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JUNE 2018

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MG CAR CLUB HUNTER REGION INC

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Bev Jones

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Stephen Jones

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

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**
Gwandalan Bowling Club call Kay to book
- ◆ **Sunday 17th—Clubman Run**
- ◆ **Sunday 24th—Ringwood Hillclimb**
- ◆ **Sunday 24th—FoSC @SMP South Circuit**
- ◆ **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**
Hexham Bowling Club, call Kay to book
- ◆ **Saturday 14th—All British Day** Jaguar Club
@ Foreshore Park
- ◆ **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**
- ◆ **Thursday 23rd—Tuning Run**

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

From the Editor

Bev Jones

It's all happening! Hillclimbs, clubman runs, movie nights, display days and then there's what is happening outside our club!

This month we have stories about GEAR at Wakefield Park from Gary Piper, a newby to the track, as well his report on the latest hillclimb. Andrew Gowans has had a test drive of the new MG SUVs and has written a review with his opinions on the two options.

Also on the motorsport side of things, we have some info about James Brock and his new venture with the MG 6. (Oh that's just over there.....) We have been in contact with James and so next month we will have a bit more information and photos to share about the return to the track for MG.

Our President has set the Clubman Run for June to Drayton's Winery via Morpeth for morning tea. Hopefully we can travel on a few roads that you haven't had the pleasure of experiencing before. It is always encouraging when at the conclusion of a run, someone comments that we've travelled on a road they had never been on. We have been exploring our surroundings on club events for over 35 years and we can still come up with unvisited destinations and interesting ways to get there. What a fantastic area we live in

For the July run you will need to book in with Wendy Croker. Wendy has arranged a visit to the soon to be closed "Lost in the 50's" collection at Cameron Park. This should be a great place to have a look around. Who knows, maybe someone will be tempted to attend the auction of goods after the museum closes and pick up some items to add to their collection.

Let's keep our treasures out and active.

Safety Fast!



James Brock in the MG 6
on debut at Phillip Island
with MG Racing Victoria

MG 6 up and racing!!

At last November's washed out concours, Danny Lenartic from MG Motor Australia arrived for our event with an MG GS for display in the park. The GS was assessed by quite a few of our members and there was even a test drive or 2!

There was much conversation about what was happening with the roll-out of MG across the country. Questions were asked about the likelihood of an MG sports car being added to the stable. Danny mentioned that discussions were in progress with James Brock. James had been approached to get an MG6 competing on the racetrack.

Fast forward to April 2018 and on the MG Racing Australia Facebook page, there was post announcing that MG Motor and James Brock were to debut a factory backed MG6 Turbo at Phillip Island in the MG Racing series, and would then go on to compete in the Australian Manufacturers Championship at Sandown in May. The car was built by Brock Race Engineering in Melbourne with most of the work being done in-house. It was so fresh that it didn't even have a shake down before qualifying at Phillip Island. The car itself is a converted road car, running the production 1.8 litre MG 6 engine and 5 speed gearbox.

"The car is straight Australian Production Car (APC) spec, standard turbo, standard ECU etc, so there is a bit of development to do once we understand it a bit more" commented James.

The MG 6 was placed 10th in qualifying and finished the weekend in 7th place in Round 2 of the MG Racing series at Phillip Island. Next stop Sandown!



So, with an appropriately sign-written MG6 and new driving suit, James took the MG 6 Turbo out for its APC Racing debut.

MG Motorsport took victory in class E at the first round of the 2018 series at Sandown! Congratulations to James and the team.

If you are a Facebook user, you may like to follow the pages of MG Australia and Brock Race Engineering to keep up with the latest on MG in the Australian Production Car Series.

MG Racing Australia is another that might be of interest. MG Racing Australia is based in Victoria and runs a race series for MGs and Invited British cars. Stephen and I have been to several of their meetings. They are great events with a very hospitable crowd of people. If you are ever down south and there is a meeting on, go along and introduce yourself.

