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FEBRUARY 2018

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MG CAR CLUB HUNTER REGION INC

FOUNDED 1987

AFFILIATED WITH MG CAR CLUB UK

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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

February 2018

- ♦ **2, 3, 4th—Bathurst 12 Hour**
- ♦ **Tuesday 13th—Committee Meeting 6.00**
Club Night 7.30pm
- ♦ **Wednesday 14th—Midweek Gathering 12noon**
Catherine Hill Bay Pub call Roz to book 49516872
- ♦ **Wednesday 14th—GEAR Meeting @ Wakefield Park**
- ♦ **Sunday 18th—Clubman Run - Pretty Beach and Patonga— EARLY DEPARTURE 9am**
- ♦ **Thursday 22nd - Twilight Tuning Run**
Meet at the Clubrooms at 5.30pm

March 2018

- ♦ **Friday 2nd—Film Night 6pm Movie & Pizza**
"Hunt for the Wilderpeople"
- ♦ **Saturday 10th—Tea Gardens Hawks Nest Motorfest**
Meet at the venue before 9.30
- ♦ **Tuesday 13th—Committee Meeting 6.00**
Club Night 7.30pm
- ♦ **Wednesday 14th—Midweek Gathering 12 noon**
Maryland Tavern call Roz to book 49516872
- ♦ **Saturday 10th—Tea Gardens Hawks Nest Motorfest**
- ♦ **Sunday 18th—Clubman Run — Gosford Motor Museum**
- ♦ **Thursday 22nd—Tuning Run—Meet Maccas Hexham**
for departure @ 10am
- ♦ **Saturday 24th—CONCOURS 2017 Re-run see page 7**
- ♦ **Fri 30th to Tues 3rd April—National Meeting 2018**
Tasmania—North West Coast

April 2018

- ♦ **Sun 1st to Tues 3rd—National Meeting 2018**
- ♦ **Saturday 7th—Memorial Run to Stroud**
- ♦ **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 Roz to book 49516872
- ♦ **Sunday 15th—EURODAY**
- ♦ **Wednesday 18th—GEAR Meeting @ Wakefield Park**

I hope everyone had a relaxing and joyous Christmas and New Year.

Unfortunately the weather has not been the best for enjoying your MG, at least not during the day. I for one definitely need to be extra sun safe! Some of our runs have been adjusted to take this into consideration.

Over the last few weeks my Midget has had an unleaded head installed. It's so much easier to fill up with fuel now and not have to add the "lead additive" into the mix. I'm sure that there have been many curious onlookers wondering what we are adding into the tank! Stephen swapped the head over.

It's wonderful to have a mechanically minded person on hand to perform these tasks. Mind you he hasn't always been so handy. As a young MG owner, 20 years old, when problems arose he couldn't afford to pay someone to fix his B, so he had no choice but to buy a workshop manual, ask questions and get help. Yes we were members of an MG club and so there were people who were able to assist.

Just a couple of weeks before we were married the B had a problem and was blowing heaps of smoke. He was absolutely devastated as we were planning on a road trip in it for our honeymoon. It was feared that we were up for an engine rebuild!!! After consulting with those who had the relevant knowledge and some further investigations it was discovered that the PCV valve had a leak and after replacing the small disc of rubber our problem was solved. We had a great trip in our B.

Please take a look at the photo below. We came across it on a Facebook page but nobody seems to have any information on the vehicle. It was suggested that this may be a prototype. Any thoughts????

Safety Fast!!

Bev



We're trying again!!!

*2017 Annual
Concours Re-run*

Saturday 24th March 2018

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

*You will need to book a seat for dinner
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

'Wow, here we are and it's 2018. A good wife, a great deck to sit on and enjoy the odd ale, two daughters, two granddaughters and a shed full of MGs. You do the hard work and then reap the rewards. That's the theory, anyway, what else can a man wish for... and I survived the festive season.

I've been playing with MGs regularly since I last annoyed you with my ramblings. Bev's Midget got a new head (thanks to the nice work of Peter Fogarty), I've been working with Austin Blanch to rebuild a MkII full synchro overdrive B gearbox that I will shoe horn into Monty the MGB, and I've spent a few days in Tamworth at a members farm working on his TF.

