

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

APRIL 2000



# 'ON THE MARQUE'

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# ***MG Car Club HUNTER REGION Inc.***

***"Proud to be .... ALL M.G. !***

## **COMMITTEE**

*Affiliated with  
the MG CAR CLUB UK  
Affiliated with the C.A.M.S*

***MG Headquarters  
68 Elder Street  
LAMBTON***

**PRESIDENT:** Denny Bowden (MGBGTV8, MGBGT)

**VICE PRESIDENT:** Merryl Redman (MGBGTV8)

**SECRETARY:** Kate Leggett (MGA, MGBGTV8)

**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, MGB GT)

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

**EDITOR:** Bev Jones (MGB, ZB Magnette)

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

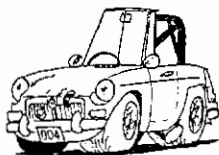
**PAST PRESIDENT:** Kevin Cornford (TD, Magnette, MGC)

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

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those of the Committee or the M.G. Car Club Hunter Region Inc.

# BEV

## EDITOR



It is three weeks until the National Meeting at the time of writing this and still our wayward son has not returned home. Stephen is getting very restless as he still has preparations to do. It may have been this that has prompted him to make a few notes about the necessary preparations. Nobody wants their weekend to be spoilt by being denied entry to an event due to a rejection at scrutineering, so just like boy scouts "BE PREPARED"

I would like to be prepared a bit earlier than usual next month for the magazine, as we are taking off for a few days after Easter. As well as the usual packing etc, I have to consider this magazine arriving on time in your letter boxes. In light of this, I ask that you have any magazine contributions to me by the Committee Meeting as I will lose time trying to unwind after the Natmeet. I would hate us to be late with the magazine as our record is rather impeccable.

To all those attending their first National Meeting, I would like to say get lots of rest prior to the event and don't plan on doing much after. Going on past years you will be quite exhausted as it is a very full on few days. Thank goodness we don't have to travel and pack!

Remember that every event you participate in, the club earns points. You don't have to drive like Peter Brock, just get out there and have a go. You may even enjoy yourself! I certainly do.

There are still places available for the Sunday night dinner in Beaumont Street. This will be a rare opportunity to get easy parking (only if you drive your MG and this is the idea). It should be quite eye-catching, so call Merryll or Richard to secure a posi at the Little Swallows. You don't have to be a Natmeet entrant.

Don't forget about open house at MGHQ on Thursday 20th April. Hopefully I will see you there, that is if I have progressed far enough with the May edition of 'On The Marque'.

Get your articles in early!

**Bev - 004**

**NEW MEMBERS**

**"We extend a warm welcome to you, and wish you a long and happy association with the club".....**

**JOHN TAYLOR - Quirindi - Associate**

**FAY & BOB WALES - Quirindi - MGB**

**GEOFF & JEAN POTTER - Werris Creek - MGB**

**Welcome Back - Malcolm & Frances Campbell - Midget**

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

# DENNY PRESIDENT



to the suspension, handling and tuning of their vehicle, and only when that is done will they consider putting a coat of polish on their toy. Whatever your choice, or maybe it's both, good luck.

Easter is on top of us, and to some of us that is National Meeting time.

By now, those going to the Natmeet will have preparations well under way, the ones interested mainly in Concours will be cleaning every part that is possible to get your hands on, and with some loss of blood, the parts you thought you could not reach. The entrants with a greater interest in the motor sport side of things will be paying more attention

To the people who attend National Meetings on a regular basis you know what to expect and I am sure, we will, as usual, enjoy every moment of it. To those attending for the first time, strap yourself in for the ride, and prepare yourself for a very "full on" four or five days and, if possible, take the following week off work to get over it.

Again, good luck to all.

Octagonally Yours

Denny Bowden - MG 873



## OPEN HOUSE - MGHQ

Thursday 20th April from 7pm

Open to all members and visitors

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# KATE

## SECRETARY



This has been a rather quiet month mail wise, so there's not a lot to report on. We received a flyer and 2 free tickets to the Historic Winton races, presented by the Austin 7 Club. The event is on Saturday and Sunday 27/28th May, so if you would like to use the free tickets give me a ring. I also have a list of accommodation venues and more information.

I suppose everyone is busy preparing their cars for the National Meeting. Unfortunately, due to Chris' work commitments, we won't be attending as competitors this year. We will be at some of the day events, and will be in Beaumont Street on Sunday night for dinner. There should be a great atmosphere in Hamilton that night! We have booked for 40 people at Little Swallows on Sunday night at 6.30, so please give Merryl a ring if you are planning to go, as she needs numbers. To all Hunter Region members entering the National Meeting, good luck, and have a great time.

Today we have been on the run down the Putty Road to Windsor. There were only a small group of cars there, but we had a most enjoyable day. We came back through Wiseman's Ferry, which

is always a good run. Thanks to John MacDonald-Hill for his organisation of the day.

Last month's motorkhana was well attended, and by all accounts everyone who went really enjoyed their day. It's great to see people supporting these events, and particularly good to see newer members having a go. I hear that Larry really enjoyed the day, and got quite excited smoking up the tyres. We also had a prospective member from the Central Coast who was very keen to participate. Thanks to John Moremon for his organisation of the motorkhana.

You would have noticed that a blind has been hung in the library. This is so that it can be pulled down when we have a guest speaker, so that if people choose to sit in the library it doesn't look rude. If you are in the library when there is a guest speaker would you please pull the blind down. Thankyou!

The run to Quirindi, which was an extremely successful, low-cost weekend, actually ended up turning a small profit. After all the bills were paid we ended up with \$87.50 left over, which the committee decided to put towards the band Ian has organised for the Presentation Dinner this year. I'm sure everyone will be happy with this!

Have fun at the National Meeting, and I'll see you at an event soon.

**Kate Leggett**

Our Sympathy goes to the family and friends of Robert Shannon who passed away early in March after suffering a heart attack. Robert and Shannons Insurance have always supported our club and continue to support us and many others throughout Australia.

# JOHN SPORTING



Back in February we had a combined run again in the form of an observation/poker run. For those who missed it bad luck, as you should have come along. This is what the Club is all about and probably what people enjoy. The observation bit needs to be tidied up as some of our longer serving members are able to collect data at a 60mph drive by, while I needed to get out and pull the branches away to read the sign. The skill of teachers!!! Thinking that we may be able to trick a few people with some tricky questions needs to be revisited. There will be a next time and it won't be so easy, so be warned.