More photos on page 17

President's Report

Stephen Jones

I've mentioned a few times that I'm installing a MkII overdrive gearbox in Monty (MkI). It's back on the road now but still a small problem with the overdrive unit. I'm definitely loving the syncro on first. My point here is that it is very heartening the feedback and advice that I've received from a number of members that have done something similar in the past. In a Car Club you're never the first to do something... and you won't be the last. Ask questions and there's a good chance you'll get an answer.

I thought we'd have a good roll up at last month's film night but only a few turned up. I missed most of it as my soccer team was short on players. I started the film, snuck off to play soccer, then returned for the last 5 minutes. Everyone else that watched it said it was great. The rest of you missed a good film. The next cinematic extravaganza is on Friday July 20th.

'Myf' (my race Midget) is in my workshop/shed now and the engine and gearbox are out for repair. With a new engine (I'll build a big bore 1400cc unit) and rebuilt gearbox, I'll reluctantly be putting her on the market. I have too many projects and not enough capital to play with. Chances are it will take a while to sell but if it does I might have to enjoy her some more.

Myf will now head back to her trailer and await the mechanical work to be done so in the meantime I'll be getting John Colville's TF to start a refurbishment with the aim of getting the car back on the road. There's always something to do in the shed.

I have only heard a couple of comments about an interest in attending next year's Nat Meet in Queensland. Let me know ASAP as accommodation will have to be booked. Bev and I will be attending but not sure as yet about which car to take. If Myf is done I'll take her because I'm a competitive sod and it will be good advertising for her.

The next few months have the usual club events on. You could really have the MG out several times each week just going to club events. Social or competitive, there is something for every member. If you aren't enjoying your club then I don't think it's due to a lack of trying on our behalf.

We are quickly heading towards the end of the club year. We have a couple of Committee positions that need filling NOW and a few that will become vacant next club year. We on the committee are supposed to be doing this for our own enjoyment, satisfaction and relaxation. It's not supposed to be a job. If all the positions aren't filled and the 'love' shared around, it means more work for others on the committee that didn't put their hand up for extra work. Give something back and spread the load evenly.

Your membership will be due for renewal at the end of this month so please don't forget or put it off. We enjoy your company so be part of our future.

Steve Jones

At the last club organised Euro Motorfest day there were thirty four MGs of various models to my count, which made a splendid display of the marque. I guess the bulk of the numbers would have been from our club. On my inspection I could only note one entrant from the North Arm group, a bit sad I thought. I know due to distance of our home location to the Newcastle district, it can be an issue when it comes to attending events. It is understandable that regular attendance to club events is not possible, however it should be remembered that in joining the club there are benefits.

These include Historic registration and social contact with persons who have a common interest in the MG marque. Club member support can be obtained with questions such as where do I get it or how do I fix it. The knowledge of parts availability and repair issues generally can be resolved just with contact with other club members. These services are available at no additional charge to club membership and should not be taken for granted.

To run a successful club, it takes effort by club members who put their hand up to take an active administrative role in the club operations. These roles are difficult for country cousins to fill, however support for a major public club event should receive special attention. There are few annual events which require all hands on support from all club members. It's also a chance for distant club members to make an effort in ensuring these events are successful, especially when the event can aid the club financially or alternatively it could be a disaster if not well supported.

Mother nature has been unkind over the last two or three years in providing inclement weather in lieu of sunshine for our annual concours. Let's hope this coming October, 13th to be exact, mother nature does the right thing by the club as well as the country cousin club members with their attendance.

Have Wheels Will Travel



Note Venue Changes!

Midweek Gathering



Meet at the venue for a 12 noon lunch

13th June—Gwandalan Bowling Club

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!

Sporting Director

Gary Piper

With not long to go until the end of the 2017-18 Club Champion point score, it's great to see that 11 club members have posted points so far.

Three Team Hunter members competed in the April GEAR day at Wakefield Park and enjoyed a great day of Motorsport.