He bought a reasonably rare TF1500 and it needs quite a bit of work. A full restoration is not needed but the aim is to get the car to a registerable state so he can enjoy it. It's supposed to be a 1500 (XPEG engine) but it now looks suspiciously like someone stuck TF1500 badges on a 1250 (XPAG engine) TF to dare I say fraudulently raise the resale value. How many owners have been duped we will never know but that's another story. This is a very good reason to be in a marque specific car club. There are people with intimate knowledge of different models to help you when they are looking for classic cars. All you have to do is ask. No guarantees but at least another set of eyes.

I think the revival of yet another MG will be an article for Bev, and I get the pleasure of being a part of it without the bills. After this one is fettled, we may do something about his other TF. There's also a very rare Morris Oxford ute in the back corner. Anyone interested? It wouldn't take much to get mobile again. If you're interested in a Morris project, call me.

Your committee got together at the end of last year and we went through everyone else's websites and calendars to put together a fairly comprehensive Hunter Region Car Club calendar for 2018. You should have received it by email so you can print it off and stick it to a door for regular checking. That being said, things change. DON'T take it as gospel, it is a guide. Check your magazine. Check your club's website (when it is up and running again). We will post any changes to dates, time and locations so you know.

We are going to have one last attempt at running our Concours for 2017. It is slated for Saturday March 24th. Lambton Park will be the venue as usual. We will again have a get together/ dinner afterwards at a local pub so we can tell a few war stories. We'd love to see you there.

Our Concours is only a week before Easter and our National Meeting competitors will probably be on the road by then so it will be a shame to miss them. We wish them all the best for the trip and the competition.

BREAKFAST RUN TO BLACKALLS PARK

Our Clubrooms are having a facelift with a fresh coat of paint applied



SUNDAY 21ST JANUARY

Photos: Andrew Gowans & Peter Buckley



Welcome everyone to 2018.

As always January is a quiet club month due in varying parts to summer, heat, Christmas mayhem, holiday havoc and preparations for back to school/ work / various obligations.

The only January event was the Breakfast Run at Blackalls Park, annually organised by Denny. 23 people in 13 cars enjoyed a lovely few hours sharing breakfast, telling tall tales and having an early drive in perfect weather. Thanks to Andrew and Peter for the photos. If I'd known my car was going to be shown I'd have washed it more carefully.

February tends to have a few more things on the calendar. The committee is mindful that the days can often be very hot so events have been modified slightly to suit. Please check your magazine for details.

Tuesday 13th: is the monthly club night at clubrooms, 7.30pm. Come and have your say, chat to like-minded people and have a light supper.

Wednesday 14th: is the Midweek Gathering at Catherine Hill Bay. Meet there at 12 noon, but don't forget to book a seat with Roz Roals. I was at "Catho" a few days ago and it's still surprisingly green considering the lack of rain. Driving an open top car to the sound of Bellbirds and cicadas is special.

Sunday 18th: Clubman Run to Pretty Beach/ Patonga. Possibly a hot day so we will leave the clubrooms an hour earlier than usual. 9am start not the usual 10am. Depending on numbers we will have lunch at either smallish Pretty Beach cafe or larger Patonga pub. Morning tea will be at the Norah Head cafe. I'll need to book venues so I'll get an indication of numbers at the Tuesday night clubroom meeting. If you intend to join us but can't make the night meeting just phone/ text me 0417431276.

Thursday 22nd: Tuning Run. Again, due to possible hot weather this starts at 5.30pm from the Club rather than the usual 10am at Hexham. The Tuning Run is a mystery until you're about to drive off. No point in saying, "I'll meet you there" as only the organiser (not me this month) knows where we're going and he/she is not going to tell you beforehand.

March sees the calendar returning to a more usual format.

Friday 2nd: film night at clubrooms. Always good fun with a couple of old school cartoons followed by a full length film. Light dinner complete with movie ice cream included in the price - \$10 per person.

Saturday 10th: Destination Run to Tea Gardens / Hawkes Nest Annual Motorfest. \$10 per car. Need to be on their grounds by 10am. Please let Brian Madden know if you are attending.

February Clubman Run
Sunday 18th February



Pretty Beach & Patonga

Early departure time of 9am

an attempt to avoid some of the summer sun

Numbers will be needed for this event

Contact Alan Andoni

TWILIGHT TUNING RUN

Thursday 22nd February



Meet at Clubrooms at 5.30pm, dine
at one of the local establishments
then join in on an evening drive.

For more info call Austin 0434 143 242
or Steve 0412 495 234



Midweek Gathering



Meet at the venue for a 12 noon lunch

14th February—Catherine Hill Bay Pub

14th March—Maryland Tavern

11th April—Caves Beach Hotel

9th May—Gwandalan Bowling Club

Don't forget to phone Roz Roals to reserve a seat!
49516872

Tuesday 13th: Club night. Come and have your say.

