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JULY 2018

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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??

Regalia

Wendy & Gary Croker

0000000000

Committee Person

Jeff Lauff

Social Director

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Can you help??

Editor

Bev Jones

Website

Stephen Jones

S

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

July 2018

- ♦ **Tuesday 10th—Committee Meeting 6.00**
Club Night 7.30pm
- ♦ **Wednesday 11th—Midweek Gathering 12 noon**
Hexham Bowling Club, call Kay to book
- ♦ **Saturday 14th—All British Day** Jaguar Club @ Foreshore Park,
Meet 9am Cowper St, Carrington, just over the bridge on town side of road
- ♦ **Friday 20th—Pizza & Movie Night—Johnny English Reborn**
6pm @ Clubrooms
- ♦ **Sunday 22th—Clubman Run**
- ♦ **Thursday 26th—Tuning Run**—Meet Maccas Hexham
for departure @ 10am

August 2018

- ♦ **Wednesday 8th—Midweek Gathering 12 noon**
Lochinvar Hotel, call Kay to book
- ♦ **Tuesday 14th—Committee Meeting 6.00**
Annual General Meeting 7.30pm
- ♦ **Wednesday 15th—GEAR Meeting @ Wakefield Park**
- ♦ **Sunday 19th—Clubman Run**—Depart Clubrooms @10am
- ♦ **Thursday 23rd—Tuning Run**—Meet Maccas Hexham
for departure @ 10am

September 2018

- ♦ **Tuesday 11th—Committee Meeting 6.00**
Club Night 7.30pm
- ♦ **Wednesday 12th—Midweek Gathering 12 noon**
Bank Hotel East Maitland, call Kay to book
- ♦ **Sunday 16th—Clubman Run & Annual Presentation**
- ♦ **Thursday 27th—Tuning Run**—Meet Maccas Hexham
for departure @ 10am

October 2018

- ♦ **Fri 5th-Sun 7th—Y Tyme in Canberra** see page 17
- ♦ **Tuesday 9th—Committee Meeting 6.00**
Club Night 7.30pm
- ♦ **Wednesday 10th—Midweek Gathering**
- ♦ **Wednesday 10th—GEAR Meeting @ Wakefield Park**
- ♦ **Saturday 13th—Annual Concours—Lambton Park**
- ♦ **Sunday 14th—All MG Hillclimb—Ringwood**
- ♦ **Sunday 21st—Clubman Run**
- ♦ **Sunday 21st—MGCC NSW Annual Concours**
- ♦ **Thursday 25th—Tuning Run**—Meet Maccas Hexham
for departure @ 10am

It's encouraging for an editor to see how far our little publication goes! In this month's edition you will find a little piece of mail that arrived in our inbox back in May. Our MG family is spread far and wide and you never know when you will come across another owner or a car you have known in the past.

This brings to mind a story told to me by our member John Colville from Tamworth. John was travelling over in the UK. Part of his tour was about visiting some of the airfields his father would have flown from during WW II when he was a pilot instructor in the RAAF & RAF. At one of the fields where John went gliding, the airfield Commander had an MG TF. John commented that he owned a TF and scored a ride while the boss was checking the air-strip. On closer inspection, yes of course he had a look under the bonnet, John took a look at the chassis number and realised that this TF was actually the one which came off the production immediately after his! Oh what a small world we live in!

One event that you should consider attending in July is our Pizza & Movie Night on 20th July. Our clubrooms have a huge screen and great sound system. We even have cartoons before interval, popcorn and ice creams!! We will be watching Johnny English Reborn. Please be warned that the President has a very bright torch and won't be putting up with any 'kanoodling' in the back row!

Safety Fast!!

Membership Renewal are now due!

Completed form and payment advice should be forwarded to Greg Jenkins _

Payment by EFT, cheque or with cash at the club night.

Annual General Meeting

Tuesday 14th August - 7.30pm

As well as elections for committee positions we will be voting on the updates to the constitution. If you have not received a copy please contact the Secretary.