Christine and Peter Hobson walked away with the highest draw card prize while Ian and Trish Ashton got the big one with the best poker hand. (in spite of Chris Leggett's persuasive powers over fellow Club members). We ended the day at Speers Point Park for a sausage sizzle and were joined by a few other members and I think we totaled 30. The only thing that went wrong was when the sun went down and we had to go home as it was too dark to see.

worth the effort. There was nobody waiting at the round-a-bout at Morisset so as I drove away I thought that it would be a non event again. Not so as Chris Leggett came around the bend and I thought that now makes three as Ian Nelson was going to meet us there. Just as we started to set up a pattern we were greeted with another couple of cars and then another and then a phone call from the Bootes to say that they were on their way. Now we have a nice number of cars to make a day of it, 11 in total. We have a dark horse in our ranks too with Terry Petteit and his GT. With a little grooming and getting him to leave the flags where we put them he could go places. (other than where I would like to send him). Chris Leggett came first, yours truly second and Ian Nelson third. Ian would change his position when the V.C.B. is back on deck though and it will be a great day to see the car do its thing where there aren't any walls.

This month we will leave you alone for the National Meeting but on the 21<sup>st</sup> May we are having a fishing run. Not a fish and chip run, a FISHING RUN. We will supply the lot other than the luck. It will start as a scavenger hunt and end up as another sausage sizzle on the lake again with the weigh in. For those who missed the last one don't miss this one. You bring drinks and chairs and I'll bring the food.

The motorkhana on the 12<sup>th</sup> March was

**John Moremon**  
**Sporting Director**

**PISTON RING** - The telephone call the garage makes to tell you that the engine of your car has completely collapsed and repairs will cost over \$3000

# TERRY

## CLUB CAPTAIN



The run for February was a combined clubman / sporting run, the clubman side being a poker run. Fourteen cars attended and enough money was made to pay for the BBQ which was provided at the end of the day at Speers Point Park.

We travelled around the lake stopping for afternoon tea at Budgewoi. The only down side to the run was that every time Sugar Ray (Bond) turned off his car, I had to push start it! Apart from this problem it was a wonderful afternoon drive.

Next report I will let you know how the run to Windsor went and where we might be going for the May run.

**Terry Petteit**  
**018**

# CAROL

## REGALIA



Here it is Easter again and the National Meeting is with us once more. We have decided to take our holidays in May and go up to Cairns so unfortunately we will not be participating, but will be at all the daytime events.

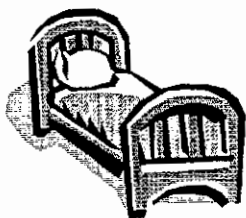
body wanting regalia, I will be there to take your money. It's much nicer to have on an MG shirt at Natmeet events, what about a cap, hat or umbrella for the sun (or rain - Is Terry going?)

Any interstate visitors will be more than welcome, tea and coffee provided, maybe a nice MG mug to drink it out of? I can assist.

Yours octagonally  
**Carol Roxby**

The club rooms will be open on the Thursday night before Easter, so any-

**NR 366**



**Margaret Morton and George Quinn have both had visits to hospital in recent weeks.**

**We hope you are both feeling better and you will be back in your MGs soon!**

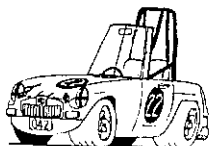
## **CLUB REGALIA**

Maroon & White Nylon Jackets	\$55
Long Sleeve Chambray Shirts	\$35
Long Sleeve White T-Shirts (striped collar)	\$35
Short Sleeve Maroon T-Shirt (striped collar)	\$32
Team Hunter Polo Shirt	\$28
Sandstone Caps (Maroon Brim)	\$12
White Hats	\$22
Hat Band	\$ 5
MG Black Sports Bag (folding)	\$12
MG Hipster Key Ring	\$ 8
MG Key Ring	\$5.50
MG Teaspoon	\$5.50
Hunter Region Cloth Badges	\$ 5
Hunter Windscreen Stickers	\$ 5
MGCC Hunter Region Club Sticker	\$1.50
MG Badges	\$ 7
MG Club Badges with White Hat	\$ 5
MG Car Badges	\$ 8
Name Badges (orders taken)	\$ 8
Magazine Binders	\$10
MG Scarves	\$25
MG Umbrellas (Maroon & Silver)	\$25
Grille Badges (anniversary logo)	\$20
Grille Badges ( MG club shield)	\$20
MG Coffee Mugs (white with gold trim)	\$6.50
MG Wine Decanter	\$11
Steel Signs MG P	\$25
MG Model Cars	\$22
MG Barbeque Aprons	\$13
MG Watches – Mens	\$50
Folding Chairs (in bag)	\$50
6 Pack Cooler Bag (assorted colours)	\$12
10 year Anniversary Logo Pin - 1/2 price	\$ 4

*Any enquiries call Carol Roxby*



# IAN SOCIAL



Well, did you enjoy yourselves at the Jones'? I did. It looked like being really interesting a week or so earlier when Bev found that they had double booked themselves to another function, but that's another story.

I was fascinated by the flowering tree in their 'courtyard'. Jonesy tried to tell me it was a native hibiscus, but I still reckon it's a 'stunted gum' with a few 'stinky rogers' stuck on it for the night. (You notice that I spelt that without a 'd' John.?)

Each time I ask Jonesy about the condition of "Monty", I get an "All right I suppose". This has me worried, as the lad should have been well on the way to a full recovery by now, so I contacted the hospital myself and spoke to Dr McDowell. Boy was he mad! The things he told me I can't repeat. Suffice to say his condition is improving, and he should be out and about by the time you read this. Dr McDowell told me that Monty's parents had only been to visit him once since his admission, the lad's almost an orphan, but he also told me that at visiting time last Saturday week there were over 80 of his MG cousins in to see him and he seemed much better after that. Dr McDowell is concerned (and rightly so) that Monty may not get proper treatment when he returns home, and that he is considering form-

ing an "Abused MG" organisation to try to help the likes of Monty. I for one support this. *(I think Ian would definitely be a starter for this little group after what he did to the VCB!! – Ed)*

Due to the National Meeting coinciding with our natter night date, our club is hosting a 'Special Natter Night' on Thursday 20th April at our clubrooms, 7pm kick off. This is in co-operation with the Newcastle Club and I encourage everyone to come along. Catch up with some old friends, and meet some new ones. I think it's great! Good luck to all those competing in the National Meeting.

Looking a bit further ahead, Carm and I are going to organise a "Progressive Dinner" for the May 27<sup>th</sup> Natter Night. Now I've never attended one of these before, but I like the concept – entrée at one venue, mains at another, finishing off with sweets and coffee at another. You'll be busy, but I think you'll enjoy it. We will give you more details in the next magazine, but keep that date clear.

