

ON THE MARQUE



MG CAR CLUB HUNTER REGION INC

OCTOBER 2017

MODERN *CLASSIC CARS PTY. LTD.*

Enhance Improve
Refine



Brakes, Gearboxes, Suspension,
Alloy heads, Wheels, Electronic
ignition, Electric power steering,
Cooling, EFI Systems, Roll bars, Seats,
Exhaust, Fibreglass panels, Gauges,
Limited slip differentials, Air
conditioning, Engine conversions,
Complete car builds

2A Arab Rd Padstow NSW 2211

Email : sales@modernclassiccars.com.au

Tel : 02 9774 2169

www.modernclassiccars.com.au



The Australian home of

FRONTLINE

Developments

ON THE MARQUE

CONTENTS

4	YOUR COMMITTEE
5	WHAT'S ON
6	FROM THE EDITOR
8	PRESIDENT'S REPORT
9	MIDWEEK GATHERING
10	CAPTAIN'S CORNER
12	RUSTY NUTS MG RACING
14	A VISIT TO THE BMW MUSEUM
16	AN MG SAGA — ROBERT GIBSON
21	A BRAKE WITH TRADITION
22	CLASSIFIEDS
24	MINUTES OF COMMITTEE MEETING
26	INDEX OF ADVERTISERS

MG CAR CLUB HUNTER REGION INC

FOUNDED 1987

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
gpsiper@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

October 2017

- ♦ **Tuesday 10th—Committee Meeting 6.00**
Club Night 7.30pm
- ♦ **Wednesday 11th—Midweek Gathering**
Hexham Bowling Club—12 noon
- ♦ **Fri 13th - Sun 16th— Pre war MG Register National Rally** - Angourie Rainforest Resort, Yamba NSW
- ♦ **Sunday 15th—Clubman Run—Mulla Villa, Wollombi**
- ♦ **Sunday 22nd—Sydney Concours**
- ♦ **Thursday 26th—Tuning Run**
Depart Hexham McDonalds @10am sharp
- ♦ **Sunday 29th—Innaugural Valley Autofest—Taree**
Depart Clubrooms @ 8am

November 2017

- ♦ **Saturday 4th—MGCC HR Annual Concours**
Lambton Park
- ♦ **Wednesday 8th—Midweek Gathering**
Swansea Workers Club—12 noon
- ♦ **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
- ♦ **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**
- ♦ **Tuesday 12th—Committee Meeting 6.00**
Club Night 7.30pm
- ♦ **Wednesday 13th—Midweek Gathering**
Edgeworth Tavern 12 noon

Lots of activities for you and your MG are planned for the next few weeks.

Our Club Captain Alan has a wonderful venue for the October Clubman Run and on Saturday November 4th we are holding our Annual Concours. I hope we see lots of members on the park for this wonderful day. This year we will have some extra activity in the park in the form of the Newcastle Food & Wine Weekend. If you enter your MG you are assured of a great parking spot! Hopefully this will attract a few more people to the park and maybe we could attract some new members.

This month we continue the story of Robert Gibson's MG experiences with the next instalment of 'An MG Saga'. Another wonderful tale from a young Robert as he learns the ins and outs of owning an MG.

While I was searching the archives of 'On the Marque' I came across some events that were held back in 1993. The year began with a "Riverside Fish & Chips Run" to Raymond Terrace, the Australia Day Parade and display at the Foreshore followed by the Harbour Regatta! That was all in January!!!! February there was an Economy Run and a parade at Nelson Bay, March a Tennis Night. In April some headed off to Adelaide National Meeting. The club even had a "Not the National Meeting Meeting" for those not able to travel to Adelaide for the real thing.

The June long weekend members toured the Upper Hunter Region on the "Weekend of Winding Woads & Wineries". Yes we visited Arrowfield and I think Rosemount too from memory as well as visiting "Townhead" in Singleton which is an historic home built in 1845 that was at that time owned by one of our members Rod Moore and his wife Liz. Rod had an interesting garage to inspect and Liz had her beautiful garden.