ALL BRITISH DAY

SATURDAY 14TH JULY

Meet @ 9am Cowper St, Carrington
just over bridge facing west ready for departure

Hosted by
Jaguar Drivers Club Hunter Region

July Clubman Run

Lost in the 50s Museum
Sunday 22nd July

Depart Clubrooms 8.30am for Museum. \$20 entry payable at the door.
Morning Tea will be at the Museum (Cameron Park BYO or coffee van onsite. BYO Picnic lunch afterwards at Marmong Point. Limited places so you must contact Wendy Croker



Midweek Gathering



Meet at the venue for a 12 noon lunch

11th July—Hexham Bowling Club

8th August—Lochinvar Hotel

12th September—Bank Hotel East Maitland

Don't forget to phone Kay Bowden to reserve a seat!



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

There goes another day we won't see again. If you keep putting things off, they never get done and you've missed a golden opportunity. Don't put off 'til tomorrow what you can do today, because if you enjoy it, you can do it again tomorrow,

Monty failed to proceed last month at the tuning run. There had been an occasional drip of brake fluid on my foot for quite some time that I'd ignored. Finally the clutch master cylinder decided that I needed to do some work on it. Bev and I made the start but noticed a rapidly disappearing clutch pedal and waved the other intrepid group off and we headed home.

I pulled everything out and honed the master cylinder and put new seals in it. Whilst bleeding the clutch system I thought I'd give the brakes a pump or 3 on each wheel to move some fresh fluid through it too.

Sunday the 24th was a beautiful winter's day. Crisp and cool but hardly a cloud in the sky. After a few weeks sitting in the shed we awoke Monty from his slumber and went for morning tea to Murray's Brewery up Anna Bay way. Murrays has been rebuilt after a fire a year or so back and looks wonderful.

It was only the 2nd entry in Monty's log book for the year which is very sad. We all should be doing this more often.

The June Club type person run saw our Club Captain run away to somewhere warm so the job fell to me. I set it out like a navigation run with maps and detailed directions. 11 cars started from the club rooms and we picked up the Jackas and the Dickisons at the morning tea stop at Morpeth. 13 cars departed but only 12 arrived at Drayton's Family Vineyard. The Tippers had a bad batch of fuel a little while back and the BGT spluttered to a halt within sight of the finish. A couple of litres of fuel was added thinking it had run out... this got them another 2 metres closer to lunch. It turned out to be a clogged fuel filter. Blow it out and off they went. Thanks must go to the couples that gave assistance to Brad (Julie was duly transported to the Vineyard so she could enjoy our company) whilst he sorted the GT.

It was a cool winter's day out but a few couples took advantage of the picnic tables to eat alfresco whilst the rest dined inside where it was a tad warmer. A good day.

On a personal note, some of you may know that I do a little art work occasionally. Architectural and automotive are the themes of my serious drawing. I've got a number of limited edition prints from MG, MGA, MGB and Australian Grand Prix MG specials that I sell (rarely). They're all numbered, and I still have plenty for sale.

I know that finding inspiration and time are the hardest parts with my style of art. My style is lots of extremely fine ink pen work. To gather reference material, work out the layout and actually draw takes 80+ hours each piece. Then you hope you're happy otherwise it's bin the work and start again (and artists can be a fussy mob). I have just finished a series of four of our 'Team Hunter' competitors and their MGs. My Midget 'Myf', Matt Blanches 'B', plus a recent addition of Austin Blanches 'A' and the latest piece is the late Jeff Redman's 'TC'. The hard part for me is that the prints would probably only be of interest to the MG's custodians, but, I am getting some mouse pads and stubby holders printed. The stubby holders will be sold as a set of 4 'Team Hunter' MG's. I'm putting an MGB print on a Mouse pad to sell too. Show your MG enthusiasm whilst sharing a beverage or working on your computer (and help support my racing habit).

The committee has been looking into bringing the Club's constitution into the 21st century. There are several government department name changes and some of the language was deemed not politically correct and some just out of date. We've had the changes approved by both the MGCC UK and CAMS as required by the constitution. It now needs to be voted on by the members (that's you). It will be put up for acceptance at the AGM next month. You should have received a copy of the changes by mail or email by now.

Your annual membership is now due. This is extra important if you own a car that has historic registration through this club. No membership, no registration and that will mean no insurance either.

Thinking of AGMs and club membership, the committee will be up for election. There are a number of positions vacant that MUST be filled for the club to continue servicing the members. If you aren't happy with how we entertain you or think that you would like to have a go, then put your hand up. If you aren't happy but never volunteer then the only person you can complain to is the person looking at you in the mirror. Our club is what you make it.