Mark Janus Mazda MX5, Peter Currie 944 Porsche, Ian Ashton, Paul Smith MGFs competed in the May Hillclimb at Ringwood Park and enjoyed the day in near perfect conditions

The All MG Hillclimb will be run on October 14 at Ringwood Park which is the day after our concours event so this should be an opportunity for a great MG weekend. Maybe we could organise dinner Saturday night as well, just a thought. (*We may be able to organise something Gary....Ed*)

Another event to start thinking about is the 2019 MG National Meeting to be run at Redlands in Queensland. This should be a great venue and a great event.

Remember drive them don't hide them.



Coming events @ Ringwood Park Motorsport Complex

**Sunday 10th June—Come & Try Hillclimb...
for those wanting to give it a go**

Sunday 24th June—Hillclimb—Track A2

Clubman Runs

President's Run

Sunday 17th June

Depart Clubrooms at 10am, BYO morning tea at Morpeth Common (Ray Lawler Reserve, then travel to Drayton's Winery for Lunch (BYO lunch, BBQ available from 1pm or café onsite)

Call Steve Jones for more info

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, venue TBA. Limited places so you must book. Contact Wendy Croker by June Club Night.

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April GEAR Meeting

Gary Piper

For some time now I have been wanting to have a run on a race track, since I was about 16 I think and that's longer than I care to remember. After doing a few hillclimbs and enjoying them immensely and with a bit of encouragement from the sporting gurus namely Steve Jones, Asho and the Blanchs I decided to join the GEAR club and have a run in a GEAR event.

For those of you who don't know GEAR stands for Golden Era Auto Racing which is made up of a bunch of people with a passion for old cars up to the 1960s (with a few run ons like with my B). The vehicles range from sports cars (always MGs there), tin tops (which are cars many of us grew up with names like Austin, Morris, Ford Zephyr and Cortina, Anglia, Datsun, Holden (including a hot FJ Holden... not sure if the guy's name is Normie, that gets towed to the track by a lovely Ford Custom Line (Cusso), open wheelers including some homemade specials, Formula Ford, Vee, Libra, even Formula 5000, and a variety of Clubman type cars.

Some of the cars that run have an impressive racing history. The GEAR people believe that these cars should be driven not gathering dust in a garage. GEAR hold 7 meetings a year at Wakefield Park near Goulburn. Even if you're not running a car in the event, just a walk around the pits and having a look at the cars running on the track is worthwhile. They're a great bunch of people and just enjoy talking about their cars (*and they're always looking for a few extra helpers with flagging – Ed*).

After giving the B a good check over and making sure it would comply with the event regs, it was loaded on a car float behind my son Jason's trusty Nissan Patrol and we headed down the highway to Goulburn. Jason was my official car hauler, pit crew and nerve calmer.

We reached Goulburn around 10.00am, parked the car and trailer in the motel car park and went and had a look at the Bungonia National Park. If you're in the Goulburn area it's worth having a look at.

Later that afternoon we headed out to Wakefield Park to drop the car to be scrutineered and meet with other 'Team Hunter' members the Blanchs, the Ashos and our Team Manager Paul Smith. After the 'Team Hunter' cars had been scrutineered it was back to the pub for a couple of beers, dinner and talk tactics.

Next morning it was breaky then out to the track into the pits, warm the cars up and get everything up to operating temperature. We attended the drivers briefing and for those of us who were track virgins there was an additional chat about how everything worked on the track.

There were over 70 entries for the day split into 7 groups. The day consisted of practice and 3 events, one of which was a regularity event. All the groups

are named after bygone race tracks with my group known as Mt Druitt. We were the last to start so I got to watch the others go out for practice.

Austin Blanch had had an altercation with a chainsaw a few days earlier and did damage to a couple of fingers and was unable to drive. Matt took over the driving role in his dad's A (rumour has it Austin turned the rev limiter down a bit).

