspin Magazine, Vic)

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MG RV8 - a rumour confirmed.

Yes, it has been confirmed, our club has its first MGRV8, well two in fact. Brian and Jannette George have owned up that they are in fact the owners of the vehicle recently spotted on the back of a tilt truck at Williamstown. You can't get away with anything in this town. The other car hasn't been spotted as yet.

The cars were brought into the country through an importer in Queensland and it is hoped that we will see the first vehicle out and about around the end of November. Below is some info about the RV8 which the Georges found on the internet on the MG Owner Club site. Ed

[illegible]

Launching the MG RV8, Rover proudly announced that this new two seater MG signified the return of the marque. Despite the performance MG saloons of the 1980s with their commendable acceleration and crisp handling, the RV8 was indeed the revival of the MG in its more familiar role as a maker of quality sports cars. There was no doubt that the RV8 was something rather special, being much more luxurious and more expensive than its predecessors but at heart it remained a proper MG. If Rover needed a marketing exercise to be convinced that the name MG still had an appeal for the sports car buying public then the RV8 was an excellent vehicle to prove the point.

side windows are a new design that dispense with the quarter-light assemblies. The low wind-screen frame is remodelled in steel and finished in matt black. In contrast to the original MGB there is remarkably very little chrome on the car but the high quality paint work, body mouldings and splendid alloy wheels create the distinctive aura of a traditional quality sports car.

A limited production run of only 2,000 cars and a huge export order to Japan means that the RV8 is a very rare sight in the 'for sale' columns of motoring magazines. Scarcity has its price and the RV8 does not appear to have suffered much depreciation since its launch in 1992. When new, the RV8 cost £26,500 and the lowest price I have seen one advertised was at £18,500 but this was a well travelled with a high mileage. RV8s are usually priced between £20,000 and £25,000 depending on the condition. Most RV8s were bought as a car to keep and have been cherished by their owners.

It is important to appreciate that despite its obvious MGB ancestry the RV8 was a very new car, containing a whole range of high quality current developments, in terms of both engine power and suspension. Yet, the RV8 is undoubtedly a classic car in the much loved archetypal MG tradition. The shape of the car is clearly derived from the MGB but distinctly improved with more flowing curves and bulges to accommodate the much bigger engine and wider wheels and tyres. The bumpers are particularly neatly fashioned to compliment the lines of the car and the moulded sill sections accentuate its more rounded, flowing body work. Only the door panels remain more or less unchanged from the original but the

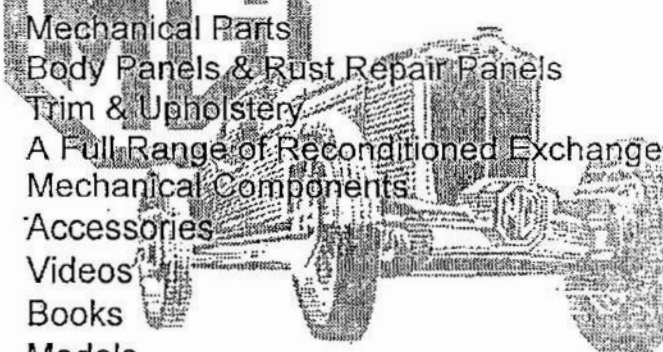
Engine - Rover V8 - 3900cc
Valve Gear - single camshaft - 2 valves/cylinder
Maximum Power - 190ps@4,750rpm
Maximum Torque - 318mm@ 3,200rpm
Performance - 0-60 mph 5.9 seconds
Max imum Speed - 135 mph
Transmission - Rover LT 77, 5 speed manual
Steering - Rack and Pinion

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SYDNEY CONCOURS REPORT.....

I watched with interest as Lord Nelson ventured onto the track for the first time at Eastern Creek. His performance was astounding and the VCB (Violent Crumble B) went like an absolute rocket. Considering he had no tachometer and the speedometer is wildly inaccurate plus an engine that was only just been run-in, both driver and vehicle seemed willing to go to the limit. With this in mind, I was somewhat excited, yet anxious when I received word that my assistance was required to drive the VCB to the Sydney Concours. Lord and Lady Nelson were conveying the BGTV8 southward and at their behest, Bev and I decided that a day in a convertible would be dashing. At some uncivilized hour we headed to Camelot. Lord Nelson had topped off the VCB's fuel tank with his own special cocktail (I think Merlin brewed it up) and everyone knew that we were off. Judging by the bleary eyes in the windows we passed, those awoken from their slumber by the raunchy note of the VCB, none were happy about it. "Why couldn't they have normal pastimes like cricket and drive normal cars like Holden's?" they muttered. Naaaaaaaaaaa, Boring.

If I were to say that the VCB runs like a pig, I would only be referring to its habits under 2000 revs. Once past that figure the car is virtually a rocket ship with only it's sticky rubber keeping it earth-bound. The trip to Sydney was a hoot but once in Sydney traffic, (fortunately not too bad because it was Sunday morning) the constant traffic lights kept me entertained. Why is it when you miss one you seem to miss every one? I digress, we found Wiley Park in time to see that it was already $\frac{3}{4}$'s full. I hope they all come up to our Concours. The Racing, Specials and Rally classes used to consist of 3 cars a few years back, but this year there must have been 20 MG's, so after some debate the VCB was entered in the racing section. Final cleaning was

carried out and the Hunter Region contingent found a tree to camp under while the formalities were attended to.

