

ON THE MARQUE



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NOVEMBER 2017

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ON THE MARQUE

CONTENTS

4	YOUR COMMITTEE
5	WHAT'S ON
6	FROM THE EDITOR
7	NORTH ARM WHEELS
8	PRESIDENT'S REPORT
9	DIRECT RECYCLING
10	CAPTAIN'S CORNER
12	SPORTING DIRECTOR REPORT
14	AN AGE OLD PROBLEM
16	AN MG SAGA — ROBERT GIBSON
22	CLASSIFIEDS
24	MINUTES OF COMMITTEE MEETING
26	INDEX OF ADVERTISERS

MG CAR CLUB HUNTER REGION INC

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AFFILIATED WITH MG CAR CLUB UK

AFFILIATED WITH CAMS



CLUBROOMS
68 ELDER STREET
LAMBTON NSW 2299

POSTAL ADDRESS
PO BOX 503
WALLSEND NSW 2287

www.huntermg.com

Your Committee

President

Stephen Jones
4952 3486
0412 495234
sbmbjones@optusnet.com.au

Vice president

Denny Bowden
49514125
0402 476 631
dennis.bowden@bigpond.com

Secretary

Frans Henskens
0419 561 448
henskens@idl.net.au

Treasurer

Greg Jenkins
0439 450 606
4956 6624
gregjenkins204@gmail.com

Club Captain

Alan Andoni
0417 431 276
alan.andoni@yahoo.com.au

Sporting Director

Gary Piper
0419 490 936
gspiper@internode.on.net

Public Relations

Brian Madden
4946 9174
rbmadden27@gmail.com

Regalia

Wendy & Gary Croker
0417041850
wendy.croker@yahoo.com.au

Committee Person

Position Vacant
Can you help??

Social Director

Position Vacant
Can you help??

Editor

Bev Jones
0419 200 813
4952 3486
sbmbjones@optusnet.com.au

Website

Stephen Jones
4952 3486
0412 495 234
sbmbjones@optusnet.com.au

Committee members welcome your phone calls, but please call before 9.00pm

The opinions of correspondents, individuals and advertisers in this magazine are not necessarily those of the MG Car Club Hunter Region

What's On

November 2017

- ♦ **Saturday 4th—MGCC HR Annual Concours**
Lambton Park gates open 8.30am
- ♦ **Wednesday 8th—Midweek Gathering**
Swansea Workers Club—12 noon
- ♦ **11th & 12th—HSRCA Summer Festival**
♦ @ Sydney Motorsport Park
- ♦ **Sunday 12th—Ringwood Hillclimb**
- ♦ **Tuesday 14th—Committee Meeting 6.00**
Club Night 7.30pm
- ♦ **Friday 17th—Film Night 6.00pm**
The Castle \$10 per person for Popcorn, Pizza & Ice Cream
- ♦ **Sunday 19th—Clubman Run—MG Muster Run**
to Raymond Terrace depart clubrooms 10am
- ♦ **Thursday 23rd—Tuning Run**
Depart Hexham McDonalds @10am sharp

December 2017

- ♦ **Sunday 3rd—All MG Hillclimb**
Ringwood Hillclimb Circuit
- ♦ **Wednesday 6th—GEAR @ Wakefield Park**
- ♦ **Sunday 10th—Christmas Toy Run & Lunch**
Depart Clubrooms @10am. BYO morning tea,
Lunch at Rathmines Bowling Club
- ♦ **Tuesday 12th—Committee Meeting 6.00**
Club Night 7.30pm
- ♦ **Wednesday 13th—Midweek Gathering**
Edgeworth Tavern 12 noon
- ♦ **Monday 25th—Enjoy your Christmas Day!**

January 2018

- ♦ **Monday 1st—Happy New Year!!!!**
- ♦ **No Committee Meeting or Club Night**
- ♦ **No Midweek Gathering for January**
- ♦ **Sunday 21st—Breakfast Run—Blackalls Park**
Depart Clubrooms @ 8am
- ♦ **Thursday 25th—No Tuning Run**

I can't help myself! Yes, I have again been browsing the pages of past issues of On the Marquee. So many good stories!

This month we have the next episode of Robert Gibson's MG Saga as well as an article from Ray Tolcher. Fifteen years have passed since it was originally published, but so much of its content I feel is still relevant today. I hope you enjoy them.