See you all again soon, let's hope the weather improves for Easter.

**Ian Nelson**

**(VCB – much loved and often visited)**



# RICHARD

P.R.O.



Easter 2000 and we will be spoilt with a local Natmeet that we didn't have to organise. Once again Easter seems to come up very quickly and I for one will be flat out preparing Milly over the next couple of weeks.

By the time this magazine goes to print the rear end of the B should be back in with new rear springs, bushes, wheel bearings and brakes. This is the first time the rear end has been out of my B and I am pleased to say that it wasn't as bad a job as I had feared.

Replacing certain parts of the braking system proved to be a little more diffi-

cult than first thought. I won't mention names but some companies can be more co-operative than others. It pays to shop around in more ways than one.

## NATMEET Free Night...Sun 23rd April

There are still seats available for any members who would like to join in on the free night dinner out in Beaumont Street. This should be a great night out and a real spectacle. Please let Merryll or myself know if you haven't already, because we do need to confirm numbers.

In closing I would like to draw special attention to the pre-NatMeet checklist which has been compiled to help you remember those little things to check before scrutineering and each event.

Good luck all & see you there...

Richie....037



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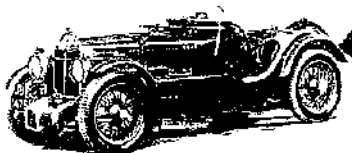
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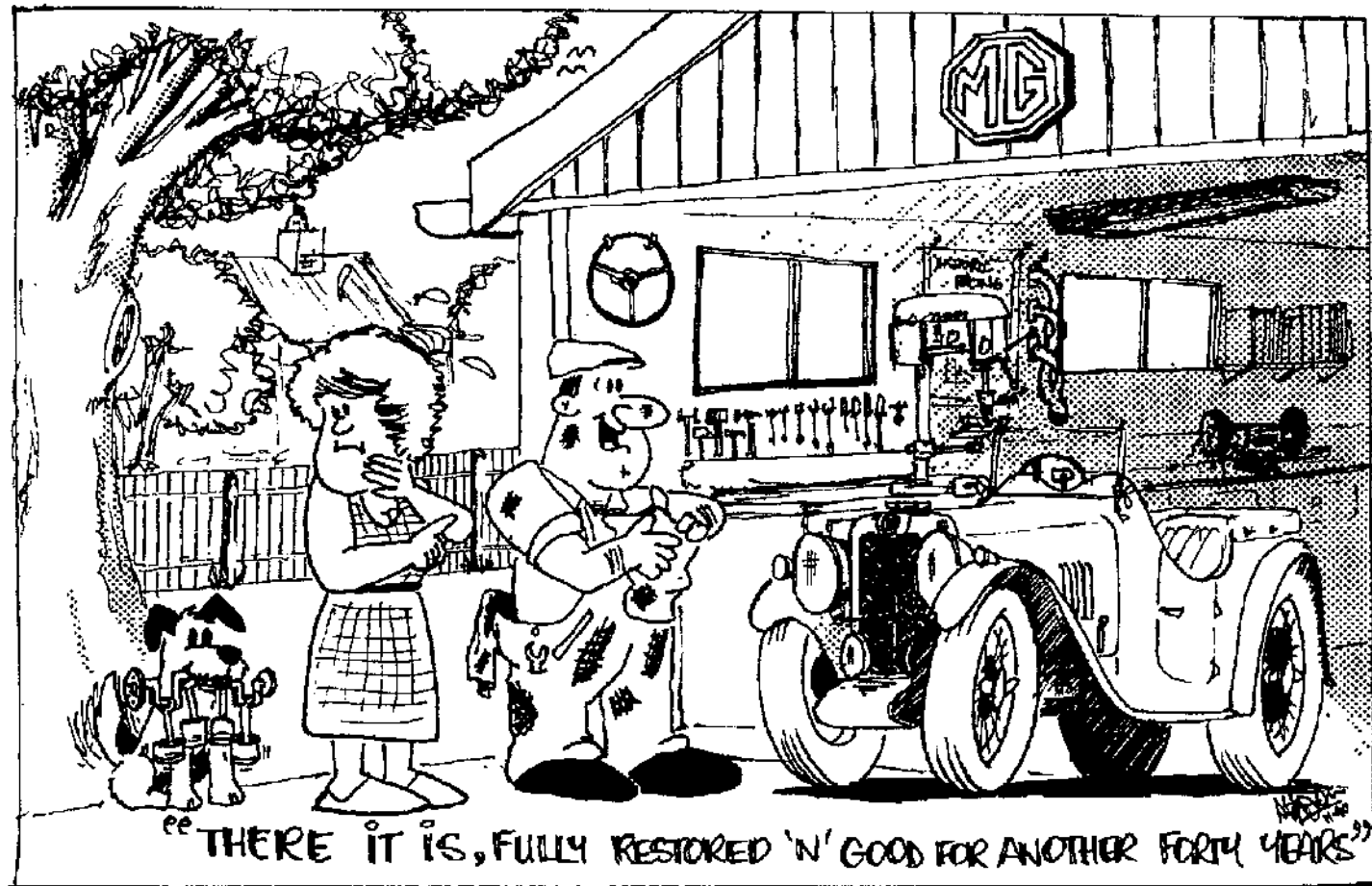
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"THERE IT IS, FULLY RESTORED 'N' GOOD FOR ANOTHER FORTY YEARS"

# ARE YOU REALLY READY FOR THE NATIONAL MEETING?

There are many requirements for a person to compete in a National Meeting. Most competitors that are caught out for not having something that is required, have only themselves to blame because all the information that you need is in the Supplementary Regulations. You know... that booklet that Merryl gave you when you got your entry form, the trouble is understanding what seems a huge amount of irrelevant information. Here are some hints and a checklist of things that you need or should check before you get to the registration desk.

- Do you have your CAMS license? If you are competing in the Motorkhana, Hillclimb or are the driver in the Observation Run you will need one. If you get it for this year, it will still be current for next year's Natmeet.
- Is your car entered in the right class? If you have any doubts, ask!
- You will need to produce your CAMS license, Drivers License and club membership.

Is your car in good mechanical condition? When you have your car scrutineered, it will be checked over for your safety. Check for things such as:

- Engine oil leaks, frayed accelerator cable, condition of brake components, loose spokes in wire wheels, wheel bearings. If something isn't right – fix it.
- You are required to have 2 springs per carbie, so if you only have one, add another
- Check fluid levels (add an extra litre of oil in the engine for the more spirited events)
- Put your foot on the brake pedal. If it needs pumping, it needs fixing!
- Don't forget to check your nuts – wheel nuts in particular, but also just give everything the once over to be sure.
- Although it is not essential, metal tyre valve caps are a good idea in case a valve fails.

