



MG Car Club HUNTER REGION Inc.

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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: Merry! 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, MCGGT)

PUBLIC RELATIONS OFFICER: Richard Merrick (MGB)

SOCIAL DIRECTOR: Ian Nelson (MGB, MGBGTV8, MGB GT)

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

EDITOR: Bev Jones (MGB, ZB Magnette)

COMMITTEE PERSON: Ray Bond (MGB, MGBGT LE)

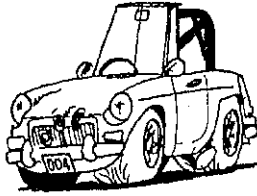
PAST PRESIDENT: Kevin Cornford (TD, Magnette, MGC)

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



Another committee year is almost over and so the AGM is upon us. It doesn't seem like all that long since I volunteered for this job of editor.

This is my eleventh edition of "On the Marque" and let me just say that I have surprised myself with what I have been able to achieve, with help from a few special people. When I took on this task, I had never used "Publiisher" (the software program on the club computer), and only had a basic knowledge of "Word". Who says you can't teach an old dog new tricks!

Thank you to Kevin Cornford who has instructed me in the ways of "Publisher" and been the troubleshooter on occasions where the computer decided it wanted to be on holidays and so packed up the magazine and filed it in a place known only to itself, but eventually Kevin succeeded in tracking it down and retrieving it. Thank you!!!!!!

Another one of those ever helpful people is ex-Editor Jeff Redman. This man

has organised the photo pages for all of our last eleven editions and also has put in hours of time researching and writing the "History of MG".

We must not forget all those people who have made contributions to our magazine. I am only the editor, without contributions from the members, including the committee members, albeit after the deadline sometimes, our magazine would be just a newsletter. Also, all those people who turn up for magazine assemblies, some of them travelling considerable distances. I think we can be proud of our publication. It is a team production.

One other little team who have been very understanding and supportive throughout the year, are the Jones Team. Stephen has been my research assistant and proof reader and the girls, have been doing extras around the house and forcing themselves to eat those extra take away meals to allow me more time at the computer. If only I had a dollar for every time they said "Your not doing the magazine again!"

Anyway, thanks for allowing me to have a go at being editor, it has been a busy but rewarding year.

Bev - 004

NEW MEMBERS

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

**Ron & Nyrelle Coad - MGB - Dubbo
Gordon & Genevieve Johnson - MGBGT - Cardiff**

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

DENNY PRESIDENT



to wait for someone to ask you, you can nominate yourself if you wish.

Being a committee member is a very rewarding experience. Knowing that you have had some involvement in the activities that give so many members so much pleasure, is a reward in itself, whether it be a drive, sporting event, social or contributions to our magazine, or one of the administration positions.

It is time again, to think about committee positions. Nominations for all committee positions will be accepted up until and including the July club night.

If you have ever thought that you would like help out on the committee, now is the time to speak up. Don't let the knowledge that someone else has accepted nomination stop you from putting your hand up for the position you favour. Remember, you don't have

Kate will be only too happy to take your nominations. You can get them to Kate by hand or by posting them to the P O Box 503, Wallsend 2287.

Octagonally Yours
Denny Bowden
MGV 873

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KATE SECRETARY



In August we will be having our annual Presentation Dinner, and prior to this we would like all perpetual trophies returned to the Clubrooms. If you have a trophy could you please ensure that it is returned ASAP.

Thank you to all those people who have been so prompt in sending in their membership renewals. It certainly makes it much easier for me. On Friday night at our July Club night we will draw a name out of the hat, and those members will have their membership fee refunded. If you paid your membership by June 30 you will be entered in the draw. I'll let you know the lucky member/s next month. If you have paid your fees and not yet received your membership card it should be included with this magazine, so have a look for it.

I was speaking to Jim Dolbel, who is a member of MGCC Sydney, and he was telling me he has set up a web site for MG RV8s. The address is: www.mgrv8.com and Jim would like some feedback on what you think of the site. Please let me know if you have a look, and I can pass your feedback on to him.

Thanks to Ian and Carmel for their organisation of our weekend to the Blue Mountains. Everyone had a great time, and it was good to catch up with so many of the Dubbo Connection. Hopefully we will meet up with a lot of the Quirindi Connection at the Winter Woollies Run, which Terry has organised.

We have had nominations for most Committee positions, and your next magazine will have a full list of these nominations. Nominations will close on the July Club night, and a new Committee will be elected at the Annual General Meeting, which is held on the August Club Night.

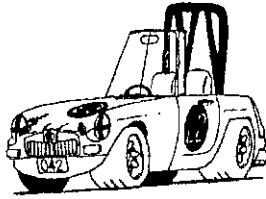
Well, that's all from me for this month. **Please take those trophies back to the Clubrooms!** See you at a Club event soon.

Kate Leggett
MGV 835

Dates for your Diary.....

- ◆ August 26 - Presentation Dinner
- ◆ November 11 & 12 - Summer Concours
- ◆ November 25 & 26 - Wakefield Park

IAN SOCIAL



Last month I predicted a resounding success for the Progressive Dinner. We had a 110% turnout, the weather behaved itself, However, I did not, and some very interesting photos will be appearing soon. The night deserved to be a success. No less than 11 people contributed their co-ordinated efforts to prepare the meals hot and cold, on time, and in the right sequence.

The evening began at Merryly's with a choice of three soups, plus quiche, with fresh French rolls. Full marks to Jeffery who used his tremendous skills skinning the pumpkins for the soup. Jeff used a 125mm side grinder fitted with a wood carving blade to 'de frock the blessed things'. It doesn't matter that it took 4 pumpkins to make one bowl of soup.

A candle lit dinner with proper knives, forks and table cloths at Rhonda's, then off to Margaret & Ray's for dessert. John offered me his special thanks, as the seating arrangements required several tonnes of accumulated "Essential Spares" be removed from the garage. Rhonda is pleased, as she hasn't seen the walls of the garage for three years. You can work out who was involved in the preparations by the venues. Then add Veronica & Len Lambeth, Carmel, Fay Pettitt and Sue Blanch. My personal thanks for a job well done.