Oh how the year is flying! Christmas will be upon us before we know it and with two new babies in the family it will be a special one for us. While you are out doing your Christmas shopping, spare a thought for those less fortunate and maybe pick up a gift to contribute to our December Toy Run to help the Salvation Army bring a little joy into the lives of those who may be struggling. We are having the usual run to Rathmines and a lunch to present our gifts.

Maybe we should be sourcing some themed toys.....maybe sports cars, tools.....maybe we might inspire some new mechanics, motor vehicle restorers or even race car drivers!! Who knows!!

Hopefully you will already be preparing your MG for our Annual Concours. It should be a great day with lots to see and enjoy in the park apart from our beautiful cars. I'm thinking our barbeque will have a little bit of competition with the Food and Wine event that is also in the park over that weekend. How could anyone pass up the good old Aussie snag though? Our team of skilled cooks will be on hand to give all those 'foodies' a real run for their money!

Plenty to keep us busy over the next few weeks so hopefully we should cross paths soon.

Bev
Safety Fast!!

Pizza & Movie Night

Friday 17th November - 6pm
At the Club Rooms - \$10 per person

Feature movie is **'The Castle'**



Welcome readers to a new magazine spot called the "North Arm Wheels" which represents club members who live well north of the Hunter River and Newcastle. I'm speaking about members who live around Forster, Taree and other northern places up to Port Macquarie.

My name is John Fletcher and I hope that my writing skills will make this segment interesting enough to have ALL MG Car Club Hunter Region members looking forward to read my efforts.

In our area we have many different models of MGs including SA, TC, TD, TF (original), A and Bs, a good representation of the classics with a couple of RV8s and modern F and TF cars that make up our group. I'm very happy to report that three of our group won class awards at the recent Hub Rally at Armadale. Don Phillips with his MGTC, Brian Penney MGTF (original) and Peter Eaton with his MGBGT. Well done gentlemen.

November 19th is our MG Muster Lunch Day, this year at the Raymond Terrace Bowling Club. There's a treat apart from the exotic lucky door prize. The cars will be parked in the grounds of a heritage listed building that was a church presbytery built in 1910. They will be photographed in front of this building by the local newspaper with a story to be published. So to all club members, let's make this MG outing worthwhile with a good showing of cars from all regions of the club.

If you're not on the promised attendees list contact Brian Madden or myself John Fletcher Ph 040 770 4853 to let us know that you will be there!

MG MUSTER RUN

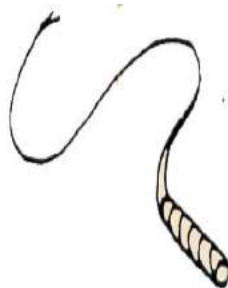
Sunday 19th November

Combined run with Great Lakes Historic Auto Club & Taree Historic Motor Club.

After a run, clubs will meet at Raymond Terrace Bowling Club for lunch—cost \$21 Limited places
Contact Brian Madden ASAP to book a seat.
4946 9174 or rbmadden27@gmail.com

Hunter participants will depart Clubrooms at 10am
BYO Morning Tea for a stop en route

THMC will meet at the Visitors Centre Taree 9.00am for 9.30am departure. GLHAC is invited to join the THMC for morning tea at Wade Park, Bulahdelah. The convoy will depart for Raymond Terrace at 11.00am.



A French poet, writer, aristocrat and aviator Antonie de Saint - Exupery wrote in 1939 a quote that I think is still very relevant today. He said "Perfection is achieved not when there is nothing left to add, but when there is nothing left to take away". How often do we want a house, a car, a meal, an event, to have everything added, everything that opens and shuts, when in-fact it is when the essentials only are left that we can appreciate the simplicity and beauty of the components working or combined to produce a thing of beauty.

This is what I am aiming at with the Midget I have sitting in the back of my shed. Maddog is her name and at the moment she's in a very sad state. She will rise again to a thing of beauty as an Historic racer. Let me think, what colour... maybe white? A lot of thought has already gone into what I hope to do with her. Many nights dreaming of what I can remove, not add. Antonie's saying is something I will be trying my hardest to adhere to whilst planning and building Maddog. In a car so small it's all about power to weight and since you can only get so much power from 1275cc's it's a must to minimize the weight.



Left: Me contemplating the purchase....