In July 1993 we had our Innaugural Presentation Dinner at the Tattersall's Club. That no longer exists. On the eighth day of the eighth month we had an Octagonal Run. The destination was the octagonal rotunda in Stockade Hill Heritage Park at East Maitland. At the front of the September edition was a photo of Jeff and Evan Redman in the TC about to do battle with a Tiger Moth! The year was rounded off with sporting events, Mattara Parade, Annual Concours and of course the end of year Christmas visit from Santa!

It makes me tired just reading about it! It does bring back many great memories for me especially the June weekend as I was the organiser of that one. I was Social Director way back then. It was a big job but a great weekend.

Yours Octagonally
Bev

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
Call Denny Bowden for more information
0402 476 631

It's been an interesting first month as the Club's President. Bev and I have been trying to get to a few more events. We had the Clubman Run with annual Presentation luncheon. After all the awards were handed out, Paul Smith stood victorious with the Clubman of the Year whilst I took out the honour of the Club Champion for the 2016/17 season.

Since joining the club on day one of the clubs' existence (and involved beforehand) I've been a regular competitor on a very wide range of hot radiator (and a few cold radiator) events. I've always loved to compete. Throw attending the Adelaide MG National Meeting earlier this year, the odd hillclimb and concours and I gained enough points over the season to win the Competition Championship. Matt Blanch took out runner up with Austin Blanch sneaking into third.

Bev and I hosted the Club's 30th Anniversary celebration at our place during last month. There were many faces that we haven't seen in a long time and it was great to see them all again. They all looked familiar but a few more wrinkles and greyer hair. I haven't aged a bit in the last 30 years (I won't allow mirrors in the house). If you missed this date don't worry, we'll have another one in 10 years time. The way the years are flying by it won't be long.

The tuning run for last month set a new record for distance travelled. I know this because I fill up at the start and normally have about 1/4 tank left when we get home. Not this time. Some of us did around 320 km with a couple taking the scenic route home adding a few more ks to the odometer. We started at the Wyong twin servos (we topped off the Midget's petrol tank there), made it to Berowra Waters for morning tea/coffee, then through to Wisemans Ferry for lunch. Some went for Broke on the trip home... literally, via Bucketty and Wollombi. Bev, I and a clutch of Fs (and Elliot Burns in his Y desperately trying to keep up) returned via Yarramalong. We made it home with just a dribble left in the tank. Any further and we'd have had to add a refuelling stop and probably overnight accommodation.

I might have a garage full of MGs but keeping them going is expensive (and fun... sometimes). Unfortunately, I won't be able to afford to retire... ever, as I'm always breaking cars and wanting to fix and improve them. Bev's Midget 'Bella' needs me to give the suspension the full once over and I'd like to replace the head with an unleaded fuel friendly unit, Monty (my B) needs a gearbox rebuild and a lot more use. I have a B Mk II overdrive box but it will take a fair amount to fit it. Myf (the race Midget) needs a complete new head and full engine rebuild after her blow up. I want to replace the gearbox with something with an extra cog and synchro on 1st. This will make her a lot more usable in hillclimbs and means I won't have to change the diff ratio before every meeting to suit the track. Mac just needs all the brake system, electrics and engine. Bugger all really. Maddog needs the lot. The biggest priority is working out where I'll find a money tree. The one in our



Midweek Gathering

Roz & Nev Roals

A good number of club members arrived at the Swansea Hotel for an enjoyable lunch. As usual we all did a lot of talking and really enjoyed the food and dessert. I would like to thank everyone who phoned so I could make the booking early.

We are going to Ossie the Mozzie at Hexham Bowling Club on 11th of October for a wonderful meal. I was there last week and the food was lovely. Denny Bowden will be taking the run so please phone him on 49514125 so he can make the booking. I hope you have a wonderful day and remember, drive your MG as much as possible because it is later than you think!

11th October—Hexham Bowling Club

8th November—Swansea Workers Club

13th December—Edgeworth Tavern

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



New Home for MG Centre & RV8 Cars

Unit 26 , 20 Tucks Rd , Seven Hills , 2147

MG CENTRE OF SYDNEY

9674-2621 ,9682-6655

backyard has withered and died through over harvesting. Anyone need some artwork done at exorbitant prices?

It's been great to see lots of old and new faces over the month. I look forward to seeing you at the club night.

Steve

Another full month on the club calendar but, like so many other members, life is busy and I only got to a couple of events. Sigh.