I'll let someone else give a report on the Queens Birthday weekend. I'm biased. There is enough ammo from this weekend to maintain the rumours column for the next 12 months. And then of course there's Bernie Hewitt.

For those who didn't make it for this annual event, I'm sorry, but you missed out on a great weekend. Make sure your'e down for next year. This month's Natter Night will be at Sue and Les Bingham's place, 91 Maitland Street, Stanford Merthyr. Their phone number is 01495 711111. Start time 7.pm. B.Y.O. The theme will be 'CHRISTMAS in JULY' so wear something Christmasy (SANTA WILL BE THERE!!!)

Looking ahead: Presentation Dinner - 26/8/2000
Venue: Bayviews Restaurant - Warners Bay
Time: Drinks from 6.30 pm.
Entertainment: "BREAK AWAY" (4 piece band)

In the past few years we seem to average only around 70 for this, our main event of the year. It's hard to say why this is, but I would love to see 100 people there this year. This is a multi-award winning venue, the menu is excellent and the meal will be in the vicinity of \$36/head (plus G.S.T. of course) The night will have a theme, but I,m not telling you what it is, but let's make this a dress up do.

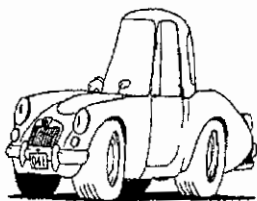
Now the big news is, the committee has decided to reduce the ticket price to financial members to \$25 per head. The club will pick up the tab for the balance. You will still pay for your own drinks. If you wish to bring some friends along for our big night, they will be quite welcome, but as you may appreciate, they will pay the full ticket price. (Why not encourage them to join our club, that way they can off-set some of their joining fee)

In anticipation of a sell-out, I must tell you that the limit is 130 people. Make sure you contact me to book your place. I'm predicting a big night.

See you all soon.
Ian Nelson
(V.C.B.)



JOHN SPORTING



The club year is over and so is my time as Sporting Director. As I write this there have not been any nominations for the position, but I'm sure there will be a worthy candidate stand forward. Two years is long enough for any position in a club such as ours, so please have a go and be involved in the running the club. You must be quick as nominations close on the July club night. I'll guide you through the requirements of the position so as to make life easy.

Our last event was the scavenger hunt and fishing run which I reported in last magazine. Mrs Ed. was very strict last night stating that she wanted reports early (*No John, I said on time!...Ed*) so our navigation run hasn't happened yet. (*This event is over a week after the deadline.....Ed*)

There is an urgent request for all those people who are holding on to perpetual trophies to please return them to the club rooms by the July Club Night. There is a bit of work to be done in engraving these awards so that they may be presented to their winners at the presentation dinner.

John Moremon
MGC 069

CAROL REGALIA



Well, I'm back after doing 6,300kms in three weeks. We had a lovely holiday touring Queensland but there's no place like NSW, especially the beaches.

In the "For Sale" section you will notice an MGA at Charters Towers. As we were driving along, guess who spied it in a back yard with a "For Sale" sign on it. You'd think way out there with all of the heat you wouldn't drive a car with no roof! Anyone that's interested, it would need a full restoration, (I have a

video) He wouldn't budge off the price, that's why we didn't buy it.

Thank you to Jenny for picking up the jackets for me and also to Kay for the phone calls and selling of regalia. It's great that you can depend on people when you're away.

I believe the trip to Katoomba was a great weekend away.

Well, as I said in the last magazine I won't be standing again for regalia, I'd really like a break before our National Meeting comes up in 2005 so please help me out. It's not hard at all. With all the stock I've got you'll be sitting pretty for 12 months!

Carol Roxby - Bits of MCGT

PHONEY EXPECTATIONS

We were 'round at Asho's place one night, to play some pool, and have a beer,
And Moreman told a story 'bout the Leggetts, that 'e thought we'd like to hear.

Apparently one night, in a moment of married bliss,
Chris had paused to take a breath, and it went something like this.

"Chris Dahhhling!~, in our last ten years of marriage, I've really wanted more,
And I know you won't discuss it, and I've tried to talk before!?"

At this moment Chris, broke out in a cold sweat,
He'd seen the brochures lying 'round, and he knew what's coming next.

He raised up on his elbows, and looked her in the eyes,
And summoned up the courage, her request he would deny.

"But Chris Dahhhling!!", she pleaded, " I know you think I'm bold,
But nearly every woman has one, or so, it's what I'm told."

At this point, Chris dropped his fork, it splashed in his dessert,
His fork just lay there limpid, cold, and now inert.

She pressed on with her argument, sensing victory on the verge,
Inwardly surprised, that her thoughts turned into words.

"Look,--I know you've seen the brochures, I've planted all the seeds,
But I am a modern woman, with modern woman's needs."

"At school last week,--Linda,-she's with the kindergarten bunch,
brought one in to show us, we all tried it there at lunch"

"They're so small and powerful now, they're made to suit your taste,
Linda says they come in colours, with a casing that vibrates."

By now Chris is trembling, sanity almost lost,
"Cripes!!, that means they run on batteries, do you know how much they cost?!!!.

She could see that he was wavering, the timing was just right.
"Look, I'll only use it twice a week, you can watch me if you like".

The nurses were quite comforting, as they ushered him away,
"I've seen this happen once before, to a bloke in Byron Bay!!"

Chris is now recovering, but he's living in the past,
Some things you have to forfeit, if the marriage is to last.

Now us blokes made an instant choice, we made it there that night,
We'd all chip in and buy, her 'instrument of delight'.

But how to give it to her?, the wives wouldn't understand,
So we left that job to Nello, The night was carefully planned.

He made the gift to her, during Queens Birthday awards,
He disguised it as a prize, and she received "her just reward".

With childish expectation, she opened up the prize,
And blushed with sheer embarrassment, when she saw what was inside.

She made her shy apologies, and took the 'TROPHY" home,
Her "very own, battery powered, personal, mobile phone"!!.

From a very satisfied.
Norm De Plume.....