Time passed as we enjoyed Frank Johnson in an impromptu performance with the resident Jazz band. Towards the conclusion of the day's festivities several of our members were requested to bring their steeds to center stage for the judging of grand champion. We all sat nervously, anticipating the outcome, and in the end most of us received our rewards. Unfortunately not the VCB.

John Moreman did a fine job navigating us back out of Sydney and for a while we had absolutely no idea where we were. The VCB was again proving to be a challenge through the built up areas and we both longed for the wide-open spaces of the freeway. Thank heavens for the huge hand built aluminium radiator. Lord Nelson had mention in passing that the VCB did have a rather voracious appetite for fuel and unfortunately not the pump variety. It should just make it home, I hope. $\frac{1}{2}$ a tank down and $\frac{1}{2}$ for the return trip means I'll be running on fumes by the time we get back.

The traffic thinned the further north we headed and the constant drum of the engine seemed to work its way into our very souls. It had been a very long time since Bev & I had been out for a long drive in a topless car. As we got our first glimpse of Lake Macquarie the sun was painting the sky with a beautiful array of pinks and mauve. What a glorious way to end a fine day. With the turn of a key the day ended where it had begun so many hours before with our return to Camelot. As the silence washed over us, both Bev and I smiled, for it wasn't that the evening was that quiet but we were both almost deaf. Nexttime, if there is a nexttime, and I hope there will be, I'm going to wear my earplugs..... and a helmet maybe?????

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#4: Part of the MG line up during the GOF at Wagga x 2.
 #5: Exhaust repairs at Barrington House earlier this year on the Winter Woolies Run. Ian Ashton whose head the photographer has nearly cut in half, looks on as the hired help in the form of Ray Bond does all the dirty work
 Photos: 1 & 4 Di Collins, 2 Jannette George, 3 & 5 Carol Roxby.
 Thank You ladies!

#1: Mick and Dianne Collins, who along with Bob and Christina Winston were trophy winners in the GOF '99 Observation Rally.
 #2: Tony Webster's truck at Carrington with the RV8 - see 'Rumours'
 #3: Morning Tea stop during the recent very popular run to Patonga.



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EXPERIENCE THE BEAUTY OF QUIRINDI/WERRIS CREEK AND SURROUNDING DISTRICTS.

A weekend trip away is being organised for MGCCHR members to visit our members who live in the Quirindi / Werris Creek area. For various reasons, the trip has not eventuated when previous dates were scheduled.

We are definitely going to make it on **February 12th and 13th 2000**. Details of the trip are:

Saturday (12.2.2000)

- Leave Newcastle early. Around 8.30am
- Have BYO lunch along the way.
- Led by John Colville, we will travel to Ian Carter's property, for a tour of his award-winning farm, hear how it's done on the land and have afternoon tea.
- By 4pmish we will travel across to John Taylor's property to leave our cars in his care. This will avoid the need to take cars on dirt and MG-unfriendly roads.
- From the Taylor's, we will be ferried by the locals to "Karinilla".
- There is a variety of excellent accommodation within this setting:
 1. There are four two-bedroom cottages spaced out around the property. These are fully self-contained houses with comfortable sleeping for 4.
 2. There is bunk style but very comfortable accommodation for 9 in the convention centre. This is a modern centre with a similar feel to a Sport and Recreation facility. The sleeping in this part of the site is less private, and there are 2 bathrooms.
 3. There is a homestead (where the owners live), with three twin and 1 double rooms available, and two separate bathrooms. Easy accommodation for 8.

All accommodation includes linen, kitchen facilities and is air-conditioned. **Mathematicians can see we can easily accommodate 33 people** without compromising privacy. **The owner assures me that many more are welcome, however, we would have to decide to share our rooms further. Extra bunks can be added, so families or friends may like to organise that with me.**

The convention centre is the base site for our entertaining and eating etc.

- We will congregate in the convention centre for BYO drinks, nibbles and natter. We will then share a spit-roast type meal catered for and organised by the locals.

We will be ferried to our sleeping quarters.

NB. As the sleeping part of the accommodation is not all within walking distance of the convention centre, the Karinilla transport vehicle will be available (with driver), to take us to and from our sleeping quarters (for those who choose not to

Sunday (13.2.2000)

- By 8.30am ish, all will be collected to return to our MGs.
- We will follow the locals to Ian Taylor's. Here, while John Hickman cooks up a country breakfast to die for, there will be vintage tractors, vintage machines and a beautiful view of the country to keep us amused.

Late morning, we will follow the locals on a guided tour and MG "run". Those who can fit in lunch will be able to buy that before one of our home-based members on the trip with us, guides us home, ensuring we get back before dark.

The cost of this adventure is astoundingly cheap!!! At this stage it looks like **\$50** per head.

People need to bring their own lunch for Saturday, grog and nibbles.

If you are looking for 4-5 star accommodation this weekend is not for you. If you are looking for 4-5 star fun and hospitality please give me a call asap and put your name down now as you can see, after the first 33 we have to be very creative with accommodation.