The Clubman Sunday Run was a short one last month. Up some back roads to Williamstown and then to Stockton for morning tea. One of the many joys of being in MG Hunter is catching up with people. I had a great catch-up with Pat and Pat Martin who have recovered from their winter colds. Hope they can now attend our Spring and Summer events.

Clubman lunch was back at the clubhouse this year. Pizza, a few drinks and good company before the Annual Presentation Points Results. Congratulations to:

MGZT	Andrew Gowans 1st
MGTF	Mark Janus 1st, Kevin Colligan 2nd (Mark's going to regret selling the TF!)
MGF	Paul Smith & Ian Ashton joint 1st, Gary Crocker 3rd
MGV8	Denny Bowden 1st, Ross Jacka 2nd (Congratulations to the Bowdens. Family wedding)
MGC Special	Neville Roxby 1st
MGB MkII	Larry Dickason 1st
MGB MkI	Bill Brown 1st
MG BL	Brian Madden 1st
MG Mate	Trish Ashton 1st, Linda Janus 2nd, Kay Bowden 3rd

Outright Clubman

Paul Smith 1st, Ian Ashton 2nd, Denny Bowden & Mark Janus joint 3rd MG Clubman

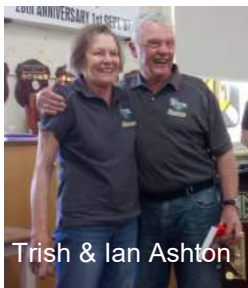
MG Sporting—Club Champion

Steve Jones 1st, Mathew Blanch 2nd, Austin Blanch 3rd
(Racing very strong in the Blanch family? Son beats father!).
(Congratulations to the Jones, Grandparents again.
2 in 2 months)

Below: Ian Ashton presents the trophies



Larry Dickason



Trish & Ian Ashton



Andrew Gowans



Stephen Jones



Paul Smith

As I write this I've just attended the Natterversary Night to celebrate the 30th year of MG Hunter. A big thank you to Bev and Stephen Jones for hosting this at their beautiful house. I'm guessing 40 (I think more – Ed) people attended the afternoon/evening celebration (although there seemed to be food for at least a starving 80). Many I know from current MG events but many more were from past years.

Old friends shared stories, gossip, catch-up news and general trivia. Lots of laughs about the "old days" and lots of giggles when old photos were brought out. Among others, I had a great chat with Merryll Redman. She and husband Jeff were some of the founding members of MG Hunter and they were easy to spot as they were wearing MG bling badges the size of plates. I'm told all the foundation members have these individually numbered octagonal plates (actually grill badges). A collector's item? (On behalf of the club, I wish Jeff well with upcoming Chemo. Hope to see him and Merryll at future functions).

October Clubman Run is to Mulla Villa near Pokolbin, departing the clubrooms at 10am. This property dates back to the 1840s when it was built to house the local Magistrate. There will be a two course lunch and tour of convict built buildings. Cost is \$35. Drinks are extra We will stop for a BYO morning tea somewhere along the way. Hope to see you there. If you are planning to attend this run, please let me know for catering.



Thank you to Andrew Gowans for all the great photos from previous Clubman Runs.



I have been representing Hunter Region MGCC in regularity motorsport events for nearly twenty years now. I have found over those years that competing in regularity events (consistent lap times) to be competitive, fun and more affordable than full on racing.

For many years a group of keen Hunter MG motorsport competitors competed together at Oran Park, Eastern Creek and Wakefield Park (near Goulburn) under the banner of Team Hunter. Somewhat sadly, these days I am the only regularity driver still representing Hunter Region MGCC.

More recently I have teamed up with a very enthusiastic and fast group of MG motorsport enthusiasts (mainly from Sydney) known as Rusty Nuts Racing, in other words a group of old blokes enjoying themselves roaring around the racetrack.

The HSRCA (Historic Sports and Racing Car Association) recently held their spring invitation meeting at Wakefield Park raceway.

My crew (wife Trish) and I headed south to Goulburn with my British Racing Green MGB racecar being towed on my car trailer. The trip takes about four hours with a lunch stop. We had plenty of time to sign on at the racetrack and get the MGB scrutineered for the weekend racing sessions. We then had time to catch up with the Rusty Nuts and head back to our cabin accommodation, have a two person happy hour followed by dinner watching the footy.