**MOTORKHANA** – Cars will be rescrutineered before this event.

- Empty everything out of your boot and the interior of the car. (It could become a missile at speed on a tight turn)
- Check your nuts again! If you have hubcaps remove them.
- Only have half a tank of fuel as it has a tendency to spill out. (It is too expensive to waste)
- Put more air in your front tyres, 38-40psi, and set the rear at 28-30psi. This will help the car turn in better.
- Watch the patterns before you have a go and study the map. It helps a lot if you know where you are going when you get out there.

**HILLCLIMB**– Cars will be rescrutineered before this event.

You will need:

- To get there early if you want to walk the hill before the event starts. They won't allow you to do it after things are under way.
- A helmet conforming to AS 1698 with a marker to that effect, in good condition is essential. Just remember, it is your head on the line if it isn't up to standard. If it's scratched or chipped neither it, nor you, will compete.
- Clothing must be non-flammable – ankle to wrist to neck. **NO NYLON.** That can be from jeans and long sleeve shirt to a pair of over-alls to a driving suit.
- Closed in shoes are a must – no sandals, thongs or high heels.
- Check your nuts again! If you have hubcaps remove them.
- You know how you put your tools and spare wheel back in the boot after the motorkhana? Did you take them out again? You should have.
- A Fire Extinguisher - **securely fitted**, over .9kg
- Seat Belts in good condition, either ASE 35 or CAMS approved
- A blue triangle marking your battery location. (Ask me and you shall receive)
- Bonnet catches – 2 independent catches. Rope or belt will do but test fit before you get to scrutineering. They will want to see you do it.
- Set all tyre pressures at 38-40psi.
- Before you get into the line, make sure you are ready – clothing, seat position, do you need to go to the toilet?
- Tighten seat belt. If you can breathe, they ain't tight enough!
- Only have half a tank of fuel.

## **OBSERVATION RUN**

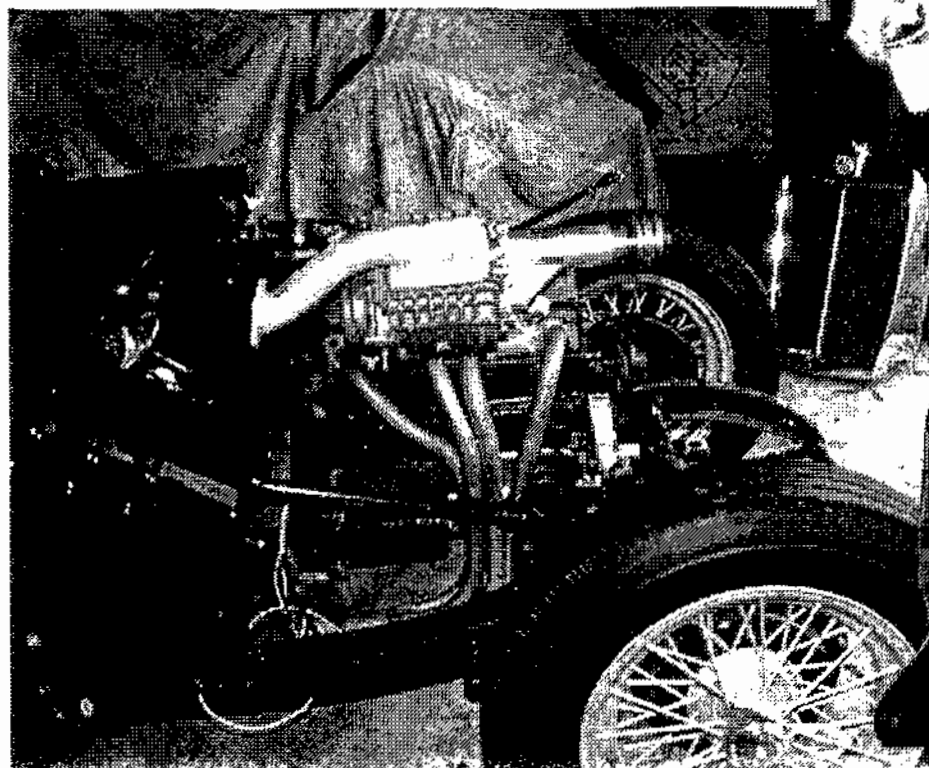
- Have a full tank of fuel
- Take a clipboard, pens, pencils erasers and a highlighter.
- A local map and/or street directory could be handy.
- A phone book is also a good idea. They have lots of information in them and don't leave bruises when you hit the driver for taking a wrong turn.

**LAST BUT NOT LEAST** enjoy yourself! You will find that you will have a less stressful time if you are well prepared. I haven't mentioned cleaning, that goes without saying, but if you are as thorough with ALL your preparation you are less likely to have problems. If you do have any questions or problems, I for one can try and explain what's needed, and I'm sure there are many other willing members only a phone call away. Remember, this is a team event and each person participating earns points for our club. You don't have to set any records, just have a go!

***Stephen Jones***



Top Left: 'Behind Garage Doors' - Mick Collins attacks Brad Smith's gearbox assisted by the owner and Trevor Allen. Lower left: The blower and associated plumbing on Ray Tolcher's TC - see *Rumours* this issue. Centre: Master Chef John Hickman during the recent Quirindi Caper - note the custom-made apron. John and Sue had them specially made for the weekend.... top people! Lower Right; MG's at the plonkery - see *Rumours*. Top Right: a pretend MGTF, someone should tell John Colville the spare usually lives at the back of the car - see *Rumours*. Photos: Di Collins, Faye Petteit and Jeff Redman

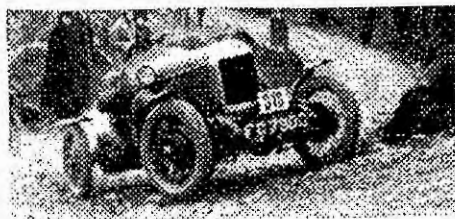




## MG: 1924 - 2000...

***"The MG 'Competition cars' - the last segment of the MG Story...."***

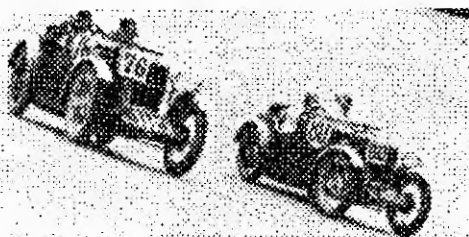
In an effort to make a start on the 'Competition Cars' we must take into account the 'Kimber Special', known as Old No.1. This one-off special, based on the contemporary Morris Cowley,



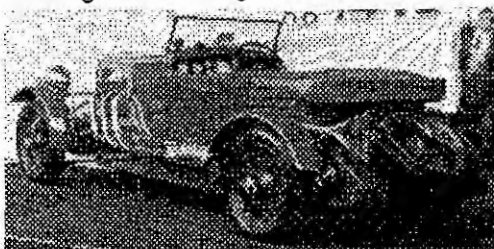
was built by Cecil Kimber to contest the 1925 'Lands End trial. A sketchy light-weight body was fitted to a modified Morris chassis and powered by an overhead valve-converted side valve Hotchkiss engine and 3-speed crash gearbox. Rudimentary as it was, it was effective enough to win for the Marque's founder a gold medal in its first outing.