Wednesday 14th: Midweek Gathering at Maryland Tavern.

Sunday 18th: Clubman Run to Gosford Motor Museum. I've been waiting for this since they opened their doors a couple of years ago! Let Andrew Gowans know if you are attending.

Thursday 22nd: Tuning Run. Back to usual time and stating venue. 10am Hexham Maccas. Don't be a minute late. This lot get away on time, every-time.

Saturday 24th Concours. We are trying again! Hopefully all Club cars and members can attend this day as it's one of our major events for the year.

The committee has another packed calendar for 2018. Hope to see you at as many functions as possible.

Drive safely.

Alan



Volcano! That is not a warning, it's a colour, the colour of our 1997 MG F.

This colour is a mix of bronze, brown and gold and it appears differently depending on the light. It seems to be an unusual colour for MGs, in fact we were told this is the only car of this colour registered.

We are the second owners of this MGF, having bought it from the original owner's widow in Adelaide in 2002. The car is completely original other than the suspension which we changed to the telescopic dampers and coils a few years ago. This system which is similar to what was original on the MG TFs, is better than the pump up (fluid) sort, and doesn't need to go for service every year or so. The car also rides well on the new system.

The only other change was to abandon the "lockable" wheel nuts and fit ordinary ones. If you own an MG F and you still have one nut on each wheel that requires a special tool to remove, I suggest you discard it and buy four new standard nuts. Leaving them on, which I did until recently causes great difficulty when you need to remove a wheel. The lugs on each nut cover become damaged and the wheel nut is very hard to remove by normal means.

The car had around 20,000 km on the clock when we bought it, and we have done 50,000 since then. It is hard to believe the car is now 20 years old. We have done many short trips and a few long ones, but the size of the luggage "boot" makes long trips hard to manage.



2018, time to take the covers off our MGs that have been tucked away under wraps in our garages while we celebrated the festive season. I hope you all welcomed the New Year in, in good spirit with your family and friends. So, what's on our calendar? First up the North Arm members and friends meet 12 noon on the first Thursday of each month for a social lunch and get together. The location is "The Sporties Club" 65 Beach Street Tuncurry, locals and visitors are all welcome to join us.

Next check out the club magazine "What's On" to see if there is an event that with a little effort you can attend. Alan Andoni and Garry Piper put a lot of effort into arranging social outings and the best way to show your appreciation is to attend an event. It's a great way to blow some soot out of the MG's tail pipe and meet people with the same interest in the Morris Garages Marque.

There is an event called the Memorial Run which involves MG Car Club Hunter Region, Great Lakes Historic Auto Club and Taree Historic Motor Club. These clubs are involved because of the cross membership between the three clubs. Great Lakes is the organising club for the next event and the date set is Saturday 7th April. The agenda is the three clubs start out from home base and meet up for a combined lunch this year at the Stroud Hotel. The purpose is for members who have befriended a late members widow to extend an invitation to join us for a day out and lunch. A social event that reminds us of late members and also letting living family members know they have not been forgotten.

Finally, I want to thank you, the MG Car Club Hunter Region members who attended the MG Muster. Your attendance made it a successful day. I told a joke at lunch about a GOLD TELEPHONE, as an organiser I should have known better and put it to use myself. On the day up north it rained, no it poured down, exit attendees from the north. The local paper reporting didn't happen, the Bowling Club events person was new, only a few days on the job and had no idea of the arrangements and the kitchen manager was a no show. My phone was in over drive shoring up arrangements as I drove south. So, I ask myself, why do I go to the trouble to arrange an event? Answer, it's the appreciation shown by those who show up. The Gold Telephone, only those who attended know what that's about.

Have Wheels Will Travel

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

Tea Gardens Hawks Nest

Motorfest

Saturday 10th March

Myall Park Sports Reserve (Off Yamba Street Hawks Nest)

Arrival Time 8am to 9.30am - Meet at the venue



MGCC Hunter Region 2017 Motorfest Display

Our club has been a great supporter of this event in past years with profits going to support the local beneficiaries - Tea Gardens Hawks Nest Surf Life Saving Club, local NSW Rural Fire Services and local Clinic Bus.

