

# ON THE MARQUE



MG CAR CLUB HUNTER REGION INC

APRIL 2018

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Developments

# ON THE MARQUE

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## MG CAR CLUB HUNTER REGION INC

FOUNDED 1987

AFFILIATED WITH MG CAR CLUB UK

AFFILIATED WITH CAMS



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Can you help??*

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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

### April 2018

- ◆ **Sunday 8th—Memorial Run to Stroud—\*\*NEW DATE\*\***  
*Depart clubrooms @ 8.50am sharp*
- ◆ **Sunday 8th—HSRCA Historic Race Meet @ Wakefield Park**
- ◆ **Tuesday 10th—Committee Meeting 6.00**  
**Club Night 7.30pm**
- ◆ **Wednesday 11th—Midweek Gathering 12 noon**  
*Caves Beach Hotel call Kay to book 49514125*
- ◆ **Sunday 15th—EURODAY @ McDonald Jones Stadium**
- ◆ **Wednesday 18th—GEAR Meeting @ Wakefield Park**

### May 2018

- ◆ **Tuesday 8th—Committee Meeting 6.00**  
**Club Night 7.30pm**
- ◆ **Wednesday 9th—Midweek Gathering 12 noon**  
*Edgeworth Tavern, call Kay to book 49514125*
- ◆ **Friday 18th—Movie Night—Pizza & Movie TBA**
- ◆ **Sunday 20th—Clubman Run**
- ◆ **Thursday 24th—Tuning Run—Meet Maccas Hexham**  
*for departure @ 10am*

### June 2018

- ◆ **Sunday 10th—Come & Try Hillclimb—Ringwood Motorsport**  
*Complex*
- ◆ **Tuesday 12th—Committee Meeting 6.00**  
**Club Night 7.30pm**
- ◆ **Wednesday 13th—Midweek Gathering 12 noon**  
*call Kay to book 49514125*
- ◆ **Sunday 17th—Clubman Run**
- ◆ **Thursday 28th—Tuning Run—Meet Maccas Hexham**  
*for departure @ 10am*

### July 2018

- ◆ **Tuesday 10th—Committee Meeting 6.00**  
**Club Night 7.30pm**
- ◆ **Wednesday 11th—Midweek Gathering 12 noon**  
*call Kay to book 49514125*
- ◆ **Saturday 14th—All British Day with Jaguar Club**
- ◆ **Sunday 22th—Clubman Run**
- ◆ **Thursday 26th—Tuning Run—Meet Maccas Hexham**  
*for departure @ 10am*

I hope everyone had an enjoyable Easter break. We had visitors staying with us over the weekend from Canberra. We met this couple in Adelaide at the 1986 National Meeting. Stephen and I attended their wedding in 1987. They had a son, we had our girls and now we are all grandparents. Scott their son, our adopted son, actually lived with us for a period of time about 5 years ago when he was working out of Williamstown Airport.

Our friendship has lasted all these years and we still enjoy catching up with them even though it doesn't happen as often as we would like. Our girls have fond memories of their Aunty Sharon and Uncle Martyn and Scott their MG brother.

This all came about because of a shared interest in MGs. Us with our white B 'Monty' and them with their Midget 'Sybil'. That Natmeet was an epic journey for us and there was quite a team from the Hunter that made that journey, one I don't think I will ever forget.

In response to my request for magazine articles, Rob Dunsterville has forwarded me a copy of a story about an MGTC. It is quite long so will be published over a few issues. Rob spotted this article in 'Totally T Type' magazine and requested permission on our behalf from the author and magazine to reprint it. Thanks Rob!

I'm very sorry to say that I have had no response about my handing over the reigns for 'On the Marque'. After two and a half years it is not easy to keep finding information and interesting stories to publish.

Please, if you have a story of interest about you and your MG, write it up and send it through. We need to have more input from our members for our magazine!

