

THE M.G. CAR CLUB HUNTER REGION INC.

JUN 2000



'ON THE MARQUE'

M.G. Headquarters
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Postal address PO Box 503
Wallsend N.S.W. 2287



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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, 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



As promised, this issue of 'On the Marque' has lots of stories and pictures as well as results from 'the event' that we weren't allowed to speak about last month. We have a very interesting insight into it from a first time participant.

I must say I had a great time at the Natmeet, but was very pleased to have a week off after to recover. Sleep deprivation and overindulgence can be a bad combination.

It was exciting having a go at the competition events even though I was a bit doubtful before I started that first motorkhana. The first time I had driven the car with its new competition clutch (very heavy) was to registration on Friday afternoon, a journey which is a whole 2 kilometres from home! I did however have a go and managed to beat Richard Merrick (2nd Place winner) in one of the motorkhana events! Motorkhana is great fun!

The Hillclimb was a big challenge for me. The team leader had instructed me how I should double shuffle back to first gear as I reached the top of the 'pinch' and I wasn't very thrilled with this idea being in a car with no synchro on first and a relatively new engine. I'm not really sure what happened, it all went so quickly but I can tell you the car survived, the team leader didn't yell at me and I had a great time. I must find the time to do these things more often.....

Just so you won't miss out on all the fun next year in Canberra, Merryl and Jeff have done a trip to our nation's capital to find us suitable accommodation. Yes it's early but if we don't get in early we may not get in at all and you can forget having a choice!

Hope those going to Katoomba have a great weekend, unfortunately we can't go. There are some great cold weather events coming up, so get that MG out and go for a run! If you need information about Eastern Creek, give us a call, Team Hunter will be there in force, and don't forget to book for the 'Winter Woollies Run'.

Happy Driving
Bev (Reborn Competitor) - 004

NEW MEMBERS

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

Bruce and Dawn Coker - MGA - Port Macquarie

Dick Readford - Associate - Dubbo

Christopher John - Associate - Hamilton South

Bruce Molloy - Associate - Valentine

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

DENNY PRESIDENT



for any entrant, even better for first time starters in the "Targa".

The vehicle Kevin chose to drive is a 4cyl. MGBGT (the only MG entered from our local area). Kevin showed his confidence in the car by driving it from home to Tasmania, participating in the event and then driving it home again, although, the "driving it home" was always going to be a maybe when you consider how many cars finish the "Targa".

The 2000 MG National Meeting is well and truly behind us, the results to be printed on another page of this magazine. The Hunter Region contingent was not large, but very successful in all events. Congratulations to all those who took part in the National Meeting.

Congratulations also to the MG Car Club Newcastle for a well organised and well run Natmeet, and full marks to the person who arranged for the weather, you all got it right, and a special congratulations to those who took a trophy home.

The blue GT had only 2 "rests". (Remember, MGs don't break down, they just have a little "rest" sometimes) The first "rest" was caused by a top radiator hose requiring a bandage to get through that event, and the second was when Kevin parked the GT on a white post after finding some oil on the road that some inconsiderate Mercedes driver had dropped.

Another recent event was the "Targa Tasmania", two of our Hunter Region members, Kevin and Brian George entered with wives Jennifer and Jannette as support crew. Kevin drove the event with Brian navigating. A total of approximately 300 plus cars entered, and something like 175 finished. Kevin and Brian not only did very well to finish the event, they were good enough to win their class. This is an excellent result

With the exception of those two mishaps, the crew had a great time, and are already talking about doing it again next year. Well done to the "GEORGE TEAM".

Octagonally Yours
Denny Bowden
MGV873

Winter Woollies Run - July 30

to Merriwa RSL for lunch - \$15.00 - Bookings Essential

contact Terry Petteit -
Bernie Hewitt - (Dubbo)
Ian Carter - (Quirindi)

KATE SECRETARY



Well, it has once again come to the time where we have to renew our Club membership. Enclosed with this magazine you will find a renewal form. This form is the same format as last year, and you will find it very easy to complete.

If your MGs are the same as last year, there is no need for you to fill in the details of chassis number, engine number etc. Fortunately, we have not had to increase our membership fees, and we do not have to add GST. As we did in 1999, we will offer a refund of membership fees to some lucky person who pays their fees before June 30. At the July Club night we will draw a member's name out of the hat. All you need to do to be in the draw to have your fees refunded is pay your fees by the 30th June. Last year it was David and Annette Cosh to receive the refund, this year it could be you!

Nominations will open on June Club night for all committee positions. All positions will become vacant, and we will take nominations from June Club night until the July Club night. Holding a committee position is a great way to become more involved in the Club, and there is always someone to help you.

We received a very nice thank you letter from Denis and Margot Hughes, whose garden at Fishing Point was open on behalf of the Open Garden Scheme. They thanked the club members for their input, both in displaying their MGs and visiting the garden. Denis and Margot reported that they had over 400 visitors, and as a result raised over \$1000 for charity. Well done to everyone involved.

This month we have had 4 magazines returned due to people having changed their address. Please, if you are moving, give me a phone call, letter, fax or e-mail to let us know your new address. You can contact me by fax on : or e-mail at

Phone numbers are in the front of the magazine, and you will see that I have a new mobile number.

Thanks to Gary Boote for once again updating our membership cards. This year, when I process your membership renewal, I will send your membership card and receipt out with your next issue of "On The Marque", so keep an eye out for it.

No more news for this month. Hope to see you at the Blue Mountains. Don't forget the lucky draw for those who renew their membership by June 30!

Kate Leggett

**COMING
EVENTS**

Eastern Creek Historic Racing - 22nd, 23rd July
Winter Woolies Run to Merriwa - 30th July
Presentation Dinner - 26th August

IAN SOCIAL



G'DAY! Not a lot to report this month. By the time this goes to press the "Progressive Dinner" will be over and I'm predicting a resounding success. The numbers have exceeded the plan, but from comments I've received it appears that I haven't sold the theme night very well. Ahh well!!! You can't win 'em all. It will be interesting to see what turns up. A full report will be in the next edition.

The "QUEENS BIRTHDAY" weekend is almost upon us and I'm happy to say that we'll have 62 people and 31 cars heading towards the Blue Mountains. We'll meet at the Twin Servos (Caltex) on the highway south of Doyalson (you know the ones) at 8:30 am on the 10th June. Departing no later than 9 am.

Len Lambeth and I did the run last Saturday and I think you'll enjoy it. Of course there will be the obligatory "Observation Run", but don't panic the answers will be "so simple".

Providing no one gets lost, we will arrive between 12.30 and 1pm and I have arranged a smorgasbord lunch at the Katoomba RSL at \$12.80 per head. Len and I had lunch there and found it good value. They also have a collection of 1st and 2nd world war memorabilia that I think you will find interesting.

Then we backtrack a little to get to our

accommodation and settle back for a great weekend. There is so much to see and do up there, but much of it will be governed by the weather, so it may be as well to leave the Sunday plans until we get there. It may well be that groups form and do their own thing. Who knows?

As you are aware, dinner, bed and breakfast are included in your package, but you will have to make your own arrangements for lunch. Your \$50 deposits have been paid, so you will have to pay the balance at the desk.

There is a bar at the motel, but you are permitted to BYO into the 'GAMES or COMMON' room. If you require some refreshments during dinner it can be purchased at the bar. It won't be expensive. The bar will remain open while ever the demand is present.