Saturday morning at the racetrack saw some 142 competitors tuning their cars and preparing for their respective practice sessions and qualifying.

Regularity racing experienced four events over the weekend with the highlight event being a 30 minute session involving 22 laps for me. I am pleased to report that I came third in this event which showed that my lap time over 22 laps were pretty consistent. I might also mention that my fastest lap was only about 1 second slower than my best ever lap time at Wakefield. All the regularity events included the 12 Rusty Nut competitors in their MG's plus a couple of Sunbeam Alpines, a Jag, a Lotus, an HD Holden and an AP6 Valiant.

I am sure there must be other Hunter Region members who would qualify for regularity racing (I know Gary Piper is keen) and I invite them to contact me if they are interested. It would be great to see another couple of Hunter MG

competitors in regularity.

I look forward to heading off to another event in the not too distant future, hopefully with some extra competitors joining the wonderful sport of MG regularity racing.

Asho.

(A dedicated MG Racing Nut!)



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

A visit to the BMW Museum

Don & Mari Phillips

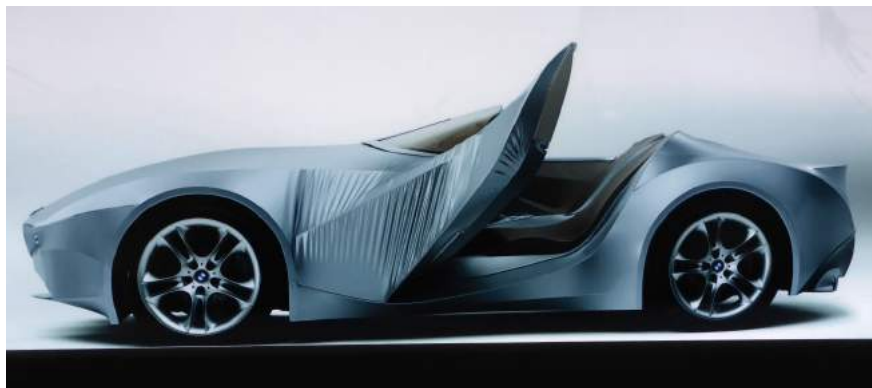
The BMW Museum was established in 1973 and is adjacent to their manufacturing facility in Munich, Germany.

You walk up a gentle spiral way to see the technical developments achieved over the last 100 years, with over 100 cars on display.

The BMW stable now includes MINI and Rolls-Royce, so they are included in the show areas. A very long escalator returns you to the ground floor.

A particularly interesting display was the BMW GINA Light Vision concept car. GINA stands for "Geometry and Function in 'N' Adaptations". It is a compact two seater roadster, with an outer shell consisting of gently curved lines and a core beneath, with a stable subframe capable of extending parts of its skeleton by means of actuators. The surface remains taut at all times due to the elasticity of the material.

The spoiler and side sills can be lifted or dropped and doors operate without visible hinges. Headlamps remain hidden during the daytime. The seats and steering wheel allow plenty of entry room, but when the engine is started, the headrests extend and the steering wheel and instruments move into place in front of the driver.





Clockwise from top: The customer carpark, The Dixi 3/15 is the Austin Seven built under licence by BMW from 1927 , BMW Headquarters, 1999 BMW LE Mans winner , i8 Hybrid

Need a new club shirt or maybe a new hat?
See Wendy Croker at Club Night and make a selection.
Christmas is just around the corner!!



With the TD restored I found MG motoring over the next few months thoroughly enjoyable. Well, almost! I must digress for a moment in that I'd noticed a number of books had been written on MGs and I thought they might be interesting to study, so I purchased in fairly quick succession a copy of John Thornley's 'Maintaining the Breed'; Ulliyett's 'MG Companion'; and W E Blower's 'MG Manual'.

Reading Thornley's quite profound expose on the performance of MGs in both racing and record breaking during the early 1930's certainly changed my appreciation of the concept from which MGs had been made and I developed a considerable respect for these 1930's cars built at the Abingdon Sportscar Factory when it was largely independent of any other organization and obviously prior to the Nuffield take over in 1935. One could only desire to own one of these early cars such as the J, P, K and Q-Types etc but to my knowledge none existed in Newcastle area or even for that matter in Australia. It was fairly obvious that if one wanted an MG with any connection to those brilliant Pre-War vehicles a TC was a poor man's substitute because it still retained the chassis design largely developed from what a lot of people considered were the true MGs.

