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The opinions of correspondents, individuals and advertisers in this magazine are not necessarily those of the MG Car Club Hunter Region

Your Committee

President

Stephen Jones
4952 3486
0412 495 234
sbmbjones@optusnet.com.au

Vice president

Denny Bowden
49514125
0402 476 631
dennis.bowden@bigpond.com

Secretary

Frans Henskens
0419 561 448
henskens@idl.net.au

Treasurer

Greg Jenkins
0439 450 606
4956 6624
gregjenkins204@gmail.com

Club Captain

Jeff Lauff
0413 971 154
jlauff55@dodo.com.au

Sporting Director

Gary Piper
0419 490 936
gspiper@internode.on.net

Public Relations

Ian Ashton (Asho)
0429 592 823
iashton7@bigpond.com

Regalia

Wendy Croker
0417 041 850
wendy.croker@yahoo.com.au

Committee Person

Gary Croker
0417 041 850

Social Director

Position Vacant
Can you help??

Editor

Graham Haywood
0424 394 807
4954 6558
ghaywood6@bigpond.com

Website

Stephen Jones
4952 3486
0412 495 234
sbmbjones@optusnet.com.au

North Arm Wheels

John Fletcher
0407 704 853

Committee members welcome your phone calls, but please call before 9.00pm



What's On

MG Car Club Hunter Region sponsored and supported activities.

December 2019

- ♦ ***Sunday 1st—HSRC Summer Festival at SMP***
- ♦ ***Thursday 5th—Square Riggers Natter—12pm to 2pm Inu Cafe***
- ♦ ***Saturday 7th—Historic Registration Car Inspection at Caltex Maryland see page 10 for details***
- ♦ ***Tuesday 10th—Committee Meeting 6.00 at Clubroom
Club Night 7.30pm at Clubroom***
- ♦ ***Wednesday 11th—Midweek Gathering—Caves Beach Hotel***
- ♦ ***Thursday 12th—North Arm Group Run—see page 10 for more information.***
- ♦ ***Saturday 14th—Clubman Run—Twilight run leaving clubhouse at 5pm arriving Swansea RSL at approx. 6.30 pm.***

January 2020

- ♦ ***Thursday 2nd —Square Riggers Natter—12pm to 2pm Inu Café***
- ♦ ***Saturday 11th—Natter Night at the Jones***
- ♦ ***Sunday 19th—Breakfast Run—Leave 8am from Club Room.***
- ♦ ***Saturday 26th—Hill Climb at Ringwood***
- ♦ ***Friday 31st—Bathurst 12 Hr event***

Reminder of Midweek Gathering

***Wednesday 11th December
Meet at the venue
for a 12 noon lunch***

MEMBERS PETER AND LOIS DEVER COMMENTS

My Wife and I are enjoying the monthly mailed magazine as it enables us to pick it up at any time and read the very informative articles by the committee etc.

Incidentally we have been members for over 30 years attending concours in every state except WA, however attendance has dropped off over the years for various reasons beyond our control, such as age and cost.

I have owned my MG TD for 50yrs now and I wanted to comment on the constant statement "if you don't use it you lose it" which I find a wee bit harsh as many of us have these cars for many reasons. One is preservation which can involve high expenses if the owners are not mechanics as these cars do not have computer connections and modern mechanics require those connections to analyse faults. Those of us that can fix these cars are very fortunate.

I began driving my brothers TD in 1959 (16 yrs old) before I could legally drive and could not wait to have my own 10 years later which I used as a daily drive. And I joined the Sydney MG Car Club a year later competing in Hill Climbs and events as well as attending meetings at Zetland. That car was used to tow my 15 foot half cabin boat all over the state and in the time I have owned it I have broken two crankshafts, one on a trip to Tasmania at Eden, the engine still running but very noisy with heavy vibrations through my gearbox, another story.

After shifting to Wauchope in 1978 we did join a local club but my TD was too young for their liking of a vintage car so we joined Hunter MG Car club approx 34 years ago. In the early days MGB owners never waved to a T type and vice versa. However my downfall was taking my wife to our first meeting where we met a bloke and his wife Carol (who had a camera), they owned a white MGB GT and Lois said that would be a better car to have so the rest is history. I was always a one eyed "T" Type, I still am but due to that meeting we purchased an American GT as it meant I could rebuild it as I liked. This car

was used for a few years travelling over 50 thousand miles and it was sold to a local in Bonny Hills, to my amazement I found that Dr John Stewart purchased the car in Newcastle and he is still thrashing it around so it has well and truly been used.

My joy in having MG's has been restoring the cars as it gives me continuing pleasure to learn about the cars and in many instances to help many members with various problems.

My GT RV8 has done 67,000 K's, having been in every Capital city in Australia including Hobart in Tassie. It has circumnavigated Australia with Camper In tow which I would say not many MG owners have done.



It was the most memorable trip Lois and I have undertaken confronting many Nomads aghast that we could contemplate undertaking such a trip. The first and hardest part was loading the car in Sydney behind Central railway (try finding that access in Sydney traffic) on the Indian Pacific for the trip to Darwin. The yellow vested attendant refused to load it, in his opinion it would never fit, so, after confronting the fat controller and being told no it would not fit, I had



to show them by doing it myself. How many of you have ever driven your car and trailer up a loading ramp onto the top deck of a train carriage? A one off I would say.