I'm a master of stating the obvious, IT WILL BE COLD, so come prepared.

Now!! Due to my lapse in concentration, I have decided to have our next "NATTER NIGHT" at the clubs rooms on the 24th June, 7pm kickoff. Everyone bring a plate, the theme for the night will be 'ITALIANO'.

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

PS I'm going to persuade Brian and Kevin George to come along to our club night June 9 to give us a report on their recent entry into the "Targa Tasmania". They did alright for their first attempt, came in first in class - Ho Hum. Who knows - is there room for a Hunter "Team Targa"?

NATIONAL MEETING 2000

CONCOURS

MGTD	1 st	Christine Tolcher
MGTF	3 rd	Paul Windred
MGA Roadster	3 rd	Peter Harper
MGB MkII Roadster	1 st	Mick Barclay
	2 nd	Bernie Hewitt
MGB MkI & MkII	3 rd	Michael Collins
MGBGT BL & Later	1 st	Noel Armstrong
	2 nd	Peter Morrison
MGBGT V8	1 st	Denny Bowden
	2 nd	Ian Nelson
MG Specials Pre MGA	3 rd	Ray Tolcher
MG RV8	2 nd	Robert Boehme

MOTORKHANA

MGTD	3 rd	Christine Tolcher
MGB MkII (Push Button)	2 nd	Richard Merrick
	3 rd	Stephen Jones
MGBGT V8	2 nd	Ian Nelson
MG Specials Pre MGA	3 rd	Ray Tolcher
MG Specials Post TF	3 rd	Ian Nelson

OCTAGONAL RALLY

MGB MkII Roadster	1 st	George Quinn
	3 rd	Bernie Hewitt
MGB Rubber Bumper	1 st	John Winchester
MGB MkI & MkII	1 st	Pat Martyn
	2 nd	Dianne & Michael Collins
MGBGT BL & Later	3 rd	Peter Morrison
MGBGT V8	1 st	Denny Bowden
MG RV8	2 nd	Robert Boehme

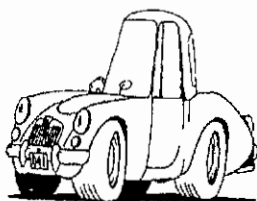
HILLCLIMB

MGTD	2 nd	Christine Tolcher
MGB MkI (Push Button)	2 nd	Richard Merrick
	3 rd	Stephen Jones
MGBGT BL & Later	3 rd	Jeanne Boote
MG Specials Post TF	3 rd	Ian Nelson

CHRIS DODDS MEMORIAL TROPHY - Denny Bowden

OTHER COMPETITORS - Gary Boote, Robert Winston, Vince Amor, Peter Dever, John Stuart, Merryl Redman, Bev Jones, John Rogers

JOHN SPORTING



This is the time of year where we sort out who is going to win what as far as trophies and major awards. We have a problem as we go into the last months with two people within 2 points of one another for the Club Champion. This month should decide who gets the prize and I will keep everybody guessing until the presentation dinner.

Last month we ran a scavenger hunt and fishing run. Noel Armstrong didn't take the bait and turn up so I failed again. The rest of us who did turn up came in from as far as Singleton and Gosford, which was good to see. The run was a bit of a test for some people and one couple, who we won't talk about, after reading the sheet just went out for lunch.

The Bonds came in winning hands down with a perfect score. (One could only expect that now we have a new

degree competing.). The rainmaker was at work again and Faye couldn't find a brother to go with her this time.

With lines in hand our small crew took on the Swansea Channel to see who would win the fishing bit. Bronwyn Jones was looking good for a while with a nice little rock cod. Our Cape York fishing hero did catch a fish but we won't talk about it here. Now for the talk of the town, our one and only Richard Merrick took out the prize with a leather jacket. It was real, of legal size so our little lady Bronwyn took it home.

The day finished with a sausage sizzle at the channel and we finally pulled stumps at 7.00pm to go home. What a shame that there wasn't more people out enjoying their car so we may enjoy your company.

This month we will do a driving navigation run up around the vineyards, so why not make an effort and turn up for it. Meet at Tallawanta Pub car park Broke Road, Pokolbin at 1pm

John Moremon
MGC 069

TERRY CLUB CAPTAIN



leave at 11am, for lunch you can bring your own or buy lunch at the pub, pie shop or any of the take aways.

Don't forget I need to know if you are going on the Winter Woollies run to Merriwa on the 30th July.

No runs to report on for this month, the clubman run for June 18th will be to Tea Gardens. Be at MGHQ 10.30am to

Terry Petteit - 018

RICHARD

PRO



Natmeet, Natmeet, Natmeet. Time to look back on what was a very good National Meeting. Hats off to Newcastle for a job well done!

Well, Easter 2000 was an epic. We didn't even travel anywhere and it still took me about a week to get over it. Must be getting old. Well we had it all. Broken axles, flower power MGBs, 68 people for dinner, no rain, broken clutch pins, heaps of wine & lots of laughs.

My problems with the 'B' were pretty well documented and many many thanks must go to Mr S Jones, Mr R Tolcher & Mr G Boote for getting me

back in action. It is amazing what you can do as a team. I was also inundated with offers of various spares including an entire axle from Mr David Walker (Newcastle). All of that support is what National Meetings are all about.

The events were very well run and if you want to know how good the hill-climb was I think you should ask Gary Boote, for around 30 years he has been coming to that hill and had never driven up it in a closed event. The smile was priceless. Then there was the awesome Foursome of Meryll, Bev, Christine and Jeanne who all tamed the hill in their respective classes. They all drove extremely well.

It was a good chance to see some old friends and make some new ones.

I for one am already looking forward to Canberra 2001. Hopefully we can all pull together and remove that Wratten trophy from Queensland.

Richie.....037

CAROL

REGALIA



I won't be nominating for this year for regalia. I've always felt that 2-3 years in any one position is enough as one could become 'stale' as the saying goes. I know in previous years there were members who would have liked a certain position but wouldn't stand against another who had held that posi-

tion for a number of years. This does happen so that's why I think 3 years is enough, and I'm standing down.

Regalia is a job that is very rewarding. It's lovely to see all of the different coloured moths come out of the wallet. Only joking! All you have to do is make sure the T-shirts are plentiful. You don't need to set up a table on club night, you can sell from the cupboard. Please think about it. I'm always there to help.

Carol Roxby - MGC GT (Part of It)

National Meeting 2001

ACCOMMODATION....

Canberra in Easter is a very popular tourist destination as well as being an ideal venue for many sporting events and conventions. Next year will be no different, and we have learned that the MG National Meeting will not be the only big event being held in the Nation's capital during Easter 2001. Accommodation of any kind is going to disappear very quickly. With this in mind we have moved to secure a suitable 'base', even before the first National Meeting Accommodation Bulletin has been circulated.

First the good news.....

After spending a weekend in Canberra inspecting ALL the motels within a reasonable price range, we have chosen one which we think is something special. In a quiet and secure area, it offers excellent value with a range of quality accommodation -- basic tourist-style, business class to executive class. There's ample parking and areas for cleaning MG's, space for trailers and is within a short distance from what we anticipate will be most of the NatMeet venues. Also there are a couple of good eateries nearby. It's almost too good to be true!

Now the bad news.....