[illegible]

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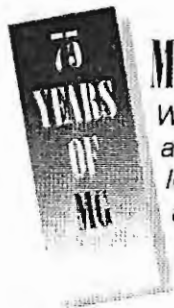




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MAYFIELD	61 Maitland Road	683 650
RUTHERFORD	New England Highway	327 333
WALLSEND	48 George Street	514 888

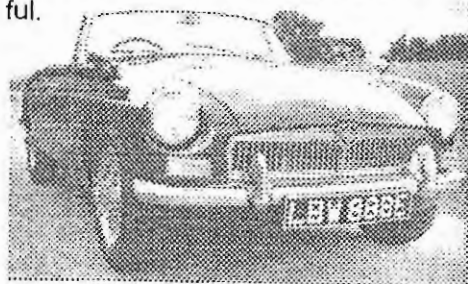
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MG: 1924 - 1999

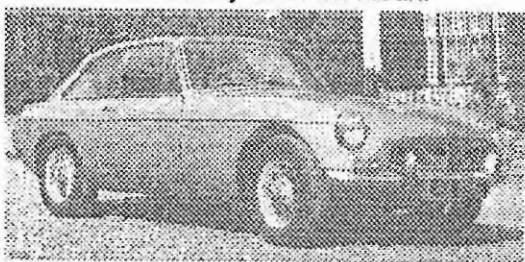
We left the story last month at the little MG1100. Overlooked, under-estimated and at times snubbed by some toffy-nose self-styled MG 'experts'.

But now we are in 1962 and another MG destined to become a legend appears. The MGB! This was an MG, designed and built by MG people. The production run spanned an incredibly long period, in automotive terms, yet sadly, at each successive face-lift the stylists only succeeded in making it look uglier. But as it was originally presented, it was beautiful.



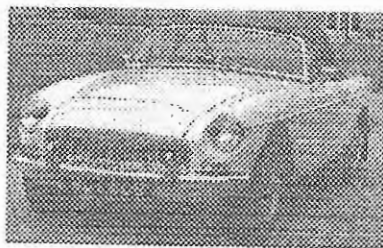
A coupe version was presented around 1965 and managed to successfully maintain the simple elegance of line.

An easy way to appreciate or test this is to view a car when stripped of all glass, brightwork, trim etc., such as when being prepared for a repaint. Have a look at the shape of a naked MGB GT, devoid of all the trinkets that fool the eye. You'll see exactly what we mean.



It is an harmonious amalgamation of line that is attractive from any angle.

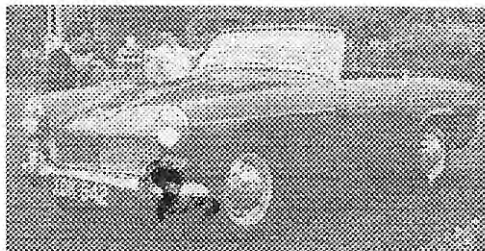
Soon overdrive, a very worthwhile option, was offered on both roadster and GT models. In the earlier part of its life the MGB was reasonably successful in a number of races and other competitive events. It was joined in 1967 by the MGC. Outwardly this new car looked like the MGB, except for its bigger 15-inch wheels and bulges on the bonnett. Under the skin however were incorporated a number of differences - Front suspension used torsion bars instead of coil springs. The gearbox was different and it had a 6-cylinder engine of 3-litres capacity.



The altered weight-distribution made the MGC less agile on switchback roads when compared with the MGB. The real problem lay in the extra 400lb weight - the engine itself a full 200lb heavier than the B-series 4 cylinder unit. Its forte was fast motorway touring, but unfortunately the motoring press of the day failed to appreciate this aspect at the time, and the model recieved poor reviews. The irony being the MGC's ability to effortlessly cover long distances when touring was only appreciated after its withdrawal from production.

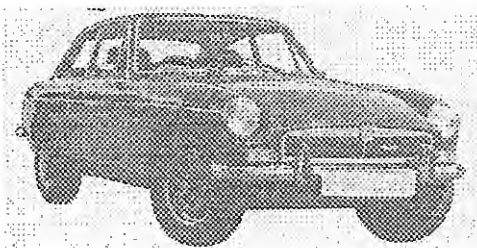
Developed from the Austin Healey Sprite, there now emerged the modern MG Midget, which sold side by side with the Austin badged car, but with minor insignificant differences. Initially the

Midget had a slightly higher standard of trim, for which the proud owner naturally had to pay more for.



In Mk I guise it had the 948cc BMC 'A' series engine. In the Mk II this increased to 1098cc, and wind-up windows were added. The Mk III had sundry other small improvements and the 1275cc engine. Shortly after the Leyland take-over the new brass really went haywire, and we saw the emergence of the 'kicked-in grille' as they became known, on both the 'BL MGB and Midget. Leyland also discovered matt-black paint as a cheaper way of making sports cars than the old, proven, yet expensive, engineering research and development method.

The MGC had been built because there was a need for a more powerful version of the MGB. This need remained after the MGC was discontinued, so Leyland set to work on another bite of the cherry. This time they left the specification very much as it was on the MGB, but used the Buick-designed Rover 3.5 litre V8, the gearbox from the MGC and made only minor suspension alterations.