I did write our trip for publishing in the mag but the editor at that time it too hard, so it was never completed due to photos not being up to his standards.

Living so far from the club does restrict our attendances and weather has been a hindrance but we do enjoy our current trips with Bev and Steve Jones, and others, it reminds us of our concours days with our great friends.

Electric cars do nothing for me as no one can convince me on total costs to make and to recycle compared to a fuel car, as well as having to stand in a queue to recharge one. I feel the only way other than a duel engine one is to have replaceable batteries for easy change-over such as gas bottles as this would eliminate delays. Also being an old rev head nothing compares to the various notes of cars like mine, the changing of gears and the smell of burning petrol. Most young people these days use a car for transport only. We are a dying race, but to me sitting behind a 75 mtr long 5 trailered road train in my GT looking to pass in outback Australia is hard to beat.



Arriving at the road to El Questro on the Gibb River Road, Darwin, Broome, Derby, 80 mile Beach, Port Headland, Geraldton, Perth, Katherine, Kalbari, Kunnanurra. Monkey Mia, and so many more towns.

The pleasure I get when approached by so many people asking questions about my very special MG, which they have never seen before and never likely to see another. One meeting I will always remember was one of those 4 wheel drivers with his camper trailer fully equipped to the roof in a caravan park in Kunnanurra he was looking at our set up and it got the better of him so he came over and questioned me on my cars towing capacity as he felt my car would struggle. His was a 2.4 ltr diesel and when I

advised him mine was a fuel injected 4Ltr V8 and could produce 340 nm torque he cowered back to his campfire in dismay.

He was an off road person. Ok we could not go where he goes, I understand that but there is so much to see on the blacktop in this vast country of ours.

So its thanks to Nev and Carol (with camera in hand) that got us in to this dilemma but we would never had met so many good people we classify as very good friends, such as Mick and Dianne, Noel and Wendy, Jeff and Merryl, Bennie and Ken, John (is that the cat that chewed your new shoes) and Jill, Mollie and Owen, Paul and Verryl, Brendan and Beryl, Bernie and Dianne, Denny and Kay, Austin and Sue, Bev and Steve, Peter and Roz, Dave and Dawn, Peter and Bev, Dan and Mary, Pat and Pat, just to mention a few nor would we have owned so many MG's and travelled this the best Continent in the world.

Getting back to using or losing, the advice that the 60 day trial for using conditional rego is now permanent will allow us to enjoy our cars more. I now have 180 days and more to come Steve, a day will come when I can only look at it but it will always be here for one of my grandkids to ferry me around. The Highways are getting better and cater for high speeds but a great deal of the drivers today leave a lot to be desired, their car is only a means of getting from point A to point B in the shortest time possible, instead we are savouring what is in between, doing it with good life time friends.

AHHHH the memories and the good ones to come, we weally enjoy the winding woads.

Regards
Peter & Lois

The new club website is up and running.

Search MGCC HUNTER

The site is temporarily hosted by [www. ratwhacker.com](http://www.ratwhacker.com) so
don't worry

NEW or LONG TIME MEMBERS

To continue with sharing it would be great if other recent new or some long time members could put pen to paper and discuss their car, to supply a photo of their car and to discuss their reasons for selecting our club.

Also perhaps a little about themselves or some experiences that they would like to share.

HISTORIC PLATES REGO CHECKS

Saturday 7th December

9.30am until 10.30am @ Caltex Maryland

Minmi Road, Maryland

Bring your rego papers and \$10

For more information call **Denny Bowden**

4951 4125 or 0402 478 631

Club Regalia is available at Club Nights

See Wendy Croker for all your regalia needs

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Shirts, Hats, Jackets, Umbrellas, Badges, Cooler Bags,
not to mention our

MGCC Hunter Region wine from Tamburlaine!

NORTH ARM GROUP RUN

December's North Arm MG Run is on Thursday 12th and we will meet at the Taree Visitors Information Centre at 9.15am for a 9.30am departure to Moorland Cottage, Hannam Vale Rd Moorland for Morning Tea and then to the Harrington Hotel for Lunch.

If you intend meeting us on route please let me know before 9.00am on the Day. Regards, Peter Eaton. 0417022233.

There is an entertaining and interesting comment from members Peter and Lois Dever starting on page 6.

This edition has reports on the successful 25th Anniversary of Wakefield Park Raceway near Goulburn see pages 12, 14, 15, 18, and 19.

Not to forget a very entertaining and successful boat trip up the Hunter River from Newcastle to Morpeth and return. See page 25 for a report and photographs on that club activity.

Have a safe and Merry Christmas Break and hopefully see you in the new year refreshed and enjoying club activities such as the January Breakfast Run!

Progress with my MGB

My passengers accompanying me on club activities had mentioned that the floor of the car gets quite warm and perhaps I could install a heat shield to minimise heat from the exhaust.