Unfortunately the management, while sympathetic, will hold our block booking only for a limited time as he is being pressured by other groups sniffing around ready to snap up all the rooms if you delay in booking.

I realise it may be difficult to commit plans ten months away from next Easter, but I must stress if you are considering attending the National Meeting in 2001, it is VITAL in order to secure the booking you contact me -- as soon as you have read this page.

I have full details including brochures, and I'm waiting to hear from you!!



PHONE ME NOW

Merryl Redman

National Meeting Co-ordinator

Home

Mobile



National Meet 2000 Presentation Night:

Top to bottom, left to
Right.....

Kay and Denny Bowden GTV8.

Bob Boehme RV8. Ian Nelson GTV8 and VCB.

Paul Windred TF. Pat Martin BGT. John Rogers TF

Jeanne Boote BGT. Peter and Bev Morrison BGT

Photos by Steve Jones.



NOVICE at the NATMEET

It was the Editor on the phone. "We need some more articles on the National Meeting, especially from someone who hasn't been to one before. We thought you might like to put pen to paper.....?" Well you cant refuse the Editor can you! "Of course", I said, "I'll get it done right away." So here goes.

I thought I would call it "Lessons to be learned" so that those who come after me can read it and be a bit more prepared.

Well I'd heard a lot about Natmeets. You can hardly attend a club function with out hearing about them. When I first heard a group of club elders talking about one in hushed tones I thought it was a brand of Salami that produced some sort of a High. "Remember that last Natmeet we had, wasn't it just great, can't wait to have another one". Then I realised that it was a place rather than an hallucinogenic and the penny dropped. Now I realise that it is both a place AND an hallucinogenic.

Well not having been able to attend one before for various reasons, it seemed the right thing to do to attend the Millennium meeting in Newcastle so I started telling all my friends that I would be spending Easter MG-ing. The only problem was that I had forgotten to do one very important thing, I had not registered!

Novice's Lesson Number One: Register well in advance of the Natmeet otherwise it will be very difficult and costly!

Well after starting to clean up the old bomb for the event, I thought that I had better go along to the Thursday evening welcome at the club rooms. After talking to a few people the issue of

registration came up and it seemed that no late registrations would be considered on the day. However, President Denny thought he might be able to arrange something if I saw him at the registration desk.

So I rolled up to the Showgrounds on Friday morning with a bright and shiny car and rapidly made another mistake.

Novice's Lesson Number Two: When the president tells you to meet him to arrange your registration, do not speak to anyone else first. He means what he says!

Politely approaching the registration desk, I respectfully asked if I might be able to register late. "No! You are too late" said the lady behind the computer. Fortunately I then spied the President who whisked me away to the "secret late registration by special arrangement with the president area". After much subdued whispering, filling out of forms and writing of cheques, the preliminaries were completed and I was sent to the "end of the alphabet queue" and told not to speak to the lady on the computer again. Some time later I had my show bag, instructions and official number and was in the line for the scrutineering. Managed to pass that OK then I had to perform this strange MG rite which must be peculiar to Natmeets. One man holds up a stick and says "see this mark on my stick, drive the car so the front is on the mark". Then he lies the stick on the ground so that I cant see it and I drive the car forward and stop and he says "well done" even though I can plainly see I am about three metres out.

Novices Lesson Number Three: There can be surprises even in the scrutineering.

The opening dinner in the pavilion was certainly fun and slightly the worse for wear, I presented myself and the bomb, still in its reasonably shiny state to the stewards at Griffith Park, Stockton. The scene was certainly spectacular with some 370 vehicles (I know that because my number was 372 and I was actually not the last registration!), the glorious river and city backdrop and the occasional bulk carrier to lead the photographers to scurry for their cameras.

I had to forgo the Saturday night theme dinner as I had noticed the Motorkhana test diagrams in the show bag and felt that I needed maximum brain power unaffected by sleep deprivation and alcohol.

So alcohol free and in positive sleep balance I arrived at the Energy Australia Depot.

Novices Lesson Number Four: There are no controlled trials to support the notion that having an early night improves Motorkhana performance, indeed the reverse may well be true.

It was certainly an impressive event. To see the pre-war, supercharged vehicles being driven recklessly around the courses, belching acrid smoke and squealing their tyres was a sight to behold. It was with some trepidation that I embarked on my first run in front of the crowd. It didn't go too badly, the bomb seemed to behave and I didn't get any WDs. Couldn't match the times of the demon Jeannie Boote who was in front of me going around.

The dinner in Beaumont Street was a fun night. The exclusive MG parking was a brilliant idea and certainly enhanced the evening. Which brings us to the Observation run and Bar Beach car park early on a clear Sunday Morning. Amazingly the bomb was still running quite acceptably and the lady who is dear to my heart had agreed to navigate. Departure was un-

eventful and most of the instructions were understood. We only made one major error at the very end and we are still married.

Novices Lesson Number Five: The observation run doesn't end until you've handed in your sheet, even if you do think you know the way blindfold into the St John's Conference Centre in Morpeth.

You guessed it, we took a short cut into the Centre and missed the last sign. It cost a place and a trophy. C'est la vie.

The Presentation dinner at Wests was all a bit of a blur but there is a hazy recollection of Geoff and George celebrating their win in the run with yet another bottle of wine brought by a somewhat embarrassed waiter.

Unfortunately slept in the following morning so didn't make the breakfast.

Novices Final Lesson: When contemplating attending a National Meeting, a strict training programme should be embarked upon at least two months in advance. This should involve gradually increasing one's alcohol and food tolerance until the body can easily sustain five days of maximum intake. Oh, and don't forget to get the car going!

Congratulations to the Newcastle MG Car Club for organising such a memorable event. The organisation left little to be desired and the Stewards were efficient and courteous. Thankyou for being understanding about the oversight of my registration.

I must confess that I am now hooked and will do my darnedest to get to Canberra next year.

The Novice (John Stuart)