TERRY



CLUB CAPTAIN

We had 11 cars turn up for the run to Singleton on the 28th May. It had to be one of the coldest days that I managed to pick for a run, and for some unknown reason most of us drove with our roofs down. The drive out along the back roads to Singleton was very scenic, but along the way we lost Ian Nelsons and the V.C.B. which decided it was too cold for it and wanted to be taken home. It actually had a loose piston. Our sporting director thought he knew a short cut to Singleton and headed off to Paterson with Larry and Shirley in tow.

12th August will be Any Port in a Storm. Be at MGHQ at 6.45pm to leave at 7pm. Don't forget to bring along the soup, marshmallows or anything else you want to toast or roast over a fire and of course in keeping with the name bring some port.

By the time you are reading this, the last run for the year will have been on and hopefully the day will have been fine. (I have had a little bit of bad luck with the weather)

I would like to thank all the people who helped Faye and myself out with runs over the last 3 years. Also thank you to all the people who turned up to make each run enjoyable (except maybe the one Faye got booked on) and please support your new captain by turning up and driving your car.

The WINTER WOOLLIES run to Merriwa on 30th July will be leaving from McDonalds at HEXHAM so be there 9am to leave at 9.30am. We will have a 45 minute stop for morning tea at Warkworth, so bring your morning tea with you.

If you have a trophy at home I need to have it back for engraving as soon as possible in readiness for the presentation dinner. Thank you.

The rainmaker.

Winter Woollies Run

July 30

to Merriwa RSL for lunch - \$15.00 - Bookings Essential
contact Terry Petteit -

Bernie Hewitt -	(Dubbo)
Ian Carter -	(Quirindi)

RICHARD

PRO



The thing I love most about winter is being able to rug up into some warm gear and go for a good drive in the B with the roof off. I love to see people's faces when you overtake them in a topless car in winter. It's the best time of the year for MGs and we are blessed with not only great roads but great runs to make the most of it.

There are many events filling the calendar at this time of year but a couple that are annual standouts to me are the Winter Woolies Run and Any Port In A

Storm. Don't miss these events, they're traditionally two of the best of the year. I would particularly like to encourage people to get to the Any Port In A Storm. It's a great social occasion to catch up with old friends or meet some new ones.

Team Hunter will be back in action this month at Eastern Creek All Historic Race Meeting. This is the closest meeting to home in the year and a great spectacle not only for MGs but all sorts of wonderful historic racing cars. The event will be on Saturday 22 & Sunday 23 July. I'm sure there will be a large group heading down to the Creek on the Sunday morning for the day so mark it in the diary as a must get to event. There will be a strong contingent of Hunter cars competing on the day so come and join the team.

Richie.....037

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AGENT FOR SPORTS PARTS

Two Girls and Me.....

.....and A Long Weekend

Having been in the club just on two years and with our interest in all things sporting continuing to take a declining rate inversely proportional to the acceleration curve of an RV8 (with fuses), a long weekend with two cute females in cosy Katoomba was just too good an opportunity to pass. A great chance to finally experience first hand some of the legendary tales I have heard so much about within our club.

Just three weeks ago Annie and I had picked up Lucy-May from previous carers Steve & Jenny Cornish. So there I was with two sweeties. Lucy-May's a cute little thing, of dark complexion, with big eyes, of strong heart and frame with a willingness to share in the spirit of a weekend meant to be purely for the exploitation of our fun loving MG fraternity.

So I contact the Social Director, Ian (Oh, my Odometer may have been a little bit out by the time I reached Richmond) Nelson and pay the required deposit. Nelo tries to tell me it will cost twice as much if I'm to take two females. But I manage to distract him away from money matters by starting a discussion about the need our club may have - on occasions - for good quality panel engineers.

OK, so I've lined up Annie and she's ready for a beaut weekend with her beau. But what about Lucy-May? We have just got to see if this girl has the

right stuff to make it from Paradise to Katoomba and back home again. First, we trip over to the Preso's place to pick up all the right bits of paper to prove she's ours - but - "Shock Horror" to find that Lucy-May has been officially adopted for life by Annie. I don't even get a mention. Females, you just can't begin to understand them - can we boys?

So it's off for a short "burn" to sort out our latest family member. It proved to be a little exercise that told us the coming weekend was going to always be for Annie and I, a time to remember. It was going to be our very first run with the club. We could hardly wait for the long weekend to arrive.

It's up early on Saturday morning to ready Lucy-May and us for the short trip to the assembly point at the Twin Servo's. As we reach the local petrol station to fuel up I see steam "wafting" from the top of the Radiator. That old "lump in the throat" likened to a young man's love at first sight feeling hits me once more. A quick check of the areas requiring my steely gaze and I proclaim with all the confidence I can muster, whilst at the same time appearing to my Annie as the person most likely to be voted correct, that the steam is purely the result of overflow from the flush & refill I had performed the night before. I hope I'm right. Hmmm, I also changed the oil. I proclaim "with superb confidence" that both the oil pressure &

temp' appear normal so it's off to meet with our other MGers.

Arriving at the Twin Servo's Carmel hands me a brown paper bag (like the ones you get on aeroplanes) containing hand wipes. How thoughtful of Ian and Carmel to think of our well being on the trip. My Annie takes me aside and tells me it's really an NRMA carry bag containing the Maps and Questions for our observation run to Katoomba - I knew that! Ian asks Merry! for a number somewhere between 1000 and 1500 for the Go/Stop tape test at Richmond. MR picks 900 - she got a second chance.

When asked how Lucy-May had performed on the run down the expressway I had only praise for her and the way she handled those 100kph tail winds. We leave shortly after and try as he may Ian (along with some verbal encouragement from Carmel about a "Peddle Car" with not enough gears) couldn't pass us on the run to Richmond. You know, that place where the Hercules, Caribou and Tomcats live.

We arrive at Richmond for the familiar Coffee & Cake to join in a little discussion with other MGers about the accuracy of Nelo's Odometer. During the Go/Stop tape test of 1220mm John Stuart thinks Ian has said Km's and just about disappears into the mountain mist. We're off again, side stepping Timber Jinkers on 15kph hairpin bends and then trying to find the common name for a flower whose name I can't even pronounce.