**Safety Fast!**.....*Hmmm maybe I should take the Midget out for a run!!*

# **Tilligerry Motorama Sunday 21st May**

**Depart Clubrooms at 8.00am sharp**

**Second muster point at BP servo**

**Nelson Bay Rd & Richardson Rd at approx. 8.45am**

**9am start at Lemon Tree Passage Road, Tanilba Bay**

**Call Brian Madden for further information 49469174**



# Euro



# Motorfest



# 2018



## Sunday 15th April



From 8.30am

Display Vehicle entry fee \$10.00

Spectators FREE

**McDonald Jones Stadium**  
**Turton Road, Broadmeadow**

Food & Drinks available

For more info call 0429 592 823

*All European Marques Welcome!*

*Presented by MGCC Hunter Region*

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Heavens! God isn't very subtle about his dislike of Concours is He. Last year there was a day or twos rain. This time He (or She) has thrown a flood at us. It was torrential in the days leading up to the event. I've decided to start my article as I can't get to the shed with the rain so constant and heavy. Luckily I have 'swift water rescue' gear in the boot of my car, if I can get to it. I might need it if the event goes ahead.

It was strange the way that I sent an email to the committee and we eventually decided that the chances of a) getting on the park without winter tread tyres and b) anyone turning up and wanting to put their MG on the park, were slim indeed. As I pressed the send button on the email to all the members notifying them of our decision, the rain stopped and the moon peaked from behind the clouds. Ahhhh!

As you all know, the rain was off and on for the next few days and I dare say that it would have been very soft under foot and tyres if we'd proceeded. It's a great disappointment for those that had decided to travel from far and wide to attend. We love seeing you all but not where our favourite little cars get drowned and damaged in the process. We went ahead with the Concours dinner yet again. Oh well, Saturday October 13<sup>th</sup> is our first attempt at our 2018 Concours with the 3<sup>rd</sup> of November as the backup date.

The National Meeting will have been run and won. I can safely say that we didn't win the Wratten Trophy this year even though our trio of MGs that competed did their best. Thanks to the Adams', Burns' and Richardsons for their efforts. I hope you brought back a trophy or two to show us at a future Club Night. Let's get a big contingent revved up for 2019 and our Australian 50<sup>th</sup> Anniversary Meeting in 2020. We've never taken out the outright trophy at a National Meeting. We just need large numbers of members having a go at everything, all trying their hardest. That's competitive not social.

My shed is seeing a bit of MG work again. In the last century it was known as the 'B' hive since there were always a number of B's hanging around. Lately there hasn't been any B's worked on, just Midgets. It's actually quite nice to roll Monty in and play around with the mechanicals again. The aim is to not touch the engine. He has good oil pressure and still pulls well. I'm taking lots of photos so there is a major article in it for a few magazines to come and the next editor whomever that may be.

I'm looking forward to putting Monty on Matt's dyno and seeing what he gets. I'll have to invite Peter Fogarty up as he is the man with a large stock of SU needles. It's a good excuse either way. It's been 10 years since Monty was last tuned. The person who said SUs go out of tune all the time doesn't know what they're talking about. Maybe another 'behind garage doors'?



There are a number of Committee positions that we need help with. Our Social Director position has been vacant for quite some time. The Public Relations Officer position will be vacant from the end of April and the Editors spot will be available with Bev not standing at the next election. Contact a committee member if you can help at all.

Don't forget Euro Motorfest on Sunday 15<sup>th</sup> April. We need a big display of MGs and some assistance on the day.

I look forward to seeing you in your MG sometime soon and remember, 'money may not buy happiness, but I'd rather cry in a Jaguar (or MG) than on a bus'. *Françoise Sagan*



## *Tuning Runs*

**Held on the fourth Thursday of each month!**

Meet at McDonalds Hexham

Departure is 10am sharp but check the magazine each month just in case a special run has been planned

For more information call Austin Blanch 0434 143 242



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A good number of members turned up for the Clubman Run to the Gosford Classic Car Museum (GCCM) despite the forecast maximum temperature of 38C. Some chose to bring along an 'honorary MG' for the day to enjoy air-conditioning, but other hardy members still went on the run in their MG many with the top resolutely down.

The first leg of the run took the group through Toronto and onto Morisset. From there we turned onto Wyee Road heading for the Pacific Highway at Doyalson and onto Wallarah Point Peace Park just before the Toukley Bridge. Alan Brown joined us there in his MGB. We all enjoyed morning tea on the water's edge with a slight breeze off the lake, some shade from a handy tree or two and the not-so-pleasant buzzing of boats towing water skiers on the eastern side of the lake.