1928 saw the advent of the first MG Midget — remember? It was the tiny but punchy little M Type with its 20hp 847cc engine based on the contemporary Morris Minor. This sporty little jigger was an instant success, and to capitalise MG entered a team of modified M-Types in the 1928 Brooklands 'Double Twelve' race at the famous Weybridge circuit. Double Twelve? Even in those days public pressure concerning noise pollution and the like were evident. Unlike the French, who could run unabated for 24 hours at LeMans unfettered by the goody-2-

shoes complaining, the Brits had to run their 24 hour event in two-12 hour parts, the competitors being placed in park-ferme at sunset day one.



Anyway, the little M's, painted in brown bodies\* with cream \* cycle guards really cleaned up by winning 1-2-3-4-5 and collecting the Team Prize. Same year MG fielded a magnificent competition version of the splendid looking 6 cylinder 18/80 /100 mark 3. It had looks that would do Bentley proud - leather bonnet straps, fishtail exhaust and aero-screens.... and an appetite for its own big-end bearings!

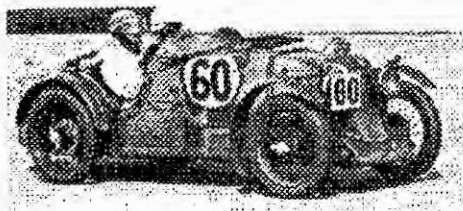


Boys Own Stuff, it may have looked, but the 'Tigress as it was known, with a projected top speed in 1928 of over 110mph, was a failure — in the same year the little M's garnered glory.

1931, and MG atoned with the C-type, which owed a lot to the record breaking EX 120. What a gem! Just 750cc's, but boosted by a variety of superchargers it gave amazing bhp/litre. In the right hands this potent little package racked up a formidable listing of victories, hard won, at venues ranging from Brook-

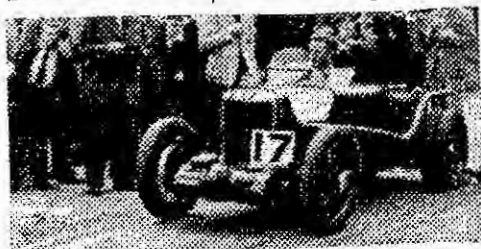


lands to Nurburgring in Germany to Dublin at Phoenix Park, from the



Ulster TT to hillclimbs at Shelsley Walsh (what magic names!) and Craigtantlet in Northern Ireland.

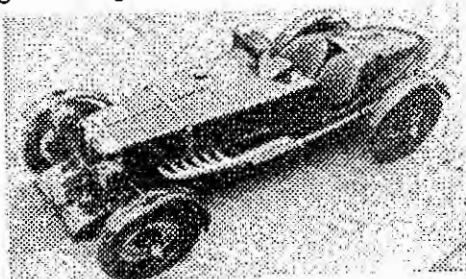
Mid 1932 saw the release of the J-type Midget, and it wasn't long before road-going J1 and J2 were joined by the blown J3 and J4 - the latter being of particular interest. It was a beguiling combination of production model parts - 12' mechanical brakes from the L2 and gearbox from the C-type and road-racing modifications combined to produce a little rocket. With the right gearing and 18lb boost from its Power-plus 6A supercharger, the J4 was capable of over 125mph! Serious grunt.



It was too fast for its own chassis - the shortcomings of the J2 chassis becoming all too apparent. It took a very brave and competent driver to get handle the performance available.

In the later parts of 1932 a legend arrived - the MGK3. It was the quintessence of the classic road racing sports car - not all that light but immensely powerful and strong, capable of Maintaining high performance over

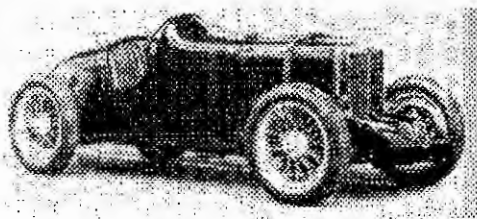
long distances. It was a fascinating mixture of advanced engine technology and obsolete chassis design. The 6-cylinder OHC 1087cc engine came from the KA & KB model Magnettes. The real urge came from either a Power-plus or Marshall supercharger while the clutchless Wilson preselector 4-speed gearbox provided rapid gearchanges.



The victories achieved by the K3 are so extensive and would thus fill several pages of this magazine.

Race regulations changed for the 1934 season which handicapped supercharged cars, MG answered with the NA Magnette. With a slightly larger 6 cylinder engine, 1271cc, and with a normal crash gearbox, just 7 of these handsome machines were built.

March 1934 saw the arrival of the new P-type Midget, and by August same year a new racing model was announced - the 746cc Q-type.



The OHC P-type-based engine, fitted this time with a Zoller blower, went into



the K3 chassis to which the lighter N-type axles were attached. It was a twitchy and temperamental beast. Its pre-selector box had to be fitted with a 'safety valve' clutch in case a pre-set engine power was exceeded and the massive SU carburettor fed a critical petrol-alcohol to the blower which delivered a whopping 28lb boost. The drivers of the day must have been heroes, for it's recorded that the 'Q' had a habit of developing a nasty zig-zag motion at speeds nearing 120 mph, brown trouser stuff! Just 8 Q-types were built. It's recorded that these four cylinder engines, built and modified by a bunch of cloth-capped workers toiling in a quaint little factory in rural Berkshire, were producing more horsepower per litre than the Auto Unions and Mercedes, both of whom were heavily subsidised by Nazi money.

By now it had become obvious that chassis design had to be seriously addressed, having been far outstripped by engine technology. Something radical was on its way, and it arrived in mid-1935, the revolutionary R-type.