At the moment the positions of Editor, Public Relations Officer and Social Secretary are all vacant and desperately need filling. Greg Jenkins is happy to do the Treasurers role for just one more year so if you would like to assist Greg for the next year before his retirement to see how things work, let us know. We are all volunteers and have taken on a role because we want to give something back. If we load up the committee members with too much then they will burn out and drop out leaving more load and stress on the others. We need a full committee to be fair to everyone.

... and finally,

"Straight roads are for fast cars, turns are for fast drivers"

Colin McRae

Three Team Hunter members competed in a Hillclimb on Sunday June 24 at Ringwood Park. Paul Smith, Mark Janus and myself enjoyed a great day of hillclimbing with the track being a bit cold and slippery for the first couple of runs but we all improved our times as the day progressed. Thanks to Newcastle club for putting on a great day as usual.

We are looking for expressions of interest for the All MG Hillclimb scheduled for October 14, the day after our concours, giving a good opportunity to show and race the car on the same weekend. It will be a regularity event so you can run at your own pace.

There is a chance that if we don't get enough interest, the event may not go ahead or could be run as a regular Hillclimb event with an invite for MG cars to compete. For more details contact myself or Steve Jones.

Coming events:

Sunday 29 July Hillclimb Course A2A. Ringwood Park Motorsport Complex
Saturday 28 July Vintage Sportscar Sprints - Cootamundra Airstrip.

*Remember drive and enjoy your cars.
Don't leave them locked up in the garage.*



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Over the Queen's Birthday weekend, Brenda and I were very fortunate to join the Sydney MG Car Club on their tour de Quirindi. They're a very friendly club and made us visitors most welcome. With a fellow Forster MG owner we formed a duo, leaving early to trek cross country via Singleton to meet up with the Sydney MG Club for lunch at Aberdeen. A wet start for the weekend saw the trusty cham-ois and hand towels put into action for the usual MGB leaks. The Liverpool Plains are currently experiencing severe drought conditions so at Quirindi the motel staff thanked us for bringing rain. Saturday night was a dress up night, themed on "Happy Days". There was some excellent thinking with the costumes but not many Fonz lookalikes.

Sunday morning dawned a sunny day with plenty of action as we explored local attractions. The railway museum, First Fleet Park, Bob's Shed (a marvel featuring collectables of a bloke called Peter Brock) and the jewel of the day was a farm visit, size 22,000 hectares operated by just three persons. To do this the farm machinery was all satellite controlled with self-drive automated operation. Farm power was supplied by a massive diesel generator that powered the automated silo storage and the drying of grain to meet the industry standards. All up costs for all this equipment was about \$4,000,000.00.

Sunday morning us Forsterterians said our goodbyes, deciding to take a shorter route home through Tamworth, across to Nowendoc, then back home via the Thunderbolts Way. BIG MISTAKE! Question: can a cockatoo out fly a MGB at 100km? Just over a hill crest, unsighted Cockatoos were holding a meeting on the road. The "B", powering to the same spot, interrupted their gathering. Scattered birds took flight left and right, however one decided to try and out fly the "B" and failed, clipping the top frame of the windscreen. Answer: NO a Cockatoo can't out fly an MGB. Sadly the flock is now mourning a loss of a member. A coffee break stop at Tamworth was the last we saw of the sun.

Turning onto Nowendoc Road, the rain started. In some stages it was very heavy, then came the climb over the Divide with narrow switch back turns, down to second gear, then accelerate to negotiate the next hard U- turn. Fortunately there was very little approaching traffic. Once on top the road straightened and the drive was easier, but increased mist meant visibility was now was an issue. Turning onto the Thunderbolts Way, the road surface is now a shocker as we made our way down the mountain. Next came the very wet road works, now a chopped up slush pit, and cement inserted road base was splattered all over and under the body of the "B". On reaching Gloucester for lunch our cars looked like RED-EX trial vehicles, not a pretty sight for a proud MGB Owner (*how long till our Concours? Ed*).

WATCH THIS SPACE This year's MG Muster will be held either in October or November on a Sunday at Bulahdelah, under the octagon umbrellas. The car park has been exclusively reserved for a magnificent MG display. Three MG car clubs including Sydney MG Car Club will be invited to participate. Full details should be published in next month's magazine.