We join the Great Western Highway and "Wham" - we come to a sudden and definite stop. Many tens of minutes later we clear the log jam to find that my two girls have handled the stop/start

situation a lot better than me. But I won't tell either of the constant vigil I kept on the oil and water gauges as I peeled off my heavy woollen jumper and constantly flapped my suicide door just to keep my own Pressures under control. My two Girls and my very much intact macho image arrive at our "Retreat" safe and ready for some good times with all the other people who drive "real" cars.

It doesn't take long for my rapier quick mind (after being told by Annie) to figure out that we have members not only from Newcastle but also from as far a field as Canberra and Dubbo. And, we all have that one goal in mind, having lots of fun whilst enjoying the freedom only one car can give - an MG.

Saturday night sees us all sitting down to a "Yule Tide" dinner, preceded and followed by the great company, self lubrication and top stories from some of our MG club's finest. George & Geoff are announced as the winner's of the observation run and beat John & Margaret McDonald-Hill by a Tomcat's whisker.

Come Sunday, and we have the choice of losing our way to the Megalong Valley or freezing our butts off at the Zig-Zag Railway. Like all good MGers we manage to accomplish both without too much effort.

Sunday night passes relatively smoothly for our quiet little group - until - the fire alarm kicks in and doesn't stop until four of the services finest arrive to cancel the "Banshee Wailer". Could this have been just a ploy by some of our rather adventurous ladies to liven up the night? No - it couldn't be with all us MG male hunks at their beck

and call. As the situation is developing Redo (you know, the one that looks like a Spitfire pilot in his sports coat, cravat and moustache) ushers us all through the patio door and into the rain to get the obligatory photograph of the entire group in front of the fire engine with lights flashing and complete with a smiling macho driver. During the evening Ian releases the list of more than a dozen winners of the much promised achievement awards. There are stories galore like the attempt by Allan Winchester, in a Men's somewhere on the mountain, to break open a Condom machine claiming he thought it was a soap-dispensing unit. Yeah, sure mate. My Annie even picks up a prize for being brave enough to travel so far in a "Peddle Car" that has draughty little holes. That tube of Gap Filler (with Latex Acrylic) may come in handy on the way home.

Monday morning sees the realisation that all too soon our first, and certainly not last, weekend with our MG friends is about to come to an end. Phone numbers are exchanged with our "out-of-townners" and there are kisses and cuddles together with those firm and honest handshakes of friends that are born anew out of a common interest. I bravely tell a group of "B" people I am giving them twenty minutes start and then I'm coming after them. I don't really understand the odd looks and smirks they cast my way.

As my two girls and I "race" down the mountain I pass Nelo & Carmel, Len & Veronica Lambeth and Ray & Margaret Bond. Albeit they are parked in a petrol station, but I don't care. I'm going to claim the "kills" and paint their profiles on the fuselage of my bonnet - along

with two trucks, a very slow Seca and a people mover - some Peddle Car, some Lady. The run down the M4 on our way to visit our son and daughter-in-law at Glenwood sees Lucy-May experiencing another good tailwind, about as strong as the one on Saturday. Annie's gone awfully quite. I think that tube of "thing-a-me-bob" is starting to kick in. Or is she just sleeping?

We arrive home safe and sound with a brand new respect and understanding for our Lucy-May. She's run strong and true all weekend and delivered us back safe and sound to our home.

There are many thanks to Ian for his preparation and overseeing of a weekend that will always be for Annie, Lucy-May and I our very first together. Let's not forget all those others who helped Nelo with his task, in particular Carmel, his right hand lady. To be a successful committee person one certainly can't do the job without the unrestrictive support of our love one's.

This past weekend will always be for Annie and I our virgin trip with the club. A weekend that has given us new insights into the people from far and near that makes up our great club. So take it from us (all three of us that is), if you are longing to understand your fellow club person better and have lots of fun at the same time there is no better way to do it then by joining one of our future weekenders. Take it from all three of us, you will no doubt receive a lot more than you can possibly give - I know we did.

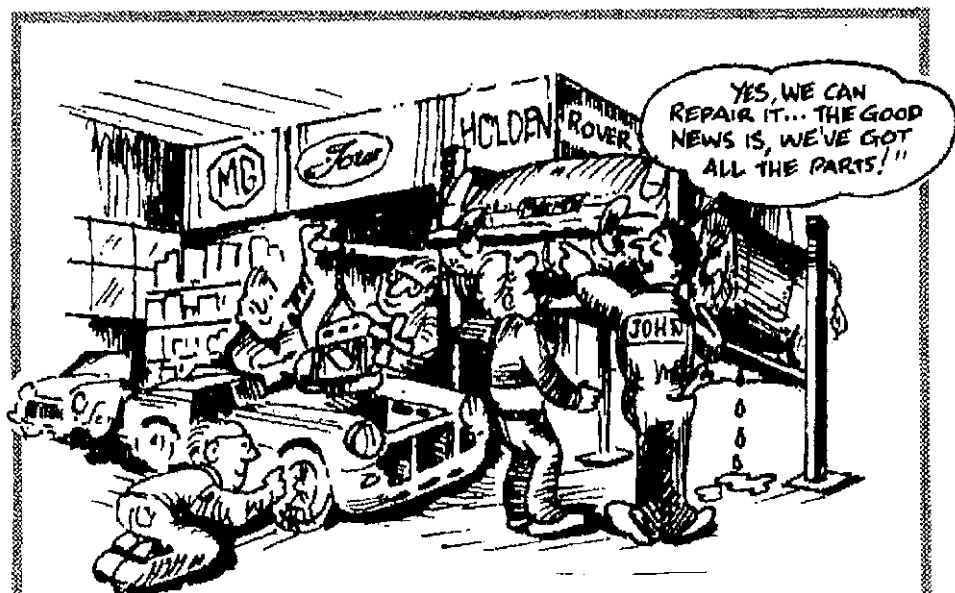
Annie & Dave Cosh
(& Lucy-May: "Y" Tourer - 049)