The Q's 750cc engine and pre-selector gearbox was fitted into a backboned-chassis with 4-wheel independent suspension. Plans were that 2 engine capacities could be used - the 750 '4' and a proposed 1100 '6' - but handling teething problems in the model's short life meant that only the 4 cylinder saw the light of day. Alarming body roll

caused by the equal-length suspension wishbones was on the verge of being easily cured, by changing to unequal length with the upper units being shortened, but it was not to be.

All this expensive 'competition' was stopped dead by the edict handed down by the MG Car Company's new owners in 1935. As we've told, up to this point MG had been wholly owned by Lord Nuffield, perhaps best described as a 'tight-arse', who frowned on expensive pursuits such as racing. With much shuffling of papers MG was 'sold' to Morris Motors, their profit-obsessed-management dismantling the Abingdon Competition Department as well as MG's design department. The full potential of the R-type was never realised with just 10 being built.

The policy banned racing, but Abingdon found a canny method of supporting enthusiastic drivers who brought useful publicity to MG. For some years private owners of MGs had performed with great distinction in that peculiarly English branch of motorsport - the Sporting Trial. This lunacy saw hardy souls tackle steep and almost impassably rutted or muddy tracks up the sides of hills in all sorts of weather. Under the counter, MG 'sold' specially modified P-types to certain owners, with a degree of factory support that never showed up on the books. The most successful were a team called 'The Cream Crackers', so named as their MGs were painted \*cream and brown.

***Next month we go trialling and a return a little later to racing.***

*\* The factory colours as used on the MG badge ... up to 1954. Have a look at a pre-TF MG's bonnet and spare-wheel badge. It returned on the RV8 and MGF some forty years later!*

# RUMOURS

*The octagonal goings-on of MG owners in the Hunter Region as expanded by The Octagonarian...*

UNDERSTANDABLY... the stories from the Quirindi weekend are still doing the rounds. Latest one I overheard centres on John Colville, one of the movers and shakers who organised the trip. You could be excused for not knowing that the man actually possesses a TF.. and a rather warped sense of humour, the two not necessarily connected, but in this case, they are. I'll show you what I mean - John's TF is best described as 'Awaiting Restoration' - which means it's in bits. (Didn't JC bring the car down to one of our earlier Concours complete with straw bales etc., in the days when the event was constricted to the Harbour Foreshore?) Anyrate, out to meet the convoy enroute to Quirindi, a dusty red Range Rover was spotted, wearing a 15" wire wheel strapped to the bullbar, along with a TF head-gasket and a Hunter Region' name bar from a set of 'club plates'. It was the man's way of entering into the MG spirit.

ANOTHER RV8... has been admitted to the Club's ranks. A little way back we reported an 'R' being spotted locally - I think the info made reference to it being owned by 'a distinguished looking gent'. A perfect description of Bob Boehme, for it's now known that he and Joan own the green RV8, which brings the total to 3 in the area, all of which are owned by our members. I hear the Boehme's damask 4-cylinder has been sold, the

new owner reputedly saying "I'll take it!" 10 paces away as he walked toward the car. Love at first sight.

THERE'S NO TOMORROW... so it would appear, judging by the way Ian Nelson hurled his V8GT round the flags at John Moremon's motorkhana recently at Vales Point. Watching all the tyre-smoking and revs a certain Mr. Leggett was heard to offer assurances that experienced help was available if and when Ian needed to remove the gearbox for repairs. This hard-won experience was gained not so long back when you may recall Chris's V8 destroyed its first gear. Luckily, Ian experienced no similar disasters!

IMPRESSED were some of our newer members at the last motorkhana. Jeanne Boote's 'BGT blew a rear brake hose. Quick as a flash husband/mechanic/pit-crew Gary blanked off the offending line so that the vehicle could proceed home safely, albeit on front brakes only. What onlookers are probably not aware of is this bloke has well over 30 years continuous usage of the trusty MGB, and there's very little get-you-home-knowledge he hasn't come across in all that time...or hasn't needed!

SURFING.... the other day and on the 'Net I came upon some smiling, familiar faces - Noel and Marea Smith, Mick and Dianne Collins with Jeff and Merryl Redman. So this is what they get up to when no one's looking. Four red MG's parked casually out the front of Peterson's Champagne House with their owners sipping 'something chilled' from long, tall glasses. Saw some photos Di Collins had at the last club night of a

wedding up Nulkaba and Pokolbin way where the group had been acting as chauffeurs and chauffeuses in the MG's. The long lingering lunch at Petersons must have been a perfect way to end a hot late summer's day! Have a look its on..

<http://www.petersonhouse.com.au/mga.htm>

**ANOTHER WEDDING...** that's made news this month is that of Michelle Blanch who by the time this is printed will have married Aaron in late March. And our very best wishes and congratulations go the happy couple! Later, mid June, 'Shelley's' brother Matthew will marry the lovely Vanessa. 'Way to go, Mum and Dad!' Austin and Sue will have, in a matter of just a few months, gained several vacant rooms and, of more importance, regained half the garage!

**A NEW ARRIVAL...** came 8th. of last month at the Whitworth residence. A brand new model, cute as a button... named 'Brittany', and she's a sister for young Matthew. Our congratulations to the proud parents, Cathy and Paul. Just watch, in what will seem like no time, she'll be asking mum and dad for the keys of the red MGB!

**ON THE MEND...** following major surgery is Margaret Morton. Sadly, because of a continuing ailment, we've seen little of this usually bright 'n bouncy lady. With the big trip to hospital now behind her, we wish Margaret a speedy recovery... and look forward to enjoying her company again soon.

**ELECTRICAL WOES...** have visited the Midget owned by Malcolm and Frances Campbell. Owned-from-new, the little

MG decided to make life exciting by barbequing half its own wiring. Limping into to an auto electrician, Malcolm was informed that the harness would have to be repaired or replaced by a 'professional' A PROFESSIONAL?? Just what the heck do auto electricians *do* these days... empty the ashtrays?... replace the wiper blades? I'm informed a 'professional' was eventually found, the harness repaired, and taken back to the self-confessed 'non-professional'. I hear the story didn't end there, as several return trips were necessary in order to have all the electricity going to the right place at the right time. Experts in the computer age... makes you wonder!

**WHY HAVEN'T WE USED IT BEFORE?...**is the question a lot of folk are asking, having travelled down the Putty road on the Clubman Run last month. Rumour has it Larry Dickason, all smiles, got the bit between his teeth and was hard to keep in sight on the twisty bits (of which there's plenty!) Another welcome sight was the white MGB crewed by David and Juene Walsh, who we haven't see all that frequently lately.