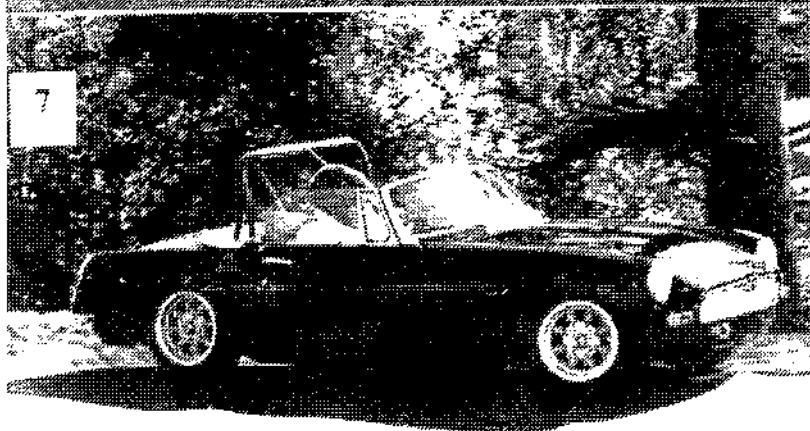
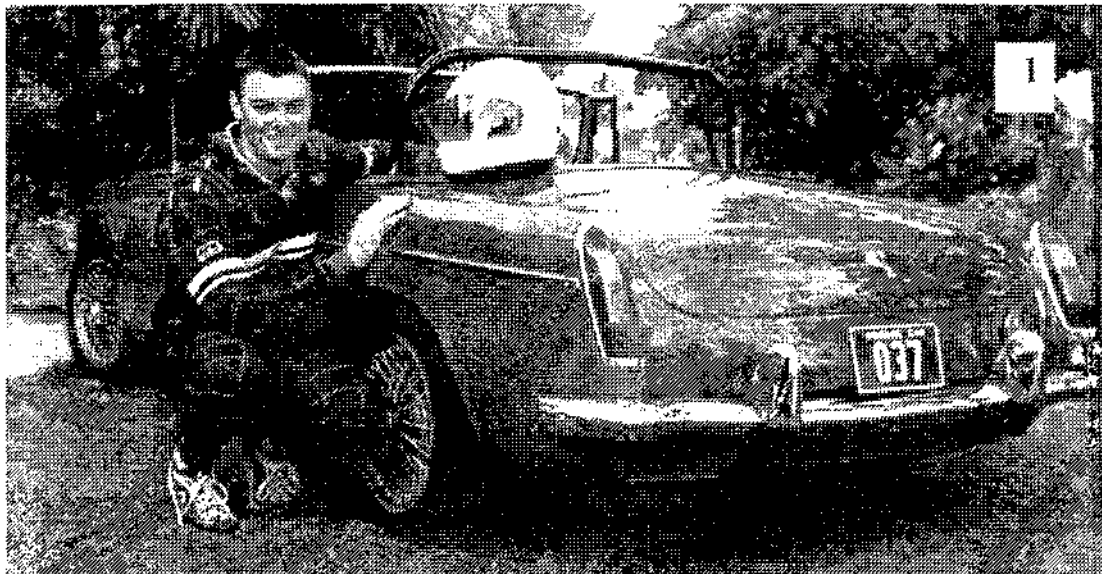
National Meet 2000 Presentation Night:

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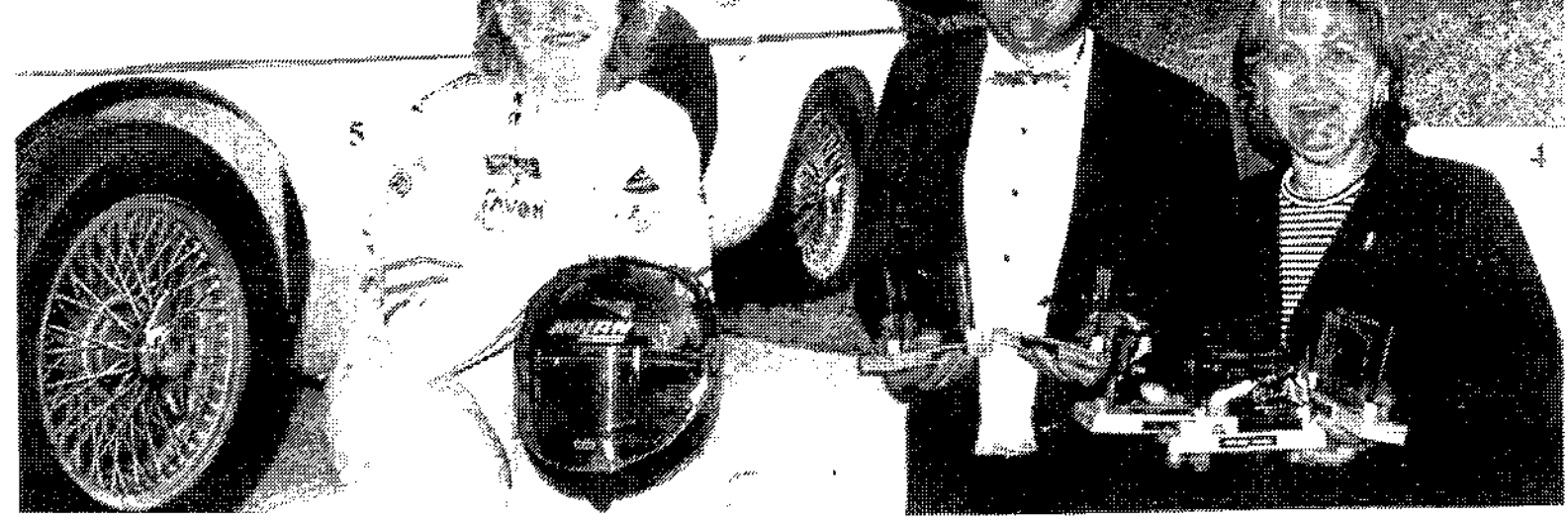
John Winchester B rubber/nose
Bernie Hewitt MGB. Peter Harper
MGA. George Quinn MGB. Dianne
And Michael Collins MGB & BGT.
Christine Tolcher TD. Noel
Armstrong BGT.

Photos by Steve Jones





1: Richard Merrick and friend, ready for the hillclimb. 2: Some of our trophy winners. 3: Hippy MGB, Gary Boote's imagination in full bloom. 4: Loaded with loot, Ray and Christine Tolcher. 5: 'The Fast Lady' Bev Jones – she can wield the red pencil or hit The delete button quicker than you can blink – here she's ready for the hillclimb. 6: Ray Tolcher in the rapid TC exits the chicane at the hillclimb. 7: back in action Ian Nelson in the VCB, complete with Scaffolding, exts 'Perce's Pinch' on the hill. Photos: Steve Jones, Brian George, Di Collins



RAIDERS OF THE LOST SPARK

...The omission of ignition in Uralla!

Travelling nearly 500 Kilometres for just 4 laps – three and a half of them under my own steam and the other half lap towed back to the pits ignominiously like a tea-bag, on the end of a rope – you saw the photo in last month's magazine. Damn Damn, Damn!

In all the time we've been playing with the TC, it never failed to finish an event. Admittedly it has alarmed me sometimes, mainly in summer, by exhibiting a high fever, but it's always been running strongly at the end of the day, 'bless it.

We'd planned this foray to the 'Thunderbolt GP' many months ago, and the final preparations were well in hand weeks before the event. But despite all manner of adjustments, examinations, tuning and theorising, the cause of the mysterious intermittent misfire when hot eluded us. As it turned out the old MG was trying to tell me something, but I'll come back to that later.

We arrived early as usual, unloaded the old thing; parked Kevin's trailer so the 'Team Hunter' emblazoned on the nose cone was prominent, and toddled off for a drive in the Tojo round the back streets of the town that would form 'The Circuit'.

The council workers were still hard at it, placing dozens of those new big circular hay 'bales', at strategic spots round the designated track, and bundled tyres round the 'telly poles.

This was unbelievable. About 40% of the circuit was round the houses' while a 750 metre long straight led out to a right angle bend into a short bit, another right-angle, then another longish straight led back to town. The 'country' part was lined with wire fences not all that far from the

edge of the narrow tarred road. With not a scrap of armco to be seen, it was a time warp to what early Australian racetracks must have looked like.

With plenty of time in hand Uralla was explored and a leisurely lunch enjoyed at one of the two pubs before returning for scrutineering at 4.30pm. The grassed centre ring of the show-ground which now served as the pits had filled somewhat, with most of the 100-strong entry now arrived and unloaded. The cut-off date for acceptance is 1965, resulting in a very interesting array of machinery. Some were familiar while the novelty of seeing a gorgeous silver Maserati A6G coupe; a DB4 'James Bond' Aston or the XK140 F/H coupe added a dash of posh spice.