Above: Targa action, Kevin and Brian George's class-winning MGBGT hoists a front wheel, Day 2 near Mole Creek Tasmania



#Top: MG's in the mist - Sunday morning, The Blue Mountains weekend. #033': Gloria & Barrie Young's TC, after 10 years in a Gulgong garden shed, the buy of the century. A pity we can't reproduce the original colour photo - it's a stunning T-type!
 # Lower: 'Opposite-lock' at Catalina Park, some clowns inspect the old circuit at Katoomba. # Centre: A maniacal Terry Petteit holds Trish Ashton's melons after dessert on the 'Travelling Tucker Tour', a.k.a. the recent Progressive Dinner.
 # Bottom right: "OK, who did it?" Somebody set off the alarm at the Wentworth Falls motel, resulting in the arrival of the big red appliance with all the flashing lights. It sure livened up the after-dinner entertainment!
 Photos thanks to Ian Nelson and Gloria Young



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ANOTHER PERSPECTIVE

In recent times you may have heard about the sale of the Tolcher's J2 to a gentleman from Japan. It seem the Hunter has made quite an interesting MG friend, who has visite dour area on three occassions now. This is an article written by Hiro for his MGCC magazine. It has been copied as it appeared, with some interesting interpretations. There were also photos throughout!

VISITING AUSTRALIAN MGCC MEMBERS

1. 'Aussie' ?

'Aussie means Australian people, sounds similar but not to Japanese slung 'Ojin(=Old man). This local slung does not have any negative image but even stands for friendly and lovely people.

Since I recently visit Sydney almost every month and can get free time on Saturday or Sunday, I thought 'why not visiting MG companies here in Australia? We are worldwide friends each other, aren't we?' Therefore, I contacted one of Australian MGCC member and made an appointment on Saturday 5th of February.

2. By train

It took almost three hours from Sydney to the end of the rail to the north, New Castle. It's a little boring trip when I could finish a quite hard-to-understand book about valve timing, but I'm not sure I could understand all! It's a hot day in mid summer, yes Australia is at south hemisphere, and it might be over 35°C. Mr Raymond Tolcher (41) of Australia MGCC Hunter Region kindly welcome me, and soon became friends each other because we are MG brothers! Then Ray drove around beautiful coast of New Castle for my short sight seeing, and took me to his home in a huge plain where many cows were slumbering. Total area of Ray's land is about 5

acres, at least 100m from public road to his house entrance! Can you believe this?

Tolcher family has a horse, a couple of dogs and cats, several sheep and 29 hen. Beautiful grilled chicken wings were served by Ray's friendly wife Christine (She taught me secret sauce for that mild-sewwt taste!), I beliece chicken wings were not coming from Ray's hen garden!

Christine was very much aware of Ray's MG, even about spares. She remembers where they bought the spare and that much precisely.

Ray's 14 year-old son John, learning Japanese in school (may need some time to communicate with Samurai) was interested in Origami, so I taught a few traditional Japanese paper craft.

Ray's daughter Lauren was very cute. She will be a beautiful model or actress, I bet!

3. Ray's Garage

Ray recently sold a Magnett ZB and bought a red rubber-bumper MGB for Christine. It was parked under the shed next to the house, with a 4WD, BMW and a boat. There was another garage (approximately 15m wide x 8m deep) 50m from the house, where a green J2, green TC (under restoration) and white TD(restored by Ray and most loved at present) were stored. A series of machines and tools were available around nice working bench in the garage, with which Ray makes almost everything by himself although he is an elite accountant (going to Sydney twice a week by plane). Ray says it is quite common to take care of own MGs or even to restore, it's Aussie style! In fact he was struggling to fit Toyota MR2 supercharger to his TC and making manifold and pulley by himself, except highly skilled job like extending driven shaft of supercharger, which was done by specialist in Melbourne.

Ray put his every effort and soul to restore the

TD, which is very very excellent condition throughout. And TC, under full restoration, will be road and truck racer with cycle wings and Toyota supercharger, referring to his friend's TC racer (See next section and 9). It has very attractive 16inch wire wheels with AVON tyres. J2 has been in Ray's hand for 14 years but has just covered a couple of thousand miles after he restored 5 years ago, so kept in quite beautiful condition still.

When Ray knew that I also own a couple of J2s, he kindly invite me for a 20 minutes-drive in his J2 although it was very hot day nearly 40°C. Then having Christines beautiful chicken wings, we enjoyed chatting about J2 and TC. We are both good amateur mechanics, so our subjects became very deep inside of MGs diff, suspension, or such matters.

4. Ray's friends

We then visited Ray's friends, who has a racing MGA and an MGB under restoration in a very humid garage. MGA is almost concours condition, but has MGB's 1800cc engine with single Weber 45 carburetor and squeezes 110 Bhp. Does he race such a beautiful car?

Cold local beer, Victorian Bitter (VB) made us refreshed and we went to coast. There is a closed track with a lot of tyres' black mark. Believe it or not, that was the public hill climb course! What a nice circumstance available for the motor freak! Next of the course was the beautiful public garden where a pretty wedding ceremony was going on. Ray would have to play a role of the priest next week, so he was so keen to learn how to behave and what to say to newly married couple. On the other hand, I was quite interested in the beginning of their love, because they are typical example of beauty and beast! Very cute Aussie girl with black macho American guy! The ceremony was small and simple (about 50 people attended) but I was impressed to see a happiest couple in beautiful seaside garden.

Next we visited Jeff Redman. Another nice gen-

tleman Jeff, owning perfect TA Tickford Drop-Head-Coupe, TC racer and BGT, and I could share the same subjects and enjoyed chatting so long! His TA Tickford was restored from quite poor condition, and Jeff himself did some timber work etc. Although more than 10 years have passed after total rebuild, it is still in perfect condition, no negative points anywhere. The photo when he bought it made me surprise since the condition was so poor, similar to my own TA Tickford abandoned 30 years in Japan! So my Tickford has a potential to be like Jeff's, maybe, does someone want to try???? I can sell it in cheap price, if you really do!