Above: Ready for the long drive home to Newcastle

Our MG's are closer to Antonie's view of perfection than a lot of modern cars. There really isn't a great deal of excess in the pre modern MG models. There is a simple pleasure in being able to work and play with an MG. I've been giving the suspension on Bev's Midget a freshen up with all new bushing and some oil added to the shock absorbers. It was all relatively simple and something I wouldn't think about taking on in our Holden (rest their soul) Calais. Far too complicated for my simple ability. MG's however...

Hopefully I can aim at doing the same with some of our Club events. Let's get back to what is essential in what we are doing. If we don't try to be fancy and have more or bigger than last year's event or run, we can just relish the joy of driving our simple little cars with good mates. That's one thing I enjoy about the tuning runs. Find a good drive and enjoy it for what it is. A few

hours behind the wheel of your toy. Throw in some lunch with a bunch of people that enjoy doing exactly the same as you and what could be better.

Hopefully this magazine will find you before our Concours. I hope we'll see lots of you there. If we don't then we'll still enjoy the day and those that couldn't make it will be the losers. Don't forget the dinner afterwards at the Duke of Wellington Hotel in New Lambton. You must book yourself a seat for this at the Concours. We'll keep it simple, no speeches, no fanfare, just go and order whatever you want to eat and drink then enjoy chatting with mates. For those of us that had their collective heads underneath MGs all day as judges or officials it will be nice to sit and relax and catch up with distant and new colleagues.

If you're interested, there will be a breakfast at our place the next morning. Tickets will be available for purchase at the Concours for just \$10.

I'll look forward to seeing you on the park or with the wind in your hair (if you still have any). It might be one thing you took away to make perfection.

Direct Recycling

Jason Debaker

As an MG owner of many years, suffering friend's jibes regarding oil leaks, may I make a few pertinent remarks:

1. An oil leak eases the periodic maintenance burden of the owner; if continual topping-up is needed, then the need for oil changing becomes insignificant as there's never any dirty oil left in the engine.
2. Older vehicles have wooden floors, with an oil leak the wood will be well preserved.
3. An 'efficient' oil leak provides constant protection against the ravages of chassis rust.
4. An important side effect of items 2 and 3 is that your car is distributing oil to all cars travelling in the same direction behind you, thus offering free protection for their grilles, bonnet etc.
5. With the rising costs of road maintenance oil provides additional sealing of asphalt surfaces at no cost to the taxpayer.
6. With petroleum products originating from the earth a healthy oil leak provides a direct method of recycling and thus distributes to the environment's well being.

Oil leaks contribute to solving the employment problems in that the more we leak, the more we'll need.

I contend that those of us with oil leaks should not be scoffed at!

Reprinted from an early edition of On the Marque

Last month's Clubman Run was to Mulla Villa on the Great North Road at Wollombi. Nineteen people left the clubhouse at the usual 10am when we drove to Freeman's Waterhole. If you haven't done it before, I can recommend the main road from Glendale to Barnsley, cross to the old road along the weir and then head along the stream to Teralba. From the Teralba township cross the railway bridge and follow the colonial road to the service centre at Freeman's Waterhole where we met Larry and Shirley Dickason, and had morning tea.

The drizzle held off for our comfort stop. We then headed over The Gap until we turned left at Sandy Creek Drive. At this point the convoy lost three cars who continued straight ahead on their shorter and quicker way to Wollombi. The planned route took us the longer but more scenic route through various secluded townships. We arrived at Mulla Villa at 12.20. The three cars that took the shorter route arrived 10 minutes later. No, I can't explain it either.

At Mulla Villa we caught up with Ross and Denise Jacka and heard about their road trip to Perth and back. Gina and I hope to do this trip next year so we were keen to pick their brains.

After a great two course meal with lots of chatter, gossip and general nonsense, the group broke up to make their own way home. Some took the chance to first visit the convict built home with lovely old BnB rooms, some visited the convict cells complete with chains bolted into walls, while others walked through the extensive grounds.

As always, club events are a terrific excuse to get the MGs out, drive to interesting places, (some new to you, others old favourites) and then spend some time with like minded people. My concern is that we have many members who I rarely see. With this in mind I'm asking for suggestions of new venues that may appeal to members who haven't been to our events for a while. Would different times or days help? I'm currently planning a night run to a central coast observatory for early next year. I'd greatly appreciate other suggestions.