Well when re-installing the tailshaft, after fitting new Universal joints, I glanced over the passenger floor panel and thought I noticed some blistered paint. Further investigation by FJ Mufflers identified that there were NO leaks in the exhaust system. So I will not need to arrange replacement of the exhaust pipe.

The gearbox output oil seal is leaking more and will require replacement but also the pinion seal of the differential is leaking oil.

*Have ordered and received a new water pump, gearbox seal and differential pinion seal from one of our loyal sponsors in **Sportsparts**.*

I have been able to perform much of my own repair work and have in the process learnt a lot about the design of the MGB.

Progress with the repair of my Hardtop has been slow but the finish is not far away with only another trial fit to the car to confirm and then to the trimmers for the head lining install.

Graham Haywood



The committee has met and looked over every calendar that we could find to put together our events for next year. There is a plethora of runs that should appeal to every one's tastes. There are social meetings, short drives, long drives and even a weekend to freeze our gum nuts. There are hill climbs and race meetings for the more competitive amongst us. If you can't find something to take your MG to then you aren't trying.

I'll email that out when it is totally finalised and set in rubber (unforeseen factors always cause changes and new additions). Always check the coming events page in the magazine for the latest up to date events.

With the ever rising cost of keeping in contact, we have unfortunately been placed in the position of having to put a fee on receiving a hard copy of the magazine. It costs more than the membership fee to produce each copy so we've had to put a price on it. If you currently receive a hard copy and don't want to pay the extra \$20 from January, it's a matter of changing to an electronic version. This amount will be revisited for the next club year.

January is so hot that we're all having the month off as it's too unpleasant to drive the MG with the roof on or off.

It's been a busy motorsport couple of weeks. There have been lots of testing on my Midget for the 25th anniversary meeting for Wakefield Park, the anniversary meeting then the Newcastle 500 Supercars.

I'll start with the Wakefield meeting. Overall numbers may have been a little low when it came to entrants, but the MG Car Club Hunter Region and 'Team Hunter' did a spectacular job. We had 5 members compete at the inaugural meeting and 5 again competing in 4 different classes at this 25 anniversary meeting. The support team numbered almost 40. From the 'teams' competitors point of view it was wonderful to have so many friends there to enjoy the weekend with us. The only thing friendlier were the flies.

It was Evan Redman's first full race meeting in the TC and his support crew seemed to be endless. To celebrate the meeting, Evan produced some amazing individual T shirt artwork featuring our car (or cars in my case). I had done a cartoon for the inaugural meeting and did another for this meeting. I got a spot on the back of the shirts. It made life easy to spot the team in the pits and you'll see all of us proudly wearing them at future events.

Evans group had 4 TCs out of 8 competitors so he was in good company. The videos of his runs are on my YouTube channel. Well done Evan. A little maintenance to do but we'll sort that.

Austin was placed in with the 'Rear Engine Racing and Sports Cars'. This was confusing unless they were making him drive the A in reverse. He cheated by going forward and did it really well. He took a 4th and two 2nd's before his group dwindled to only a few so he moved to Production Sports

for the Super Sprint event where he took 1st.

Gary Piper and Ian Ashton took their B's in the Production Sports and Tin Tops class. Asho was his usual regular self with two 3rd's and a 2nd. Gary was a little less regular but just a few seconds behind Ian in speed. Gary's best was a 4th in his last event.

Myf was still being naughty and after qualifying in the racing group I pulled the pin with a worrying oil leak. Better to withdraw while still ok. I then got to spectate with the 'team'.

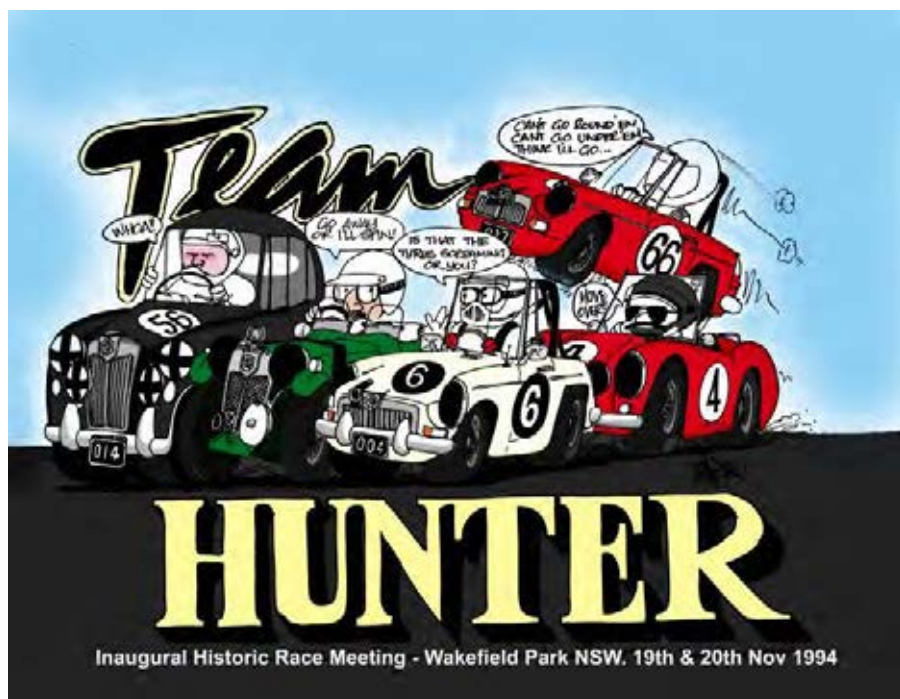
Thanks to everyone that came down and made it a great weekend. There were a few new faces to 'Team Hunter' and that's a sign of a healthy club.