Besides, his TC racer with Marshall 75 supercharger is also museum condition. Simply unbelievable. I think Ray sets his target on restoring his own TC racer as Jeff's TC's level. Good luck, Ray!

5. Let's BBQ next time

Our chatting was endless, but I had to leave. Last train was 7.30pm, no time left. I declared to visit this beautiful town again, in fact I would come back on March again, so would manage to make my schedule free for one day.

6. Coming back to New Castle

The story still continues. Now it is middle of March, I come back to Sydney and made myself free on 19th Sunday. Autumn breeze is soft and tender, the train is slow and tedium, but anyway I arrive New Castle again. Ray kindly picked me up at the station and we visited Tony McGrath, who restores his J2.

7. Tony's J2 engine on Test Bench

There was a beautifully rebuilt J2 engine on the hand-made test bench, which have even an oil pressure gauge, in Tony's nice garage. I was surprised to see the cylinder block has been completely polished. It should be very tough job to achieve such a smooth surface, and Tony's answer was amazing "I cast it myself but sand mould was not so good, hence I had to polish it

all!"I cast it myself but sand mould was not so good, hence I had to polish it all polished. It should be very tough job to achieve
A perfect TF Midget was also kept in the garage, so once J2 restoration is completed, he will own most loved pre & post war MG sports cars! WE enjoy chatting for a while with beautiful English tea served by Tony's wife Anne.

8. Lovely Unique Guy, Rob

Next we visited TC/TD expert, Rob Gibson. He owns TCs and TDs in total 7cars, and has super memory, ie he remembers even tiny part numbers of each year! His hobby is to restore TCs and TDs, so that he needs to sell the completed car for the next project's fund fundhe next project each year! His hobby is to restore TCs and TDs, so that he needs to sell the completed car —to+ test drive. Rob is unique Guy to drive TC so fast wearing sandals!

His offering price is about 2 million Yen, it is good value for those who look for a 'good running' TC. Besides, shipping charge to Japan is about 100,000 Yen. Australian dollar is weak now, so it is a chance.

9. BBQ in Jeff's house

As I mentioned in the section 4, Jeff is a lovely gentleman who owns TC Racer, TA Tickford Coupe and MGB-GT. As he had promised to have BBQ party for my next visit, he prepared it for us. Meat was grilled in the garden and

brought to the dinning, then great lunch commenced after Ray pray. Soon we started chatting about TA Tickford which photos I brought, Jeff's TC unique history, and exchanging the opinions about Jeff's TC racer, subjects about unleaded petrol, most suitable oil to classic cars, and so on. Jeff, Ray and myself couldn't stop talking untilthe time of my train leaving for Sydney. I would like to visit these lovely people again soon, maybe in beautiful autumn, May.

10. MG Garage Restaurant

In fact I had found an interesting restaurant introduced in some guidebook. I tempted Ray for the dinner there two days later when Ray come to Sydney for attending a seminar. The name of it is 'MG Garage Restaurant', the owner seems to be an MG fun and display MGs in the restaurant. I know you may point out that 'MG' stands for 'Morris Garage', so the restaurant name is somewhat strange. Do not mention that.

My great expectation was satisfied, an MGF is displayed at the entrance, TC in museum condition is also there! Interior is nicely decorated by old MG posters and photos, MGF's catalogues available, even 'MGF \$45,000' is mentioned in the menu! Food is nice and reasonable (Ray kindly pay for us), Stephen came with Ray was also satisfied.

I should come here again, with a beautiful lady next (means my wife, of course)!

WANTED.....MGC GT SEBRING SPECIFICATIONS

Any information would be appreciated on the front and rear track width of the factory built CGT Sebring. It is understood that the track was increased considerably on these vehicles using standard axles. The RTA in NSW allows an increase of 1". If specials are built by the factory and the factory specifications can be produced, the RTA will register the vehicle with the appropriate engineers certificate.

I have tried most of the country's MG outlets, contacted MGCC UK and visited web sites without success. I understand factory homologation papers for the car when it was raced would provide the information but how do I get a copy of them? Information on this, or anything related to this special would be greatly appreciated.....Neville Roxby -

HOW TO OR NOT TO.... (or what's the diff!)

Some time ago, and it only seems like yesterday, I made an attempt at writing a small piece on the privations of MG restoration, and in particular the myriad of problems I encountered with the GT.

For those who may recall, the more recent hurdle was the discovery of a wire wheel axle fitted to the car which should have seen a rostyle wheel type axle as designed, and I am fairly confident that is how it left Abingdon nearly thirty years ago.

Again, and for the readers who did not know, the axle in a wire wheel car is some 40 mm narrower than for a rostyle or steel disc wheel car, and apart from the aesthetics, the handling is also fairly ordinary! So, smug in the knowledge that I had discovered the problem of a skinny rear track, I asked around for a replacement "diff" and fortunately (or so I thought) I found one within the Club. Now to protect the innocent (AND I MEAN THE INNOCENT) seller of the replacement diff, no names will be mentioned, as the reasons for the following saga had absolutely nothing whatsoever to do with them, it's just that to illustrate a story a lot of information needs to be given, otherwise the story becomes meaningless!

The interesting thing about MGs is the pleasure or pain of discovery of its past life, and I feel sure that anyone who has done more than an oil change will agree! I mean, it would be a poorer world if every motor car available then were as synthetic and clogged with sameness as the offerings of today's auto manufacturers. Without dwelling on the past, everything seemed to be much simpler when MGBs were made and I am sure I am not alone in thinking that either. However sometimes things change, and we must keep up, or otherwise we become dinosaurs, but

we don't have to accept everything blindly either! Anyway, I digress from the issue at hand and back to the story.

Because I had encountered so many problems when restoring my GT, it was fair to assume that all that was behind me.....NOT SO, as I was to discover when scrubbing up the newly obtained replacement diff from said innocent. It didn't look quite right when peering through the empty axle housing. Having learned slowly from experience, I took it off to an expert for an opinion and to my dismay I was informed that it was "bent". It was bent some 20mm! It had had a good belting and while the car from where it had been removed has now proved to have been in decent rear end smash in another life, (and repaired) the diff was ignored or conveniently overlooked! So off to the repairers to be straightened and more \$\$\$\$\$.