**BRAKES ARE FOR SISSIES...** seemed to be Mr. Moremon's motto, the 'CGT diving deep into corners without a trace of stoppers being applied - causing drivers behind to vote him 'Hero Driver' in the tight bits. A breather halfway to Windsor revealed an errant wire from his brake-light switch. However the biggest fright-of-the-day was in store for Chris Leggett who encountered a sideways-travelling Renault contesting right-of-way on a narrow bridge. Real brown-trouser stuff.

SWAPPIES... were played on this run, for I hear Gail Cornford got to exchange the left seat of the MGC Roadster for the navigator's seat in the Leggett's MGA. I've been asked not to mention her comments that it was noisy, cramped, and bloody hot. So I won't!

STERLING STUFF...and proving masters of long-distance T-type travel are John and Jan Rogers, once again fronting in the TF. A bonus for this dauntless pair was a chance to drop in on daughter Cathy who happens to live in Windsor. If that was me in a T-type, I'd be staying over for a day or two in order to regain strength for the return trip. Well done John and Jan - "Of such stuff are MG-ers made!"

BIG INROADS... are being made into the job of reassembling Ray Tolcher's TC Special. Finally, the supercharger has arrived back from being overhauled and the jigsaw puzzle of all those shiny parts carefully restored, rebuilt, rechromed or repainted can begin to come together. I believe this to be one of the most enjoyable parts of a rebuild - like playing with a big kid's meccano set. Ray being a very busy man with varied interests (I hear he's off soon to New Zealand for a spot of trout fishing!) and has expressed some concern for the time it's taken to get this far with the TC. He's fortunate in having TC expert Robert Gibson offering to lend a hand to 'force the pace' so to speak. This TC will be a very welcome addition to the club 'fleet' and promises to be a rapid bit of gear when finished and sorted.

MAGIC STILL HAPPENS... just ask Barrie and Gloria Young from our

'Dubbo Connection'. Rumour has it they've just obtained a 'barn-find' MGTC. Actually it was in a shed, and the story goes that the poor old thing had been stored there for the last 10 years following the death of its aged owner a decade ago. Little is known of the car at this stage, except that Barry and Gloria only found it was green after an hours work wiping away the dirt. We look forward to hearing more details... and perhaps a photo?

STICKERS AND MESSAGE T-SHIRTS have always fascinated me. One of my favourites is the sticker seen on the rear window of local Cooper S's around Maitland: "*Mini Coopers Rule The Bends - Not Bend The Rules*". Another old favourite seen on many older cars which was also used to promote our last All British Day: "*Classic Not Plastic*". ("Hi Geoff Bradley, how's the Misterbitchi going?") And I'm sure you've seen the cheeky one on the back of a few old Pommie cars: "*The Parts falling Off This Car Are Of The Finest British Manufacture!*". Recently I saw a beauty on the back of a 70's model V8 Holden Ute: "*Milk and Juice also comes in 2 litres*". And T-shirts - I saw on the back of a 'bikies black T-shirt: "*If You Can Read This, The Bitch Must Have Fallen Off!*".

On that note guaranteed to infuriate the feminists... I'll sneak away.

LATE NEWS... The Redpeople had a great time in Uralla despite the TC managing to cook its magneto very early in the meeting. They were inundated with offers of assistance. Oh well, they still got to enjoy the meeting as spectators. I'm sure they'll be back for another go next year!

# FOR SALE:

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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" Price \$20,000 Negotiable. Ph. Steve 02

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**REGO PLATE - MG - 229**  
Phone: Warren -

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**MGTD 1951** - red, above average condition, on club plates, price negotiable  
Phone: 0 0

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**MGB Rubbernose 1978** - red, black interior, good original condition, one owner, 11 months rego \$18,000.  
Phone Maree

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**Limited Edition Prints** - Ideal gift for the MG enthusiast who has almost everything. Phone Steve

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**MGA Coupe 1958** - Red, rebuilt engine, suspension & braking system renewed, 4 x genuine Mini-lites with Avon tyres plus 4 x wire wheels with Roadstar tyres. 2 steering wheels, harness seatbelt (easy to remove). Body straight, no rust, good paint. \$ 17,000  
Phone or fax Bob Welsh

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**MGB GT 1969** - MkII, white, sunroof, overdrive. \$12,000 O.N.O.

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Phone Michele Clifton

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## **MGA Twin Cam Engine Only**

Complete including all chrome bits, header tank and clutch, headers and carbs \$8,500

Phone Jose Texera

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## **MG Midget - Convertible Hood**

MG Owners Club vinyl hood with all fixings, never fitted and still in the bag  
Any offers, Phone Paul Griffiths

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**MGA - 1958 BRG** - Well known local club car, excellent condition. Performance motor, many extras \$21,000  
Phone: Chris

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**ZB Magnette** - Restoration project, many spare panels, to our knowledge complete. Phone Bev or Steve

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**MGTC 1949** Green with beige interior. Recent restoration - rebuilt mechanicals, brakes etc, reframed body, new upholstery, paint & weather equipment. Many desirable original features such as Lucas SFT 462 fog lamp, altette horn, side mirror and rear 'D' lamp \$28,000. Phone:

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**MGC GT** - only 2,000 miles since full restoration, BRG, black interior. Superb vehicle \$40,000, for details  
Phone : Neil (Vic)

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**MG1100** - 1966 55,000 miles, Connaught Green, concours winner, pristine condition \$14,000  
Phone: David

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## FOR SALE: continued....

**MGY Sedan** - 1947 Cream with vinyl trim, rebuilt motor, body OK needs TLC, no rego - driveable. \$10,000  
Phone:

**MGB MkI** - 1966 Very clean and neat car, red duco, no rust. 4th in Class last 2 Summer Concours. Rego 11/2000 MG 9266. \$12,500.  
Phone: Rod

**Fibreglass Front Cycke Guards** - suit 16" wheels \$250 pair, **Steel Front Cycke Guards** - suit 16" wheels \$300 pair, **Set of J2 front mudguard stays**, polished alloy \$200 pair.  
Phone Ray Tolcher -

## WANTED:

**Door Lock to suit 1972 BL** - mechanism in the end of the door, drivers side. Phone Tony Taylor

### Did You Know???????

- \*You share your birthday with with at least 9 million other people.
- \*More people are killed by donkeys annually than are killed in plane crashes.
- \*Duelling is legal in Paraguay as long as both parties are registered blood donors.