The next weekend I was again representing the club, in a way, at the Supercars Newcastle 500. I was there in an official capacity, working as a fire & rescue marshal. As an official you get up close to the racing and it's great to be part of a well-oiled machine. If anyone else would like to be a volunteer and be an event official, there are plenty of opportunities. You just have to put your hand up.

I've enjoyed a busy 2019. See you all in 2020

Steve







Steve Jones at 25th Anniversary Wakefield Park Raceway

Austin Blanch at 25th Anniversary Wakefield Park Raceway



Evan Redman at 25th Anniversary Wakefield Park Raceway

Gary Piper at 25th Anniversary Wakefield Park Raceway



Ian Ashton at 25th Anniversary Wakefield Park Raceway

The 7th November 2019 Brenda spent her morning with ladies from the Taree Historic Motor Club participating in a "High Tea" gathering. I had lunch with the North Arm Group MG owners, also a pleasant experience with plenty of automotive discussion. This all changed at about 2.00pm both of us in our home, heard a loud roaring noise and went to the front door to investigate. On opening it, we were confronted with a wall of flames and a heat blast like a furnace. A bush fire was raging opposite our home, with a strong wind blowing burning embers towards and over our house. With no regard to how I was dressed, (flip flops, shorts and tee shirt) I put the front garden hose into action, Brenda did the same in our back yard. The embers were also falling onto the back yard and our neighbours home behind our house. Both of us were hosing down the roof of our house and putting out spot fires on our lawns being started by the embers. I was being burnt by some embers that came in contact with me, so I drenched myself with water to reduced the problem.

It must have been twenty minutes or so before the first Fire Truck and Firemen appeared, the radio contact by the leader to the Local RFS - HQ was dramatic and was broadcast on TV with action pictures to show the extent of the inferno, threatening homes "Get as many appliances here as possible, we need them ASAP were the words" There was a wind direction change from Westerly to Southerly, so the fire was now heading towards Forster's shopping centre and trades business district. This reduced our house danger, a public reserve adjacent to our location was also now on fire, the fire was heading toward homes on a hillside, there were now three fire fronts. Fire fighting efforts were dramatically increased to eight fire trucks two helicopters and the 737 Boeing retardant bomber plane. The situation remained desperate for another two hours before the Fire Fighting efforts gained the upper hand. It was almost dusk, so the aerial bombing craft were no longer operating, however the wind had dropped, so back burning and containment operations continued through the night.

The learning experience; "Never go fighting fires in thongs, shorts and tee shirt, I was not prepared". Advanced fire preparation, I should have had on stand by, an easy accessible kit of suitable clothing that would have given me personal protection, also a hard

hat and goggles. My eyes were sore and stinging from smoke and required treatment for a couple of days after the event. Gardens with mulch were an issue, as the mulch catches fire, as well as flower plants shrubs became heat affected and were set alight by embers. Our two hoses being 30 meters long by 12 mm diameter gave us good coverage, but they lacked water volume effectiveness. So now I have purchased a 50 meter by 18mm hose fitted with a fire fighting nozzle, which will be serviced by a dedicated water point, to increase my defensive capabilities. A clean up of our garden, removing shrubs close to the house and no more mulch. As a point of interest bark mulch catches fire the then remains smouldering and becomes airborne with wind. The bamboo lattice wall in the barbecue shelter, is easy to ignite, so its now gone, after seeing the neighbours Hawaiian Hut burn to the ground caused by embers. I spent two days removing burnt debris from the house roof, gutters and valleys. I was amazed that the under tile roof sarking, had not caught fire, if it had I would only have thongs, shorts and a tee shirt to my name, no MG or House. Arrangements are now in action to install leaf guard to the valley's and guttering. I hope that none of my improved fire prevention actions and equipment are put to a future test, but this experience has shown that stronger preparation measures are required.

My last two articles published have had little to do with driving MG's and I hope the readers of our club magazine haven't minded the off motoring reports, over the last two months. So in the New Year I will get back to sharing the experience of MG events and not of fire destruction.

The fat man with the beard and red suit is to come again this month, so spread plenty of Christmas Cheer and Spirit, its the season, keep the liquid spirit and cheer under control. So park the MG have a Merry Christmas and all the best for the New Year.

Have Wheels Will Travel

Public Relations Officer Report...Ian Ashton

A big thank you to all our members who attended our November combined Toy and Presentation day run to Rathmines Bowling Club. This was the first time we have combined both activities which proved to be a huge success. So we will be repeating the combined run in 2020.