Alan Andoni
Club Captain.

Since writing this a few days ago, (and then forgetting to send it to the editor, sorry Bev 😊) I've heard that Denny is planning a breakfast run in January, and Andrew has organised a run to the Central Coast in March to visit the new Motor Museum.

Hope to see you at any or all of the November events: Concours 4th, Breakfast 5th, Clubnight 14th, Midweek Gathering 8th, Film night 17th, Muster Run 19th and Tuning Run 23rd. Check the newsletter for details.

Alan



Annual Concours

Saturday 4th November

Lambton Park, Elder Street, Lambton

Gates open at 8.30am

Judging will commence at 9.30am

Entry Fee \$10 per car

We are holding a Saturday evening Dinner at the Duke of Wellington Hotel,
Regent Street, New Lambton—Buy your own meals and drinks

Sunday Morning Breakfast—\$10 per person

**You will need to book a seat for dinner and purchase a ticket if
you would like to attend the breakfast. Available at the Concours**

Call Steve Jones 49523486 or 0412 4952 3486

Help required for set up at 7.30am

Contact Denny Bowden for more details

Sporting Director

Gary Piper

The second All MG Hillclimb is coming up on 3rd December. Supp regs and entry forms are now available on the Newcastle MGCC website.

If you are interested in competing you will need a CAMS L2S Licence or a one day licence which will be available on the day. You will also need an Australian Standards compliant helmet, leather or non flammable shoes not joggers, long sleeve top, long leg pants of non flammable material, not polyester.

Your MG will need a 1kg fire extinguisher installed (bolted) in the vehicle within drivers reach and a 150mm blue triangle on the vehicle to indicate battery location, a bonnet strap and possibly extra springs on your carbie. All requirements for your car and yourself are listed in the supp regs.

I have organised a private practice session at Ringwood on Thursday 30th November. Anybody interested in this should contact me by no later than Tuesday 28th and give me your CAMS licence number so Doug Rae can notify CAMS. Any questions regarding the event contact myself or Steve Jones.

Another event coming up is NSW/ACT round of the CAMS Club Challenge which is a Hillclimb at Ringwood on 18th February 2018, CAMS will send event details through to us shortly.

If anybody is interested in being in a Hunter Region team let me know, it does not need to be an MG for this event.

Cheers
Gary



Midweek **Gathering**

8th November—Swansea Workers Club
13th December—Edgeworth Tavern

Meet at the venue for a 12 noon lunch

Don't forget to phone Denny Bowden to reserve a seat! 49514125



YOUR INVITATION TO THE MG ONLY HILLCLIMB



Sunday 3rd December **Ringwood Motorsport Complex**

This is a fun event to suit anyone who drives an MG, be it very old or the last model produced. Come and have FUN!!

There will be a regularity event so you don't have to be the fastest.

There will be teams from Sydney, Hunter Region & Newcastle

Never been on a hillclimb or track before?

This event is for you! Entry is only \$60

For more information and details on how to enter contact

RICK VINCENT 0418 494 663

EMAIL rickrevhead3@gmail.com



Christmas Toy Run

Sunday 10th December

To Rathmines for lunch at the Bowling Club

**Please bring a gift to help with the
Salvation Army Christmas Toy Appeal**

This article was originally published by Ian Nelson who was editor of 'On the Marque' back in 2002. It was written by Ray Tolcher who is still a member of our club.

So what of the future of our MG Car Club?

It seems to me that in each of the club centres, there is a bubble of an age group moving slowly but surely towards motoring geriatrics. It's a way off yet, but I sometimes wonder whether MG lore will survive the next generation. And does it really matter?

What has happened to the younger generation, is there no appreciation of the marque? To think of them, it won't take you long, is to identify the children of members of our club, thoroughly and effectively indoctrinated in appreciation and respect for the marque. But what appeals to the youth of the day? How many kids yearn to save up or get a loan to buy an MG?

Observation suggests that if it has chrome mag wheels, a garish paint colour, and most importantly a double bass 10 stacker, then it qualifies as cool. And besides, they are brand new, you get cloth seats, they come with a three year warranty and you get change out of \$12,000 on roads included. There is a plethora of such motors which defy keeping up with who produces what.

The Clubsports and macho 4WDs colloquially referred to as "fourbies" will draw those kids bearing a gene or two with a predisposition towards grunt appreciation.