The TC was given a light sponge bath before covering with several layers of waterproof 'jarmies for its night in the open. Nothing to worry about, for had it not started on the button, revved cleanly and appeared to be in good health? The new plugs and severe talking-to of the fuel pumps *seemed* to have done the trick. The welcoming barbecue early evening was therefore most relaxed with a few drinks that followed a few drinks washing down the carbonised cow. We retired to our digs 20 minutes drive away to the north at Armidale with not a care in the world.

Back next morning with well over an hour to spare before the driver's briefing. The time was well spent with a final wipe-over of the MG, a clean once again of my goggles, check under-bonnet for the third time and then to smugly watch the feverish tinkering under various other

bonnets as hasty last minute adjustments were effected. What price preparation?

Track familiarisation time, or foreplay, and our group were marshalled into the dummy Grid. We were lined-up in pairs – a pretty little Lotus 6 was on my left, while behind menaced aTR3A and a red MGA coupe. Back further I could distinguish some sort of Clubman alongside a flat-rad Morgan, while just in view was the Maserati Coupe door to door with a Jag Special before the rest of the group became a jumble of colour. 'Driver's-Briefing' had reinforced that this was not a race, it was to be a '*spirited demonstration*'. The earlier paperwork had stressed driving at a maximum of '7/10ths', and anyone overdoing it would be severely frowned on. I hoped the lot in all the heavy iron behind me would remember this!

Three laps later and it all didn't matter, for the TC spluttered and died with just enough momentum to roll off the circuit toward the pits. Cooled down, the pumps proved to be working, plenty of fuel and enough spark to start a bushfire on a wet day. It now started, revved cleanly and sounded strong. What could it be? Everything mechanical or electrical was checked and rechecked with not a hint of what could be amiss. Confidence now took a back seat. From the drop of the flag an hour later the TC was again away like a shot with everything sounding sweet. Half a lap later, one cough and then nothing.

What a bloody *awful* feeling, standing behind the barrier with the 'flaggies' while the MG lay dead and shamed parked off the track in the long grass. The tow back to the pits behind the Toyota 'troop' recovery vehicle completed the humiliation and dejection.

A check now revealed no spark at the plugs. Rechecked with the engine cool it was the same and fiddling with magneto proved useless. Spirits at rock bottom. An old MG in trouble with the

bonnet up proved to be like a lighthouse to anyone possessing a scrap of octagonal experience, and it was the centre of concern. For an hour or two there were never less than three or four people offering advice or assistance in an effort to get the old thing running again - but it was hopeless. Examination revealed that ominous sickly pong of hot electricals and burned bakelite coming from inside the magneto, perhaps the result of getting too hot too many times. Things had been fine when cold, but the failure was inevitable and had been just a few more degrees away, as it were.

Silver linings are never far away. With about half the day remaining Noel Barnes, a TC racer from the old days, offered to send back to Tamworth for a spare Magneto – he had two, just sitting on his bench! There was not enough of the day left for the trip and fitting, so the very generous offer was declined. A little later a gentleman came by with an offer of a magneto he had, 'surplus to needs', and left a telephone number. Another fellow recalled the name of a specialist in 'maggy repairs'. The help was overwhelming and very much appreciated – proof with its sleeves rolled-up just what great people are these blokes afflicted with the venerable machinery disease.

The rest of Saturday was far from static. Familiar faces were seen everywhere and new ones were introduced – a local TC owner and his charming partner - an ebullient owner of a Lancia coupe similar to the one we once owned - a lucky man with a 4 litre Bentley. At one stage I had four conversations going at the one time. The day was not long enough. In between all this I managed to watch a few races! Back to Armadale for a scrub then return for dinner in the huge marquee in the showground for more yarn-ing and dancing for those with inclination and energy. It's amazing just how 'taxing' on our type of cars are these 'Gran Parades'. We learned that our old mate Alistair Clarke in the C-type replica had blown his diff to smithereens,

and the flamboyant Steen Pedersen in the GP Amicar had smote the haybales a heavy blow and knackered a road wheel, and his ribs. 'Team Tits' Don Titcome had broken his Mk1 Morris Major's axle, and I'm certain there were many more cars feeling slightly off-colour.

Sunday morning the entourage of competing cars left for a drive around the countryside before returning to park two-abreast down the centre of Uralla's main street, which just happens to be the New England Highway. Barricades had been erected and highway traffic was detoured down the back streets. B-doubles and other traffic ground down the side-roads while the main street was alive with thousands of people swarming over the cars. I've never seen anything quite like it. Around mid-day the whole lot moved off to a pretty little local park for lunch before slowly breaking up and melting away.

be not as good as when the GP was held in Guyra. I don't know, as this event was my first. 'Guyra must have been exceptional, for we found the Uralla 'Thunderbolt GP' to be everything expected and then some.

Since returning home I've heard it strongly rumoured that there may be no 'Uralla' next year. The story goes that some sections of the business community are dissatisfied with the financial return for effort expended in hosting the GP. If this story has any basis then it will be a damn shame. The upside of the rumour is that Inverell is busting to take up the option. We'll just have to wait and see what develops. Rest assured Merry! and I will be watching what happens with keen interest, definitely hoping to be attend next year, complete with a spare magneto and the original distributor and coil thrown in for good measure!

I overheard a few competitors claiming Uralla to Jeff Redman (and TC3306 - sans fire!)



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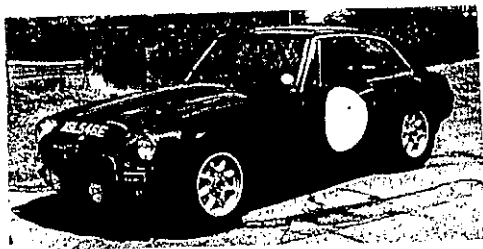
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MG: 1924 - 2000...

This month we conclude the 'MG Story' with a look at the last of the Competition Cars...

We move to 1968 and preparations for the Sebring 12hour race where the MGC coupe was able to assume its proper identity - last month we mentioned the 6 aluminium bodies that were built, and how at first the MGB 4cylinder engine was used. Now the beefy 6 cylinder specially prepared MGC engine running triple 45mm Weber carbies was fitted. Giving 200bhp this was a very rapid motor car.



Driven by Hopkirk and Hedges MBL 546E finished tenth overall, winning their class and coming third overall in the prototype class behind the winning Porsches.

A second lightweight 'C' was completed for the Nurburgring 1000. Driven by Enever, Poole and Baker, this car retired early in the race with serious damage to the special all-aluminium engine caused by an overheating problem. After 67 hours of racing the original lightweight MGC was in 3rd place overall, driven by Hedges, Vernaev and Fall. Due to a miscalculation by the pit crew the disc pads had worn down to the backing. When Hedges braked for

the pits, what remained of the pads welded themselves to the discs. A satisfactory repair could not be made in the permitted service time, and thus the race ended with the MGC in 6th place.

This was the last official race entry for MG, the winds of change caused by British Motor Holdings merger with Leyland as we've covered in past chapters meant Abingdon would no longer enjoy even limited autonomy.

The 2 lightweight MGC coupes were sold to American interests who ran them in the 1969 Sebring 12 hours. The 4 unused shells were sold privately.