Have Wheels Will Travel

Building a Production Racing MG 6

As we told you last month, James Brock from Brock Race Engineering will be campaigning a single MG6 in Class E of the Australian Production Car Series. The series runs for 5 rounds of endurance racing based around what is called Group 3E Series Production Cars. The idea is that vehicles are representative of the actual road cars and attempt to contain budgets to something within reach of, well some. Very limited modifications are allowed but the main areas you can replace parts are in Dampers, Springs, Minor suspension geometry changes, Brakes, Cooling system and the obvious safety systems. Everything else must remain as per manufacturer specifications, so basically unless it says you can do it, you can't.



In terms of this MG 6 specifically, the vehicle is based on the older manual models that were originally released here a number of years ago but they have face lifted the car to the current, well just superseded model. So essentially front and rear bumpers, headlights and tail lights have been upgraded. James says that in general this build was an interesting challenge, mostly in how they decided to go about the build given the limited budget to produce and run the car for the season. They have been lucky to gain manufacturer support here so all credit to MG Motor Australia for actively getting involved in the sport, but the budget was still very tight. Their core business over the past 18 years really has revolved around the production of circuit racing cars so they try to produce as much in house as possible, and given the budget restraints and limited modifications allowed, three main areas were initially focused on. Safety, Suspension & Brakes.

They designed and manufactured the roll cage in house. It is based on standard CAMS (Confederation of Australian Motorsport) regulations which emulate the FIA regs. It is an asymmetric design with the majority of reinforcement on the driver's side, and given the already strong design of the cars' standard chassis and the fact they are restricted to Hankook Ventus radial control tyres, they kept the bar work as minimalistic as was deemed safe. They opted to utilise a Racetech seat as they believe these are one of the best designs around for the money, they are extremely comfortable with head restraints, have cooling ventilation and back mounts to tie it



into the chassis as best as is possible for a traditional style of seat.

The MG6 is based in Class E, so they knew that the car is not an outright contender. Power is not their strong suit, given the cars up the front the field are the likes of BMW M3, Merc C63 etc. So a focus on stopping and getting around corners was prudent. The dampers used are a custom 3 way adjustable setup designed in conjunction between Brock Race Engineering, Ric Kemp from Race Technique Engineering & MCA Suspension who produced some of their "Gold Series" units for them. "They have a long history in motorsport here in Australia with the owner Murray Coote having run rally and circuit cars over many years as well as producing suspension systems over that time. They are a quality damper with a great range of adjustment, local serviceability and most importantly you deal directly with Murray when manufacturing them so you can be assured of getting the right fit first time, well as long as you know what you are doing of course! McPherson strut front ends are always a pain to be quite honest and tyre clearance, geometry adjustment and robustness are always difficult to achieve" said James.

"We have to maintain the standard knuckle so we have limited room to fit everything in but we managed to get it all in there, maintain reasonable amount of travel and stayed within the regulations geometry and track wise. The rear is a simple non coil over damper setup with remote canisters, as we have to maintain the spring in its original location, which actually works out alright given the clearance issues we would have had trying to get the spring in between the tyre and rear rails".

These dampers are coupled with Eibach springs front and rear. They hit the ground with a car setup that worked perfectly first time and was in the window, which is simply amazing.



The last area of modification was the front brakes. They decided an iterative process was best, given the budget, so they've started off with a front only package. They are limited to nothing larger in outside diameter than a standard rotor but can increase the thickness and swept area of the rotors. The photo above is the new front disc rotors being machined up in house. James opted for Wilwood calipers as they were in the range suitable for the restrictive rotor dimensions, they took a reasonably thick pad and the available piston areas suited the vehicle's rear brake which would remain standard if they could get away with it. James says that the reality is that Wilwood makes probably the best bang for your buck racing calipers in the world, with the likes of AP, Brembo or Alcon pieces costing over 3 times as much, and they are simply not 3 times as good. They found that the standard brake balance

of the car is heavily rear biased, which is not unusual but they did wonder why MG would opt for that setup, given most people cannot deal with over-steer situations in a road vehicle, whether it be caused by excessive brake or acceleration. They were undecided about whether they could maintain the ABS systems functionality as they had to remove some electrical systems for the car but wanted to achieve as good a balance brake wise without the use of proportioning valves. They were also restricted in terms of having to maintain the standard booster (although this can be disabled), brake pedal box and brake hard lines. The first round was at Sandown in Victoria, which is essentially two very long straights with slow 2/3 gear left hand turns at the end and is very hard on braking systems. They knew that if the system fared well there it would be good at every other track in the country. As it turned out the setup worked perfectly for them, allowing them to get through 4 one hour races without even having to bleed the brakes and offering an extremely neutral balance. This helped them make up much needed ground in braking areas compared to almost all other cars in the field.