I perceived the crazy notion of acquiring a TC as well as the TD and of course when this was announced that I had plans to buy another MG, home life once again became somewhat traumatic, even though my mother had softened somewhat over the TD. She was surprised at how well the car had responded to the rebuild and the attention it was getting from the local neighbourhood. Perhaps I wasn't quite so crazy after all! So once again the action was taken to seek out another MG.

Strangely enough at the time TCs were becoming fairly scarce around Newcastle and the few cars that were available were totally out of my price bracket. I was looking for something fairly knocked about and costing around £50, as having whetted my appetite with one rebuild obviously to acquire a suitable TC for restoration based on what I had learned on the TD was the way I wished to proceed.

I did learn of a TC standing in Curry Street, Merewether which was unregistered and obviously not in going condition, so in late 1964 the owner was approached about selling the vehicle, but quite a short sharp reply was received that it was definitely not for sale. I withdrew and watched the car for some months. It grew more and more neglected as grass grew higher and higher around the car. I tried once more but the owner was completely unsympathetic towards the sale and quite hostile. Shortly afterwards, the car disappeared. I was quite disgusted as I was under the impression that it had been sold and I had missed out. So the TC was put out of mind and, in fact the project of buying a TC was put on the back burner as other things were



'THE Specialists in metal coating and finishing'



Peter McGuinness
Tegg Agencies
Unit 4/23 Ironbark Close
Warabrook NSW 2304
Phone: 02 49675937
Fax: 02 49609379
Mobile: 0448 150 483
Email: RestorationComplete.teggagencies@bigpond.com

bothering me.

I was thoroughly enjoying the TD but it was obvious that in its standard form the car was no match for vehicles current to that era and the leisurely acceleration and low cruising speeds available in the TD certainly did nothing for one's ego. In those days traffic light sparring was very popular but it was avoided with the TD because the only thing the car could beat was Canns bread vans and early Morris Minors. Of course I found this quite annoying after having read the exploits of the faster racing MGs of the 1930's. I determined there was only one answer and that was to hot the car up for that increased level of performance.

The motor in the car was a good, honest working piece of machinery and didn't deserve to be vandalized so I bought another MG engine once again from Ted's wrecking yard. The engine was from an MGY tourer which had been taken into the wrecking yard for no other reason than it had outlived its usefulness and in 1965 an MGY tourer had a value of less than nothing. The short motor from this car was sourced for £20. The remains of that tourer laid at Ted's for many years, the chassis eventually being bought by Ian Cromarty of Charlestown, quite a well-known MG owner at the time, and used in an MG Special, so I suppose some good use came of some of the major components of the car

I decided the sky was the limit with the TD engine. The cylinder was over-bored to 1400cc; crankshaft ground with new bearings; cam ground to a somewhat ridiculous grind; but nevertheless the ego of youth was quite hard to suppress. The cylinder head was completely reworked including combustion chamber profiling; gas flowed inlet and exhaust ports; larger valves shaved to increase the compression ratio and this work was performed by Newcastle's top head man at the time, Ron Quinn from Merewether at not inconsiderable cost. The car was also fitted with a Lukey full-flow exhaust which was the thing to do in those days, 1½ inch SU carbarettors from a TF were also acquired, and then the whole lot assembled into a complete engine and installed in the car in mid 1965.

The increase in performance was quite surprising but was a little disappointing all the same. The total engine rebuild had cost me the princely sum of £238, once again making quite a dint in my savings which had already been fairly depleted during the rebuild some months earlier. But at least the car had a reasonable level of performance and could respectfully handle traffic light starts and generally keep up with some of the other younger hot-shots around town.

I lusted after a high ratio rear axle gear set but these certainly weren't available from BMC and I had no concept where one could be sourced, so I had to live with the difficulties of the standard final drive originally supplied with the TD which was somewhat dismal for high speed, long distance cruising. I kept

pushing that motor further and further seeking more and more performance. Unfortunately, all good things must come to an end.