Then it was my turn sitting on the dummy grid, nerves to the max. The shout came out "wind 'em up" (that's gear talk for start them up and get onto the track). I hadn't completed my first practice lap when an open wheeler decided to do a couple of loops in front of me. It was 'Oh gosh' (... well, something similar), but I missed him and didn't worry the guy in the Midget behind me. After 10 laps I had started to settle down and enjoy it.

As the day went on, I think I started to improve and learnt a lot about the car and my driving ability, or lack of it. I had 2 spins during the day without worrying anybody else and stayed on the black stuff, so all good. The B lacked a bit of horsepower in a straight line and handling left a bit to be desired but after all it is a fairly stock rubber bumper road car, still a heap of fun though. (*Are plans in the pipeline to fix these? - Ed*)

Matt and Asho were having a good day with Matt doing some pretty impressive lap times in the A which sounded sweet as usual. It sounds and goes like it has a late model twin cam Jap engine under the bonnet, not a B series BMC engine. Asho looked to be having a good time in one event having a good tussle with 2 Midgets and another B.

Thanks to all the GEAR officials and volunteers who made the day possible, what a great bunch of people, I'll definitely be back when work permits. I think Jason really enjoyed the day too, as he said, talking to the old guys about their cars is great and you've got to come back dad with more horsepower, better handling and more noise. I like the boy's thinking!



Asho on the dummy grid with the 1962 Sunbeam Alpine of Richard Cardew



Gary being chased by Fred Pensko in his 1996 van Dieman RF Formula Ford



Gary chasing Ken Harrison in a 1939 Vauxhall



Matt in Austin's MGA

In mid April Heather and I were on a road trip up the North Coast in our MG ZT, something we did last year and really enjoyed. This time we decided to spend a few days in Coffs Harbour, somewhere we haven't spent a great deal of time in before.

On our trip this way last year I'd noticed that Coffs was the only non-major city in NSW with an MG dealership; Geoff King Motors. Whilst Heather was busy at an art course I had a bit of a sticky beak last year and a short test drive of the MG GS SUV. With a bit more time up our sleeve I went back there this year and this time with Heather along for the fun.

The current lineup of Chinese MGs from SAIC are two SUVs - the MG GS and the new MG ZS (not to confused with the MG Rover ZS sedan from the early 00s), the MG 6 Plus sedan and the MG3 hatchback. We were interested in the SUVs as our daily driver (an X-Trail) is due for retirement, so we tested the MG GS and ZS.



The MG GS is a mid-sized SUV with 1.5 or 2.0 litre turbo 4 cylinder driving the front two wheels in the 1.5 litre through a 7 speed DCT automatic or 4WD in the 2 litre version with a 6 speed DCT. This model has been available overseas for a few years and for around 18 months in Australia. We drove the mid-spec Soul model with the 1.5 litre turbo.

Looking at the car it has a lot of Toyota styling cues in its overall design. This model sits on 18" alloy wheels and sports all the modern features you expect; halogen headlights, LED rear lights, air conditioning, integrated GPS and entertainment system, leather seats, 6-way electrically adjusted drivers seat, multi-function controls on the steering wheel - all the usual kit. The one we drove was in the rather fetching Electro Orange (note: I'm pictured with the same model in Diamond Red).

The driving position is good and very adjustable, both in your seat and the steering wheel. You and your front seat passenger sit high up off the road either side of a wide centre console with a small drive selector and button-operated parking brake. Rear passenger space is good, the seats feel supportive and you could sit comfortably for most journeys.

The car drives well with little engine noise and smooth gear changes for the most part. Sometimes the DCT can 'hunt around' a bit when looking for the right gear, but seems to sort itself out fairly well. However, this is no sportscar and whilst it corners acceptably for a vehicle of this type and size it exhibits a small amount of lurching which is accentuated by your high sitting position. You would get used to this, but it left me feeling a little queasy whilst I was passenger.