I had the axles checked and they were OK. Nothing has changed in my quest for a fair deal of the cards but, if every time we did something to our little gems and all was perfect it would be very boring indeed! (*After all our experiences I think a little boring would be good....Ed*) As a matter of fact I had recently mentioned to my very understanding companion how much I enjoyed working on the little cars and she was extremely surprised given the voluminous expletives emanating from the shed on many recent occasions. The next job is to remove the narrow diff and do the changeover using the existing crown wheel and pinion etc. The rear springs are a bit saggy so they will be re-set while the opportunity exists and hopefully that should be the end of it....OOPS, I forgot... the motor has to come out for bearing replacement, so that will be another story for another time.

Maurie Prior

RUMOURS

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

UP, UP AND AWAY... are Robert and Pauline Bessell who will be in Canada by the time this reaches you. A long holiday is the reason for this trip. A rumour overheard before their leaving concerns plans being made for the Bessell's to have two MG's entered in next year's National Meeting. Could this mean the black ZA Magnette's nearing completion?

BACK-DOWN-AND-HOME ...from a recent month-long holiday in England is Robert Gibson. Lucky devil, this would make trip number 3 to the 'Old Dart' for Robert. However the previous visits have been work-related, and thus would have had little free time. This one, from what I've heard, was 'pure relaxation' and enjoyed to the full.

BACK AND LOOKING BEWILDERED.. was Carmel Nelson, arriving home from a recent trip to China the very morning of the progressive dinner'. Rumours reaching me after the long weekend confirm the bubbly lady was well and truly back in form during the three days in the Blue Mountains.

WINTER ARRIVED... with a vengeance locally, as you are well aware in late May/ early June. But Nev and Carol Roxby wouldn't know much about it as they have been on 'hols in sunny Cairns.

CHANGING PLACES... from the Cornish garage is the familiar black MGY Tourer - a.k.a. 'The Club Flagship'. The old thing can now be found being doted on by new owners Annette and David Cosh, and is a stablemate for their TD. The recent 'Nosh on the Run' - or 'Progressive Dinner' - saw Annette and David chauffeur Mr. & Mrs. Gary Burns in grand style to the various venues - much to the envy of other diners. A great fun night from what I hear, with almost 70 people in attendance. Continuing the previous owners tradition of using this particular MG, I hear the old thing was the star of the convoy during the Blue Mountains trip - turning admiring heads wherever it went, and bowling along at a fair clip from all reports.

ALL'S NOT WELL... under the bonnet of another MGB so the rumour goes. Reports I hear tell of Ian Nelson's well-known racer developing a nasty noise on the way to the start of last-months run to Singleton. Back home and off with the head, the top of number four piston was found to have parted company just above the gudgeon pin. A quick shut-down when the rattle was first heard prevented bore damage. The engine's out and on the bench of MG Workshops in Victoria as we speak. Recent conversations confirm Ian's determination to have the 'VCB' on the line at Eastern Creek historics with the rest of the large Team Hunter entry later this month!

FULL MARKS... to our Social Director for the traditional weekend-away last month to Katoomba. I'm told over 30 MG's with 65 people had a whale of a time over the three days. No doubt the

stories will filter through to me over the next few months. One of the highlights of the trip which I've already heard concerns the 'T.I.C.' (Tongue-In-Cheek) Awards after dinner Sunday night. It was during these festivities that a tape measure was presented to John Stuart. Seems at the regrouping point opposite RAAF Richmond, a tie-breaking test for the Observation Rally was being recorded by Ian and Len Lambeth. This required entrants to drive forward their estimation of one metre. The good doctor's response was priceless.. "I thought you said kilometre!"

A WELL-KEPT SECRET...and dramatic introduction was staged by Bernie and Dianne Hewitt. They'd booked for the Blue Mountains weekend and were expected to arrive with the rest of the Dubbo contingent. Keen eyes of the Newcastle convoy spotted a green MGRV8, top down and parked roadside at Lawson midday Saturday, the occupants carefully rugged-up with scarves and hats. Lunch had been arranged by Ian at the Katoomba RSL Club, and as the MG's from east and west rolled in, so did the RV8 just a few seconds later. Bernie and Dianne had collected the car from Sydney that very morning and had planned the theatrical arrival down to the last detail. Naturally the car was one of the centres of attention over the weekend - a stunning MG with less than 3000k's on the clock, and absolutely faultless! I hear Bernie was offering \$50 to anyone who'd camp alongside his new car in the car park to keep an eye on it overnight!

A FEW LAPS... of the old Catalina Park circuit were completed by half a dozen of our people while in Katoomba. I hear

they managed to beat the locked gate and were successful in gaining entry onto the track but as the drizzle started more than one got into a spot of bother in the wet conditions. Lots of oversteer and opposite lock, fortunately without anyone biffing the fence!

DROPPING IN... to the 'Resteasy Motel', base for the mob on the long weekend getaway, was local resident Norm Richardson. Work commitments prevented him from joining the fun, but he left details of an auction scheduled for Saturday afternoon in Leura. Listed in the sale was a 1250 TF. I have yet to hear news if anyone attended the auction and saw the car or knows what happened. Any reports?

THE BARN-FIND TC... mentioned in the last couple of issues surfaced again so I hear. Barry and Gloria Young had photographs of the TC with them at Katoomba and I'm informed copies are being sent in answer to our requests for a look-see.

GRANDPARENTS AGAIN... are Phillis and Brian Watson. Son Brett and wife Melissa have a beautiful daughter Sophie! Congratulations to all!

CONGRATULATIONS..... to Mr and Mrs Blanch Junior! Matthew and the lovely Vanessa were married on June 17. Now that they will both be residing in the same town, we might be lucky enough to see them ! Congratulations also to Sue and Austin who have taken custody of that second spare room and maybe the garage space will follow.