The place in those days for motor sport was Warwick Farm Motor Racing Circuit near Liverpool, Sydney and anyone with any interest in the motoring scene never missed a Warwick Farm Race Day. A friend and I headed off to the September 1965 Race Meeting and just south of Gosford we met up with an acquaintance who was driving a warmed over 105E Ford Anglia. The challenge was issued with regard to some press on motoring and I led the way. At that point in time sections of the new Sydney expressway were open to the motoring public and we moved on to the expressway with the Anglia sitting about 2 inches from my bumper bar. I increased the speed of the car and the Anglia kept coming, so more speed was sought until eventually the car was showing an indicate 6,000 revs in top gear which is equivalent to 90 MPH but the Anglia could not be left behind, he was still there!

This withering pace was maintained for several miles when without warning there was a sharp explosion from the TD's engine bay. The cockpit filled with steam and smoke, oil fumes, the engine died and we came to a halt. Of course one assumes that the trouble can't be too serious, but when the car slowed and finally pulled over to the verge, lifting the bonnet revealed an almost unbelievable sight of destruction. No. 1 connecting rod had snapped at the little end and the uncontrolled balance of the connecting rod had totally destroyed the motor. Large quantities of cylinder block were missing, most of the sump was missing, the failed connecting rod after it had smashed the block to pieces had broken off, hit the road, bounced up and become lodged in the driver's side mudguard. So work out the speed that connecting rod was travelling, as I stated we were doing 90 MPH. Well..... that was quite something!

I was somewhat stunned at what had happened and needless to say the trip to Warwick Farm was by necessity abandoned. The section of the expressway where the disintegration occurred is no longer in service as it was by-passed at a later stage by further roadworks, but we were most fortunate that where the car suffered its failure was only about 500 yards from a service station. WE pushed the car along the road to the service station, sought permission to leave it there and decided the only thing to do was to thumb a lift back to Newcastle and bring my friend's Holden back to tow the car home.

The story continues next month.....



New from our Regalia Shop

Tamburlaine Winery Hunter Valley
Sauvignon Blanc Semillon or Cabinet Merlot

\$15 per bottle (1-6 bottles)

\$13 per bottle (for 6 or more bottles)

MG MUSTER RUN

Sunday 19th November

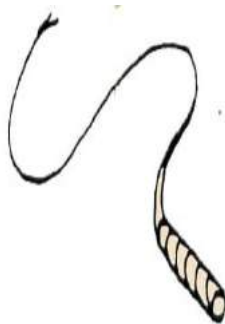
Combined run with Great Lakes Historic Auto Club
& Taree Historic Motor Club.

After a run, clubs will meet at Raymond Terrace
Bowling Club for lunch—cost \$21

Contact Brian Madden ASAP to book a seat.
4946 9174 or rbmadden27@gmail.com
Limited places available for lunch

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.*



Sportscar Spares Australia

Unit 14/21 Kangoo Road
Somersby NSW 2250
Tel: 4340 5225
Fax: 4340 5220
Mob: 0426 986 885
sportscarspares@aol.com



Now you can get a quote 24/7 online
Proprietor: Noel Anderson Originally established 1958

If you do any maintenance on your modern MG (as in anything under 60 years old), chances are, at some stage you've changed the disc brake pads. It's not a hard job and can be done in under ½ hour with just a pair pliers and a large screw driver or two if you know what you're doing and the mechanical gods are smiling on you. *(Hmmm, he never comes out of that shed in under an hour!!....Ed)*

One of the hardest part of the job is forcing the caliper pistons back to their start position. Over the years I've done it many ways, usually with a very large screw driver. The problem with this method is that a) you put a large amount of sideways pressure on the disc. It probably doesn't matter but it feels wrong, and b) the pistons are not pushed back square to the caliper. This can cause problems with the two rubber seals that keep the fluid from escaping.

Yes it can be done successfully and I did it this way for the first 45 years of ownership. Why, because I didn't know better and I used the tools I had. Every time I did it I thought 'there has to be a better way'. There is!

eBay has a tool that slots in when the worn pads come out and with either ½" socket drive, spanner, or by hand, the pistons are wound back evenly and square each time. It's called quite originally a 'brake caliper piston spreader' (who would have thought of that name... chuck that in your eBay search and see) and I swear by it now, not at the job. eBay has them for \$15 with free postage. I've even seen them at Gas Weld for \$50.