*Brave Souls – it reached 40C at our destination!*

*Morning Tea and other Shady Business*



In addition to our group heading to the GCCM, the Museum was also going to be the end destination for anywhere between 200-400 motorcycles and sidecars participating in the Black Dog Ride raising money for suicide prevention. We encountered some of this extra traffic as we attempted to leave the Morning Tea stop, which split the group up for the second leg.

The second leg saw us continuing south on the Pacific Highway through Wyong and Tuggerah and down through Burbank and Palmdale to re-join the highway just outside of Ourimbah. Apart from some minor brake and heating problems (both thoroughly unheard of in MGs) we followed the highway until Wyoming where we turned off onto Manns Road towards West Gosford and the GCCM. We stopped and formed up into a group before arriving at the museum in pretty good time at 12:15pm, around 15-20 minutes before the motorcyclists.

Some Members went straight into the Museum and others had a bit of lunch first, but everyone went in to see the cars on exhibit. There is a massive display of cars from Alvis and Aston to Wartburg and Wolseley (I didn't see any

Zephyr Zodiacs). Everyone made their own way around the Museum, some ticking off their dream list of 'must have' cars and some just enjoying what was on display. Although it wasn't air-conditioned in the museum it was cooler than outside with the high ceilings and strategically-placed standing fans offering some relief.



The MGs were well represented (see my Facebook posting) with two original MG TFs (a 1250 and a 1500) an MGA Coupe and an MG RV8 on display. There was also a tasty-looking MGA Twin-Cam reproduction on display in the 'for sale' area off from the main hall. Hmm, if only those Lucky Lotto numbers go my way.

Overall the quality of cars, as well as the sheer quantity, was almost overwhelming. However, we members stood up to the challenge and much debate was entered into on what was the best on display. What is interesting is that they claim that *all* the cars are available for purchase, so it appears it will be an ever-evolving collection of cars. I reckon it should be worth a repeat visit in a year or two. If you couldn't make the run and haven't been to the GCCM you should try and get there sometime.

My stand-outs for the day were a Bolwell MkVII, a Swallow Doretta and an Aston Martin Lagonda saloon (yes, the BIG one from the 80's).



MG Car Club Newcastle's Come & Try Hillclimb day will now be run on June 10 not April 22.

This is a good opportunity to come and have a go at Hillclimbing and to find out if this form of motor sport is for you. You don't need a full on race car to compete. The MG or the wife's or husband's shopping car is fine. If you don't hold a CAMS L2S licence you can purchase a one day licence for the event which you can use to get a discount for a 12 month licence if you decide you would like to do more events.

The day starts with a talk about what Hillclimb is all about including starting procedure, what the different flags mean, then a few of the experienced Newy members will take you for a track walk and explain how to attack the turns. They will also show you breaking points and give you tips on going around the course.

Anybody interested in doing the event can contact myself or Steve Jones and we will let you know what equipment and gear you will need for the day. Entry forms will be on the MGCCN website approximately a month before the event.

The All MG Hillclimb is scheduled for Sunday October 14 at Ringwood Park so put it on the calendar. Come out and enjoy the day with fellow MGers, whether competing or spectating.

I competed in my second Hillclimb event for the year at Ringwood last Sunday and although still at the back end of the field I managed to shave 2.5 seconds off my previous personal best for track A4! Apparently semi slicks do improve your time.

Looks like we can't win with 2017 Concours day with the committee having to make an early call which turned out to be the right decision as the park was far too soggy for the council to let us on it. At least with Euro day we will be on solid ground.

Don't leave the MGs sitting in the garage gathering dust support the club events and motorsport and blow the cobwebs out of them! Let's see them driven not hidden.