The Abingdon Competition Department was ordered to turn its attentions to Triumphs and other BL makes until August 1970 when the abrupt announcement was made to close down what had become the most consistently successful organisation of its type in the world. Ten years later MG and Abingdon followed.

We move to 1984, and the era of the Austin Rover Group, who began exploiting the marque's competition heritage in order to flog the badge-engineered sedans paraded as 'MGs'.

A pair of works-prepared MG Metro Turbos were built for Patrick Watt and Robin Brundle (brother to F1 driver Martin) to compete in the 1984 British Saloon Car championship. Because of the turbos, the 1300cc cars were elevated to the 2.5-litre class. But with 190bhp on tap Watt and Brundle won their class in each of the 4 rounds entered.

Behind the scenes work by ARG's motorsport division was proceeding on what would be the most outrageous and bizarre MG ever!

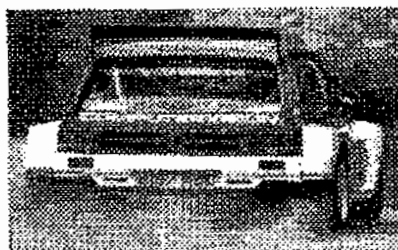
In the early 1980's the rules for international rallying were changed to permit 4-wheel-drive, manufacturers required to build only 200 cars to achieve Group B homologation.



ARG's management were persuaded to invest in a Group B rallying programme, but lacked the engineering capacity to do so 'in house'. Patrick Head, designer for the Williams F1 Gran Prix team, was co-opted into the project - at the time Leyland you may recall were part-sponsors of the Williams team. Much time was spent in 1982 evaluating concepts, eventually settling on a mid-engined, 4-wheel-drive crammed into a modified Metro shell. Instead of following Peugeot or Lancia with small capacity turbocharged engines, the ARG concept went for a larger, normally aspirated engine.

Entered in the European series of 1986, the 6R4's were plagued with problems. However in the UK, national drivers like Tony Pond won the Circuit of Ireland and the extremely tough Welsh Rallies.

However this wildest car ever to wear the MG badge was destined never to achieve its full potential. Following several fatalities in high-speed crashes Group B rallying was finished, and sadly, so was the Metro 6R4.



This was achieved by hacking 2 cylinders off the venerable Rover 3.5 litre engine (what would the Poms have done without this 'used-everywhere' engine??). This was a stop-gap 2.5 litre engine for the test program, until the pukka 90-degree 3-litre, 4-valves per cylinder, multi-point fuel injection engine was developed. The 3-litre engine produced 380-410 bhp, depending on tune. A detuned 250 bhp 'shopping' version was available for the clubman.

The Metro's shell gained blisters on the mudguards to house the long-travel suspension struts. Over 3 inches had been put into the wheel tracks, which needed box-like wheel arch extensions.

There appeared air-intakes half way along the doors plus adjustable spoilers on the front and rear. The car was developed in great secrecy through 1983 and was launched to the stunned media in 1985....

enter the MG Metro 6R4 - *Gun-ship!*

Well, that's it. We've come to the end. Or have we? Despite all the changes, all the different owners (I see BMW has now sold Rover, and with it MG) yet still those famous 2 letters survive... and with it that special magic of owning one! Who knows what we may see in the years to come. I've heard one or two people express the view that this continuing story has been a bore. I'm sorry - for them! After all, I read somewhere in order to know where you're going you need to know where you've come from. Some acknowledgments.....

Robert Gibson - for the idea of the series in the first place, and the early archival material.

F. Wilson McComb - "The Story of the MG Sports Car"

Mike Allison - "The Magic Of MG" Kenneth Uilyelt - "The MG Companion"

Ian Adcock - "Project Phoenix"

Jeff Redman

RUMOURS

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

'GOTCHA'...and it was a beauty too! Just before the National Meeting John Rogers replaced the alloy tappett and side covers on the TF's engine with the standard items. Much care was taken and I'm led to believe 3 or 4 gaskets were discarded before the lad was happy with ones that promised to make oil-tight seals. No mean feat this, ask anyone who's worked on a T-type. It paid off as not a drop of oil was evident on start-up and a short run. John returned the MG to its cocoon and then buzzed off on some errands. It was during this absence his 'good lady wife and ace prankster' Jan slipped into the garage and decanted a pint of Valvolene on the floor directly under the TF's engine. I'm told John's howls and swearing could be heard three streets away when he returned and saw what (he thought) the mess meant!

THE GREMLINS ... were hard at it over Easter with reports of a number of mechanical 'disasters' befalling Natmeet competitors. Our old mates Tony and Tina Gould from the Gold coast fried the alternator on their stove-hot 'V8GT on the way down. They were staying with Geoff and George at 'Quinn-Bradley-on-Tighe', and they pointed the visitors in the direction of a reputable Autosparks man. Another 'V8GT from Queensland destroyed its gearbox, while Tim Edmunds from South Oz, had his V8's clutch explode. Greg Newey from Queensland contacted John Morton with what he described as 'bad vibrations from the gearbox'. On the hoist Doctor Morton quickly discovered a completely missing engine mounting! Minor annoyances were quickly remedied by 'Abbingham Les', sup-

plying a replacement speedo cable for a South Oz Midget, and even a wiper blade was found by one of our well known T-typers for 'Daddy' Pearson's MGY. During the motorkhana an unknown MGA pilot found the torque of the engine was enough to twist the engine on its mounts, bringing the distributor and the steering uni-joint together. This knocked the dissy cap off and caused the rotor to break when it collided with the out of place cap. Wouldn't normally be a problem but he had an odd-ball dissy. "Not a problem" says Jonesy "I've got one of those in my 'B'. I'll give you the rotor from mine and get a spare one from home". 15 minutes after using his little ladies Rangy, both competitors were mobile again. Richard Merrick broke an axle on the start line of the Motorkhana. This one's an interesting story. The red MGB moved only a few inches before a loud BANG announced all was not well. Pushed aside the dejected Richard watch everyone else in his class run and his chances of claiming his 1st Nat Meet trophy (on his 25th birthday and all) seemingly evaporate. His 'B' was eventually loaded onto Ray Tolcher's trailer and whisked off to The "B" Hive, Jonesie's garage, where the problem was diagnosed, the offending item removed and a spare half shaft fitted. Back to the fray Richard faced more pressure, but I reckon the story of another competitor's frantic grab for a trophy is better coming from him. At the hillclimb, Alistair Clarke from Nowra in the little C-type replica, broke another crankshaft — this makes about four he's snapped over the years, near as I can tell.

EVER HELPFULL... was Mick Collins, coming to the aid of Wal Ruberry from the Gold Coast. The grey MGA Coupe blew a rear wheel oil seal en-route to the vineyards. 'The Collins Service Centre', complete with 4-post hoist, was thrown open and a messenger despatched to Stanford Merthyr for the parts from Les. Meanwhile the ladies in the small group from out of town were force-fed all manner of good tucker and cuppas by Dianne. With this pair from Cessnock, it's

always 'Help' with a capital "Haitch"!

MORE HOSPITALITY A-PLENTY... in the town over Easter. I hear it was almost 'standing-room-only' in MGHQ Thursday night for the "Open House" welcoming night. I'm also told visitors representing just about all the interstate MG Centres were fed and entertained, and at the conclusion of the fun, transported back to their various motels. 'Nice One' to all involved, for over the weekend I met many people who were still talking about that great evening.