It's a tool that you'll wish you had if you ever do that job, even if it's once every few years. If you need a lesson with your new tool, let me know. I can be bought for a beer or two.



"Jakob Vigselo" Skilborg Hillclimb
Sweden MGTA XPAG engine
Supercharged. 150+ hp.
Air under all 4 wheels!!!!

FOR SALE

Check www.huntermg.com for more details

MGF 1999 manual, silver, 84,000kms, 12 months rego. Very good condition. Black hard top, Pirelli tyres. Service records & receipts available with handbook... \$8,500 ph. Ian on 0429592823



MG TD 1954

Concours condition, winner of two
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 \$12,000 ONO Phone 0412645091



1971 MGB

One owner, Original plates DWI-315, excellent condition. Restored twice and fully maintained by Abingdon trained mechanic. Full and half tonneau. Rego to April 2017. Needs to go to a good home! Asking \$17,500 Call Otto 0414 862 088



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 adjuster. 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 Marquee
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

Part finished restoration. All the hard work done (including new wooden body frame, chassis straightening and repairs and all panel work repairs). Many new and reconditioned parts. A rare opportunity to acquire one of these acclaimed milestone cars. Newcastle area
Asking \$15,000
Contact Robert on 0249684696.

Axle stands

2 pair of axle stands,
Red pair \$30 & Blue \$25.
Contact NEV on 49518672



SUNNYSIDE AUTO ELECTRICS

Air Conditioning,
Service
and repairs

*"Same friendly service for over 24 years ...
Kevin Sleishman - one of the few blokes who
understands GENERATORS and CONTROL UNITS!"*

4961 1937
5 Samdon Street, Hamilton

EFI Repairs
Battery Sales
Immobilisers Supplied & Fitted
Exchange Alternators & Starters

MG Car Club Hunter Region

Minutes of Committee Meeting held 12th September 2017

Meeting Opened 6:03 pm

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

Apologies: Ian Ashton

In attendance: Paul Smith

Minutes: Accepted, proposed Gary Piper, seconded Bev Jones

Business Arising:

- ◆ All MG Hill Climb is confirmed to be going ahead on Sunday 3rd December 2017. Cost has been reduced to \$68 in line with other climbs. This is recommended to members, who are asked to support.
- ◆ Concours dinner location is yet to be confirmed. One venue that was approached wanted a \$700 deposit!
- ◆ Autofest Motor Show on 29th October will reserve Club members with a spot so we can arrive later than the previously advertised 9 am.

Reports:

President:

- ◆ Committee members to please send agenda items to secretary. Secretary to send out a summary prior to meeting with list of received items.
- ◆ Social Director and Committee Person are still vacant positions. Volunteers, please.
- ◆ Club nights in the past have involved committee members reading out *On The Marque* articles to Club members. This will be changed to communicate information etc. that is *extra* to what has been published rather than repetitive.
- ◆ Need to think about interesting guest speakers. Suggestions welcome.
- ◆ Concours organisation (Saturday 4th November 2017) is under way. Gary Piper & Stephen Jones to organise judging sheets, prizes etc. Greg Jenkins to organise BBQ and associated catering, also coffee van. Shannons is attending with a stall. Need to consider which charity will benefit.
- ◆ Euro Day 2018 organisation committee will meet before Christmas this year.
- ◆ Film night will be held quarterly. Next one planned for Friday 17th November – commences 6 p.m. with cartoons, then pizza, then main movie *The Castle* at 7 p.m.
- ◆ Clubman Run (Stockton) & Annual Presentation 10 a.m. Sunday 17th September. BYO morning tea. Midday pizza lunch is \$5 a head at the Clubhouse.
- ◆ Reminder that Natterversary is Saturday 23rd September.

Vice President:

- ◆ Gold Coast MG Car Club Pre War Rally is on at Yamba Friday 13th to Monday 16th October 2017. We are an invited Club so it is a Club event.
- ◆ Liquor licence is on its way.
- ◆ The Log Book Trial ends in October and looks like being adopted.
- ◆ Have been verbally accepted to include modified vehicles in our historic registration membership. Major modifications (e.g. V8 engine upgrades to 4 cylinder MGBs) need to have been engineer approved. Minor modifications that do not require engineer approval can include things that were available as accessories (e.g. wider wheels, superchargers) at the time the cars were new.