The new MG ZS is a small SUV, FWD only, with a 1.5 litre fuel injected 4 cylinder mated to a 4-speed auto or a 1.0 litre turbo 3 cylinder with 6-speed auto in the top-spec Essence model. This model was only released in the last few months. We drove the high-spec 1.0 litre Essence model.



MG is moving to a new styling for their cars and this is the first model with this new look, it has a Mazda-like look to the front end. Again all the exterior kit is there and on the inside there's leather seats but not with electrically-operated adjustment, airconditioning and the GPS/entertainment system uses Apple Play. The steering wheel hosts the usual infotainment controls and this model boats a panoramic sun roof with integrated sunshade. The car we drove was in Diamond Red and sat on 17" alloy wheels.

One neat feature I liked; the rear MG badge is also the handle for the boot lid release.

The first thing you notice in comparison to the larger model is that you sit lower in the car, which feels less SUV-like. The interior is smaller, but clever internal packaging puts everything where you need it whilst still keeping the interior light and airy. I think the sun roof plays a big part in this. Again rear seat space was good, not as good as the GS but perfectly comfortable on a drive.

The car felt more nimble on the road than the larger GS with light but tactile electric power steering, good gear selection and progressive brakes. We felt more connected to the driving conditions and the car pointed well into corners and delivered a comfortable ride. No queasiness was felt by me this time.

Ok, are these sports cars? No! Are they sports saloons? Also no!

SAIC is building cars they can sell in volume both in China and around the world. Are their cars getting better? Definitely. The fit, finish and dynamics between these cars and the 2012 model 6 I drove last year are significantly better. MG and SAIC are in the business for the long run and we can expect to see more of their cars on the road. The reason for this is the value they represent in their segments; \$31k on the road for the MG GS we drove and \$27k for the ZS - both with 7 years warranty and roadside assist.

Would I buy one? I think I would. Both Heather and I really liked the ZS as a package. Our main concern is the dealer network and servicing, but apparently SAIC has appointed a dozen or so new dealerships in the country and one of those will be near Gosford. We'll wait and see who that might be and come back to the question a bit later in the year.

It's *Tyme in Canberra 2018*

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

you to celebrate the iconic

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

www.mgoccanberra.org.au





MG 6 and James Brock
1st Place Class E APC Series — Race 1 Sandown



Some wise words about cars and relationships

'A guy knows he's in love when he loses interest in his car for a couple of days.' *Tim Allen*

'When a man opens a car door for his wife, it's either a new car or a new wife.' *Prince Philip*

'Relationships, like cars, should undergo regular services to make sure they are still roadworthy.' *Zygmunt Bauman*

THE ADVENTURES OF MG TC2456

England – South Africa – England

By Roger Bateman

THE QUEST CONTINUES – SOUTH AFRICA

SOUTH AFRICA 1947 – 1986

This MG TC sports car, chassis number TC2456, was built at Abingdon, UK on 26 March 1947 and exported new to Durban, South Africa. The British Government's "Export or Die" initiative meant that a large percentage of new car production had to be exported to earn much-needed foreign currency after WW2. MG TC overall production was fairly low: a total of only 10,000 cars were built, of which 2,359 were built in 1947.

The MG dealership in Durban, McCarthy Rodway, occupied an impressive 1930s art deco-style multi-fronted building on Smith Street, with the showrooms at ground level facing the wide street and the workshops on the first floor. These were accessed by a ramp, which was said to be a real test of their mechanics' driving skills, making one wonder how they got broken-down cars up there.



McCarthy Rodway were Nuffield dealers for MG, Morris, Wolseley and Riley (and later all BMC products as well as possibly Jaguar and Rolls-Royce). They were heavily involved with the creation of Motor Assemblies Ltd of Durban in the 1940s, which was an assembler of various makes of English and American vehicles that were imported in kit form for supply to the local market. These included most Nuffield products – except MG, until the TD was introduced in 1950.