At this stage some people would be wondering why they haven't opted for engine or Electronic Control Unit (ECU) upgrades. Firstly the vehicle must maintain the standard internal engine components and be inside standard manufacturer specifications in all respects. The wiring loom must be standard, and while you may utilise an aftermarket ECU, you must be able to plug the standard ECU back in and have the car start and run. This proves to be an extremely expensive exercise when starting from scratch, given the hours required to reverse engineer the ECU to maintain other core vehicle electrical functions and then try and extract more power from the engine. "In a perfect world we would go down this path, and maybe next season we might, but given the hefty price tag to do that, for this season I have ordered, but at this time have not received a "Piggy back" system from the UK. Hopefully this will allow us to get a few extra horses without compromising engine reliability too much" said James. He will keep us updated as he will do a back to back dyno comparison once it has landed in Australia.

The next round will be at Queensland Raceway July 28th & 29th, then Winton on 1st & 2nd September followed by Sydney Motorsport Park 21st to 23rd September. Round 5 is at Phillip Island 2nd to 4th November.





From the Inbox

The following email arrived in our Inbox on 7th May from Chris Waller. We were CCed in on the email to Col from TC Owners Club.

Hi Col,

Just to let you know I have paid my membership today for another year. Liz and I are still quite settled here in Toronto (Canada), we plan on staying at least another two years.

I read the On the Marque and have taken the liberty of copying this email to your friends who sent it to you. I was saddened to read in the magazine of the passing of Jeff Redman. You may be aware that the cream and brown TA mentioned in his obituary is in fact the car I now own.

Just last year while having some restoration work done on the car I came across his name and details written inside the driver's door. I found him on FaceBook and reached out to him and received a response from his wife. I sent him some photos but heard nothing further. I put an article in my company's monthly newsletter last year with a picture of the door panel (attached) saying how, as engineers, we should all take such pride in our work that we feel confident to sign it for prosperity

I have taken a leaf from his book and the inside of the passenger's door now bears my name and the details of the latest restoration.

I enclose some photos of the car, now close to completion, and I look forward to some driving time here in Ontario this summer.

Please pass on my regards to all and I hope I will get the opportunity to return to the club in a couple of years.

*Regards
Chris
Waller*






Annual Concours

Saturday 13th October

All MG Hillclimb

Sunday 14th October

Why not make a weekend of it and attend both events? The Concours will be held in Lambton Park (weather permitting...we do have a second date pencilled in if not.) If you are not a Hillclimber you can always come along and watch the action at Ringwood Motorsport Park. For more info contact Gary Piper or Steve Jones

It's  Tyme in Canberra 2018

It's on again in **2018**, the MG Car Club Canberra Inc. invites

you to celebrate the iconic

MG T Types and MG Y Types at a special MG event in Canberra,

Friday 5 October to Sunday 7 October 2018



SHARE THE PASSION

This years event is being assisted by
The Australian War Memorial and includes:

- An MG display at **The Australian War Memorial** with the fabulous Anzac Parade adjacent;
- A celebration dinner with an entertaining guest speaker; and
- A picturesque drive to an outlying country venue for Sunday lunch



SHARE THE PASSION

Mark your diaries and keep an eye on the club website for details :

www.mgccc Canberra.org.au



THE ADVENTURES OF MG TC2456

England – South Africa – England

By Roger Bateman

REPATRIATION

The three cars were bought by a businessman from Manchester, UK. I was able to trace him through his firm's address on the export documents. Remarkably, he was still the proprietor and happy to talk with me. He recalled that he had purchased the three cars as an investment from the dealer in Johannesburg and shipped them to the UK.

This ship that carried TC2456 to the UK has an interesting history. She was built in Italy in 1963 and originally named '*Simonetta*'. Her main engine was a nine-cylinder, *two-stroke* Fiat B750S.9 developing 12,600 bhp at 135 rpm – numbers which all seem very odd to those more familiar with motor car engines. Her maximum speed was 16 knots, which is rather slow by the standards of today's ships.