Why not the wind in the hair, the charm of pre-computer controlled induction and ignition, wire wheels, classic style and chunky gearshifts? Why not DIY servicing and maintaining the breed?

The youth of today are mostly concerned with now. Our society of baby boomers has a much different perspective on life than did their forefathers. Horror stories of Depression days are considered entertainment value rather than lessons in modern history. People get things now, encouraged to do so by commodity availability, media and easy credit. Modern society encourages both parents to work and live life in the fast lane. A value shift has occurred and our kids are a function of this.

And what has the market told us? Like many, I have seen the boom and bust in the MG market. The price of what we might classify as classic cars is in decline. Some suggest that this is in decline. Some suggest this is in direct response to the cost of servicing and the availability of spares. I think there are broader issues on the economic front, but for whatever reason, there are some bargains about. The other side of the coin is reduced interest in classics.

I had hoped that the MGF would have created a renewed interest and following by the younger set. Sadly, it seems that the majority of people who pur-

chase these are middle aged or DINKOMs (Double income, no kids or mortgage). And for good reason, even a used F will require an allocation of funds in the altitude of \$30,000. Compare this with those motors bearing the name of a musical instrument or those promoted by blue cattle dogs. The ones promoted by chooks are a bit more expensive.

I listen to accounts of club members who were contemporary with TCs giving way to the latest Ford or Holden product. Yet, even so, there was a following and interest in the marque which survived market obsolescence.

Perhaps the truth is found in the lack of knowledge and exposure to the marque. Maybe if people used their MGs as everyday transport, there would be greater appreciation of these cars. Maybe if the perception that you need to be a mechanic, or have a large wallet to own an MG was somehow altered then we would see more youth attracted to the marque.

Let's face it, MGs are cheap to run. Our family fourby went in for its six monthly 'service' the other week. Outraged at the quote for \$800, for plugs, oil and checks, and yes it needed new front brakes, I was admonished at the suggestion of doing it myself. After all, once the spark plugs are replaced, the whole thing needs to have an exchange with the work's computer to reset fuel and timing management criteria. In blatant protest, I bought 5 litres of oil and an oil filter for the B for the price of a sandwich and a coke in Sydney.

Maybe if National Meetings were not only sympathetic to the cost restraints placed on families, but arranged alternative activities, rather than catering for the DINKOMS, we would see more development of the youth element of our clubs. But what does the current membership want? I agree that we should cater for the majority of membership and should not wear a hair shirt for the lofty desires in the hearts of some, to see a younger set moving through. That is the long and short of it.

The recent Ringwood Hillclimb run by the Newcastle mob was attended by 50 competitors, four of which were juniors. Juniors were admitted free. Our own Motorkhana in May charged juniors only \$10. CAMS charge only \$22 for a junior compare with \$66 for an adult. This is something toward encouraging our youth to compete in club events and enjoy motorsport, and hopefully gain an appreciation for MGs.

Further encouragement is found in older members of the club encouraging and mentoring the younger few. This is at the heart of clubmanship and is a beaut feature of our club.

Alas, all is not lost. Let's not buy clubrooms, let's buy a nursing home, with a double garage for each unit, a communal hoist and workshop, and maybe some of our children will be disposed to drive our MGs for exercise!

Then editor Jeff commented that Nev Roxby had already suggested the nursing home but the project stalled due to some disagreement with the limit of 2 car garages and who pays for the maintenance of the hoist! Fifteen years has now past since this was written.

So we abandoned the TD and lined up to 'thumb' a lift. This to me was a new experience as I'd never used this somewhat dubious form of travel before but from where we stood seeking some other form of travel on the Newcastle Expressway would have been almost impossible.

My one and only experience of hitchhiking was quite spectacular. We stood there for some time with the typical stance of the hitchhiker, attempting to coerce a vehicle to stop without much luck until eventually an old 'banger' did pull up, I can't recall what it was, but it was loaded with a number of gaudily dressed young women who offered us a ride. As we were desperate to get back to Newcastle we accepted their offer. These young women turned out to be a group of Sydney based 'ladies of the night' heading for the mining territories in Queensland looking for 'work', so the trip back to Newcastle proved to be somewhat hard to accept for a pair of fairly naïve young motor racing enthusiasts. Nevertheless we survived and picked up the Holden panel van and retrieved the TD from its resting place near the Hawkesbury.