This latest creation, released in August 1973, was only available in coupe form - the factory concerned that a roadster version might suffer from a lack of torsional rigidity. With a 34% increase in power and 75% more torque than the 4 cylinder model, the 'V8's market potential was obvious.

However the radical changes to the structure of the British motor industry that had earlier taken place now began to bite. BMC owned Jaguar, and had formed British Motor Holdings. The merger of BMH in 1968 with Leyland, owners of Standard - Triumph, found MG being just one very small part of a new giant called British Leyland Motor Holdings. This new company, headed by Donald Stokes, meant that MG was ultimately being run by the man who was also boss of MG's arch rival, Triumph. It seemed history was being repeated for MG - first Lord and Austin, now Stokes and Triumph.

It was against this background that MG with their MGBGT V8 along with the ageing MGB found itself the Cinderella of the Leyland Group. The MGB was seen as in-house competition for the Triumph TR7, the same for the Midget versus 'Spitfire'. The 'GT V8 threatened Triumph's 3 litre V8 Stag, and thus this MG was quietly dropped in 1976 after just 2591 had been produced.

Meanwhile the vital American market's safety legislation requirements created more headaches for Abingdon. This gave rise to the 'rubber bumpers' on models from 1974 onwards. Not only did they add 5" to the car's length and 70lb to its weight, but the ride height was raised 1½", in order for the bumpers to conform with US standards. The roadster and GT were at once transformed

from admittedly slightly dated-looking benign handling sportsters into disfigured wallowers.



UK and European markets followed and the rubber bumpers became standard. Since that time a number of after-market kits have restored much of the MGB's lost handling. Some owners have retro-fitted chrome bumpers and grilles, while many have come to accept the appearance of the rubber bumper models.

MG persevered. But even the name was shuffled into the background as decades of motoring history were discarded as factories were given new Orwellian names - the Pavlova works retitled "Leyland Assembly Plant, Abingdon".

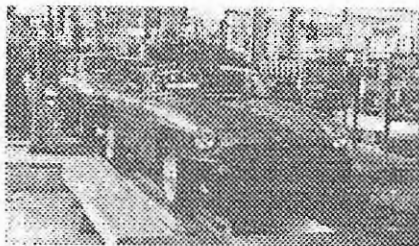
To cope with US emission regulations the Midget's 1275cc Mini Cooper-type engine was replaced by the Triumph Spitfire's 1491cc unit - and gained a reputation for having an appetite for big-end bearings if used hard. However the larger engine went some way to retrieving the performance lost by the extra 170lb gained by the impact-absorbing bumpers.

Adding insult to injury British Leyland decided to celebrate MG's golden jubilee by building 750 green/gold GT's, ignoring the fact that MG production started in 1924.

By 1979 Midget production had been killed off by even more emission regulations. To celebrate MG's 50-year association with Abingdon a number of spe-

cial events were planned, culminating with a street parade of 70 different MG models on September 9th. Twenty four later Leyland announced MG production would cease on July 1980. Surely one of the clumsiest PR jobs of all time!

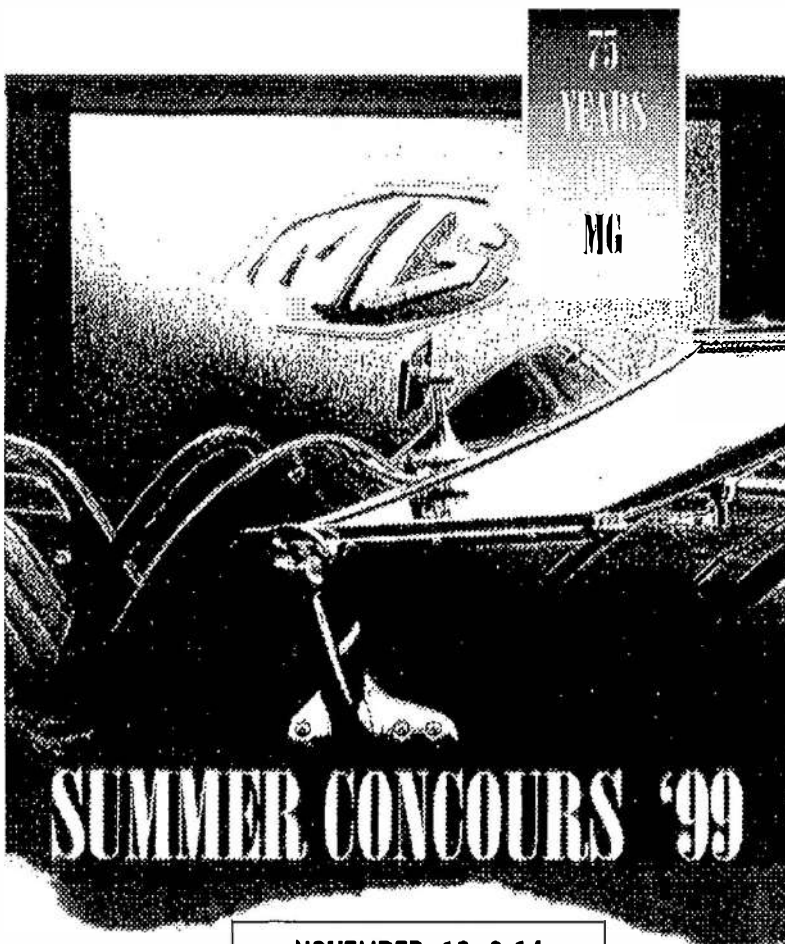
Production at Abingdon was reduced to a trickle of MGB Roadsters and GT's, with the pared-down workforce operating on a 2-day week. Alongside the standard cars there were 1000 Limited Edition models - 420 metallic bronze Roadsters and 580 metallic pewter GT's built, which took ages to sell. On 22 and 23 October 1980 the last MGs built at Abingdon - a Roadster and a GT respectively -