- ◆ Need to check whether concours Lambton Park permit/booking includes both Saturday and Sunday.

Treasurer:

- ◆
- ◆
- ◆

- ◆

Secretary

- ◆ Apology that hand over from last year is not complete. Members are asked to be patient – outstanding membership cards etc. will issue soon.

Club Captain:

N/A

Sporting Director:

- ◆ All MG Hill Climb confirmed (as above).

Public relations:

- ◆ Sunday 12th September, Clubman Run as per above.
- ◆ Saturday 23rd September, Natterversary (30th birthday of Club celebration) hosted at home of Bev & Steve Jones. BYO everything, plus a little to share.
- ◆ Sunday 15th October, Clubman Run to Mulla Villa & Wollombi, details TBA.
- ◆ Sunday 22nd October, Sydney MGCC Concours.
- ◆ Sunday 29th October, Taree Valley Industry Autofest Motor Show.
- ◆ Saturday 4th November, MGCCHR Concours at Lambton Park.
- ◆ Sunday 5th November, morning breakfast at Lambton Park.
- ◆ Sunday 19th November, Clubman Run and Special Event MG Muster Run to Raymond Terrace Bowling Club for catered lunch in private room with our lower & mid-north Coast members and friends. Depart from Clubhouse at 10 a.m. sharp. BYO morning tea for 11 a.m. stop at Apex Park cnr. Medowie Road and Ferodale Road Medowie. Depart for Raymond Terrace about 11:30 a.m.

Committee Member:

N/A.

Regalia

Nothing to report.

Magazine Editor

- ◆ September issue of *On The Marque* has gone out and been positively received.
- ◆ Are looking at Club web site with Andrew Gowans. Hosting is to be moved to Network Revolution who will look after us at cost price. A new web site will be constructed to be up to date and more user friendly.
- ◆ Early 2018 events need to be organised and planned to support advertising in the December issue because *On The Marque* is not published in January.

General Business:

Congratulations to the Jones' for becoming grandparents – another beautiful girl !!

Meeting Closed 7:30 p.m.

Next Meeting

6 p.m. Tuesday 10th October 2017.

Index of Advertisers

Concours Spares	26
MG Centre Sydney	9
Modern Classic Cars	Inside front cover
Shannons	Inside back cover
Sportscar Spares	20
Sports Parts	outside back cover
Sunnyside Auto Electrics	23
Tegg Agencies	17

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

Deadline for the November edition will be Thursday 19th October

Concourse Spares

At Concourse Spares we understand that quality and value for money are very important to our customers. We are constantly sourcing parts to bring you excellent quality at an affordable price.

Phone/Fax orders **03 5248 4084** - 7 days a week
concourse@internode.on.net

Free 54 Page Catalogue



TRUST YOUR MOST PRIZED POSSESSIONS WITH SHANNONS

Shannons have designed Home & Contents insurance specifically for motoring enthusiasts, including **\$10,000 worth of enthusiast cover**. Plus extra features like a **10% Multi policy discount** when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

When it comes to insurance for your home, there's only one person you should talk to – a fellow enthusiast at Shannons.

So call Shannons for a    quote on 13 46 46.



SHARE THE PASSION

**INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ACN 91 099 602 636 is an authorised representative of AAI Limited ABN 48 0015 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



Sportsparts Pty Ltd

**Parts and Technical advice
for pre 1980 MGs**

- Specialists in original and reproduction MG parts for over 30 years.
- Buy your parts or accessories from us and get free and comprehensive advice on the best way to fit them.
- Visit our store or take advantage of our fast mail service. Our normal trading hours are 9.00am to 5pm but may vary if we have to visit customers or suppliers. Please call beforehand to ensure that we are at the shop to provide the parts you need.

PROMPT MAIL ORDER SERVICE

Detailed catalogue
available \$5.00



Sportsparts Pty Ltd
10 Myrtle Street,
Normanhurst NSW 2076

PO Box 2
Thornleigh NSW 2120

Phone 02 98751144
Fax 02 98751906

www.sportsparts.com.au