Cheers  
Gary

### **Vale Michael Haining**

*Some of our members will remember Michael and Netta Haining who up until a couple of years ago had a white MGB.*

*Sadly Michael passed away early in March.  
Our thoughts are with Netta and the family*

First up I must make an apology for not attending the second chance option to the 2017 Concours D'elegance event. To make matters worse I have dragged away three other MG owners from the North Arm group to attend another car club event. I'm sorry because I didn't have the foresight when planning this tour twelve months ago, for the Taree Historic Motor Club Neville Gregory memorial Long Run. This tour starts on 17<sup>th</sup> March and concludes at Wollongong on 25<sup>th</sup> March. Twenty six cars lined up on the start line at Nabcac then proceed over the next eight days to Lithgow, the Blue Mountains, to Wollongong then proceed to explore the Southern Highlands, Jamberoo, Kiama then onto Nowra to the Navy Air Arm Base Albatross. The tour distance is about 2,200Kms all up and I'm full of confidence that the MGs completed the journey without the aid of a piggy back ride home courtesy of the NRMA. *(All good John, the weather got us again!!- Bev)*

I have had some discussion with Gary Piper, regarding a weekend trip up here in the far northern suburbs of Newcastle. There is an event called the Hat Head Rally put on by the Kempsey Macleay Auto Restorers Club. It's a very popular event, always held on the first weekend of May. Hat Head Rally is well organised and supported by car clubs in the Mid North Coast Region. It has a history of at least twenty one years. There are six MG owners from the North Arm area that regularly attend. The format is a morning tea eating scones and cakes baked by the ladies of K.M.A.R, a show and shine followed up with a local tour which involves more scones and cakes and lunch. To add to the eating there is a presentation dinner held at the Hat Head Bowling Club, with more eating at the farewell breakfast.

By now you should have the message, no one goes hungry at this event. Entry forms are sent out each February, the response is so active, that entry cut off is usually mid-March. There is one issue. If you intend to enter, you first must book accommodation in January. Hat Head is a small weekender come fishing village with one caravan park. Most of us who attend rent out a house for the weekend, with three or four couples sharing. This can make for cheap accommodation. If this is put in the club's "What's On" agenda for 2019, I can recommend it. This is a top weekend away event. If you decide to go ensure you have accommodation booked first by early January and don't be slow in sending off your entry form to ensure you enter before the cut off numbers are reached.

Have Wheels Will Travel

**[www.huntermg.com](http://www.huntermg.com) is undergoing a makeover.**

We are not able to update our current website.  
If you need information about events, please contact a committee member

## **THE ADVENTURES OF MG TC2456**

**England – South Africa – England**

**By Roger Bateman**

**A DREAM REALISED** I must have been 10 years old when I fell in love with a red MG T-Type belonging to a neighbour. I remember he'd said it was the rarest of all the TTypes. Now, with the wisdom that comes with age, I guess it must have been a TB - but then I neither knew nor cared. A T-Type was a T-Type, and I wanted one more than anything else. I had to wait another 55 years before that wish was translated into reality. I came close a couple of times, but in 2015 I finally succumbed to a smart green 1947 TC in a classic car auction. In the catalogue it was said to be in condition 1 to 2, restored and ready to go after some recent work ("bills available"). My wife and I went to see it and, indeed, it looked to be just as described. To my amazement I was not allowed to drive the car, nor even start the engine. "No, we don't do that", the auctioneers told me, "We'd end up with flooded engines, flat batteries and bits broken off if we allow that. You will have to wait to see it drive over the block on the day of the auction." I was, however, allowed to inspect the vehicle file. This MG had been exported new to South Africa in 1947 and repatriated in 1986, that much it did say, but it was very thin on documented history for a car supposedly fully restored. It contained only one invoice, a very recent one, for a new radiator, a cylinder head overhaul and, quote, "check brakes". I rang the garage concerned and the boss told me that it was "a good old car with no vices". Cars at auction are bought 'as seen' and one has to rely on the catalogue description and one's own knowledge. No comebacks. I reckoned I had done everything I could under the circumstances to ensure the car was OK. After 50 years in the motor trade I should have known better!



Well, it looked fine to me. As it turned out, everything that I could see was, in fact, fine. It was smartly painted British Racing Green with lovely tan leather interior and full weather equipment. Everything visible under the bonnet was nicely detailed and consistent with a restoration. It was what I couldn't see that subsequently transpired wasn't so good.