— rolled out of the Pavlova works. After 521,111 cars the MGB was finished. Worse still... so was MG! Not quite!



Next month we'll learn how people like you and me, and organisations like our Hunter Region MG Car Club, kept the flame of enthusiasm alive until the MG story could be continued.



SUMMER CONCOURS '99

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RUMOURS:

The octagonal goings-on of MG owners as embellished by the Octagonarian...

EASTERN CREEK ... is behind us, but still the 'Rumours' trickle in. Heard a beauty t'other day - seems Les Bingham was on the rooftop viewing area above the pit garages. Looking over the track, he spotted one of those familiar burgundy-and-white jackets, standing out in the large crowd in the grandstand opposite. In the relative silence that followed the conclusion of that particular race, 'Bingho cupped his hands, filled his lungs and yelled..."**HEY LARRY!**" Immediately three blokes stood up. Stewth! The lady standing next to Les then asked, "Which one do you want?" The burgundy-and-white jacket contained the man he wanted - It was Larry Dickason, who then made his way into the pits to join fellow club members. These jackets are available from Regalia Carol — just in case you haven't got one yet. Get in gear.

ON THE WALL ... of MG Headquarters is a new 'Trophy' - It's a sign, apparently souvenired from the races at Eastern Creek... "**SCRUTINEERING**" with an arrow. I've heard several differing stories on how we came to score it, and I won't believe any of them 'till I see Ray Bond's video!

THE LIBRARY... of our clubrooms has a wealth of stuff to read none the least being a full range of magazines from other clubs. Reading 'MaG' from NZ recently I found a reprinted photo from our 'OTM' from a few months back - it

was the one with Carol Roxby modelling an NZ T-shirt while she and Nev were holidaying over there recently. It must've tickled the Kiwis, for they enlarged the photo to full page.

IMITATION... is flattery, or so the old saying goes, for once again in the library I noticed in October's 'Opposite Lock', MG NSW, or Sydney's magazine, a piece written by President David Wigley exhorting their members to refer to their clubrooms as.... "**Headquarters!**" Now where have I heard that term being used for the last umpteen years? Next thing may be a request for the name of the bloke who painted our MG mural on 'HQ's walls!

MECHANICALS... have never been a strong point of our PRO. I hear that recently Richard M. refuelled the mower and commenced attacking the verdant stuff. Didn't take long for the old Victa to start with the terminal noises - for it seems the lad gave it a gut-full of straight petrol. How was he to know it was a two stroke? I'm told the bore looks as if it's been attacked with a rasp, and the piston's now just a shapeless lump. 'Bad call' Dickie!

CONGRATULATIONS.... are due to Jeanne Boote who we hear celebrated a 'milestone' birthday early in October. A very 'swish' 50th party, the blacktie affair enhanced by a string quartet playing during cocktails. 'Nice touch' Gary!

COMING BACK.... over the railway bridge near Comsteel, I see there's a new 'ad on the large billboard. Saw the same ad in Sydney on my way to the Historics in September - "Classic Pick-Up Lines" with a silver MGF with red

leather upholstery. Changed my wish list. Up till now I'd fancied a red 'F like the one owned by John and Norma Kennedy, or BRG like Colin Bailey's 'Abingdon' model. But silver.... The point of this story is I've heard Rumours of a group of larrikins who reckon the poster would look great on the wall of MGHQ, and have plans to nick the whole billboard!

DOESN'T TAKE LONG... for the story to unfold. Last month we asked for info on the dinged 'RV8 eyeballed up Williamtown way. Phone callers filled in a lot of the details. Currently that car's in the Medowie workshop of the Breeze Brothers, Wayne and Ian, well known for conversions of American muscle cars. We're told there are actually 2 RV8's floating around, both coming in via Phill Woodbridge, an importer from Queensland. The one at Medowie, with low mileage and slight damage, will be repaired and get a full re-spray, while the other has considerably more damage to front and rear right-hand guards, bonnett, drivers door, and is now stored in Carrington. I'm informed owners Brian and Jannette George have considered repairing the latter car for use in Targa-type events. Apart from that, I'm afraid there's not much we know about the story.

RV8's... seem to be coming out of the woodwork, for I'm told we'll have at least four coming up from Sydney to attend our Summer Concours. This is great, for the last time one of these MG's was seen up this way was in 1994 at the National Meeting we hosted.