An exciting program has been arranged with exhibits of Classic, Vintage, Veteran and Unique Cars and Motorcycles from invited motoring clubs. The Reserve has a capacity for approximately 325 vehicles. We will again apply for the Hill Area, a prime position which we have been occupied for some years. An entrance fee of \$10 per vehicle and \$5 per motorcycle is payable at the point of entry.

16 Trophies will be handed out for best vehicle and club displays. All vehicles need to be in position by 9-30AM.

This is a very enjoyable day out and we have informed the Tea Gardens Hawks Nest Motor Club that we expect an attendance of about 30 vehicles from our club.

Following the event we have been invited to the home of Denise and Ross Jacka where we will be plied with Denise's home baked delights and tea and coffee.

As our EURO DAY will be held in mid APRIL at McDonald Jones Stadium and we expect members of the TGHNMC to give us their usual support we need a good roll up at Hawks Nest.

Brian Madden,
Public Relations & Special Events.

Of course the final desperate act of the 1960's should be recorded!! In an attempt to wring the last ounce of blood out of some very tired motor cars many non-enthusiasts indulged in engine transplants where a larger, heavier engine from another car (Holden Grey motors were very popular) was crudely inserted into the MG trying to induce some mythical performance increase. Some of these conversions were very poorly performed and generally provided exceedingly disappointing results, because the gearing remained the same as the standard car, the brakes hadn't been modified to accept the changed conditions nor had the suspension. Therefore after a somewhat difficult period of trying to gain improved performance most were generally offered for breaking because of their lack of performing to expectations. I recall at least five or six of these cars being converted in Newcastle, and indeed in later years I actually acquired two TDs that had been converted to foreign engines.

Just to return to TD 5801 for a short mention. The young fellow who had bought the car certainly wasn't taking good care of it and eventually he seized the engine through lack of attention in checking oil levels so a Wolseley 4/44 engine of dubious origin was quickly installed in the car to replace the lightly seized original. It was then disposed of, passing through several owners' hands with an alarming level of deterioration. To close the story on that particular car, around 1970 it was purchased by a young fellow who had heard that I had rebuilt it some years before and approached me for an opinion on how the car then stood.

I advised him that it was basically sound but required a full cosmetic refurbishment after its rough handling in recent times. So the car was once again dismantled and shipped off to Brown & Tobin at Wickham where it was repainted in original TD Ivory. I saw the panels in the workshop and they certainly looked as though the car would come together in fine form. However, disappointingly, the young chap involved fancied himself as something of an actor and went off seeking the bright lights in one of the capital cities. The body parts of the TD were duly retrieved from Brown & Tobin and temporarily stored under his girlfriend's house whilst he was away. He eventually grew to regular appearances, finally leading to his permanent departure from Newcastle. I lost track of him after this final move and to this day I have no knowledge as to what happened to TD 5801. Whether he returned for it or whether it remains under a house somewhere in Newcastle I guess will be explained some time in the future.

Oh and the seized engine removed from the car a couple of years earlier. The young chap who had done the engine change turned up the motor in a

garage clean up. He was about to dump it when he thought I might find some use for it so presented it to me at no charge and to this day I still have that lightly seized engine from my original TD. It's by no means unsaveable and I would like at some stage in the future to see engine No. XPAG6965 reunited with chassis No. 5801.

This was the final instalment in the articles penned by Robert back in 1993 for the then editor of On the Marque, Margaret Bailey.

Last year Robert sold his much loved MG TC which he had owned for over 50 years. I was lucky enough to have a ride with Robert in the TC. It was special for me as my Dad had owned a TC, exactly the same as Robert's, Ivory with a green interior.

Thank you Robert!



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So, what can be done about weather affected wobbly interior trim panels? They look very shabby.

You could replace them with unweathered new panels, albeit an expensive exercise, but after exposure to rain or humid weather you will eventually be faced with the same problem. You could replace the trim panel cardboard backing with 3mm framing ply, but plywood is stiff and 3mm looks a bit thick. I have used framing ply on MGB trim panels, but for the MGA, some other malleable material would be needed, especially for the doors and I did want the doors to close.

The solution was offered by Austin Blanch who prescribed 2mm aluminium sheet, as supplied by Ezi Metal Heatherbrae. Two 600 x 1200 sheets is more than enough to re trim the MGA and presumably an MGB.

I started the project by removing the trim panels from doors, footwells and arches at the rear of the door openings, being mindful of the consequent assembly time being the inverse of the disassembly time. Take courage! I carefully peeled back the trim material (in this case leather) from the misshapen cardboard backing.