Once home I pondered the car's future as it was obviously senseless to go through the same procedure again. The thought of going back to a standard engine didn't appeal to me and reluctantly I resolved that perhaps MG ownership, particularly of a T-Type as one's prime vehicle was fast becoming a thing of the past. The thought was beginning to take shape in my mind that the TD would be best sold and replaced with something with more performance and more suited to the then current motoring conditions.

The car that caught my eye was a Morris Cooper 'S' and those of you who can remember may recall that around that period these particular cars were receiving much publicity for their giant killing capabilities and their acceptance as high speed Police pursuit vehicles. Of course my mother hadn't failed to notice this in the paper and when I announced that the TD was going and I would replace it with a Morris Cooper 'S' once again family relationships sunk to levels best described as luke warm as she thought that now at the somewhat older age of 20 I should have worked this performance bug out of my system, settling down to a car like the Holden or Austin Lancer or something of that respectable ilk.

Nevertheless, to return to the TD....The MGY motor that I'd been running in the car had done many thousands of miles before it had been taken out and whilst the motor was still in reasonable condition it was just a little bit smoky. I thought if I was going to sell the TD a respectable engine would be required to make the car presentable so out came the original engine with the repaired cylinder block and it proved not to be in all that bad condition. The crank shaft was reground, new bearings, the cylinder bores honed, new



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rings and the weld repair on the block was cleaned up, given several coats of paint and I must admit was almost invisible by the time we'd finished cosmetically treating it. The original motor was returned to the car after the remains of my other super engine were removed and the car once again returned to basic standard operating condition. For several more months it was driven in this form and I must admit it was quite reasonable motoring.

I still had the desire to own a TC even though a T-Type was no longer considered useful as a daily road car. A friend who was a keen surfer, often passed the house near Merewether Beach where that TC I'd had my eye on had stood out in the street. He noticed the car hadn't been sold but had been relocated into the back yard, barely visible from the street. I duly proceeded back to Merewether and after much peering and trying to see round the corner of the house, could just make out the rear of the TC. What he said was true, the grass was becoming so high around the car it was almost unrecognisable. I thought it worth another try so once again in 1965 I approached the owner and once again met with a fairly solid rebuff. The car was not for sale. Yet another attempt was abandoned.

However, it was decided that perhaps one more try was worthwhile so a friend and I duly called there on New Year's Day 1966. I don't think New Year's Day is the time to be buying second-hand cars, but it certainly had the reverse logic in this case. The owner had obviously been to a fairly heavy New Year's Eve party and when we got him to the door at about 11 o'clock in the morning he was in a pretty dismal state and just couldn't stand the thought of arguing over this particular car in his yard. He screamed to get out of his sight AND TO TAKE THE CAR WITH US! I couldn't believe my luck and the last remnants of conversation were spent with the car's owner negotiating the price which was about the amount of money I wished to pay.

We needed little encouragement to get on with the removal. Rapidly returning to Mayfield we loaded the TD with shovels, axes, jacks, tow ropes and sundry other tools and returned to Merewether. We were back by midday and proceeded to cut the TC out of the kikuyu grass which had almost completely overgrown it. I'd bought the car virtually sight unseen and as more and more of the car was revealed its condition was appalling. My spirits dropped to see the amount of corrosion, rot and rust in the car from its exposure to the weather during the two or three years of outdoor storage not far from Merewether Beach. By about 12.30pm with much hacking and cutting we'd freed the car from its grassy cocoon and to my horror it became obvious that the car only had 3 wheels. Panic set in! How would we get a 3-wheeled car home? I suddenly had a brilliant idea to rapidly adjourn to a friend's place at Warners Bay and borrow his spare wheel to be able to get the car on 4 wheels.

So I jumped in the TD and headed off to Warners Bay breaking a few speed-

ing rules along the way hoping my friend would be home and his spare wheel would be sourced. Luck was on my side and the wheel was obtained without too many problems. Whilst I was away my two friends back in Merewether had removed the other three wheels and rolled them to a service station in the next street where they were re-inflated and returned to the car so that by the time I returned with the spare wheel the car was ready to move.