ANOTHER 'BENT' ENGINE... aka V8,

in the form of a factory 'GTV8, is rumoured to be floating around. This particular MG is darkish-green (Mallard ?) and is reported to have been around the fringes of the area for a while. Checks reveal it's not Tom and Shirley Parrott's 'Tundra' V8, so we'll eagerly await new owners Ian and Trish Ashton to roll up and show us the new toy. I also hear the Ian's racecar is shortly to go onto club plates

UP FOR SALE.... on the noticeboard at MGHQ are Bob and Joan Boehme's Damask GT, and, after a surprisingly short love affair, the Bowden's TC. Neither is saying much but I'm led to believe when the dust settles an R.....? may replace the GT, and The Bowden's may end up with *two* GT's, a V8 as well as the blue 4 cylinder model.

WHAT'S IN A NAME?... an interesting theme. Last magazine assembly during the page-passing, stapling, sealing and sorting - all carried out amidst MG chat and octagonal gossip (Surely you'd expect nothing less from *any* occasion conducted within the hallowed 100-year-old-walls of MG headquarters!). It was TC-driver and expert-in-anything-XPAG, Robert Gibson who observed how things in the world of swap meetings have changed in location, but not in name, F'rinstance 'The Big One' useter be the Chatswood Swap, held annually in the top 3 or 4 floors of the multi storied car park. Now it's held out at Blacktown, but still referred to as the Chatswood Swap. The yearly 'Bargo Swap' has been relocated to the Agricultural College at Picton. The Liverpool Swap is now at Fairfield, while here the 'Newcastle Swap', run by our friends in The Vintage Car Club, has

moved to Cessnock.

THE MATTARA HILLCLIMB... and missing out on being accepted for 'The Local Challenge' were Chris Leggett in the MGA and Ian Nelson in the 'B. Another of our members, Sydney-sider Jim Gaul was accepted with his stove hot Mini. (Spies tell of Jim having an MGB project underway in partnership with John Moremon). However Jim realised the event clashed with the race meeting at Oran Park and as he's leading the series for sports sedans, obviously the latter event got the nod. In the end, Chris scraped in by getting a run on Sunday while Ian and his MG, despite an early application, was left out in the cold.

HELPING OUT.... by providing a large part of the display of MGs at the Hillclimb were some of our members. Seems President Denny was contacted and asked at the eleventh hour to provide some 'MG variety' to what had promised to be a very thin looking line-up. Also, I hear officials were in short supply, a frantic phone from Dave Atkins from the Newcastle club call saw our own John Moremon on deck Saturday lending a hand.

THE MATTARA PROCESSION ... was the 'baptism of fire' for our new P.R.O. Richard Merrick - and I'm pleased to report he passed with flying colours. Always a difficult job - coordinating the required number of open sports cars to be on-site on-time. I'm told this year's event was far from pleasant, a filthy westerly wind blowing dust and rubbish over everything. As the parade now runs west to east this meant that the slow-moving MG's radiators had virtually no air flowing through them, which saw temperatures near the red on the gauges. One vehicle completely unruffled by

the heat was the J Van, again driven by Trevor Allen. The new radiator from Warren Bell at Warners Bay Radiators has the old girl running like a clock once more. Also adding to the parade's confusion, the finish is now at the bottle-necked Nobby's round-about. It's a real bun fight trying to get out, and something the organisers should re-think.

BACK IN HOSPITAL.... recently was Margaret Morton with a problem that is still giving trouble. We wish her a speedy recovery and look forward to seeing her at club events soon.

TARGA TASMANIA... next year has some interesting local entries so I see, ranging from a Mazda RX7, a Bolwell, a V8-engined Fiat 124... and an MGB. The MG is entered by new member Kevin George, crewed with brother Brian. I have no news who'll be the in the back-up service crew, but I've heard that this event has been a long-time dream for Kevin. Good luck to them, and I'm sure that if any assistance is required there are plenty of club members willing to help with preparations. Go Team!

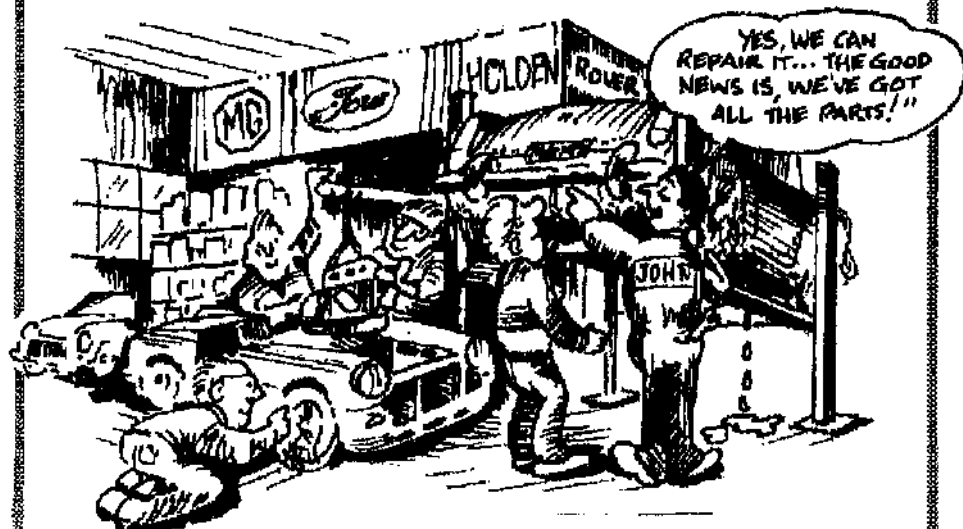
SOLD... and gone to a good home is Ollie and Rebecca Muller's white Mk1 MGB. As yet we don't know the names of the new owners, but I was reassured by hearing that along with the keys a club membership application was handed to the people, which is something I hope everyone selling an MG will keep in mind.