The ship was sold in 1981 to the Mediterranean Shipping Co. She was adapted to carry containers and re-named '*Simona 1*'. She lasted in this form and ownership until broken up in 1986 at the vast ships' graveyard at Chittagong, Bangladesh, where scores of ships are beached along an 11 mile length of coastline and torn apart for scrap by locals wearing little more than loincloths and sandals.

The voyage which transported TC2456 from Durban to Felixstowe in 1986 must have been one of the last undertaken by this ship before sailing to her fate at Chittagong later that same year.



Simona 1 unloading at Felixstowe in 1983/4. The scene would have been pretty much the same when she unloaded TC2456 here in 1986.

The Manchester businessman told me that he did not register TC2456 in the UK but had instead immediately part-exchanged it for a new MG Maestro

saloon with Southern Brothers, a British Leyland dealer in Bolton which is only 12 miles from Manchester. What happened to the Rolls-Royce and Reo are unknown, but presumably they were also sold quickly to turn a profit. Southern Brothers Ltd no longer exists and nor do they appear on the list of UK owners of TC2456; but they presumably sold it on because vintage cars were not their business.

So, to whom did they sell it?

Well, I think now we can make an educated guess which brings us full circle back to The First English Owner. Firstly, remember he worked for car dealer in Preston, not a million miles from the Southern Brothers garage in Bolton – in fact, very close geographically indeed.

The motor trade being what it is, he may well have heard about the MG 'through the trade' and might have 'taken it off their hands' as stock for his classic car dealing sideline. He would have registered it in the UK to make it more saleable.

It is with some relief that now there can be no doubt about the probity of the import of the car. It is entirely feasible that he may not recall the car because it was just one of many that he had traded over 30 years ago. Just an old man's memory being unkind.

MG TC2456 TODAY

Today TC2456 is a nicely patinated, well-travelled, much-loved old car that is in regular use. It shares a garage with a 1937 Riley Kestrel 1 ½ litre, a 1932 Austin Seven and a 1971 VW campervan.

The 1990s English body restoration is holding up well. The paint and interior are still very smart and the car attracts favourable comments and appreciative waves wherever it goes. Glenda Pasley's wooden dashboard has at last been reunited with the car but the instrument faces, faded from original pale green to silver in the fierce SA sun, have been left as they are as homage to the first 40 years of the car's life. Similarly, the dents remain in the radiator shell, mementos of Jacob's accident; it is interesting to reflect that the radiator has had these dents for longer than not.

The unique direction indicators, made by Pinetown of South Africa, are still on the car and functioning well.

Since purchasing the MG in 2015 I have undertaken a programme of repairs and improvements, both to overcome inherent faults and to make it more suitable for modern roads and continental touring.

The damaged front engine mounting plate has been replaced so the engine sits square in the chassis. There is now a new clutch. The worn BMC steering box has been replaced by a VW unit. The bent front axle has been straightened and fitted with new high tensile front stubs. The rear spring

hangers have been strengthened. The bodged rear axle, revealed when a half shaft broke on a steep Devon hill in 2016, has now been properly overhauled with high tensile tapered half shafts, high ratio differential, new differential carrier and taper roller bearings. The water pump is now a heavy-duty type with 7-blade fan. This winter the gearbox is being overhauled to overcome noisy end float in main and lay shafts and to install a strengthened rear plate.

For modern touring I have made a few discreet improvements, all reversible if so wished in the future. I have concealed a period Lucas ST38 rear lamp behind the spare wheel which acts as a 'high level' stop, tail and rear fog light. This is painted body colour and is only obvious when it shines through the spokes. All lights are LED for brightness on modern roads with minimal drain on the battery. I have also mounted a spare fuel pump and coil on the bulkhead in typical vintage style, ready for instantly swapping over the connections should one fail. Also a modern USB style socket is concealed between the seat cushions for charging GPS sat nav and mobile phone; two concessions to modernity that are actually very useful!

TC2456 is not a show queen as I believe cars are meant to be driven. I use it for everyday driving as well as holidays in England. We have also undertaken two French tours of 760 and 980 miles respectively. It goes without saying that it is now a delight to drive, and I like to think that Jacob Kat would approve.