On the big day my top bid was accepted and I hopped in to drive the car home. That journey, only 10 miles, was a nightmare. The steering had a mind of its own such that the car would dart around unexpectedly with no provocation, and the brakes were almost non-existent. Even my Austin Seven has better brakes, which will mean a lot to some readers! When I started to investigate the problems, I soon found that only one brake was working, all the others having seized cylinders and oily linings. The steering presented an equal selection of horrors: the steering box was sloppy; the front axle was bent and twisted; the tie rod and drag link were distorted; the track rod ends

were worn; and the drag link end was even home-made! The carburettors were a collection of mismatched parts. Finally, I discovered that the front engine mounting plate had been broken and re-welded so inaccurately that the engine was skew-whiff in the chassis. It was obvious this MG had been in an accident at some time. No wonder the poor old car was more “Danger Fast” than Safety Fast!

**TRACING THE HISTORY – ENGLAND** I decided to speak to the previous owners to find out what they knew. The Driver and Vehicle Licensing Agency provided the names of the six previous UK owners before me, so it was not too difficult to get in touch with them. Judging by the old MOT certificates, in the 30 years between the car arriving back in the UK and me buying it, it had only done 2,500 miles – perhaps because it was not safe to drive and previous owners had palmed it off in a hurry. Most likely the steering had been like that for years as I found evidence of a previous attempt to straighten the axle following an accident. It is completely remarkable none of the MOT tests had ever identified something wrong here. I wanted to know more about it.

The First English Owner had UK-registered the car in June 1987. He worked for a car dealer in Preston and, as a sideline, he had moonlighted buying and selling classic and vintage cars well into his retirement. By the time I contacted him in 2015, he was into his eighties and said he couldn't recall the car and stated categorically that he “knew nothing of TC2456 and had never imported any cars”. But he confirmed that the details on the documents are in his handwriting. There can be no mistake: this is the right person. So, undaunted, I continued to track through the car's ownership records in the hope that more would be revealed.

This brings us to the second English Owner. He was a farmer with a large collection of quality cars who had added the MG in April 1988. He was the UK owner who'd had it for 18 years, so by far the longest. In that time, he had carried out some restoration to the car including a re-trim in tan leather and a repaint in green. From what I can gather, the car was hardly used in all this time, and was either undergoing restoration or afterwards sitting in the car collection. He eventually sold the MG in July 2006. His wife told me that they were aware of the ‘skittish steering’ but thought it was due to the ‘skinny tyres’.

The Third and Fourth English Owners each had the car for only a short time and couldn't really tell me much about it, one refusing to talk with me. The Fifth English Owner, would you believe, told me he was afraid to drive it because he was frightened of the brakes and steering! The last straw for him was an engine misfire which persuaded him to sell it. The Sixth English Owner, the most recent, had owned the car for only 3 months and told me that they “didn't like the steering and brakes so they decided not to keep it.” And as for that garage whose recent invoice was in the file – well, if he had indeed “checked the brakes” I can imagine he possibly told his customer that repairs would be expensive, thus precipitating the hasty sale of the car. Ca-

veat emptor, indeed!

Well, the English history so far was singularly undistinguished, although it seemed to me that the first 40 years in South Africa must have been more exciting. To move forward (or backward!) from here, I needed to trace the South African history where the car had spent more than half its life. The crucial link to that seemed to be The First English Owner, but he could not or would not. . . . tell me anything at all about the importation. This made me apprehensive. Was there more to this than met the eye? Perhaps the car had left South Africa illegally. Been stolen, or worse? At this point I was stumped because, if he couldn't tell where the car had come from, my history quest had hit the buffers.

*Our thanks to Totally T Type & Author Roger Bateman for allowing us to reprint this article*



For over 30 years now MG Racers in Victoria have been competing in CAMS events each year at tracks including Phillip Island, Sandown Raceway, Winton Raceway and interstate at Mallala and Wakefield Park. This year in June we venture to the new Tailem Bend Circuit in South Australia. Whilst our grid largely comprises Victorian racers, we routinely enjoy the company of friends from Adelaide and also NSW.

Each year we compete for both the MG Racing Championship (a class-weighted points system giving cars of any class an equal chance) and also the CAMS State Championship. MG & Invited British Racing in Victoria is recognized as a series of its own, enjoying its own grid, points and CAMS Championship placings. We routinely see a variety of MG's on track, ranging from fully modified 500HP V8's to 4 cylinder MGBs, Midgets, ZRs & MGTFs and even MG TCs. And given the differing speeds, braking capabilities and overall performance of the various MGs, we all respect each other and our cars to the point that car to car contact is virtually unheard of. In other words, we race hard but safely whilst having fun.