The TC was lashed to the TD with a suitable tow rope and with much straining and complaining the car was dragged from its resting place of several years. When we got the car out to the street we were even more stunned by its appalling condition. The brakes, engine and gear box were all seized along with the clutch, the interior was dank, mildew, vermin ridden and the exterior was indescribable. Our hearts sank but there was no turning back, so with myself in the TD and my friend Ivor Davies (who later became owner of Davies Shoe Store in Mayfield) behind the wheel of the TC swaying on the end of the tow rope, we set off for Mayfield concentrating on back streets so as to avoid any contact with the police.

I still remember looking in the rear vision mirror of the TD and seeing the horror in Ivor's eyes as he careered along behind trying to control that mobile heap of misery. This was particularly evident when traversing the then Donald Street level crossing as the TC lurched across the railway tracks. The only controls available to him were an almost seized steering system and a partially operative handbrake. As we headed towards Mayfield the TC was slowly disintegrating, with bits of rotten hood, upholstery, wood, rust etc streaming off behind the car, not to mention the long strands of grass attached to many points of the car wildly thrashing about in the breeze and refusing to let go. We finally made it back to Mayfield where the car was parked in the street and subjected to a closer inspection.

It was blatantly obvious that the car I had bought was in exceedingly poor condition, the advanced state of corrosion and rot revealing that a rebuild was going to be a long and difficult exercise. The havoc caused by the salt air whilst it had been stored near Merewether Beach was clearly evident even though it was obvious the car had been in excellent condition prior to abandonment. The speedo recorded a mere 64,000 miles and because of the car's originality we had no doubt that this mileage was genuine. I was now the proud owner of a totally rotten 3-wheeled TC!!!



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*See Wendy Croker at the regalia shop
or at a club night soon*

Remember Christmas is just around the corner!!

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MG TD 1954

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Car has travelled nil miles since.
\$39,500 Call Ray Hanger 0412 290 900



MGTF 2002

Aircon, power steering, auto with 6 speed paddle shift on steering wheel. Modified head gasket installed. ABS, Head Up Display fitted, registered until Oct.2017, Canyon Grey excellent condition. 122000 k's AMZ35R \$10,500 ONO Phone 0412645091



1971 MGB

One owner,
DWI-315, ex-
tion. Restored twice
maintained by Abingdon
chanic. Full and half tonneau.

SOLD

Original plates
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and fully
trained me-
Rego to April 2017. Needs to go to a



1967 MGB

Built for Targa NZ. 1850cc. Close Ratio Gear Box
CAMS Compliant full or half roll cage. CAMS log
booked. 4.6/3.9 LSD's. Balance Bar brake adjust-
er. Lots of Extra's (Original Seats, Hard & Soft top,
Motors, Heads etc) Logbooked 2B.
Located in Newcastle area Contact Phil Horn - 0412020207



MG Parts

1979 MGB 4 speed MKII gear box in working condition. \$200
Austin 1800 MKII short motor adaptable to MG \$50 some other parts FREE
please contact Peter Smyth on 49557310

Ads submitted will appear for 3 editions of On the Marque
If you want your ad to run longer or the item is sold, please notify the Editor

MGB 1971 BL

Last registered 1979, has always been garaged and has no rust. Many new parts fitted. Could be driven for many years as is, provided the tyres are replaced, or due to its originality, rebuilt to concours standard. Asking \$14,000 which is reasonable compared to an average MGB which requires rust repairs.

Contact Bruce Smith on 02 9875 1144



1949 MGTC

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MG Car Club Hunter Region

Minutes of Committee Meeting held 10th October 2017

Meeting Opened 6:03 pm

Present: Stephen Jones, Denny Bowden, Frans Henskens, Greg Jenkins, Alan Andoni, Brian Madden, Bev Jones, Gary Piper

Apologies: Wendy Croker, Ian Ashton

In attendance: John Fletcher

Minutes: Accepted, proposed Gary Piper, seconded Denny Bowden

Business Arising:

- ◆ Duke of Wellington booked for Concours dinner. 20 seats, no deposit needed. Number can be adjusted if required. Pay for your own.
- ◆ Social Director & Committee Person still vacant.
- ◆ Concourse: President's breakfast on Sunday morning at Jones' house, 8:30 a.m. - \$10 per head. Jones' will print tickets and sell on the Saturday. Julie Tipper will print the certificates. BBQ is being investigated – hopefully a member will have one to lend us.
- ◆ Club members are able to attend Gold Coast MG Day on Club plates.
No paperwork from RMS on log-book trial or modified vehicles acceptance.
- ◆ Park is booked for Concours Saturday.
- ◆ Web site has been transferred and is operational.