AN OLD SMOOTHIE... is Ben Douchkov, for I hear that at a recent club night he approached the bar with an apology. He claimed he didn't have 'Proof Of Age', but asked could a glass of wine be provided for his attractive partner, and wife, Bev! So that's how it's done!

HAPPY BIRTHDAY to Mark Roxby

who celebrated his 21st Birthday on 15th October!
We believe you had a special guest at your party.





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MGY TOURER 1949. Chassis TY3826 eng. XPAG TR1375. Rare car in original unrestored condition - one of only 877 built. Black with red trim. Excellent overall condition including weather equipment. 65,000 genuine miles and totally reliable. Photos of this car in D.R. Lawrence's book "Let there be Y's"

MGB BONNET.- Call John

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

MGB Roadster 1970 - BRG, fully re-stored in '98, new carpet & radio, kill

switch. Reg 14.4.2000 - AFU 34N. Overseas posting necessitates sale \$30,000 o.n.o. Ph:

MGB GT 1974 - Chrome bumper, Damask. Four times national winner plus numerous local and speed trophies. Complete history available. three owners, 110,000 genuine miles. Phone Tony Gould

MGB MkII 1969, Red, top condition, no rust, good road car, 11 months rego MG 454. \$ 15,990 ono. Phone Steve Oxley Ron Hopkinson

MGBGT 1973 - Chrome bumper, overdrive, sunroof, Damask, well known club car, road reg \$15,300 Phone: Bob

WANTED:

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

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MGA 1600cc or Twin Cam Roadster Wanted by enthusiast of 38 years ago. Must be correct and A1 condition and drive as they should when new. wheels
Ron McLead or fax

Grille Badges wanted by overseas collector. Collector has 156 different badges and is after for more. He is also interested in photos, posters and greeting cards with MGs, and contacting

other collectors.

For further information see the club notice board or phone Bev (Ed)

and I will pass on details.

Driver with Insulated van for deliveries in Newcastle area. Phone: Philip Dadd

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Convex Mirrors - polished cast alloy with swivel mount, overall size 68mm x 205mm. Phone Howard Gostellow

Sydney Concours Results:

MGBGT V8 -Concours

1st Ian Nelson

2nd Merryl Redman

MGBGT Chrome Bumper -Concours

1st Wendy Armstrong

MGBGT Rubber Bumper -Concours

1st Robert Bessell

MGTF - Concours

3rd John & Jan Rogers

MGC - Concours

2nd John Moremon

MGBGT Chrome Bumper-Road Class

1st Mick Collins

2nd Robert Boehme

3rd Laurie Mead

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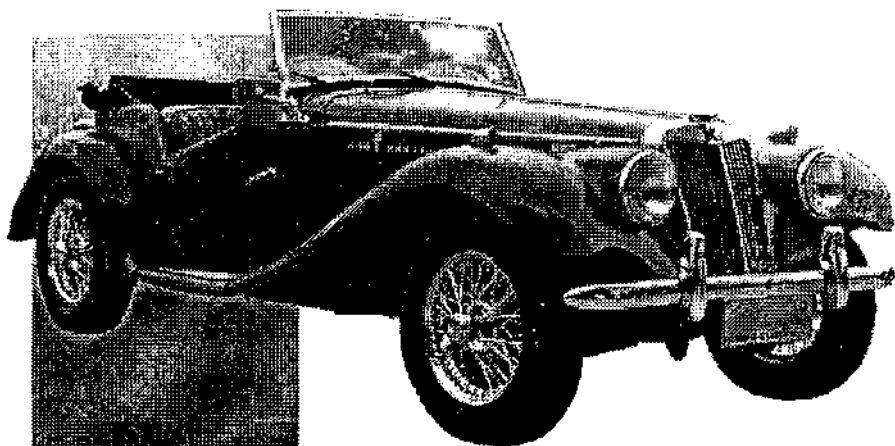
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COMMITTEE MEETING REPORT

14th September

Present: Merryl Redman, Sue Bingham, Ray Bond, John Moremon, Denny Bowden, Carol Roxby, Bev Jones, Richard Merrick, Kevin Cornford. **Apologies:** Kate Leggett, Ian Nelson Terry Petteit

Attending: Nev Roxby, Kay Bowden, Jeanne Boote **Meeting Opened:** 7.35 pm Denny in the chair.