TC2456 Stopped for coffee at a village café in France



Driving into a French sunset

Our thanks to Totally T Type & Author Roger Bateman



Sportscar Spares Australia

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Somersby NSW 2250
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Fax: 4340 5220
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1997 MGF Manual, 53000 klms, Outstanding condition, service history. Senior (75) selling due to limited use, Like this great MG to go to an MG enthusiast. Only way to appreciate is to see. Price guide \$9500 Call Lewis Hutchison 0410642970 (Daleys Point NSW)



2007 Mazda MX-5

Reluctant sale
by seat!

drive,
retracta-

more than 15-20 second to go from roof on to roof off.

SOLD

Roadster Coupe

- not the best car for a baby seat!

This is a super fun car to handles like a dream .The

ble hard-top is brilliant - it takes no



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 02 49684696.

Wanted MG PA engine or parts.

If you have or know where P Type engine number 1705AP is, I'd love to reunite it with the rest of the car. If not, I need to find many parts to make an engine out of what I have. I'm looking for a crank shaft, centre main bearing, front pulley assembly, external pipework, oil filter assembly, block side covers & water branches. Contact Elliot Burns on 0478 415405 or 49574921

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MG Car Club Hunter Region

Minutes of Committee Meeting held 12th June 2018

Meeting Opened 6:15 pm

Present: Denny Bowden, Greg Jenkins, Frans Henskens, Bev Jones, Wendy Croker, Gary Piper

Apologies: Stephen Jones, Alan Andoni, Ian Ashton, Jeff Lauff

In attendance: Brian Madden,

Minutes: Accepted Bev Jones, seconded Wendy Croker

Business Arising:

The number of caps that have been ordered is 25.

Reports:

President:

- The Chair (Denny Bowden) thanked Bev & Steve Jones for the clean-up job that has been done in the Club room.

Vice President:

- Acting Chair.

Treasurer:

-
-

Secretary

- Revision of Club Constitution. Revised version has been approved by MGCC (UK) and CAMS. Member approval is required for registration with OFT. This will be sought at the AGM.
- 2018 Concours. Park has been booked for 13 October with reserve date 3 November.
- 2018-19 Club Membership. Members with email have received renewal details. Written paperwork will go out to members who don't have email addresses.

Correspondence received from Ian Ashton (Asho):

Although M.G.C.C.Hunter is essentially an M.G. owner member car club we are also a social car club; our main activity now is Clubman runs with fellow member friends. Trish and I have been strong members of our club for many years and have owned many M.G.s. We have recently sold our M.G.F. and purchased another marque sports car. I still and will always own my M.G.B. which I will proudly represent our club at motor racing events. Trish and I will continue to attend Clubman runs in our new car. We would like the committee to strongly consider an additional clubman capacity for "other marque cars" which several members now own (albeit we don't see them much of them). As our active membership seems steady, I feel we should also encourage other sports car marques to join our club as social members. As a further incentive let's provide an additional Clubman class (1st place only!) - after all members who join our Clubman runs in their daily drive for instance, due to the weather or M.G. mechanical issues still willingly pay their \$2 towards the cost of trophies to participate.

- This was discussed. The Club has already started support of other sports car marques. The Committee is in favour of providing a separate (first place only) Clubman Run points score for owners of other marques.

Club Captain:

- Sunday's Run is to Draytons via Morpeth, departing Lambton Club House at 10.
- *Lost in The 50s* (22 July) has been booked for 25 people in 15 cars from our

Club. Leave Club House at 8:30.

Sporting Director:

- As per the Magazine.
- On 13 October there is a great MG weekend with *All MG Hill Climb* at Ringwood on Sunday 14 October. Could attract some race cars to our Concours.
- Evan Redman drove well in his TC at the *Come Try Hill Climb* at Ringwood.
- Circuit Italia is progressing nicely.

Public relations:

- *Jaguar Drivers Club All British Day* 14 July at Foreshore Park. Attendees please assemble at Cowper Street Carrington at 9, Carrington side of the bridge. Brian has a route map.
- *MG Muster Run* is proposed for 18 November for lunch at the Bulahdelah Pub. Details TBA – issue is that MGCC Concours is that day.

Regalia

Magazine Editor

- Still seeking an editor.
- Andrew still working on Website update.

General Business:

Nil.

Meeting Closed 7:13 p.m.

Next Meeting

6 p.m. Tuesday 10th July 2018.

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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
It would be great to have input from more of our members!

Deadline for the August edition will be
Thursday 19th July 2018

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