Captain Shirley from the Cardiff branch of the Salvation Army was again most appreciative of your gifts for the needy boys and girls in the Hunter ensuring that their Christmases are a little brighter.

The 25th Anniversary weekend of the Wakefield Park Raceway opening was a great success. Thank you to all MGCCHR members, supporters, and friends who travelled to Goulburn to support our five Team Hunter members on the track. I believe we had some forty supporters attend our pub get together on Saturday night.

As the year draws to an end our last Clubman run for 2019 will be a Christmas twilight run leaving the Club at 5pm on SATURDAY 14th December followed by a meal and gathering at the newly renovated Swansea RSL. I invite members to please let Captain Jeff know if you plan on attending...

jlauff55@dodo.com.au

Members are welcome to kick off our 2020 activities with Denny's traditional breakfast run to Blackalls Park in January.

On behalf of my renewed kneed wife Trish and I, we wish everyone a Merry Christmas and safe holiday period.

We look forward to seeing you on Denny's breakfast run.

Enjoy your car with fellow minded MG enthusiasts

Your PRO with the mo.....Asho



Five Team Hunter team members competed in the Wakefield Park 25th Anniversary event on 16- 17 November. It was a great weekend both on the track & socially & started with scrutineering on Friday followed by the Anniversary Dinner at Goulburn Workers Club. Saturday saw drivers briefing, practice & 2 track events. Saturday evening Team Hunter members & 35 supporters had a great dinner at the Hibernian Hotel in Goulburn. Sunday saw 3 more track events run.

Evan Redman in the 1946 MGTC Special S/C competed in Regularity front engine racing & sports racing division 2, had the TC circulating nicely & I think it got better as the weekend went on. A bit of exercise is what it needed. Nice to see this TC back on the track as I understand it's been a while. This car has a very interesting history behind it & I've asked Evan to put together an article for our club mag.



Evans late dad Jeff was a competitor in this vehicle at the first Wakefield event in 1994.

It has been a couple of years since Steve Jones has had the 73 MG Midget marque sports on the track & he was looking forward to having a good weekend on the track.



Steve was competing in Racing Production Sports Cars division 3. He went out for practice on new slick tyres & was running them in for a few laps to become acquainted with them (first time he has run the car on a full slick tyre). Bev & I did a few time checks on him & he was running 1.13/ 14s & was

getting quicker as the session went on. On return to the pits it was evident that the engine oil leak that Steve has had trouble with since he fitted the newly rebuilt engine was back & unfortunately that was his weekend on the track finished.

Next out was Austin Blanch in the 1958 MGA competing in Regularity Rear Engine Racing & Sports Racing with this group containing some extremely fast machines.

As usual Austin's A was sounding sweet as he was doing some quick laps & before the weekend was over managed some low 1.12s, which I believe was a P/B for Austin. I think a lot of people there were surprised what a quick combination Austin & his A are. I



I have been lead to believe that Austin always finds the limit & did so in the second event with a spin up the top end of the track, his times only got quicker after that.

Next it was Ian Ashton (the pro with the mo) 1968 MGB, & myself 1978 MGB to see what we could do running in Regularity Production Sports & Tin Tops.



Asho started off at a steady pace in practice running in a nice new set of semi slicks & in the events there after was doing some respectable times. He was driving well doing some nice consistent laps which is what Regularity is all about, showing why he did so well in the recent HSRCA Spring Historics

event.

As for myself I was pleased to be 6th fastest in practice (14 in our group) & also achieving a P/B lap time. In the next event a spin on the

fishhook turn brought me back to reality, after that I think regularity went out the window & I was happy to chase what ever was in front of me. In two events it was a 1988 corvette, while he was braking at the end of the main straight I was still hard on the loud pedal yelling come on let's go. It was my first full W/E Motorsport event & I Can't wait for the next one.



A big thanks to Evan Redman & Steve Jones for the efforts in producing the great Team Hunter T shirts, also to all our supporters it was a great atmosphere in the pits. Thanks to Dean Chapman & his team at Wakefield Park Motorsport complex, also thanks to Lisa Tobin- Smith President GEAR & Richard Cardew President HSRCA & all the others who were involved in putting together a great W/E for club grassroots non professional Motorsport. As Lisa says there is no known cure for the genetic condition called Motorsport. Great to see our magazine editor Graham Haywood in our supporters group enjoying the W/E.

Next major Motorsport event for Team Hunter will be when Matt Blanch competes in the Group S support category at the 2020 Bathurst 12 hr which will be run from 31 January- 2 February. I believe the Group S Category is fully subscribed with over 60 entries registered.

In the last mag I inadvertently left out the results for the non marque division of our concours, my apologies for this & I can assure you it was unintentional, results as follows.

1. Ian Hague Z4 BMW
2. Mark Janus Mazda MX 5
3. Michael Stevenson Audi TT.

CAMS is changing their name to Motorsport Australia on 1st January 2020. What does this mean for all of us in club level grass roots level Motorsport, good question?

Also as from the 1st January 2020, as I understand it, Hillclimb, Regularity, & Super Sprint events are regarded as speed events. Unless you are competing in a fully road registered vehicle with lap sash seat belts you will be required to have a frontal head restraint device fitted & have the compatible helmet with the required tethers & a harness that works with the device.