MG TCs were only exported as complete cars, and incidentally in right hand drive only. McCarthy Rodway received only 16 TCs out of the total 139 shipped to South Africa and Rhodesia 1947, so it would have been a pretty rare car in those days.

At this stage it is not known who was the first owner of TC2456. As so few MG TCs were supplied to McCarthy Rodway in 1947, this car was probably pre-sold and therefore didn't spend much time in the showroom; but undoubtedly it would have had its pre-delivery inspection in the upstairs workshop and probably several of its early services too.

The documents reveal that the car was painted red when new and registered by Transvaal Province (TP) with the number TP 188-354. The numbering system was changed at some point after 1980 when the car was allocated the number DND 787T (T for Transvaal), which remained on the car until it was exported to the UK in 1986.

By the 1960s the car was owned by Neil Albertyn of Pretoria, but it is not known when he bought it, nor from whom. He sold it to quantity surveyor Jacob Kat in 1967. Jacob was a great vintage car enthusiast and collector; at any one time owning several in various stages of repair. In addition to TC2456 it is known he had a 1938 Rolls-Royce 25/30, 1925 Reo, an Austin Seven Nippy and a Chevrolet as well as Jaguars XK 120, XK 150 and E-type. A true enthusiast, indeed.

The car was still red when Jacob bought it and described as being 'off the road', so presumably its first 20 years of life on the rough and dusty South African rural roads had been hard.

The car remained in this condition in Jacob's garage until 1969, when he sold a half-share to David Cleland, whom Jacob had known since they were students together. David renovated the car to roadworthy condition, including repainting it green. In due course, in 1979, he sold his half-share back to Jacob. Distinctive features of the car were a chrome plated griffin mascot on the radiator cap as well as the unique indicator lamps.



In 1973 the car was featured in a film called 'The Sargent and the Tiger Moth' by Koos Roets, the South African director.

Naturally I was keen to find a copy of this film. There was nothing on the internet so I contacted the British National Film Archive, but without result. I also got in touch with the South African Tiger Moth Club who confirmed details of the aeroplanes but had no knowledge of the film. Eventually I found that the South African National Film Archive did have a copy. They were very helpful, but could not release one to me without the permission of the copyright holder whom they had listed as Koos Roets, the director.

Koos was happy to correspond with me about the film and he remembered TC2456 well, despite the intervening forty years. He told me that the MG was in excellent condition at the time of the filming, and that he had himself driven



the car 120 miles to a farm near Standerton where the filming had taken place. The yellow Tiger Moth ZS BGL that was the 'hero aircraft' in the film was owned by Koos himself; and the leading actress, Katinka Heyns, was his wife.

Jacob also owned one of the de Havilland Tiger Moth aeroplanes used in the film, then painted blue and silver and registered ZS CKX. He had bought this from Koos, who says that the MG had been intended to be the deposit on the purchase of this plane; but it seems, when it came to it, that Jacob couldn't bring himself to part with the car. Despite owning the plane, Jacob did not register it in his name, nor gain his pilot's licence. This aeroplane has since been restored and is today kept at Rand Airport, Johannesburg.

However, as far as the film copyright was concerned, Koos told me that he had sold the rights to kykNET, a South African satellite TV service. After a bit of digging I was able to contact the chief executive at kykNET who generously agreed to send me a DVD. It took an anxious month to arrive but, when I was finally able to view the film, I was delighted to see that it really did feature TC2456; there are some unique features on the car which also appear in Jacob's 1980 photos and are still present today.

I was intrigued that in the film the MG bore yet another number plate. I contacted Koos again and he told me this was a false one; for authenticity the car had been given an appropriate Potchefstroom area number plate as the film was set around the University there.

Jacob continued to use the car for shows, car club events and so on until 1980. Then disaster struck. On 9th October 1980 Jacob was involved in an accident in which the MG collided with another car, causing it to overturn. Jacob was not seriously hurt and was able to crawl out from under the wreckage, complete with his trusty camera, and began taking photos of the scene. The car was quite seriously damaged: the windscreen was broken off, the nearside wings were crushed (*photo to right*), the radiator shell damaged and his beloved griffin mascot lost its wings. This, of course, must have been the accident which caused the bent front axle and broken engine mounting that I discovered 30 years later.