Reports:

President:

- ◆ Nothing to report.

Vice President:

- ◆ Concours arrangements. Gary Piper has forms under control. BBQ has been discussed.
- ◆ Thanks to Bev & Steve for their efforts and hosting of 30th Anniversary celebrations.
- ◆ ABN forms are being updated to reflect current office bearers.

Treasurer:

- ◆
- ◆
- ◆

Secretary

- ◆ Hand over has now been done with Bill Brown. Thanks to his for his years of service in that role.
- ◆ Updated member list will be sent to committee. PDF version for Denny.

Club Captain:

- ◆ Mulla Villa at Wollombi this coming Sunday 15th October – 14 people currently going, leaving Clubhouse at 10 a.m. Two course lunch is \$35 including a tour of colonial facilities.
- ◆ Sunday 22nd October is Sydney Concours at Olympic Park.
- ◆ Tuning Run is Thursday 26th October departing Hexham McDonalds 10 a.m. venue unknown.
- ◆ Have been invited to Taree Autofest Sunday 29th October – leaving 8 a.m., 20 spots saved for our Club.

- ◆ Tuning Run on 23rd November depart 10 a.m. Hexham McDonalds to Wangi to look at a Ferrari and Formula Ford garage including racing memorabilia, then lunch at Wangi Bakehouse, then Eraring to look at an old MGB, Rolls Royce and Bentley, and gunsmith machinery.

Sporting Director:

- ◆ Nov 12 Hillclimb A3L course MGCC Newcastle Ringwood, Dec 3 All MG Hillclimb A2A course Ringwood this is a regularity event so you don't need to be the fastest just need to do consistent times. This is meant to be a fun day for MG owners. Any inquiries contact myself or Steve Jones.
- ◆ Took a run down to Goulburn last Wednesday to have a look at the gear event which Austin Blanch was competing in & had an enjoyable day with a few other Hunter Region members & finished up in a flaggies box for the arvo with Steve Jones who gave me some tuition on flagging, thanks to Steve.

Public relations:

- ◆ Sunday 19th November, Special Event & Clubman Run. MG Muster Run to Raymond Terrace Bowling Club for catered lunch with our Lower & Mid North Coast members & friends of the Taree Historic Car Club & the Great Lakes Historic Auto Club to celebrate the production of the last MGB made in Australia on the 6th November 1972 at Zetland, . Twenty four have already registered, numbers are limited. If you wish to attend contact Brian Madden on 4946 9174 or email rbmadden27@gmail.com ASAP.
- ◆ John Fletcher who resides in Foster is our Club's coordinator for the Taree, Forster, Port Macquarie & Great Lakes areas will attend our October Meeting

Committee Member:

N/A

Regalia

- ◆ Sold an MG cap during the month and passed on two orders for name badges to Denny.
- ◆ Will have regalia ready for sale on Concours day.
- ◆ Would appreciate Greg organising whatever has been previously used as a float for the Concours day.

Magazine Editor

- ◆ Printers have not yet delivered paper version for this month.
- ◆ Website update – has been successfully moved to new hosting company. Andrew Gowans reports that page will be reactive to orientation and size of the browsing device's screen. Development is being done in WordPress.

General Business:

- ◆ Discussion of Concours logistics and preparation.
- ◆ Lorraine Nichols, past Club Social Director for several years, passed away last week. Funeral is 3 p.m. this Thursday 12 October at Pettigrew Belmont.
- ◆ John Fletcher presented details of the last Australian MGB anniversary celebration at Raymond Terrace, to be held Sunday 19th November. Hoping for a large gathering of MG vehicles. See above Public Relations report.

Meeting Closed 7:30 p.m.

Next Meeting

6 p.m. Tuesday 14th November 2017.

Index of Advertisers

Concours Spares	23
MG Centre Sydney	26
Modern Classic Cars	Inside front cover
Shannons	Inside back cover
Sportscar Spares	20
Sports Parts	outside back cover
Sunnyside Auto Electrics	21
Tegg Agencies	17

Thank you to those who have contributed to this edition of "On the Marque"
Please submit your contributions via email to smbbjones@optusnet.com.au
It would be great to have input from more of our members!

Deadline for the December edition will be
Thursday 23rd November



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