Remember drive them don't hide them & Motorsport is driving them as the maker intended.

Cheers Gary Piper

Evan and Meryl Redman in Supercharged TC on Parade at Wakefield Park



Austin Blanch & Passenger on Parade at Wakefield Park

RESTORATION OF J&S FIBREGLASS HARD- TOP FOR MGB



The 2nd hand J&S hardtop fitted to the car on delivery and it seemed to enhance the appearance of the car and definitely reduced noise inside the car.

However the “J Bolts that clamped the hardtop to the car did not tighten as there was flexing occurring at the sides of the hardtop. Removal of the headlining in that area revealed cracked fibreglass and rusting metal stiffeners on both sides.

The rusted steel stiffeners were removed and replaced with Stainless Steel. Then the sides were filled with fibreglass filler and strengthened with 2 layers of fibreglass tape.



It was noted that the original vinyl hood had solid rubber blocks that the over centre front hood to wind-screen clamps pull up against and that sets the minimum gap for the front sealing rubber.

Thus this feature was added to the hardtop/





Also the pads for the mounting screws for the over centre clamps were made from



plywood and over time they had begun to deteriorate so were removed and replaced with aluminium blocks and encased in fibreglass reinforced with at least 2 layers of fibreglass cloth.

New side locating lugs were formed to locate the sides of the hardtop using the same brackets used by the vinyl hood.



A feature found with another J&S Hardtop was the installation of an interior light so that feature is being copied.

The original “J Bolt” method of clamping the back of the hardtop to the car has been retained with new stainless steel brackets and “J bolts”.



Morpeth Cruise from the Captain.

Saturday the 16th of November was a very busy time for the Hunter MG Car Club. Not only were forty members and friends going down for the weekend to attend the celebrations at Wakefield Park, but we also had a river excursion planned to visit Historic Morpeth.



It was unfortunate that this trip had been moved a number of times due to conflicting events, and again it fell on the Wakefield Event. Fifteen of our club members were able to attend on this day, which was a beautiful day. Cooler than we were having but sunny. We arrived at the wharf from all modes of transport. Some drove with others who had parking available. Some caught the bus and others made it an excursion in its self by catch the train and onto the tram.

But we all arrived well before time, except maybe for one gentleman who loves his coffee.



The boat trip left right on 10am, and headed up river, passing under the enormous Stockton Bridge. At this point morning tea was being served, various forms of scones, with cream and jam or butter, whichever took your fancy. They just kept on coming. Coffee and tea were also plentiful and welcomed.

Travelling along the river you saw a different perspective of our region. Paddocks, farms and Industry all along the way that you seldom see and know about.

Our first short delay was at the lifting of the Hexham Bridge. It has been said that by doing this exercise you could hold up to two thousand cars. Everyone went on deck to get photos and enjoy some fresh and brisk air.



After a little more travel and excellent commentary from the Boat Captain we arrived in Morpeth. A short stroll from the wharf into town for an hour and a half to browse and have a bite to eat. Saw many of our members return with packages, maybe after having visited the Christmas shop?

Our return voyage took another three hours, but to kill that time we were served various fudges from local suppliers as well as some very nice wine samplings.

Even though it was a long day out I believe all our members had a most enjoyable day on the river experiencing something different with the company of good friends.

NB. December's Club Run will be a twilight run held on Saturday afternoon the 14th December. Leaving the club house at 5pm. We will be arriving at the Swansea RSL for dinner at approximately 6.30pm. Please contact me if you are going to attend as we have to book tables for dinner.

See you on the road,
Jeff Lauff
Club Captain.

Bob Jane T-Marts Newcastle MG Car Club Hunter offers for members!

- Wheel alignment and balance for \$70***
- All wheel alignments 50% off with any tyres purchased***



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Newcastle West**



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Also suit wire wheel conversion for MGTD.

9-41 (4.55-1) ratio ultra rare factory Crown Wheel & Pinion set suit MGTD and TF. Ph Robert 0249684696..

For Sale MGB V8 Engine & Painted Wire Wheels

MGB V8 engine Complete except for front timing cover.

\$2,200 ONO

4 MGB Painted wire wheels with tyres. (4.5 inch X 14 inch)

Good splines, came off my car. **\$60.00 Each**

Contact Rudi Scevak—0413841272

For Sale Smiths tacho to suit MGB

\$250

ph Ian 0429 592 823



WANTED : 3 Bearing engine with Tacho for MGB

Call Ray 0425245100

WANTED : MGB Bonnet Preferably original in good condition

Call Larry 02 49772112

FOR SALE

MG Clubman

Incomplete project.

(as featured in ON the MARQUE Nov.2009 & Feb. 2010.). Chassis complete , steering & suspension ready for assembly. Nose cone only, no bodywork. Morris Major Elite mechanicals.

Who's after a project? For sale @ less than material costs.

Price reduction now \$2,000 Phone Alan on. 0408608397.