Business Arising from Minutes: Sydney Concours 17.10.99 wet alternative 24.10.99, Lease has been signed and returned, Coffee mugs arrived, Printer purchased, Carol has key from lock box, \$2 to run for another month. **Inwards Correspondence:** Flyers - Endeavour C.U., Turner Enterprises, Carroll & Richardson - Flags, Aust Post, Office Works. Note & \$20 from C & P Baker for ad, Magazine Ad - John Morton, **Letters** - Ron McLeod seeking MGA, MG Imports request for advertising rates, British Car Club ASBL request for badges & posters, CAMS A/C \$334 36 more memberships, Endeavour CU Statement, Shannons Blank Letterheads, Graeme McCannre John Kennedy's letter, CAMS Newsletter, Magazines - MGCC Geelong, MGCC Newcastle, MGCC Auckland, Hunter Region Jag Owners, Morrie News, Newcastle District Vintage Car Club, **Outwards Correspondence:** Letter to D & A Cosh - Membership refund, CAMS - capitation fees, Mechanics Institute Trust - lease, R. Mitchell & O Muller - membership renewals, Fax to MG Imports - A&R Metal Polishers - advertising rates.

New Members: Colin & Anne Lawrence, Graeme Munro, Stephen & Dagmar Booker, Kevin George. **Secretary:** P.R.O: Mattara Pde 10 Oct 12 noon - open cars needed, Combined run to Toronto club run, Morpeth Jazz Festival to be discussed-check parking, Teralba Public School clashes with organised event, Stroud Picnic Races - decided against, Autofest in Orange - decided against, Richard to phone with regrets. Richard to contact Peter Cronin re Mattara. **Sporting:** No Report **Club Captain:** \$18 - Winer Woollies medallions, Nov Run 21st, Dec Run 12th. John to check with Terry re Nov Run, Club to present trophy to Barrington House. 18 cars attended run to Winchester's home, 21 cars to Patonga - NO RAIN. **Regalia:** Sales \$, OK for T-Shirts & socks, Ties - setup cost \$ decided against. Suggest enquire with other clubs, Making enquiries about coasters. **Treasurer:** Presentation Dinner cost to club \$ See attached appendix. **Editor:** New printer installed, 210 mags next month, request layout for Summer Concours ad, Kevin to check computer for virus. **Social:** 10 bookings already for next June long Weekend, 30th Oct - Natter at Roxby's **Plates Registrar:** Terry Petteit's white B now on club plates. **Vice President:** Bar stock purchased \$ banked \$ **General Business:** Jeanne Boote ad-dressed meeting re fundraising for Alyson Smith, Denny introduced Ian Hancock's proposal re: Wakefield Park All British Day permit for park in hand, Carol suggestion for Library blind, John queried expense sheet for trophies \$ Susan to check, Quirindi Weekend postponed, checked by Carol, Steering Committee formed for Concours - at least 4 RV8s attending, Susan to take over Regalia during Carol's absence, Kay commented on value at Presentation Dinner, Carol advised 7 Nov Breakfast Run postponed, Denny contacted Morris Owners re: wrong date for All British Day, Carol raises question of points allocation for runs-to be finalised. **Meeting closed** 9.23pm.

Denny Bowden President

Kate Leggett Secretary.
per Merryl Redman

WHAT'S ONWHERE & WHEN:

NOVEMBER

	Sun	7	Magazine Assembly - MGHQ from 7.15pm
	Fri	12	Club Night
*	Sat	13	Summer Concours - details page 7
	Sun	14	Concours Run - Rafferty's Resort - details page 7
	Tues	16	Committee Meeting - MGHQ 7.30pm - Members Welcome
!	Sat	20	Wakefield Park Historic Race Meeting - Goulburn
!	Sun	21	Wakefield Park Historic Race Meeting - Goulburn
#	Sun	28	Toronto Fair- Clubman Run - details page 9

DECEMBER

	Sat	4	Club Registration Day - details page 3
	Sat	4	Christmas Party - details page 8
	Sun	5	Magazine Assembly
	Fri	10	Club Night
#	Sun	12	Christmas Clubman Run - details next month
	Tues	14	Committee Meeting - MGHQ 7.30pm -Members Welcome

- # 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 0
- > 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.

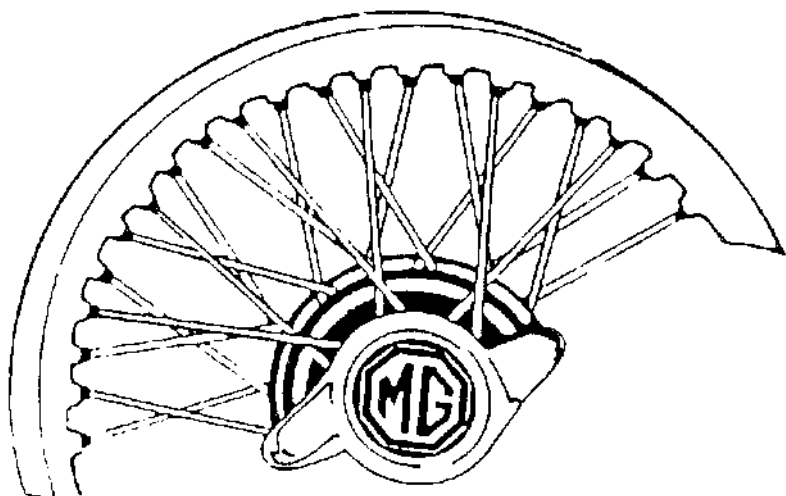
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FOR NEXT ISSUE:
FRIDAY NOV 19TH!**



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