A FORTY-YEAR DREAM... was realised by Gary Boote. For all that time he's wanted to have a run in the Mattara Hillclimb. Seeing a few prangs in the early years convinced our lad this was no place for him....still.... Easter 2000 presented the opportunity and the long-suffering 'flower-power' 'B was punted up the '1/2-hill' safely for his 3 runs. Good things come to those who wait.

BEAUMONT STREET HAMILTON... was a wash with MG's on the Sunday 'free' night - even if you did count the ring-in plastic Datsun TD 2000 fake that managed to slip in. However it was not all sweetness and light, for I overheard several traffic marshals reporting abuse from members of the Great Unwashed who were less than pleased with the barricades giving the proper cars preferential parking. The Little Swallows seemed to be the centre of the universe, with a huge crowd of Hunter people, near 70 from what I could figure. This was by far the largest gathering of any of the MG clubs. Even managed to celebrate our young PRO's birthday - '25' - which means his car insurance should be cheaper now!! Special mention should be made of Norma and John Kennedy who again travelled up all the way from Kariong, similarly John and Margaret McDonald-Hill hiked up from Long Jetty while Tom and Shirley Parrott came down all the way from Nelson Bay. That's a fair drive by these folk for a feed! I noticed an interesting

and diverse trio of cars parked close by - a blue Targa-entered GT, an RV8 and a TA Tickford. But the big question is : 'Where was the J-van?

SMALLER... than most recent National Meetings was this one, with total registrations only reaching 370-odd people. But from indications it seems next year in Canberra will be a whopper. Already several of our key people are up and running - PRO Richard is fired up making plans, even as we speak, while Merryl has contacted son Evan in Canberra to start sussing out the best of the motels. Save your pennies for I believe 2001 will be the one to remember!

TRUE TO FORM... was Ray Tolcher with a huge effort rewarded in having his TC special finished in time for the Easter event. Ray acknowledges the invaluable help given by Robert Gibson in the last few frenetic days before the weekend, which was reported in last month's issue. But it was not all plain sailing. First start-up was spectacular - in more ways than one. With the MR2 supercharger fitted with a cotton reel-sized pulley, the engine just wanted to rev. Performance promised to be something else and short bursts up and down the Tolcher's Seaham driveway had this pair of big kids grinning like big kids. That was fine until a check of the dip-stick revealed a caramel coloured mess. Off with the head and out with the worry beads, and with the burning of much midnight oil, the oil and water remain separated long enough for the TC to get through Easter. No doubt there will be much more detailed work done later.

SPARKS ARE FLYING... under the bonnet of another TC, so I hear, for the Redman's sick magneto is back from 'The Man' and is pronounced well again after the application of many dollars. (See the story elsewhere this issue - Ed.) Preparations at a more leisurely rate than those of Mr. Tolcher with this particular TC are underway, and it will be part of for what I'm told will be a big turn-out of Team Hunter at Eastern Creek

Historics come July. Why don't we all pencil in the date and go down as support for the lads and lasses?

"GROWING OLDER - BUT NOT UP"... is how I heard Bev Jones describe her husband after his recent birthday. Hard to believe he's 40, as he certainly doesn't act as if he's reached that age. I hear he had a ball at Easter, with the white Mk1'B really humming now the engine problem has been solved. You'll recall he had 3 or 4 rebuilds in the past 12 months, causing one wit to comment that the car has seen more 'injun's than General Custer!

HE'S NOT ALONE... for there seems to have been an epidemic of MGB's suffering engine failures in the area. Jeff Newey from the Newcastle mob had death rattles from the bottom end of the black rubberrnose, all the bearings totally shot!! A bloke who's name I've forgotten had his MGB go bang on the dyno, and fresh news tells of Dennis Tobin's much campaigned red B roadster losing all the oil pressure at the conclusion of the Uralia weekend. This is a puzzle, for this one was also a fresh engine, carefully run-in on the way up. One suggestion is that non-original bits may be to blame for a lot of the trouble. Dennis reports later checking the package that contained the bearings and found the country of origin to be Israel! And I've heard stories from other folk concerned to find 'Made in India', or wherever, in fine print on the parts box. Worth checking when buying bits for your car.

'WELL DONE' EDITOR BEV... at first attempt gaining 'Runner-up' in the Magazine Competition at the National Meeting along with MGCC Victoria's Wheelspin. South Australian MGCC's 'Motoring' took deserved first place. Correct me if I'm wrong, but since our club's formation just a few years ago, I seem to recall that we've won this prestigious award *twice* and been highly commended/runner-up on *three* occasions. Not a bad record!!

A GOOD HAUL... of trophies from the National Meet. I hear the tally was around 32 trophies won by our people. One worthy of special mention was a First Place in the Observation Rally by first-timers John and Heather Winchester.

MORE CONGRATULATIONS.... and our belated 'best wishes' to Simon Watson, son of Brian and Phyll, who recently married Trudy Horn, daughter of Geoff and Lorraine. If memory serves me, Geoff was a member of the Newcastle MG club many years ago driving a beach-buggy thingo in motorkhanas. Over Easter a special little 10lb bundle arrived for Stuart and Suzie Jonklaas — a brand new baby boy no less! Early in May we saw the graduation from Newcastle University of Craig Roxby, Anthea Moremon and Margaret Bond. Our congratulations to everyone mentioned above!

NOTICED...in the 'Oily Rag', the quarterly publication of the HSRCA, the following: *"The Editor was a touch off the mark when he nominated MG as the ugly roll-bar Marque. Sunbeam Alpine gets the award! But having recently sighted a purple (?) MGB, from the Hunter, and running in Regularity, one can only presume the owner is either 10 ft. tall or he has plans to Cape Cod the poor thing and has started to erect the scaffolding. Perhaps it should be fitted with flashing lights to avoid low-flying aircraft..."* Now who could they be talking about?

NEWS FROM "DUE WEST"... this month comes from our 'Official Correspondent' Bernie Hewitt. He reports that Tony and Trish Taylor's Space Blue MGBL is almost finished and it looks a million dollars (Is that before GST?) It seems Tony couldn't wait for the finishing touches and was seen on a circuit round the block sitting on a milk crate.

Tony and Trish took time off to enjoy the Easter break over Easter at the vintage car rally at Wagga in company with Noel and Dot Bensley. Bernie reports enjoying the MG Natmeet, and

congratulates the Newcastle club for the fine weather — a welcome change to that of the previous year in Gosford! Also down from Dubbo this year were Peter and Diann Harper in the red MGA along with Vince and Heather Amor in the red MGB roadster. (I didn't hear any stories of clutch problems this time, so I s'pose Vince is smiling!)

It's a small world, for Bernie and Dianne report meeting up with Gary Cooper, who has a very nice red rubber-nose 'B, and fellow Orange resident Gary Smedley entered in his very tidy red 'BGT. Invitations were extended to these two 'near-neighbours' to join with the Dubbo crowd on some of their local runs.

As yet we've not heard any further news of Barry and Gloria Young's MGTC which was virtually *unearthed* recently (It was covered in twenty years accumulated dirt and gunge - as we reported last month). It'd be nice to see some photos... could you manage a few, Barry and Gloria?

LATE NEWS FROM THE TARGA... tells of Brian and Kevin George having a close encounter with

a timber jinker on one of the last stages. Spinning on an oil patch the blue MGBGT clipped a white guidepost, causing a bit of panel damage. While stopped checking the dings, the truck rounded the corner and also lost it on the same oil patch, narrowly missing the parked MG!