1974 MGB,

Red with black hardtop, soft top, tonneau, & half tonneau. Mechanically good. Body good. Paint good. Interior carpet & trims look a bit sad. Same owner, 15years. Currently on Historic rego.

14/6 Super-lite mag wheels,+ original Rostyle wheels + 14/6 steel wheels. + Spares.

Reduced price is now **\$12,000**

Phone Alan on 0408608397.



1968 MG Midget (Pale Blue)

This MG Midget is a wonderful car ready to drive and enjoy, only travelled 70,900 miles. Has little use for the past 7 years and ready to enjoy weekend drives or entry into your next MG Concourse. Supplied with a full tonneau cover in excellent condition, pristine paint work showing no

rust. Brakes and suspension recently rebuilt, quality trim, as new tyres, currently on Historic registration (not transferable). The first to see this car will buy.

Price: **\$18,000.**

Contact: Bernie 0265575946/ 0419 282133

(located in Forster, NSW)

FOR SALE

FOR SALE 1974 MGB GT

Rego Number 95564 H

Damask red. Mechanically very good; 4 speed plus Over-drive.

Interior is original there-are

SOLD

cally very Over-

in original condition

for the carpets showing age.

Car has always been garaged and is currently at Wangi.

Original Rostyle wheels. Some spares and workshop manuals included.



FOR SALE: 1965 MG1100 Sedan

Bought new in 1965 by a lady who then brought it with her to Australia in 1967. When she stopped driving, she handed it over to another family member, who sold it to a neighbour when he, too, became too old in 1984.

It basically went into storage until we purchased it in 2017, making us only the fourth owners.

The mileage is 69,917 miles, which is believed to be a true reading from original.

The third owner had a rust and damage free body re-sprayed (black), fitted a new windscreen and rubbers, new head-lining and carpets, as well as fitting a later all synchro gearbox. Interior seats and door cards are original and tidy. It still has the original woven cane boot floor mat, tools and spares.

Tyres are near new and there is also a workshop manual.

Qld R/C supplied upon sale. Plates not transferable.

Price \$8,750 o.n.o.

Phone Alan or Lynne, 07-46302330



FOR SALE

2004 MG TF RARE ANNIVERSARY MODEL

Travelled only 40,500 km. Badged Number 51 of 1600 produced.
 Boot and seat panels embossed 1924—2004
 Red hood and seat panels. Fully functional in original condition.
 Garaged and rarely driven by long standing elderly MG owner.
 Radio, CD Player, New rear tyres, good battery.
 12 months registration RVR111. Opportunity to own classic last model of MG Roadsters with modern convenience and comfort

\$13,900.00



Contact Ross Roe 0249907780

FOR SALE MGTF 160 LE 07/2004 Build



Iridescent dark green, 46,000 klms.

Factory hard-top, dual air bags package, antilock braking, air con, 16 inch alloy wheels, central locking



remote control, fog lights, engine immobiliser, leather steering wheel, leather upholstery, power mirrors, premium brake package, power steering, power windows, rear spoiler, seat belt pre tensioners, sport seats, sports suspension and wind deflector.

Yokohama AT tyres and water level sensor kit fitted.

In 2013 the car won "Gold Coast MG Club" Modern MG Concours Car of the Day.

Asking price \$20,500

Phil Sherriff, Qld. 0411708234 pspalms@bigpond.net.au

The car is at Tamborine

FOR SALE

FOR SALE 1952 MGTD

Mileage 3,368
Four speed gearbox and two door body
Good tyres.
Everything works except clock.
No driver's side door curtain (but have material).
Currently on logbook registration (54018H) but can be sold with black and white MG plates.

Asking \$36,000.

Phone Brian on 65433097
or 0409609895



FOR SALE 2005 MG TF 120 SPARK

Full leather and wood grain interior, automatic transmission, air conditioned, power steering, brand new soft top and comes



SOLD

with a hardtop.

85,000 km's. **11,000 ONO. Call Carmel on 0422567504**



Ads submitted will appear for 3 editions of On the Marquee. If you want your ad to run longer or the item is sold, please notify the Editor

NOTE it is a legal requirement that Price and Registration number, or Vin number or Engine number must be included. Ads are free to members

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Battery Sales
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Exchange Alternators & Starters

Tuning Runs

**NO TUNING RUNS FOR NOVEMBER
NOR DECEMBER**

Thank you to those who have contributed to this edition of "On the Marque"
Please submit your contributions via email to ghaywood6@bigpond.com
It is great to have input from members as well as committee members!

**Deadline for the February edition 2020 will be
Thursday 23rd January 2020**

MG Car Club Hunter Region

Minutes of Committee Meeting held 12th November 2019

Meeting Opened 6:00 pm

Chair: Denny Bowden; **Minutes:** Frans Henskens

Present: Denny Bowden, Greg Jenkins, Frans Henskens, Ian Ashton, Graham Haywood, Jeff Lauff, Wendy Croker, Gary Croker.

Apologies: Stephen Jones, Gary Piper.

In attendance: Brian Madden.

Minutes: Of previous meeting approved moved Graham Haywood seconded Frans Henskens

Business Arising: Nil.