By the time the claim had been settled, Jacob had already sold the MG to a family friend, Glenda Pasley, in 1981. Ingrid introduced me to Glenda, who has been extremely helpful by filling in details and background to this history, periodically emailing me with more things as she remembers them. Glenda and Jacob were members of Pretoria Old Motor Club. They regularly attended meetings, including the annual 'Cars in The Park' event where they displayed their cars alongside many other vehicles of all ages and types.

Glenda carried out a number of improvements to the car, and removed the damaged griffin mascot for return to Jacob for safe keeping. She had bought a new wooden dashboard, the very same one that Ingrid had carried back to London for me in 2017. It is the correct pattern for the car and was intended to replace the 'period-trendy' padded leatherette one (which can be seen in the Tiger Moth film and presumably fitted by David Cleland when he carried out the earlier renovation work) but Glenda never fitted it. Instead it had made its way to Jacob's mantelpiece where it stayed for the next three decades. The steering wheel was replaced as the original had been damaged in the accident. There was a vintage car specialist in Johannesburg called Rolo Motors who could obtain parts for these cars.

In 1986 the MG was sold to a Johannesburg car dealer, who also bought two cars from Jacob at the same time. These were a 1938 Rolls-Royce 25/30 limousine (SA registration DYC 273T) that had reputedly been a South African Government car, and a 1925 Reo (registration CPB 083T). All three cars were subsequently sold by the dealer to the same purchaser.

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

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



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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

Agenda for Committee Meeting to be held 8th May 2018

Meeting To Open 6:12 pm

Present: Stephen Jones, Denny Bowden, Greg Jenkins, Bev Jones, Wendy Croker, Jeff Lauff,

Apologies: Gary Piper, Frans Henskens, Alan Andoni

In attendance: Brian Madden

Minutes: Accepted, Denny Bowden, seconded Greg Jenkins

Outward Correspondence

- Invoices sent to SA, Newcastle & Geelong clubs for thermoses purchased.

Business Arising:

- 4 x tables purchased.

Reports:

President:

- Stephen has organised June Clubman run in Alan's absence. Destination is Drayton's Winery via Morpeth for BYO morning tea in a park. Lunch will be at Drayton's Winery, BBQ and picnic facilities available after 1pm and café on site too.

Vice President:

Nothing to report

Treasurer:

- .
- .
- .
- Euroday costs have been reimbursed by Shannons. The day was a success.

Club Captain:

- Wendy Croker to organise July run

Sporting Director:

No report.

Public relations:

- Brian reported Euroday was a success. The sub-committee will have a debrief meeting 10am, Wednesday 16th May at clubrooms.

Committee Member:

Nothing to report

Regalia

- Thermos order arrived and orders to other clubs have been sent. Geelong 6, SA 20, Newcastle 15. On sale for \$25
 - More caps have been ordered – 20
 - Club jackets have arrived.

Magazine Editor

- Nothing on magazine front still seeking Editor for next membership year.

General Business:

- 2019 National Meeting is Redlands in Queensland – 1st Bulletin is out, details of bulk accommodation booking. Good Friday is 19th April 2019.

- An article about Jeff Redman was sent to other clubs.
- Constitution changes have been reviewed by MGCC UK and CAMS. A couple of small changes were suggested by MGCC UK. Suggestions were reviewed and it was decided by the committee that we go ahead with all suggested changes. Club members will be notified of the changes and be sent a copy of the updated document with the changes highlighted. There will also be notification of an extra ordinary general meeting to be held on 10 July, 2018 at the monthly club meeting.

Meeting Closed at 7:15 p.m.

Next Meeting

6 p.m. Tuesday 12 June 2018.



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

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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 July edition will be
Thursday 20th June 2018**

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