FIRST LONG TRIP... for the Space Blue MGB was the Blue Mountains long

weekend. We read last month news from the west with the story of Trish and Tony Taylor's roadster nearing completion. Fitted with a factory hardtop the 'B' is stunning, so my spies report. Well done mate!

AN INTERESTING MEETING... was last month's club night with Brian and Kevin George presenting a de-briefing and video presentation of their experiences in the Targa Tasmania. Quite an achievement for the lads - backed-up by Jannette and Jenny as support crew. They won their class in the '74 MGBGT in this their first attempt. Denny covered this in his message last issue. Even more creditable when you realise the MG, the only MG entered from this area, was driven down to the event, competed, and was then driven home! The team, 'George Brothers Racing', are still fired up and have intentions of

entering next year's event, and thoroughly recommended the Targa experience, which may be fine if you can handle the \$10,000 required for expenses on top of supplying and preparing your MG. Exit me! I also hear the new 'trophy' gained from the Targa is waiting to be erected in MGHQ, but from all reports the problem seems to be finding a wall big enough to take the 'liberated' banner.

I noticed Brent Davison publicised in the Herald a few weeks back a number of other locals who'd competed in the Targa. According to the news item they were all to present a talk at the next MG Newcastle's club night. Pity he didn't do his homework, the beautiful irony being this lot were driving Fiats, Suzuki's and Subaru's, in fact everything but an MG. Say no more?



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**MINUTES OF COMMITTEE MEETING OF MG CAR CLUB,
HUNTER REGION, HELD 16 TH MAY 2000,
CLUBROOMS MECHANICS INSTITUTE, LAMBTON**

PRESENT: Merryl Redman, John Moremon, Denny Bowden, Carol Roxby, Kate Leggett, Ray Bond, Ian Nelson, Richard Merrick **APOLOGIES:** Kevin Cornford, Sue Bingham, Terry Petteit, Bev Jones **IN ATTENDANCE:** - **MEETING OPENED:** 7.35 PM Denny in the chair. **PREVIOUS MINUTES:** Moved Ray, seconded Richard **BUSINESS ARISING FROM MINUTES** David Amos has phoned re Fire Regulations. Trust to investigate. **INWARDS CORRESPONDENCE:** Mattara Grand Parade 1/10/200, Statement Commonwealth Bank, Invoice Australia Post, Manly Leagues Club Supersprint, Day Night Autocross, Flyer – Heritage MG Parts, Invoice – Project Engravers, Dubbo Connection – Coming Events, Flyer - Port Stephens – River Adventures, Invitation – MGCC 50th Anniversary, Letter - Dennis and Margot Hughes, Phone Calls – David Amos, Tony Taylor. **CAMS:** Newsletter **NEW MEMBERS** Bruce and Dawn Coker – MGA, Dick Redford – Associate, Christopher John – Associate, Bruce Malloy – Associate Passed Carol Seconded Merryl. **OUTWARD CORRESPONDENCE:** - Letter to Trust re: Fire Regs, Letter to Dubbo **MAGAZINES:** M.G.C.C. Canberra, MGCC Geelong, Hunter Region Jag Owners, M.G.C.C. Newcastle, Taree Historic Motor Club, Morrie News, M.G.C.C. Wagga Wagga, M.G.C.C. Auckland, Newcastle District Vintage Car Club, Deepwater Sporting Car Club, MG C.C. Gold Coast, MGCC W.A., MGCC QLD **SECRETARY'S REPORT** Membership Fees to remain unchanged, All memberships renewed by 30/6/2000 go into a draw for a free membership. **TREASURER:** no report **SPORTING DIRECTOR:** No Report, Scavenger Hunt/ Fishing comp. 21/5/00 **SOCIAL:** Progressive Dinner 27/5/00. \$35.00/couple **EDITOR:** No Report **VICE PRESIDENT:** No Stock purchased. Takings \$31.00, Open House before Easter \$107.00, Off to Canberra to locate suitable accommodation for next years Nat Meet. **COMMITTEE PERSON:** No report. **PLATES REGISTER:** 10 more sets of plates required. \$50/set **PRO:** Mattara Parade – Richard liasing to locate a site for a static display. **CAPTAIN:** No report **REGALIA:** Apology for next meeting. Sydney Grill Badges \$25. Sell for \$30, Jackets to be ordered. \$ taken for month. \$ for grill badges **PAST PRESIDENT:** No report **GENERAL BUSINESS:** Concours Dinner – Heaton Bowling Club a suggestion, Need to become aware of recent changes to Concours regulations, eg 5 speed gearboxes. John to compile a checklist of Trophies for presentation dinner. Thankyou to Merryl for organising supper. Denny to renew liquor licence. Meeting closed 8.45 pm.

DENNY BOWDEN,
President.

KATE LEGGETT,
Secretary.

WHAT'S ON ...WHERE & WHEN:

JULY

	Sun	9	Magazine Assembly - MGHQ 7.15pm
	Fri	14	Club Night - MGHQ - 7.30pm
	Tues	18	Committee Meeting - MGHQ 7.30pm - Members Welcome
!	Sat	22	Eastern Creek Historic Race Meeting
!	Sun	23	Eastern Creek Historic Race Meeting
#	Sun	30	Winter Woollies Run - Merriwa - see ad page 9

AUGUST

	Sun	6	Magazine Assembly - MGHQ 7.15pm
	Fri	11	Club Night - MGHQ - 7.30pm
#	Sat	12	Any Port in a Storm - see page 9
	Sat	12	Newcastle Swap Meet at Cessnock Showground
	Sun	13	Newcastle Swap Meet at Cessnock Showground
	Tues	15	Committee Meeting - MGHQ 7.30pm - Members Welcome
+	Sun	20	Run to Collie Pub for Lunch - Contact Tony
	Sun	20	Liverpool Swap Meet
	Sat	26	Presentation Dinner - see page 6

SEPTEMBER

	Sun	3	Magazine Assembly - MGHQ 7.15pm
	Fri	8	Club Night - MGHQ - 7.30pm
	Tues	12	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
- > 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: 21st July**