Reports:

President:

Proposed dates for Tuning Run weekend away are 30th/31st July / 1st Aug. I already have 9 couples on the list with 2 possibilities. Max 15.

Concern from Committee as to the timing and hence possibility of black ice on the route chosen.

We need to work out a date to do next year's calendar.

Suggest Wednesday 27 November, 7 p.m. at Jones' house.

Do we want to have a New Year's (not New Year's Eve) get together on the President's deck?

We'll nominate a date to Graham for the magazine.

Committee thinks this is a good idea, suggest a Saturday night in January.

Remember that there usually isn't a magazine in January, so we need to plan dates for Graham and the magazine for the December issue. Events for February must be included.

Approximately 40 members and friends attending Wakefield Park 25th anniversary meeting.

Vice President: Nil.

Treasurer:

All cheques for donations (e.g. to Variety) have now come in.

Secretary

My email provider is (idl.net.au) being shut down. Please note that my new email address is henskens@henskens.com.au. This will need to be changed on the website, both in the list of office bearers and as the contact email.

NOTE: 2019/20 membership cards are available for collection at Club meetings. They are not being sent out by post (as was done previously) as a cost-saving measure.

I will be overseas during December. Will be back for February meeting.

Correspondence received from:

John McDean on behalf of Variety. Framed Certificate of Appreciation received;

Advice about New Australian Race Series Ryco Penrite 12 hour;

Copy of *Speed Read* from CAMS;

Email from Bill Bitossi re Speed on Tweed Revival in Murwillumbah on 4-6 September 23020;

Email from CAMS re competition to win a hot lap in the Hyundai i30 Safety Car at the final Shannons Nationals round at The Bend Motorsport Park on 15-17 November.

Club Captain:

Last Sunday's Run went well with some hiccups.

This coming Saturday is the Morpeth Trip with 14 Members going – Alan has attracted another 2. Boat leaves at 10 and returns at 6 – a long day!

Re planning for December Run: suggest changing the advertised Economy Run to a Twilight Run departing Clubhouse at 5 p.m. on Saturday 14 December followed by 6:30p.m. meal as a Christmas gathering. Destination is Swansea RSL for dinner followed by optional Christmas lights tour. Please [advise Jeff Lauff \(jlauff55@dodo.com.au\)](mailto:jlauff55@dodo.com.au) of your intention to attend.

Public Relations:

Will not be any more registrations for events – Toy Run and Presentation attempt was a dismal failure.

Run last Sunday was very good, Rathmines venue was nice so suggest using it again next year.

Concours was held at last. Went well.

Bob Jane T-Mart is now an advertiser.

Sporting Director:

Sporting Directors Report as per *On The Marque* with additional item as follows:

Matt Blanch's entry for Group S support category at next year's Bathurst 12 hr race has been accepted.

Matt currently holds the lap record for Group S MGB & we look forward to watching him run in February.

Committee Member:

Committee previously approved preparation of a plaque for presentation at the MGCC Ottawa while the Crokers were in Canada. This was warmly welcomed by the Ottawa Club members who send regards to our Club.

Regalia

Have done a stocktake. Value of stock is \$7,331.

Sales at Concours took \$254 cash and \$110 on card reader.

Christmas sale at December meeting – details in next magazine.

Magazine Editor

Christmas sale list will; go out by email to all magazine recipients.

Have culled the magazine mailout to reflect financial membership.

Magazine went out this week.

Have 18 people who do not have a reported email address so require a physical copy. This means that 22 members with an email address are receiving a printed copy.

*** *Would members please immediately advise if you change your email address? Otherwise you will not (cannot) receive On The Marque* *** Please email changed address to Club Secretary henskens@henskens.com.au and Magazine Editor ghaywood6@bigpond.com

General Business:

Our long-term member Pat Martyn passed away last week. Our sympathy to his wife and family on this very sad occasion.

Committee unanimously agreed that members receiving a printed copy of *On The Marque* will be invoiced \$20 in the New Year to partly cover the cost of their magazine until end of the membership year.

Meeting Closed 7:26 p.m.**Next Meeting**

6 p.m. Tuesday 10th December 2019.

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CLUB QUIZ for DECEMBER G Haywood

1. What design enhancements are incorporated in the Rubber Bumper models of MGB that improve safety for the occupants?

CLUB QUIZ ANSWERS G Haywood

Last months questions and Answers

1. The twin-cam engine which was in the 1962 Lotus Elan was based on what manufacturers engine? **Answer** FORD Kent engine as used in the Cortina.
2. When Sunbeam which was produced by the "Rootes" company decided to produce the Tiger model, who did they sub-contract to re-engine the car to fit the V8 engine (a) ?

Answer: *the initial engineering was carried out by Carol Shelby*

and what manufactures engine did they use (b)?

Answer: *Rootes subcontracted the job to Jensen to fit the Ford V8 to the car . The first Tiger's (1964) came out with the Ford 4.2 litre V8 then in the 1967- 1968 models they came out with the 4.7 litre Mustang.*

1. Which manufacturers V8 engine did TVR use in their sports car? **Answer: *they used the Ford 4.7 litre V8 engine.***



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