The bare backing was a useful template to mark out a new panel from my aluminium sheet with a pencil. My trusty jig saw with a stainless fine-tooth blade made its way along the pencil line, the cut being on the inside of the pencil line, at least for most of the distance. Much patience is required, the going is tough but achievable. Wear earmuffs. The cut panel was then trued with a mill file, and the sharp edges bevelled.

The cut panel could then be placed on the upturned trim material over a flat bench and checked for fit. More filing encouraged greater due diligence with the next jig sawing episode. A spray of contact adhesive on both panel material and panel, a wee break in proceedings while the glue tacked and the panel was then offered to the trim material. The trim tabs were folded over and the job looked terrific.



The door trim panels were another matter. They have shape. This required the cut out aluminium door panel to be rolled at the top, particularly at the front. This was achieved with moderate force over my right knee by trial and error, being careful not to roll it the wrong way. Eventually the panel should fit snugly against the door frame without much persuasion. The panel can then be trimmed with the covering and screwed in place. I used the old backing material as a drilling guide for the new holes in the aluminium, which mostly lined up with the original holes in the door. I think I have a few new holes in the door: I was not Robinson Crusoe in this regard.

The end result is a tidy set of trim panels which will withstand humidity and weather.

Ray Tolcher



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



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.2018, Canyon Grey excellent condition. 122000 k's AMZ35R \$10,500 ONO Phone 0412645091



1949 MGTC

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MG Car Club Hunter Region

Committee Meeting held 12th December 2017

Meeting Opened 6:00 pm

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

Apologies: Frans Henskens, Gary Piper

In attendance:

Minutes: Accepted, Denny Bowden, seconded Alan Andoni

Business Arising:

Re-schedule of Concours – To investigate availability for March 24th 2018. Frans was following up.

Reports:

President:

- 2018 calendar – A meeting was held to plan the calendar for 2018. Most events have been entered into the calendar. Still waiting on dates from Newcastle & Sydney clubs for their dates to be entered.

Vice President:

- Denny has renewed Liquor Licence and his RSA.
- Club has been accepted to the Council of Motoring Clubs, payment for membership to be paid.

Treasurer:

-
-
-
-
-
-

Secretary

- Changes to the Constitution that were not completed in 2014 – reworking and seeking of approvals is in progress.

Club Captain:

- Good run to Ringwood on Tuning Run. Big roll up
- Toy run was another big run with toys presented to Salvation Army.
- Breakfast Run 21st January BYO everything 8am start – Denny organising.
- 18th February – run to Patonga & Pretty Beach 9am start. Numbers required.
- Need for regrouping places to be safer. Point noted.

Sporting Director:

- All MG Hillclimb – we had 5 entrants. About 20 entries received and 17 turned up. Some class records broken. Congratulations Austin Blanch
- Matt Blanch will be running at Bathurst 12 Hour in support event Group SB
- 14th February – GEAR event @ Wakefield Park

Public relations:

- March Special Event & Clubman Run, Saturday 10th March 2018 to Tea Gardens Hawks Nest Motor Club Annual Motorfest, Myall Park Sports Reserve.
- Joint Memorial Run, Saturday 7th April 2018 to Stroud Hotel with Great Lakes Historic Automobile Club
- All British Day – event date not yet confirmed but possibly 14th July, venue not yet confirmed. Possibly make this the July Clubman Run??

Committee Member:

Nothing

Regalia

- Christmas Sale tonight.

Magazine Editor

- Next magazine February

General Business:

- Constitution – Frans has updated with relevant changes, Committee members have check over and are happy with the updates.

Moved – Denny Bowden 2nd Stephen Jones

That the changes to the constitution as presented to the Committee Members be accepted and put to an extra ordinary meeting of the club members on 13th March 2018.

Motion carried.

Members to be notified of the meeting in February magazine.

Proxy voting will need to be organised for non-attending members.

- Steve is having tags engraved for National Meeting outright trophies
- Tables need to be replaced due to wear & tear. Steve to check on replacements & pricing.

Meeting Closed 7:10 p.m.

Next Meeting:

6 p.m. Tuesday 13th February 2018.



A message from Roz Roals

I would like to thank all, the club members who came to see me in hospital and for the phone calls and cards we received from all our friends in the MG Club. I am now home but it is a slow process and a very frustrating time. I thank you all so much for caring. Hope to see you all soon lots of love ROZ

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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 smbjones@optusnet.com.au
It would be great to have input from more of our members!

Deadline for the February edition will be
Thursday 22nd February 2018

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