We would like to invite fellow MG racers from interstate to join us in some or all events throughout the year. I have attached our latest little monthly news update to provide some information and light reading. Our calendar for the remainder of the year is below and I also invite you to visit our website [www.mgracing.com.au](http://www.mgracing.com.au) (please feel free to place a link to this on your website if you wish:

Our remaining Rounds for 2018

Round 2: Phillip Island Grand Prix Circuit	4-5 May
Round 3: Tailem Bend:	9-10 June
Round 4: Winton Festival of Speed	4-5 August
Round 5: Phillip Island Grand Prix Circuit	29-30 September
Round 6: Sandown Historics	10-11 November

The email address for contacting our Committee is [committee@mgracing.com.au](mailto:committee@mgracing.com.au). If anybody would like more information or has any questions at all, please feel free to email the committee or contact me directly on 0417 386 883. Similarly, if any member would like to be included in our email group in order to receive updates etc, simply email me at [phil@bristleblaster.com.au](mailto:phil@bristleblaster.com.au) with a request and I will arrange this.

*Phil Chester*, On behalf of MG Racing Committee





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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

Member John Colville from Tamworth has adopted another TF.

John will hopefully have the TF back on the road soon with a little help from some fellow MG Hunter members

Congratulations John!



# SUNNYSIDE AUTO ELECTRICS

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## **MG Car Club Hunter Region – Committee Meeting**

**Tuesday 13<sup>th</sup> March**

**Meeting opened at 18:20**

**Present:** Stephen Jones, Denny Bowden, Greg Jenkins, Alan Andoni, Brian Madden, Bev Jones, Wendy Croker, Jeff Lauff

**Apologies:** Gary Piper, Frans Henskins

**Minute from Feb:** Accepted, Moved: Denny Bowden. Seconded: Alan Andoni

**Business Arising:**

Kay Bowden has taken over the Midweek run

Printing invoice received for the wrong MGCC. Printer contacted and invoice is to be ignored.

**President:**

Nothing to report

**Vice President:**

Nothing to report

**Secretary:**

Concours planning

**Treasurer:**

**Club Capitan:**

March 22<sup>nd</sup> tuning run will be to Wangi Wangi

Club run on 18<sup>th</sup> March to leave earlier than normal at 9.30 for Gosford Motor Museum

**Sporting Director:**

From VP – Gary can't organise or attend the Forster Keys run on Sunday 1<sup>st</sup> July. Will ask club members for interest.

Prepared to organise a social weekend away if there is interest

**Public Relations:**

Brian will contact Tilligery club regarding their upcoming event Euroday committee meeting to be held on Thursday 15<sup>th</sup> 6.30 at the club rooms

The Tea Gardens & Hawkes Nest Motorfest attracted 14 MG's, 1 Maserati & 1 Mazda from MGCCHR. 22 members. 400 cars overall.

Hunter Region All British day (Jag Club) will return to Newcastle Fore-shore on July 14<sup>th</sup>

Brian has tendered his resignation from the position of PRO effective 30<sup>th</sup> April 2018

**Regalia:**

250ml thermos' available @ \$17.12 each including club shield or MG logo engraving. Minimum order is 50 units. Will approach other MGCC's to see if interested.

Extra jackets received for sizing.

Final cost should be \$80 per unit.

**Editor:**

Magazine cut by 4 pages for March

29 members requesting hard copies

**Committee person:**

The Lauf's will be away June & July.

**General Business:**

Michael Haining has passed away.

A couple of club members are planning on cleaning the clubrooms mid-year.

Concours BBQ as yet unknown.

We need to check wine stocks.

Contact with SAIC re give-aways for Concours.

Contact to be made with Peter Currie regarding Concours layout.

Bev will send out Concours reminder email

**Meeting closed 19:15**

## **Midweek Gathering**

Meet at the venue for a 12 noon lunch

**Wednesday 11th April @ Caves Beach Hotel**

**Wednesday 9th May @ Edgeworth Tavern**

Call Kay Bowden to reserve a seat—49514125

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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](mailto:sbmbjones@optusnet.com.au)  
It would be great to have input from more of our members!

**Deadline for the April edition will be**  
**Thursday 19th April 2018**



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