Another rumour I hear concerns the very swank Presentation Dinner at the conclusion of the event. Spies report a Targa banner invitingly positioned outside the hall. Apparently 'Ace Scrounger' Brian had noticed it also. Excusing himself, Brian in dinner suit, made his way outside only to be challenged by a burly security guard. The quick answer was the banner was being removed for safe keeping - before it was stolen. Not only did this go down-hook- line-and-sinker, but I'm told the guard actually assisted with its removal and careful folding! Good One! May we expect to see it displayed in MGHQ along with all the other loot 'collected' over the years by various other rascals? Perhaps Editor Bev can also flutter her eyelids and coax a story from Brian and Kevin on the

Targa??

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RACING NEWS

Wakefield Park Motor Racing Complex has been sold for 2.7 million dollars (obviously they didn't get our clubs bid). The circuit was put on the market after the original owners couldn't come to an agreement on a buy out price for one partner to buy the others half. The new owner owns the go-kart complex at Eastern Creek and at present his intentions for the circuit are unknown. They run Go-Karts at Wakefield but it's not considered a good Kart track because to them it has lots of straights. Every-one is hoping he continues as is and doesn't close or modify the track for Kart only use.

The MGCC Newcastle has officially announced that they are in discussion with Motorplex Australia Ltd (a central coast company) with the aim of expanding the Motorsport complex on their Ringwood land. Talks have been taking place for some time between both parties, Council, EPA NSW government and locals, with the DA to be submitted soon. The 'Ringwood Hillclimb' has been operating for over 20 years. An international standard drag-strip and 3 Km race circuit

(to CAMS specifications) will join it. Both will be separate entities and have all necessary facilities i.e. pits, control towers, workshops, amenities etc. The racetrack's design is yet to be finalized but one option is a layout similar to the famous Philip Island track in Victoria. Several major clubs from outside our area have already approached the MGCC Newcastle about building their own carports and garages at the circuit. Maybe our club should consider it, as we have an ever-increasing number of members that will be making regular use of this facility. They're aiming at starting work by the end of this year, with a completion date of mid to late 2001.

This is the most exciting news for the motorsport clubs in this area in living memory and will be eagerly awaited by a huge number of enthusiasts. I say "It can't come soon enough", though a few wives might not be as keen as their partners are. I might even stand for the position of sporting director when it's built and we have a serious motorsport venue in our area. Don't say you weren't warned.

Stephen Jones

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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

MG Midget - Convertible Hood

MG Owners Club vinyl hood with all fixings, never fitted and still in the bag
Any offers, Phone Paul Griffiths (02)

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

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:

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

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

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

MG MIDGET 1968, white on club plates My owner has hardly driven me since rebuild. I am full of Vizard 'A' series high tech stuff ie high lift roller rockers, lightened nitride crank, 45 webber, fully balanced 1400cc, 5 speed package, begging to go on club runs or historic racing, sick of cobwebs. \$9,600
Phone:

MGB MKI Roadster - White, very good condition, reg. until January 2001 professionally maintained, always garaged. Owner about to travel around Australia.
JBB 630. \$12,000 Phone

WANTED:

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

COMMITTEE MEETING REPORT

18th April 2000

Present: Merry Redman, John Moremon, Denny Bowden, Carol Roxby, Kate Leggett, Ray Bond, Kevin Cornford, Ray Bond, Sue Bingham, Ian Nelson, Bev Jones, Terry Pettit **Apologies:** Terry Pettit **Attending:** New Roxby, Kay Bowden, **Meeting Opened:** 7.35pm Denny in the chair. **Business Arising from Minutes:** Denny spoke to Brent Davidson, MGCC Affiliation Certificate, framed, Ian hasn't been contacted re membership lists, Anzac Day - 3 cars going, John has met with Wormald - Kate to write to Trust re fire regulations, Stickers not yet ordered. **Inwards Correspondence:** Flyers - "Visions of the Past", "Matt Waterman", "Threadbare Crafts", Vigil, Letters Antique and Classic Car Exhibition, Rickshaws, Arrowfield Gourmet Day, Namoi Valley Spares, Aust Post Statement, North Shore SCC - Supp Regs, Invitation BMC Anniversary Display Day, GST Info Sheet, MG Club Challenge, Thankyou GP Management Committee, Unique Car Insurance, Barry & Gloria Young, Shannons, Targa News - John, Newsletter CAMS 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:** Fax - EnergyAust, Trophy sent to Norm Richardson, Letter - Unique car Insurance **New Members:** Dennis Hughes - MGTC **Secretary:** Letter from Gloria & Barry Young, read. Discussion on cars attending Dubbo Car Club runs. Kate to write to Dubbo Club re reciprocal arrangements, CAMS Public Liability Insurance. **Sporting:** No Report **Club Captain:** 10 cars on run to Windsor, 16 cars to Steamfest, Winter Woolies run - Merriwa RSL 30/7/00, Terry informed Ian Carter and Bernie Hewitt. Thankyou from Dennis Hughes for support, combined run 20/5/00 **Regalia:** Sales \$ Carol has spoken to Brian Watson re: stickers - quote coming. **Treasurer:** See attached appendix. GST - No need to apply for GST as turnover is less than \$ however will pay for ABN **PRO:** Car show at Store didn't eventuate. **Social:** 31 rooms booked for June Long Weekend, Progressive Dinner 27/5/00 - \$35 per couple, Presentation Dinner 26/8/00 - request for photos. **Editor:** No report **Plates Registrar:** 3 new cars on plates - P Windred TF, Ken Campbell MGCCT, Ray Toicher MGTC. **Vice President:** Bar takings \$60, Stock purchased \$67.62, Display at Ent Centre Congrats and thanks to Jeff, Natmeet organisation in hand 58 attending Little Swallows **General Business:** Kevin & Brian George to be given long sleeve T-shirts for Targa, Discussion re: J van at Natmeet Sunday Night, John to organise power points in kitchen, Thanks to those who attended Ivanhoe wines, Thanks to those who helped with working bee in clubrooms **Meeting closed** 9.02pm.

Denny Bowden President

Kate Leggett Secretary.

WHAT'S ONWHERE & WHEN:

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JUNE	Sun	4	Magazine Assembly - MGHQ 7.15pm
	Fri	9	Club Night - MGHQ - 7.30pm
	Tues	13	Committee - MGHQ 7.30pm - Members Welcome
	Sat	10)	
	Sun	11)	Weekend Trip to Katoomba - see page 6
	Mon	12)	
#	Sun	18	Clubman Run - Tea Gardens - see page 9
	Sat	24	Natter Night at MGHQ 7pm see page 6
*	Sun	25	Navigation Run - Vineyards - see page 9
+	Sun	25	Run to Mudjee Wineries - Contact Vince
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 3
AUGUST			
	Sun	6	Magazine Assembly - MGHQ 7.15pm
	Fri	11	Club Night - MGHQ - 7.30pm
#	Sat	12	Any Port in a Storm
	Tues	15	Committee Meeting - MGHQ 7.30pm - Members Welcome
+	Sun	20	Run to Collie Pub for Lunch - Contact Tony
	Sat	26	Presentation Dinner

- # 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: 16th JUNE**