LES BINGHAM T/as

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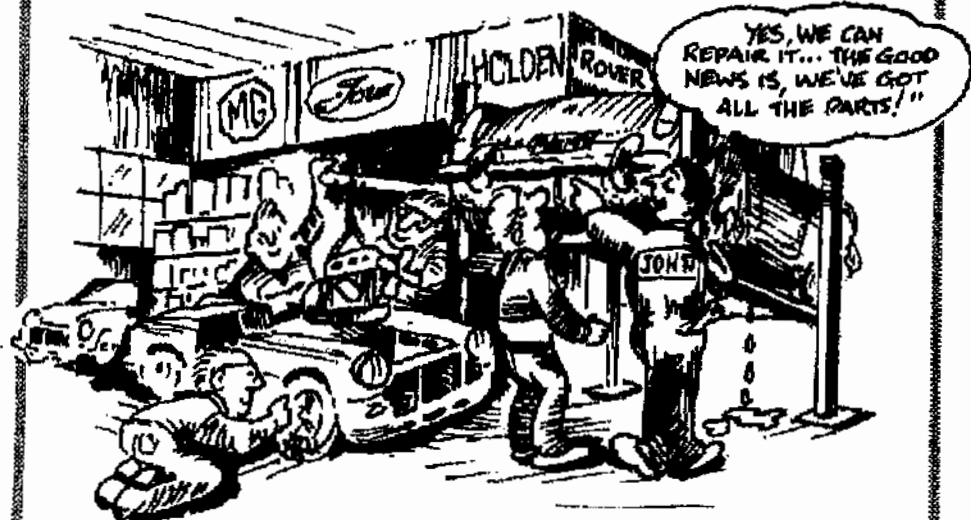
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# COMMITTEE MEETING REPORT

15th February 2000

**Present:** Merryll Redman, John Moremon, Denny Bowden, Carol Roxby, Kate Leggett, Terry Petteit, Ray Bond, Richard Merrick, Kevin Cornford **Apologies:** Bev Jones, Ian Nelson, Susan Bingham **Attending:** Nev Roxby, Kay Bowden, **Meeting Opened:** 7.35pm Denny in the chair. **Business Arising from Minutes:** Job descriptions photocopied, Membership lists not available - Denny to investigate. **Inwards Correspondence:** Flyers - New England GP, MG Challenge, Clean Up Australia. Letters - Invitation to Ratdog Rally, Vigil Insurance, Chris Gidney re: Australia Day 2000 Goodwoods Classic Cars, Development Application NCC Follow-up Roadnet Australia Agenda for delegates Meeting Statement - Comm Bank, Motorsport Video News, Receipt - Solicitor, Advertising - Pickards, Heritage Week. Magazines - MGCC Geelong, MGCC Newcastle, MGCC Auckland, Hunter Region Jag Owners, Morrie News, Newcastle District Vintage Car Club, MGCC Canberra, Taree Historic Motor Club, MGCC Wagga Wagga, Deepwater Sporting CC, MGCC Gold Coast, MGCC WA, MGCC Qld **Outwards Correspondence:** Reminder notices to unpaid advertisers, Letter - Goodwoods Classic Cars. **New Members:** Lynn & Geoff Smith-Assoc, John & Valda Kellehear-Assoc, Cameron & Sue Wild-MGA, Alan & Pam Patterson-Assoc. **Secretary:** Kate to contact Chris Gidney re: Australia Day, Unpaid advertisers have been written to-Pickards have paid, Elaine Sheehan spoke of Heritage Week 1-8 April-Richard to liaise, Vigil Insurance to speak at club night. **Sporting:** Economy run - only 6 cars entered one trophy to be awarded

**Club Captain:** \$36 from last run, Run dates - 20/2 Poker Run/Sausage Sizzle, 19/3 to Windsor via Putty, 9/4 Steamfest, 28/5, 18/6, 30/7 Winter Woolies - Merriwa. **Regalia:** Sales \$180, No Long sleeved shirts prior to Natmeet **Treasurer:** See attached appendix. Quirindi Weekend - low cost, Thanks to Gail Cornford for organising. **Editor:** 220 Magazines to be printed, unpaid advertisers to be deleted, request to run anti-virus program on club computer. **PRO:** Heritage week invite - Tomago House **Social:** Bayviews booked for Presentation Dinner, last Sat in August. 21 rooms booked for long week-end. **Plates Registrar:** No report. **Vice President:** Bar takings \$ , Stock purchased \$ **General Business:** Upper Hunter members to report on Quirindi Weekend, Discussion on creation of badges etc to identify satellite groups eg Dubbo etc, Hunter Region parenthood to be maintained, John to make enquiries. Suggestions for charity fundraiser: Salvation Army, Westpac Helicopter, Orthopaedic School, Heart Foundation. Letters of thanks to the Taylor and Crossing families for Quirindi weekend. a date not finalised at this stage. John has contacted the McNamaras re perpetual Economy trophy. Does it exist? Display of cars required to support vintage boats at Toronto over Easter-contact members close by not competing in Natmeet. Discussion on club funds, What is our purpose? Do we have a goal to work for? Dept of Fair Trading - Denny has acknowledgements, Request from restored vehicle club for magazine, White & Yellow Pages discussed - continue as before, Letter from MGCC Newcastle requesting that we not open clubrooms on free Sunday night - they want our support in Beaumont St. Motion: "That henceforth any club member entering their car in an OPEN EVENT be given a nominal advertising kit from Hunter Region" Moved Kevin Seconded John. **Meeting closed** 9.40pm.

Denny Bowden President

Kate Leggett Secretary.



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

=====			
APR	Fri	14	Club Night - MGHQ - 7.30pm
	Tues	18	Committee Meeting - MGHQ 7.30pm - Members Welcome
	Fri	21	National Meeting - Registration, Scrutineering, Noggin 'n Natter, Mastermind Competition
#*	Sat	22	National Meeting Concours, 'Back to the 70s' theme night
#*	Sun	23	National Meeting - Motorkhana
#*	Mon	24	National Meeting - Observation Rally, Hillclimb & Presentation Dinner
	Tues	25	National Meeting - Farewell Breakfast & Delegates Meeting
MAY	Sun	7	Magazine Assembly - MGHQ 7.15pm
	Fri	12	Club Night - MGHQ - 7.30pm
	Tues	16	Committee Meeting - MGHQ 7.30pm - Members Welcome
*	Sun	21	Fishing Run - Sporting ( <i>I don't know, ask John - Ed</i> )
	Sat	27	Natter Night - Progressive Dinner - see page 9
#	Sun	28	Clubman Run
JUNE	Sun	4	Magazine Assembly - MGHQ 7.15pm
	Fri	9	Club Night - MGHQ - 7.30pm
	Sat	10)	
	Sun	11)	Weekend Trip to Katoomba
	Mon	12)	

- # 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 02 68822327
- > 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: Tues 18th April**

**The Editor is going on holidays after Easter so your contributions are  
needed early or even on time or there will be no magazine!!!!!!**

